THE EQUIPE

ALL OR NOTHING

RACE RULES 2026

25 NOVEMBER - 30 NOVERMBER 2026



THE EQUIPE RACE RULES

NOTE: We have tried to keep these rules as similar as we can to the MUNGA RACE as the flavour and spirit of all events are the same. Knowing one, you should know the others. The Equipe in general is a seriously tough race although you participate in a Team format. This is not just a walk (or ride) in the park. We have to make sure that everyone on the route is safe, so every rider and team will be expected to follow these rules to the letter. Any rider or team found breaking the rules, will be penalised or disqualified. So, make sure you are familiar with the rules before setting out on your Equipe journey.

INTRODUCTION AND THE DUAL PRINCIPAL APPROACH (DPA)

These rules serve as a guideline for both riders, 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 **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. In other words, the Race Director and the Operational Director will look at what the rules specifically say and what the rules' intention is.

2. The spirit or motivation of the offence: This means the motivation behind the infringement of the individual/ team will be considered. The Race Director and the Commissaire will look at whether the infringement was a complete accident, or whether the rider/ team 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 Race Director 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, 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 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.

DISCRETION OF THE CHIEF COMMISSAIRE: Where any additional rule interpretation is required or where a specific provision for any incident has not been made in these rules, the decision of the chief commissaire will be final. There will be no reimbursement of costs to the participant in case of disqualification.

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1. CONTEXT

1.1. These Rules are specific to the Equipe and are to be read together with the Terms and Conditions and the Indemnity, signed by the rider on registration.

1.2. Upon online registration (on Entry Ninja Portal) and at the event registration, the rider agrees to the terms and conditions of this race and therefore agrees to these rules.

1.3. The Rules are the complete set of Rules applicable to the Race.

1.4. 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 Director and or CSA Commissaire, a warning and/or disqualification.

1.5. It is the Race Director's right to amend and update the Rules as and when deemed necessary.

1.6. The version of the Rules in force at the start of the Race is the version applicable to the Race for its entire duration.

1.7. The interpretation of any Rule by the Race Director, 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.

2.2 **"CSA"** means Cycling South Africa.

2.3 **"Cut-off Time"** means 5 (five) days after the Race start, being a total of 120 (one hundred and twenty) hours.

2.4 **"Race"** means The Munga Equipe multistage mountain bicycle race.

2.5 **"Race Station"** means an official Race Village or Waterpoint on the route

2.6 **"Rules"** means the rules in force at the start of the Race.

2.7 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.

2.8 Where figures are referred to in numerals and in words, if there is a conflict between the two, the words shall prevail.

2.9 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. ENTRIES, SUBSTITUTIONS AND CANCELLATIONS

3.1 ENTRY FEES

3.1.1 The entry fees are specified for each respective Munga event as per the online Entry Ninja Portal.

3.1.2 Upon receipt of the full entry fee, confirmation of your race entry will be emailed to you.

3.1.3 Your entry is subject to the terms and conditions of any third party with whom we place bookings, arrange accommodation, travel or provide any kind of facilities, sponsorship for or role of any kind for the Munga event. These third-party terms and conditions will be deemed to have been accepted by you.

3.2 RACE CANCELLATION/ ALTERATIONS BY THE MUNGA

3.2.1 The Munga reserves the right to cancel the event, at its sole discretion.

3.2.1 In the event of poor weather conditions, The Munga reserves the right to cancel the event, reroute riders, delay the start time or stop the race temporarily. This is for safety reasons, and all factors will be considered by the race director.

3.2.1 If the event for which you have entered is cancelled prior to the official start time, the entry fee **may** be credited to the rider for the following year, this is at the sole discretion of the race director. All factors will reasonably be considered for a fair outcome.

3.3 FORCE MAJEURE

The Munga accepts no liability to make any refund of your entry fee by reason of the cancellation or disruption of the race due to government-imposed lock-down or prohibition, acts of God and circumstances out of our control, such as war, riots, terrorist activity, natural disaster, pandemics, fire, adverse weather conditions, etc. Race may be altered, delayed, shortened, or cancelled for weather, safety, or force majeure. No refunds or claims possible.

3.4 CANCELLATION BY RIDER

3.4.1 Organising such an event has many challenges and can't be left to the last minute. **The refund policy schedule is based on certain suppliers, service providers, and volunteers that have been paid leading up to the preparation of the event weeks and months to the race.** If your deferral or substitution is requested after the last cut-off as stated below, we have already prepared and paid for you to attend the event. It's not a matter of 'carrying-over' the entry (your money) to the following year – it's spent already. Which would mean we are paying you to either not attend this year or ride for free next year – which is not fair, hence warning you upfront. This includes medical reasons as well.

3.4.2 If a rider wishes to cancel their entry to a race, a credit will be granted to them which could be used for any other Munga event, for the following year only (differed entry). This is subject to **clause 3.5.1. to 3.5.3**

3.4.3 Entries can be deferred to the following year for any other future events **ONCE OFF**.

3.4.4 If the rider wishes to cancel their race entry for any reason after paying the required amount, they will forfeit their entry fee if not used or transferred within 12 months. No exception to this rule.

3.5 CANCELLATION PROCESS

All cancellations must be submitted in writing to jackblack@themunga.com

AND jayden@themunga.com . The **date of receipt** will determine the applicable terms.

3.5.1 CANCELLATION MORE THAN 8 WEEKS BEFORE THE EVENT

If a rider cancels more than 8 weeks before the event start date, the rider may be eligible for:

- A **credit of up to 75%** toward a future official Munga event.
- The exact amount retained will be **reasonable and based on costs already incurred.**
- Credits are valid for **12 months** and subject to event availability and a rider can only defer an entry **once** in 12 months.

3.5.2 CANCELLATION BETWEEN 4 AND 8 WEEKS BEFORE THE EVENT

If a rider cancels between 4 and 8 weeks before the event start date, the rider may be eligible for:

- A **partial credit of up to 50%** toward a future official Munga event.
- The exact amount retained will be **reasonable and based on costs already incurred** and the likelihood of filling the rider's place **(Rider to arrange a substitute rider for their entry)**
- Credits are valid for **12 months** and subject to event availability and a rider can only defer an entry **once** in 12 months.

3.5.3 CANCELLATION WITHIN 4 WEEKS OF THE EVENT

If a rider cancels within 4 weeks of the event, the rider may be eligible for:

- Be charged **reasonable cancellation fee**, which may be up to **100%** of the entry fee.
- However, if the rider's place is **successfully filled (Rider to arrange a substitute rider for their entry), a partial credit may be considered.**
- Please refer to clause 3.4.1

3.6 RIDER SUBSTITUTIONS

3.6.1 A rider can substitute their entry with another rider.

3.6.2 Rider substitutions will only be allowed once, as each entry has one 'life'. In other words, a rider may substitute / transfer his entry only once.

3.6.3 Substitutions may be requested up to **1 week before the event** start date.

3.6.4 Approval will not be unreasonably withheld.

3.6.5 The substitute rider **must** complete **all entry requirements on the online portal and pay the necessary administration fees.**

3.6.6 An **administration fee** will apply, based on actual processing costs (typically 10% to 20% of the entry fee).

3.6.7 Take note that no rider substitutions will be allowed **less than 7 days before the race start date**.

3.7 TRANSFERS AND CREDITS

3.7.1 Entry fees are not transferable to another rider outside of the approved substitution process via the Entry Ninja Portal.

3.7.2 Approved credits may be used for any official Munga event, subject to availability and within the Time Frames above (within 12 months).

3.8 DISCRETION AND FAIRNESS

The Munga reserves the right to make decisions in exceptional circumstances. All decisions will be made in line with the principles of **fairness, reasonableness, and applicable law**, including the Consumer Protection Act. **Please refer to clause 3.4.1.**

4. PRIZE MONEY

There is no prize money in the Equipe. Teams will race for the honour of winning the Baton Rouge.

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 part of a team of five riders. Should there be a specific request for less or riders the Race Director will consider once informed of the request.

5.3 In order for a team to be classified as finishing the Race, the full team, all 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.

5.4 Only teams that finish the Race according to the rules set out in this document are eligible for the Baton Rouge.

5.5 Teams 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 Director 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 / her physical power to power his bicycle forward.

5.8 Riders may not use any motorized form of power to move them forward along the Race route.

5.9 The Team Manager / Team Captain will collect the goodie bags for the team as well as the Baton Rouge that the team must carry for the duration of the race. The Baton Rouge must be carried by the Riders and not by the Support Vehicle.

5.10 The Rider that is riding the Stage must sign in at the race village where they will hand over their team baton to the next rider who will be riding the next stage.

5.11 Every rider has to sign out / scan out at the race village where he / she will hand over his team baton to his / her teammate.

5.12 If a rider is unable to complete their allocated stage**:**

- the team would be disqualified immediately, but the team could continue and finish the race without the "finished" status, and will be showed on the results as DNF
- the team could take another rider in the team out to the rider to complete the stage on their behalf. The team would still be disqualified but the team members shall be allowed to complete the full distance of The Equipe Race.

5.13 Should any rider not complete their specific stage, the team would be disqualified as far as the Baton Rouge Race is concerned but the team may still replace the rider with another rider for the remainder of the stage and complete the race with an additional time penalty.

5.14 No towing of any form is allowed, and we urge the Equipe Riders not to interfere with the Solo Riders Race.

5.15 A rider may not give his bicycle frame to another rider unless cleared by the Race Director. The merits would be decided by the Race Director.

5.16 Riders can stop for as long as they choose at the race village where they are handing over their baton, as long as they reach RV5 in time to meet the final rider and finish the Race as a complete team before the cut Off times as published in the Equipe Race Document.

5.17 **The team and all team vehicles must always remain together.** No team member can be transported to the next race village by his/her team vehicle or another team's vehicle. The team MUST remain together until the arriving rider finish the stage, and then only can the whole team set off to the next race village. **This rule will be penalised by an automatic disqualification if not adhered to.**

5.18 ***Please see addendum document with suggested logistical plan.**

5.19 The Race cut-off is 120 (one hundred and twenty) hours i.e. 5 (five) days after the start off for the Race. Those riders that are still out in the field after the cut-off times set out here below will be collected together with their bicycles and equipment in sweeper vehicles and or Team Vehicles and transported to the next race station along the route. From this race station transportation will be at the rider's own cost or by the Team.

5.20 The minimum age of a rider is 18 (eighteen) years old on or before the date on which the Race begins.

5.21 The Race Directors shall implement cut-off points along the route which points must be reached by the riders within specific times. It is within the Race Directors exclusive discretion whether or not he wants to enforce these cut-offs. **Please refer to The Equipe Race Prep Document.**

5.22 Equipe teams are allowed to warm up before a stage as long as they do not interfere with any other riders, or ride with their team members.

5.23 The team receives a NFC armband at the Registration for Time Keeping Purposes:

5.23.1 The Riders needs to pass the NFC armband over to the next rider at every Race Village.

5.23.2 If a Rider fails to scan in at a Water Point or Race Village the team would be penalised by 1 hour for every infringement

5.23.3 If a Rider loses the NFC Armband the rider needs to send the Race Office proof of that stage of the time and place that they were at the Water Point or Race Village

5.23.4 We will supply each team with a spare Armband in the case a Rider loses the Armband.

5.23.5 It is the Team Manager's responsibility to secure the Armband onto every Riders Arm correctly before the start of the new riders stage.

6. RACE CATEGORIES

There is only one race category in The Equipe, and that is the Team Category. Teams can be made up of a minimum of three riders and a maximum of five riders. They can all of the same gender or the can be mixed teams of males and females. There are no gender categories in the Equipe format.

7. REGISTRATION

7.1 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.

7.2 All Riders needs to be present in order to take the Team photo

7.3 The exact location will be announced by the race organiser no later than one week before the start of the Race.

7.4 Riders must report for registration at the published time in possession of a photo ID, a medical certificate and a signed Indemnity form.

8. RIDER IDENTIFICATION AND MARKINGS

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**:**

8.1 All riders must always display their race numbers on the front of their bicycles.

8.2 A rider found without a number will be given a warning.

8.3 A rider or team is allowed two number warnings.

8.4 A third number warning will result in a disqualification of the rider & team.

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

9. TIMING

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

9.2 Each rider will carry a working tracker and NFC Armband for the duration of the Race. The tracker 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 device batteries.

9.3 No rider may swap a tracker with another rider under any circumstance whatsoever, except with his team mate at the race village at handover time.

9.4 The team will be allocated one or two tracking devices.

9.5 When a rider gets to his final race village, he/she must hand over the Team's tracker to his/her teammate. This is critical, as the next rider can only leave the race village once they are in possession of the team tracker and Baton Rouge.

10. RACE START

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

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

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

10.4 Riders must enter the start chute with their own bicycles.

10.5 No rider is allowed to start late without approval of the Race Director.

10.6 Any rider who cannot make the start must report to the Race Director immediately.

11. RACE ROUTE

11.1 All riders have to follow the designated Race route and may not deviate therefrom in any circumstances whatsoever.

11.2 If a rider leaves the Race route, he must return at the same point where he left it. (Mechanical or Medical Situation) with Race Director's Approval

11.3 No rider shall trespass at any time on land which is not open to the public.

11.4 Riders may backtrack if they choose provided, they are considerate of other riders.

11.5 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.

11.6 The Race route will be made available to the riders in GPS format at a time decided on by the race director. This normally happens 1-2 weeks before the start of the race.

11.7 Parts of the race route may be marked, but generally speaking the route is not marked and riders needs to be able to track with a GPS device.

11.8 The Race route and distance may vary from the published distance or route, and no rider shall have any claim against the Race Director arising therefrom.

11.9 No short cuts are permitted, and riders needs to stay on the dedicated GPS Route.

11.10 Riders (other than team members who are not cycling his/her allocated leg and are travelling between Race Villages in their team vehicle) may never be in, on or attached, in any form or manner, to a motorized vehicle, unless deemed necessary by the Race Director.

11.11 If there is a medical situation the Race Director may allow a rider to be taken for medical attention to the closest facility (WP, RV, etc) and allow the rider to return to the point where the rider left the course. Only official staff, or extended Munga staff, or a Team Vehicle can be approved by the Race Director and would be allowed to transport a rider in such a scenario.

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

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

11.14 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.

11.15 The instructions of marshals (if any are on the route for whatever reason) along the route must be strictly adhered to at all times. Failure to do so may result in a warning or a disqualification.

12. BICYCLES

12.1 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.

12.2 Riders may use a cyclo-cross or gravel bicycles.

12.3 E-Bikes are not allowed on the Equipe Race.

12.4 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**. Each Rider in the team must use their own bicycle for the race.**

12.5 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.

12.6 Riders may use any form of GPS or bicycle computer.

12.7 All bicycles must at all times be marked with official Race boards.

12.8 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.

12.9 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, Water Point, or Race Village.

12.10 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. The Race Villages are the Solo Rider Race Villages.

13. COMPULSORY EQUIPMENT

NOTE: The nature of the 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 Equipe, the rider declares they are an adult and we will treat them as such. Lastly, the baton is crucial. Lose this and it's an instant DQ from the Baton Rouge!

13.1 Every rider has to carry a space blanket.

13.2 Every rider must have the capacity to carry at least 3 (three) litres of water.

13.3 Every rider must carry a fully charged mobile phone.

13.4 Every rider must carry a Spot tracker (supplied by Race Organisers)

13.5 Every Rider must carry NFC armband (supplied by Race Organisers)

13.6 Every rider must carry a working Front Bicycle light

13.7 Every rider must carry a working Back / Tail Bicycle light

13.8 Every rider must carry a working GPS unit.

13.9 Every rider has to carry a baton (supplied by Race Organisers). This has to be handed over to the next rider once he signs out at a RV.*

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

13.11 Helmet:

- All riders must ride the entire leg with a helmet.
- Helmets may only be removed once the rider has dismounted their bicycle.
- A helmet must comply with the international 'ANSI' standards. It is the rider's responsibility to make sure their helmet is compliant with 'ANSI' standards.
- A rider found during the Race outside of the stations or water-points on his bicycle without a helmet will be disqualified.
- Helmets must be securely fastened with a chin strap at all times when a rider is mounted on their bicycle.

14. START TIMES AND SEEDING

14.1 The start time for the Race will be at 12pm on Wednesday 25th November 2026.

14.2 There is no seeding, and all competitors will start at the same time together with the Solo Riders.

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 Director.

14.4 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.

15. CHECKPOINTS

15.1 There are five race villages along the route. These will also serve as checkpoints.

15.2 It is compulsory for each rider to sign in at their race village checkpoint before taking possession of the team tracker and baton.

15.3 It is compulsory for each rider to sign out at their final race village checkpoint.

15.4 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.

15.5 Aside from the five 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 five official race villages will apply to the hidden checkpoints mutatis mutandis.

16. NUTRITION AND HYDRATION

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

16.2 These five villages will be situated approximately 190 km (one hundred and seventy-five) to 250km (two hundred and twenty) apart.

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

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

16.5 These water points will be situated approximately 60 (sixty) to 115 (ninety) kms 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.

17. OFFICIAL SUPPORT BY THE MUNGA (INCLUDING FOOD, WATER AND MECHANICAL)

17.1 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.

17.2 Each village will have sleep, and shower facilitates available 24 hours a day from the start of the Race.

17.3 Each Munga Race Village will have a mechanical bay available 24 hours a day from the start of the Race (these would be at the Solo Rider Race Villages close to the Equipe Race Villages).

17.4 Riders may not receive any kind of pre-arranged assistance or support along the route, including at any of the five race villages and/or other checkpoints. This includes water bottles and snacks other than from their teams.

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 five race villages, riders may receive Race-supplied support only.

17.7 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.

17.8 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.

17.9 Riders may buy food and drink in these towns.

17.10 Riders may sleep in these towns at any other accommodation at their own costs.

17.11 Riders may use any commercial bicycle shop in these towns.

17.12 Riders may not receive any physical help or support from friends or family in these towns other than from their Teams.

17.13 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.

17.14 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.

17.15 Riders may not exchange bicycles with other riders, except as per rule 12.4.

18. DRAFTING

18.1 Drafting is only allowed up to Water Point 1 in the Race.

18.2 Drafting of another rider on a bicycle or vehicle is **NOT** allowed at any time during The Equipe Race after WP1.

18.3 We do ask that Equipe Riders to not interfere with the Munga Solo Riders or Race.

18.4 **NO EQUIPE RIDER** may draft any other rider at any point during the race after WP1.

18.5 When there are more than one Equipe Team from the same organiser, the Opposite Team Members cannot draft the other Team's Rider

18.6 No rider may draft behind any motorised vehicle of any sort at any time during the Race even up to Water Point 1 is not allowed.

18.7 Keep your front wheel at least 10 metres behind the front wheel of the rider ahead.

18.8 We do not enforce a "No fixed distance or passing timer" like example the IRONMAN's 12 metres and 25 seconds, these races' published guidance does not give the riders a numerical draft-zone distance. **The practical test is whether you're getting a tow from the other rider's slipstream, hence the 10 meter rule.**

18.9 If another rider passes you, drop back out of their slipstream or drop back far enough that you aren't sheltered by the other rider.

18.10 Ride single file on the correct side of the road, except when passing or avoiding a safety hazard. Safety is always our first priority.

18.11 Side-by-side riding is allowed if at least 5 meters apart on the opposite side of the road.

18.12 Drafting is allowed for The Equipe Teams from the Start of the race to Water Point 1 and from Race Village 5 to the end.

19. LICENSING

The Munga is currently not a CSA sanctioned event in 2026. As such, riders do not need a license.

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 Director, 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 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.

20.5 It is the rider's 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.

21. TRACKING

21.1 Every rider (1 per team) has to carry a Munga issued tracking device.

21.2 It is the rider's responsibility to ensure his tracking device is always on and in working order.

21.3 A rider has to hand over their tracker to their teammate when signing out at a race village.

21.4 If a rider / team loses their tracking device, they will be liable for the replacement cost. Approximately R3500.

22. RACE WITHDRAWAL

22.1 If a rider elects to withdraw from the Race due to medical reasons and is unable to continue to a race village, the rider or team manager must notify either the Race Director 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. The Team Vehicle will also be allowed to transport their team or another Team's Rider. This is however subject to approval of the Race Director or Chief Medical Official.

22.2 If a rider wishes to withdraw from the Race for reasons other than medical, he can only make this decision at a Race station. The Team are allowed to continue to complete the Race but would be disqualified from the Baton Rouge Race.

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

22.4 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.

22.5 In the event that all teams in The Equipe have a rider withdrawing, the Baton Rouge will be awarded to the fastest team to reach the finish line, where every Rider in the Team has completed their full stage allocation. Thus, it is imperative that each team still has their baton.

22.6 The team will receive their medals but there will be a DNF next to the Team's name

23. TEAM VEHICLES

23.1 Teams are allowed only 1 (one) team vehicle– Exceptions will only be allowed by the Race Director in cases of emergency.

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

23.3 Team vehicles are only allowed four types of occupants:

- The team manager (1 person) unless otherwise arranged with the Race Director.
- The Team's Media Crew Member (1 person) - if applicable.
- The riders on the way to the next race village (still in the race).
- Withdrawn riders (Solo or other Team riders who is out of the race).

23.4 Additional Team Members - Please note there are cost implications of

23.4.1 R10,000 per additional team member. This is non-negotiable to inform the Race organisers 8 weeks before the start of the race.

23.4.2 Team vehicles are not allowed to carry any friends or family of the riders as per the clause above regarding occupants.

*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.

* Any Team Vehicle found on the route other than the designated RV's will be disqualified immediately, unless a Team is collecting a Rider with permission of the Race Director.

24. TEAM MANAGER SUPPORT

24. 1 The Team Manager is primarily the Driver of the Support vehicle

24.2 The Team Manager is also the logistical Manager of the Route the Support Vehicle will be driving. Although the Race Director will share a Route File the Team is free to use alternative routes as long as they do not ever enter the Race Route of the Solo or Team Riders.

24.3 The Team Manager is responsibly to communicate with the Race Director for whatever reason is required.

24.4 The Team Manager is required to manage the Tracking Device, and Baton Rouge handover from one Rider to the next.

24.5 The Team Manager is responsible that the incoming and outgoing riders signs and scan in and out at the required Race Villages

24.6 Each team is allowed 1 (one) team manager / team driver unless pre-arranged with Race Director.

24.7 This Team Manager individual must also be the team vehicle driver.

24.8 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.

24.9 Additional Team Members - Please note there are cost implications of R10,000 per additional team member. This is non-negotiable to inform the Race organisers upfront.

25. TEAM MEDIA CREW

25.1 Any Team that would like to make use of a Media Crew would need to do so in writing to the Race Director (jackblack@themunga.com) at least 8 weeks before the start of the event.

25.2 The Media crew would need to pay for the usage of the Race Village Facilities and food according to the standard published rates. In 2026 it would be R10,000 for an additional Driver, or Manager, or Media Crew Member etc.

25.3 The Media Crew would not be allowed another vehicle on route.

25.4 The Media Crew would only be allowed to travel the same route as that of the Team Vehicles and need to be with the Team Support Vehicle at all times.

25.5 No Media Crew Member may be on the route other than at the designated Equipe Race Villages. No Media Crew Member may be on route or visiting any Water Point that is on the actual Rider Route.

25.6 Media Crew Members are allowed in a radius of 5km from the Race Villages on the route, by Foot or Bicycle. Under no circumstances can the Media team assist or interfere with any Solo or Equipe Rider.

26. PROTESTS AND COMPLAINTS

26.1 If a rider or team has any complaint or protest, the Team Manager or Rider must submit the complaint or protest after he / she has signed out at the race village and provided he is not in breach of any of the Rules.

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

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

27. DISQUALIFICATION

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.

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

27.1 a rider using any power other than his/her own physical power to move his bicycle forward along the route;

27.2 a rider climbing into a vehicle and at some point, continuing to Race;

27.3 **a rider failing to sign in or out of one of the five race village checkpoints; and or failing to scan out at any Water Point or Race Village.**

27.4 a rider physically towing another rider;

27.5 a rider being younger than the minimum stipulated Race age;

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

27.7 a rider found off the Race route;

27.8 a rider/team member behaving in a way that the Race Director and/or chief Commissaire deem to be inappropriate, contrary to the spirit of the Race or otherwise in bad faith;

27.9 a rider found taking a short cut;

27.10 a rider found taking down or defacing route markings;

27.11 a rider found to be ignoring or contravening the traffic regulations on public roads;

27.12 a rider found to be using a different bicycle frame to that on which they started the Race;

27.13 a rider found without a helmet outside one of the five Race stations and on their bicycle;

27.14 a rider found without one of the compulsory pieces of equipment;

27.15 a rider who starts the Race later than one hour after the official Race start without approval;

27.16 a rider receiving prearranged support anywhere along the route or in the Race stations;

27.17 a rider found without a working tracker;

27.18 a rider found littering or in any way harming the environment in ANY way.

28. ENVIRONMENTAL CONSIDERATIONS

28.1 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:

28.2 No littering of any form will be tolerated, including but not limited to dropping food packaging, bottles, and mountain bicycle spares.

28.3 Smoking is not allowed anywhere along the route.

28.4 No rider is allowed to wilfully damage any plant or bush.

28.5 Not closing Farm Gates is a disqualification offence.

29. DOPING

29.1 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.

29.2 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

29.3 The Race Director reserves the right to test all participants as and when it deems appropriate and no rider shall object thereto.

29.4 Any Rider caught doping, will be banned from The Munga Race for life.

30. MEDIA AND PRIVACY

31.1 Riders grant organisers rights to use names, images, video, and GPS data for Race purposes.

30.2 Personal data handled in compliance with privacy laws.

30.3 Any Camera Crew Member and Vehicle from any team needs to be identified before the race and needs to get a “MEDIA” Vehicle Magnet which is at the costs of the team before the race commences!

30.4 All footage by any Media Crew and or Riders must be shared within 30 days with the Race Director so that The Munga may use any of the footage.