

# Absa Cape Epic Race Rules

Last updated 8 March 2012

## A PREAMBLE AND INTRODUCTION TO THE RULES

### 1. Preamble

The Absa Cape Epic (“**the race**”) is a 2 person team mountain bike stage race which has been accredited as a XCO event by the Union Cyclist International (“**UCI**”). Teams have to race together for the entire distance of the race, looking after each other and their equipment.

### 2. Structure and applicability of the Rules

- 2.1 The rules of the race (“**the rules**”) are divided into two categories, namely those which are applicable to all riders (set out in section B below), and additional rules which are applicable only to UCI pro-elite category riders (set out in section C below).
- 2.2 The rules set out below are intended to be definitive and complete. Unless the rules specifically incorporate rules or regulations of any governing body of cycling (e.g. the UCI anti-doping regulations), such rules and regulations will not be applicable to the race.
- 2.3 A failure to comply with any of the rules will result in a penalty, which could include a rider’s disqualification in certain circumstances. The various categories of penalties are set out in section D below.
- 2.4 The interpretation of any rule by the President of the Commissaires Panel (“**the Commissaire**”) will be final and binding on all race participants.
- 2.5 Should there be any inconsistency between a general rule set out in section B and a rule applicable to UCI pro-elite category riders set out in section C, the rule set out in section C will apply to UCI pro-elite category riders to the exclusion of the rule in section B.

### 3. Definitions

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

- 3.1 “**blue board rider**” – members of a team who have failed to complete any stage within the maximum stage time, but are allowed to continue the race in terms of rule 17.
- 3.2 “**commissaire**” means the official race commissaire appointed by the UCI.
- 3.3 “**Historically Disadvantaged South Africans**” means any person, category of persons (other than white females) or community, disadvantaged by unfair discrimination before the Constitution of the Republic of South Africa, 1993 (Act No. 200 of 1993) came into operation.
- 3.4 “**maximum stage time**” – the maximum number of hours allowed to officially complete any stage as determined by the race organisers from time to time.
- 3.5 “**outcast rider**” – a UCI pro-elite category rider whose original team is no longer officially competing in the race, but who thereafter continues to participate in the race, as set out in rule 31.4.
- 3.6 “**podium contender**” – a rider in a team which, at the beginning of any stage, is in the top 5 positions in the relevant category or whose total time is not more than one hour off the total time of the 3rd placed team in the relevant category at the beginning of such stage.
- 3.7 “**rider separation**” means the maximum allowable time separation between team members at any time during the race, namely 2 minutes.
- 3.8 “**UCI pro-elite category rider**” means a rider whose team is registered in the UCI pro-elite category as set out in rule 5 below.
- 3.9 “**UCI rider booklet**” – the race information booklet distributed to UCI pro-elite category riders prior to race registration.

## B GENERAL RULES (APPLICABLE TO ALL RIDERS)

### 4 Riders

- 4.1 All South African residents participating in the race will be required to produce a valid Cycling South Africa (CSA) licence at race registration, or will be charged the applicable fee levied by CSA. All international riders will be required to produce a valid license from their national federation or pay the applicable fee levied by CSA.
- 4.2 The minimum age of participation is 19 years on 31 December of the year in which the race takes place.
- 4.3 There are 4 riding categories for teams, namely men, ladies, mixed and masters.
- 4.4 To start in the masters category both riders must be 40 years or older on 31 December of the year in which the race takes place.
- 4.5 In addition to the 4 riding categories there are 2 ‘special jerseys’ for the teams, namely the African Jersey and the Exxaro Development Jersey.
- 4.6 Regardless of the category in which a team has registered, the African Jersey is open to all teams meeting the following criteria:

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- 4.6.1 both riders must be in possession of a valid African passport; and
- 4.6.2 both riders in a team wishing to compete for the African Jersey must choose their African Nationality during online registration. No changes will be permitted after race registration closes. Should a rider have dual citizenship the country in which he first held an elite racing license will apply.
- 4.7 Regardless of the category in which a team has registered, the Exxaro Development Jersey is open to all teams meeting the following criteria:
  - 4.7.1 both riders must be Historically Disadvantaged South Africans (HDSA's);
  - 4.7.2 both riders must be 26 years or younger on 31 December of the year in which the race takes place; and
  - 4.7.3 both riders in a team wishing to compete for the Exxaro Development Jersey must declare their HDSA status during online registration. No changes permitted after race registration closes.

## 5 UCI Points Ranking

- 5.1 Any rider wishing to compete in this category and be eligible to earn UCI Points must be in possession of a valid and current international UCI elite or U23 racing license and have at least one valid UCI point in any UCI elite or U23 mountain bike or road discipline in the current or previous season, or have been granted approval to compete in this category at the discretion of the organisers.
- 5.2 The men and ladies categories are UCI licensed races. Teams in the men or ladies category that wish to compete for prize money and that would like their race results to contribute to their riders' accumulated UCI point ranking must register as UCI pro-elite category riders during online registration, at which time they must provide their UCI international racing license numbers.
- 5.3 Teams in the men or ladies category which register as UCI pro-elite category riders will be subject to the additional rules set out in section C.
- 5.4 Teams in the men or ladies category which do not register as UCI pro-elite category riders will not qualify for prize money, and their race results will not accumulate UCI points.

## 6 Medical

- 6.1 Riders will only have their entries confirmed after the race organisers receive a signed Absa Cape Epic medical certificate from a medical doctor verifying the rider's health status to compete in an endurance race of this nature.
- 6.2 Riders must ensure that they are in good health and well trained.
- 6.3 The race organisers reserve the right to prevent a rider from continuing the race on receipt of medical advice from an official race medic or any other medical doctor recognised by the race organisers - the decision of the race organisers in this regard shall be final.

## 7 Bicycles

- 7.1 Only mountain bikes in good working order and race ready at the start of each stage will be allowed to start that stage.
- 7.2 For purposes of rule 7.1, "race ready" means the following:
  - 7.2.1 The front number board is securely fitted and visible from the front.
  - 7.2.2 The frame marking is displayed as per instructions received at registration.
  - 7.2.3 The bike is in safe working order, as determined in the discretion of the commissaire.
  - 7.2.4 Handlebar ends and handlebar extensions shall be plugged and must not have sharp or jagged edges. The use of tri-bars and bladed wheels is not allowed.
  - 7.2.5 *Bicycles may be propelled only, through a chainset, by the rider's leg action without any form of assistance (electrical or otherwise)*
- 7.3 Tandem bikes complying with the requirements set out in rules 7.1 and 7.2 above are allowed.
- 7.4 Each rider is responsible for the maintenance of his/her own bike for the duration of the race.
- 7.5 In all cases of maintenance and repair, riders are required to complete the full distance of the stage and must complete the stage within the maximum stage time. Time spent on maintenance and repair will thus not entitle a rider to any extension of the maximum stage time.

## 8 Helmets and Clothing

- 8.1 Each rider must wear a helmet at all times while riding during the race.
- 8.2 All helmets must comply with international 'ANSI' standards.
- 8.3 Appropriate riding attire, including a shirt, must be worn at all times.
- 8.4 Both team members must ride in identical cycling jerseys at all times.

## 9 Team Riding

- 9.1 Riders must ride with their team partner at all times, and must remain within the maximum allowable separation time, namely 2 minutes.
- 9.2 Rider separation may be measured at the start and finish of each stage and at various designated check points during the stage, but can also be enforced at any point during the race.

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- 9.3 Rider separation may be measured more than once during any stage, and penalties (as set out in section D below) may be applied to each occurrence of rider separation outside the allowable limit during a stage.
- 9.4 Any rider may receive physical assistance from his/her team partner or from a fellow competitor. For purposes hereof, "physical assistance" shall mean the sharing of water and nutrition, sharing of bike parts and accessories (including the swapping of bike frames), assistance with maintenance and repair, and pushing/towing by physical contact only.
- 9.5 Podium contenders may not accept physical assistance from an outcast rider.
- 9.6 No towing between riders by means of any mechanical or physical devices is allowed.
- 9.7 A rider is allowed to "double back" on the route at any time in order to rejoin his/her team mate or in order to reach the nearest tech support zone (if applicable), provided that he/she shall not endanger any other rider in doing so.

## 10 Rider Identification

- 10.1 Both riders in a team must display their race numbers at all times.
- 10.2 Bike numbers must remain firmly fixed on the front of the bike, and may not be obscured by cables or any other item.
- 10.3 Back numbers must be attached to the rider at all times in a visible position either on the rider's jersey or on the back of his/her hydration pack. A Rider will not be penalised if his/her number is obscured while wearing a rain jacket.
- 10.4 Race numbers may not be modified or mutilated in any way, including cutting, adding stickers, removing existing stickers or trimming.
- 10.5 No official Absa Cape Epic sponsor logos may be removed from race numbers and/or be obscured in any way.
- 10.6 Race and category leaders are obliged to wear the leader jerseys supplied by the race organisers.
- 10.7 Podium finishers and overall category leaders must be present at the finish line awards ceremony (if applicable) and the daily awards ceremony at 18h45 in the rider dining marquee, including the final ceremony.

## 11 Time Trial/Prologue

- 11.1 One of the stages of the race may take the form of a prologue and/or a team time trial. Should the race include a prologue and/or time trial in any year, the provisions of this rule 11 will apply.
- 11.2 Participation in the time trial/prologue is compulsory for all teams.
- 11.3 A team's time in the time trial/prologue counts towards the team's overall time and overall ranking.
- 11.4 Each team will receive a pre-allocated start time for the time trial/prologue. It is the rider's responsibility to know his/her start time. In case of a prologue, the start times will be advertised via the race website, in case of a team time trial after stage 1 the start times will be published at the race office together with the posting of the previous stage's final results.
- 11.5 Riders must report at the entrance to the start chute at least 15 minutes before the allocated start time.
- 11.6 If a team misses their start time, they will be allowed to start at the discretion of the start/chief Commissaire but their time for the time trial/prologue will be measured from their originally allocated start time.
- 11.7 The maximum stage time for the time trial/prologue will be measured individually for each team, commencing at their actual start time.
- 11.8 Should any team or rider fail to finish the time trial/prologue within the maximum stage time, such team and/or rider will be classified as a blue board rider.
- 11.9 The organisers may make provision for a course practice. No riders are allowed on the course outside the official practice times (if applicable) or on race day before their allocated start time.
- 11.10 All of the remaining race rules are equally applicable to a time trial/prologue.

## 12 Stage Starts

- 12.1 The start chute opens 45 minutes before the start of each stage, unless communicated otherwise.
- 12.2 Differential start zones will be allocated according to overall ranking in the race, and the organisers may allocate different (i.e. "staggered") start times for each starting zone. Should staggered start times be allocated, any reference to start times in these rules will be to the start time applicable to the particular rider's start zone.
- 12.3 The leading 5 teams in the men category as well as the overall leaders in each of the other categories (category leader jerseys) will be called up. Teams are obliged to assemble in the start paddock immediately next to the start line no later than 10 minutes before the start.
- 12.4 The seeded starting zones will close strictly 10 minutes before their start time. Teams arriving late must start at the back of the field.
- 12.5 Riders must enter the start zone as a team with their bikes, and once entered must remain in the start zone with their bikes.

## 13 Route and Stages

- 13.1 Riders must complete the full designated route and distance of all stages, including the time trial and/or prologue.
- 13.2 Only riders who complete each of the stages within the maximum stage time will qualify as official race finishers.
- 13.3 The actual race distance or route may vary from the published or briefed distance.
- 13.4 A rider must at all times follow the official route, obey the directions of the course marshals, and may not take any shortcuts or take other advantage of a similar nature against competitors. The responsibility for following the official route lies with each rider.
- 13.5 Riders who exit the route for any reason, must return to the course at the same point from which they exited.

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- 13.6 Any walking, running or riding by a rider, 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 course area, is not permitted.
- 13.7 No rider shall trespass at any time of the year on land which is not open to the public for mountain biking and which forms part of the race route of any edition of the race, nor will any rider distribute any GPS co-ordinates in respect of the route at any time.

## 14 Prohibited Equipment

- 14.1 No rider may track the route via the use of GPS units or by any other means. The use of GPS units to monitor heart rate, cadence, speed etc is only allowed if the track log has been disabled. It is the responsibility of the rider to switch off the tracking functionality.
- 14.2 The race organisers may at any time prohibit any other item of equipment (other than essential cycling equipment) in their discretion and riders shall at all times comply with any such prohibition.

## 15 Race Timing

- 15.1 Only team times will be advertised, but individual rider times will be recorded for purposes of measuring rider separation.
- 15.2 The team time is determined as the time at which the second team member passes the stage finish line.
- 15.3 No rider may carry more than 1 transponder at any time, and no rider may pass his/her transponder on to anyone else at any time.
- 15.4 Timing will start with the start time each morning (see rule 12.2).
- 15.5 The start line will remain open for 15 minutes after the start time.
- 15.6 Any rider who cannot make his/her start time must report to the commissaire within 15 minutes of the start time to request approval for a late start.
- 15.7 No rider is allowed to start late without approval. If no approval for a late start has been given, the rider will be considered a DNS (did not start), hence receive no stage result and will automatically be classified as a blue board rider.
- 15.8 Any rider who does not start a stage at all will automatically be qualified as a blue board rider.
- 15.9 The maximum stage time will not be adjusted for any rider who is permitted a late start and/or who started in a start zone with a later start time than his / her own.

## 16 Maximum Stage Times

- 16.1 The Maximum stage times are determined according to the length of each stage and the terrain to be covered. Maximum stage times will be included in the race registration pack, but may be varied by the race organisers at their discretion, subject to Rule 16.2. Any variations will be communicated to riders at the stage briefing on the night before the relevant stage.
- 16.2 The maximum stage time allowed for each stage of the race will be the greater of the maximum stage time advertised and 2x the winning time (i.e. if the winning time is more than half of the maximum stage time communicated at the race briefing, the maximum stage time allowed will automatically be adjusted to 2x the winning time). If applicable, the adjusted maximum stage time will be signposted at the final water point on the stage once the winners have crossed the finish line.
- 16.3 Riders may cross the finish line on foot provided that they have their bikes with them.
- 16.4 The race organisers may designate intermediate cut-off points which must be reached within specific times on each stage. Any teams which fail, or will in the sole opinion of the race organisers and commissaires be unable, to reach intermediate cut-off points will be prevented from continuing to ride, be swept from the course and classified as DNF (did not finish) for that stage.
- 16.5 The race organisers may at any time impose additional cut-off points due to safety reasons. The provisions of rule 16.4 will apply to riders who have not yet reached the designated cut-off point within the allocated time or, in the sole opinion of the race organisers and commissaires, will not reasonably be able to do so. Any rider not able to complete a stage will be transported to the stage finish.
- 16.6 If a rider cannot continue the race for whatever reason, all effort will be made to transport such riders and their bikes to the race finish at their own cost.

## 17 Blue Board Rider

- 17.1 Any rider who does not complete a stage within the maximum stage time for the first time will be classified as a blue board rider.
- 17.2 Blue board riders will be entitled to continue the race (i.e. they may start the following stage), but will not be classified as official race finishers.
- 17.3 Should any blue board rider again fail to finish a stage within the maximum stage time or fail to start a stage in compliance with rule 15, he or she will not be allowed to continue the race (i.e. he/she will not be allowed to start the next stage).

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## 18 Abandoning of a Stage

- 18.1 The race organisers may abandon any stage at any time in their discretion due to safety concerns or any other reason which they consider appropriate. Should any stage be abandoned, the remaining provisions of this rule 18 shall apply.
- 18.2 Should the first 3 teams in each category have completed the stage prior to the time at which it is abandoned, the stage will be classified as an official stage of the race and count towards the overall results. Should less than 3 teams have finished in any category at the time of abandonment, the stage will not constitute an official stage and will be disregarded for purposes of the overall results.
- 18.3 Where an abandoned stage will count towards the overall results, riders who are on the course at the time of abandoning the stage will be allocated a stage time based on a percentage of the category winner's time.
- 18.4 Any rider who withdraws from a stage before it is officially abandoned or who does not reach the designated cut-off point for abandoning the stage will be classified as a DNF in accordance with rule 16.3.

## 19 Traffic Regulations

- 19.1 The race does not always have exclusive use of any public or private roads during the race.
- 19.2 All regular traffic regulations must be observed at all times during the race. (In South Africa we drive/ride on the LEFT HAND SIDE of the road!)
- 19.3 Instructions of marshals must be strictly adhered to.

## 20 Checkpoints

- 20.1 There will be checkpoints on each stage, during which rider separation rules will be enforced.
- 20.2 Teams that are not detected when passing the checkpoints may be disqualified.
- 20.3 The location of the checkpoints will not be published, and hidden checkpoints are not excluded.

## 21 Registration and Briefing

- 21.1 Race registration takes place at the venue and at the time and place indicated on the race website.
- 21.2 Riders must report to registration as a team and bring any form of ID with a photograph on it and their valid CSA license or license from their national federation (or official proof of application, which may be a receipt, letter from affiliated cycling club or similar document acceptable to the race organisers).
- 21.3 All riders must have registered by the cut-off time indicated on the race website on the day preceding the first stage of the race (or prologue, if applicable). No category changes will be permitted after race registration closes.
- 21.4 A pre-race briefing will take place at the time and place indicated on the race website.

## 22 Nutrition and Hydration

- 22.1 The Absa Cape Epic passes through very dry and very hot areas of South Africa. Riders retain the ultimate responsibility to carry enough water and nutrition with them.
- 22.2 The Absa Cape Epic race organisers will provide water at official water points on the route, which is intended for drinking purposes only. No excessive use of water for any other purpose will be permitted at official water points.

## 23 Seconding and Outside Support

- 23.1 No seconding or outside assistance is permitted under any circumstances. For purposes hereof, "outside assistance" includes physical assistance (as defined in rule 9.4) by any person other than a fellow competitor or accredited water point staff at official water points on the route.
- 23.2 Drafting is allowed between riders, their team partners and fellow competitors, but no rider may draft behind an outcast rider or any person who is not a participant in the race.
- 23.3 No other form of drafting is permitted whatsoever, including but not limited to drafting behind private vehicles, motor cycles, trucks and official race vehicles.
- 23.4 Specific escort or seconding vehicles not provided by the race organisers are not permitted to follow the race route. However, supporters may drive their own vehicles along public roads to reach vantage points to vocally support riders. Some sections of the course will be closed to all non-event traffic – including some public roads. Their closure must be respected by all.
- 23.5 No rider and/or team supporter may access any restricted and/or prohibited area in the race village.

## 24 Medical and Technical Assistance

- 24.1 Medical assistance will be supplied by the race organisers at all official water points.
- 24.2 Technical assistance may be provided for riders at neutral tech support zones along the route, and riders will be informed on the race website should this be available during any edition of the race. Riders will be required to carry credit cards with them in order to pay for any spare parts received.



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## 25 Withdrawals and the Formation of New Teams

- 25.1 Teams or riders that cannot continue the race for whatever reason must immediately inform the race office. This can be done at the race start, the finish, or water points or by calling the Absa Cape Epic hotline (0861 MTB 780).
- 25.2 Should any rider or team fail to inform the race office of his/her/its withdrawal, and should a search and rescue operation be initiated for such rider or team, the cost of the search and rescue will be for the account of that rider or team.
- 25.3 Should one member of a team be incapable of completing the race, the race organisers will endeavour to assist his/her team partner to form a new team with another single rider. The formation of a new team, however, remains the rider's responsibility.
- 25.4 New teams may only be formed during the period commencing at the end of a stage and terminating 30 minutes before the start of the following stage. In order to form a new team the relevant form must be completed at the race office.
- 25.5 Newly formed teams will not qualify for team ranking.
- 25.6 Seeding of newly formed teams will be based on the seeding of the slower rider, but the highest seeding for a newly formed team is start zone C.
- 25.7 The rules will continue to apply to all newly formed teams, including the rider separation rules, but with the exception of rule 8.4.
- 25.8 Any single rider who cannot form a new team will be entitled to continue riding in the race and may qualify as a finisher, but cannot be seeded.

## 26 Environmental and Ethical

Riders must respect the environment at all times, and no littering or damage to the environment will be tolerated. In particular, but without limiting the generality of this rule, the following actions are specifically prohibited:

- 26.1 Throwing away of water bottles, packaging or bike spares.
- 26.2 Deviating from the route.
- 26.3 Smoking at any point on the route is not permitted.

## 27 Protests

- 27.1 Any protests must be submitted in writing, on the official protest sheets provided in the race office, to the commissaire after the rider has crossed the finish line, within the allocated time period set out below.
- 27.2 A deposit of R250 must accompany any protest, before the protest will be considered.
- 27.3 If the protest is upheld, the deposit will be refunded. If the protest is not upheld, the deposit will be forfeited and donated for trail development.
- 27.4 Race protests must be submitted within 15 minutes of the rider crossing the finish line.
- 27.5 Result protests must be submitted within 30 minutes of posting of preliminary results for the relevant stage.

## 28 Doping

- 28.1 The race organisers reserve the right to test all riders for doping and/or the use of any illegal substances.
- 28.2 All test results will be forwarded to national cycling federations, and positive results will lead to penalties as set out in section D below.

## 29 Code of Conduct

- 29.1 All riders are expected to display good sportsmanship at all times, and must not use offensive or abusive language during the race, act in an unsporting manner, be disrespectful to the officials, or ignore the race regulations.

## C ADDITIONAL RULES APPLICABLE TO UCI PRO-ELITE CATEGORY RIDERS

### 30 General Rules which do not apply to UCI Pro-elite Category Riders

- 30.1 The following rules set out in Part B do **not** apply to UCI pro-elite category riders: 3.1 (blue board riders); 6.1 (medical certificate); 7.4 (tandem bikes) 8.4 (identical clothing – this exclusion is limited to a rider contemplated in rule 31.3 below); 17 (blue board riders);

### 31 Rider and Team Requirements

- 31.1 All UCI pro-elite category riders must produce a current and valid international UCI elite license at race registration. National licenses or any other license issued by any federation is not acceptable to compete in this category.

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- 31.2 All UCI pro-elite category riders must wear identical kit (jerseys and shorts) during each day of the race (i.e. different colours and logos may not be worn on different days). No sleeveless jerseys are permitted. Teams may consist of riders who are not members of the same UCI-registered team, but riders in the men category must (subject to rule 31.3 below) wear identical kit at all times. Team members in the ladies category may print different logos on jersey sleeves (not exceeding the size of 70mm X70mm).
- 31.3 Any UCI pro-elite category rider who is a current world or national or continental champion in the UCI XCO elite category will be required to wear his world or national or continental champion jersey at all times (including the time trial/prologue), unless required to wear a category leader's jersey.
- 31.4 Any UCI pro-elite category rider who does not complete a stage (including the team time trial and/or prologue if applicable) within the maximum stage time will not be allowed to continue the race (i.e. he will not be allowed to start the next stage). Blue number boards (as defined under 17) do not apply.
- 31.5 Any UCI pro-elite category rider whose partner is no longer participating in the race for any reason shall be allowed to continue as an outcast rider.
- 31.6 All outcast riders shall be entitled to start each stage with the other UCI pro-elite category riders, but may not take an active part in the race and/or provide physical assistance (as defined under 9.4) to any other UCI pro-elite rider or podium contender.
- 31.7 UCI pro-elite category riders may not receive physical assistance from an outcast rider.
- 31.8 Outcast riders will be required to wear the official jersey provided to them by the race organisers.
- 31.9 Time bonuses may be awarded on selected stages, and will be applied to overall results. Details of any time bonuses will be included in the UCI rider booklet.

## 32 Bicycles and Technical Support

- 32.1 The race organisers will provide designated tech support zones for the exclusive use of UCI pro-elite category riders on each stage, which may exclude the team time trial/prologue (if applicable). The number and location of these designated zones will be published in the UCI rider booklet.
- 32.2 Each team will be allowed to check in 1 wheel set (in a bag to be provided by the team itself) and 1 equipment box (to be supplied by the race organisers) per tech support zone, each of which must be clearly labelled as directed by the race organisers. Riders will be entitled to place any item of their choice in the equipment box, the dimensions of which will be set out in the UCI rider booklet.
- 32.3 The tech support zone will be a self-service station, and UCI pro-elite category riders will not be allowed to accept any assistance from outside parties (including their support crew) in the zone. UCI pro-elite category riders are allowed to make use of the neutral tech support zones as set out in rule 24.2.
- 32.4 Equipment checked in for a specific tech support zone will be transported to that tech zone only and cannot be moved to any other tech support zone during the stage.
- 32.5 No rider may use the equipment of any other team deposited at a tech support zone without the consent of that other team given at the tech zone at the time.
- 32.6 Teams wishing to share their equipment deposited at the tech support zones with any other team must declare this in writing to the Commissaire before the start of the race (i.e. before the prologue, if applicable, or stage 1). No more than two teams are allowed to share equipment and the agreement must be reciprocal.
- 32.7 Each tech support zone will remain open until the first 50 teams on overall GC have passed through the tech support zone. Once the tech support zone is closed, UCI pro-elite category riders will be entitled to utilise the neutral support zone (if any) provided to non-UCI riders.
- 32.8 The race organisers will communicate the check-in time for wheel sets and equipment boxes to UCI pro-elite category riders in the UCI rider booklet. Check-in of these items will not be allowed outside the advertised hours.
- 32.9 UCI pro-elite category riders are entitled to accept physical and technical assistance (including replacement bike parts/frame) from other riders, including non-UCI pro-elite category riders but excluding outcast riders.

## 33 Race Nutrition Service

- 33.1 The race organisers will provide a race nutrition service to UCI pro-elite category riders on the basis set out in the UCI rider booklet. The race organisers will not be liable for any tampering with riders' bottles.
- 33.2 The race nutrition table is a self-service station and it is the rider's responsibility to collect his own bottle.

## 34 Applicable UCI Rules

The following section of the UCI rules and regulations will be applicable to UCI riders, and will be regarded as having been incorporated in the race rules:

- 34.1 Chapter XIV – Antidoping Rules

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## D. PENALTIES AND FINES

### 35 Penalties for Breaches of the Rules

- 35.1 Any breach of the race rules will be subject to penalties as per the table set out below.  
 35.2 All time penalties will be added to the rider's time for the stage in respect of which the penalty is awarded, but shall not be taken into account in determining whether the rider has exceeded the maximum stage time.

Rule and/or Offence	First Offence	Second Offence	Third Offence	Remarks
<b>Section B - General Rules</b>				
False information in race registration	DQ			
Rule 7.2, 7.3	Verbal warning(R1000*)	DQ		
Rule 8.1, 8.2	DQ			
Rule 8.3, 8.4	verbal warning	1 hr	DQ	
Rule 9.1	1 hr	1 hr	DQ	
Rule 9.5	1 hr	1 hr	DQ	
Rule 9.6	DQ			
Rule 10.1 - 10.5	verbal warning (R1000*)	DQ		
Rule 10.6	R 5,000	1hr	DQ	
Rule 10.7	If a prize is awarded the team forfeits the prize money of that day (if one rider is not present the team still forfeits the prize money)  If no prize is awarded R500 per rider that is not present will be deducted off overall prize money awarded over the duration of the race.			
Rule 11.9	1 hr	DQ		
Rule 12.3	R 1,000	15 min	15 min	
Rule 12.4, 12.5	15 min (R1000*)	1hr	1hr	
Rule 13.6	DQ			
Rule 13.7	DQ			lifetime ban from riding the race
Rule 14	1hr	DQ		
Rule 15.3	DQ			
Rule 19.3	15 min	1hr	DQ	A serious first offence can result in higher time penalty or disqualification
Rule 23	1hr	DQ		



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Rule 26	1 hr	DQ		A serious first offence can result in disqualification
Rule 28	DQ			
Rule 29	1 hr	1 hr	DQ	A serious first offence can result in disqualification
<b>Section C - Additional Rules applicable to UCI Pro-Elite Category Riders</b>				
Rule 31.2, 31.3	R 5,000	DQ		
Rule 31.5	DQ			
Rule 31.6	1hr	DQ		
Rule 31.7	DQ			
Rule 32.3	1hr	DQ		
Rule 32.5	DQ			
Rule 32.8	1hr	DQ		

**\*financial penalties marked (\*) apply to UCI pro-elite category riders only**

### 36 Financial Penalties for UCI Pro-elite Category Riders and Podium Contenders

- 36.1 Any financial penalty levied by the commissaire in terms of rule 35.1 must be paid in cash by no later than the start of the immediately following stage, failing which the rider will be prevented from starting.
- 36.2 Any financial penalty is payable per rider in breach of the relevant rule.

### 37 Discretion of the Commissaire

Where any additional rule interpretation is required, or where specific provision for any incident has not been made in these rules, the decision of the commissaire will be final.