

## GUIDELINES FOR LAM-GAT RIDES

Following are the guidelines for earning a Metal Badge and a Certificate of Completion for a 1600 kilometres ride in 24 hours, 2000 kilometres in 24 hours, and 2500 kilometres in 36 hours.

It is possible to complete both the 1600K and 2500K on the same ride. For example, in the first 24 hours you ride 1600 kilometres and then continue on the second day and ride another 900 kilometres or more. Should you complete both of these on the same ride and want certificates for both, please see the attached fee schedule.

You may also complete the ride two-up (with one person doing the piloting, the other being a passenger the entire distance - you may not share piloting duties!). In these cases, we issue one certificate, with both rider and passenger on it, but we provide two copies of it; one for the rider and one for the passenger. There is no additional charge for a passenger, however, if they would like a Pin or Badge, you will need to add that in on the fee schedule.

There are five steps to earning certification:

1. Choose a safe route
2. Get a start witness
3. Collect and track receipts (Fuel and Toll)
4. Get an end witness and
5. Copy and submit your documentation. Since safety is our primary concern, no pre-registration of your ride is needed. Our goal is to give you added flexibility to decide on any given day whether the combination of weather, your motorcycle and most importantly, your attitude, are ready for a big ride.

### STEP ONE, Choose a SAFE route

Your ride needs to be completely documented (steps outlined below) and cover a minimum distance of 1600 or 2000 kilometres in 24 hours or less, or 2500 kilometres in 36 hours or less.

**WARNING:** Unless your speedometer has been calibrated, do NOT depend on your own odometer readings for official readings! Most Japanese motorcycles register five to ten percent more kilometres than actually travelled. Over the course of a 24-hour period, this error can be quite severe - as much as 200 kilometres. IN ALL CASES, mileage will be verified with either paper or computer.

From a documentation standpoint, the best route is one where you take a straight-line ride from point to point (for example, start in Durban travel North and South and West to the KZN borders, and finish back in Durban).

However, we realize that many riders cannot afford to devote this kind of time to their ride. With that in mind, you may choose any route you wish using the following guidelines:

If you choose a circular route, you will need to obtain a dated receipt at each "corner" to show that you did not take a short-cut in addition to the Guidelines that follow.

If you choose a route where you ride 750 kilometres and then turn around and come back, you must get a dated receipt at the turn around point.

We strongly discourage, and in some cases may reject, routes that are repetitive in nature. For example, we would not accept a claim that you rode five round-trips between Durban and Port Edward.

A safe ride should be your primary goal. If this is your first attempt at a 1600-kilometre day, we highly recommend that you study the ***Plan Your Ride Tips***. With efficient time management, many riders leave early in the morning and are home in time for a late dinner. Other riders will split the 1600K and 2500K rides in two parts, riding through the day and continuing the ride after a long rest stop (obviously, with 36 hours available, the 2500K offers a little more rest time).

No pre-registration is needed for the 1600K, 2000K or 2500K rides. We feel this removes the pressure to complete the ride should you become tired or otherwise feel unsafe. While group rides bring with them the safety of group travel, they can also increase your risk by encouraging you to press on when you might otherwise stop. Group rides can also encourage aggressive riding. Be sure riding styles of others in your group match your style. When planning a ride, keep in mind that group rides are only as fast as the slowest person in the group. This can extend your riding day many hours pushing you toward fatigue.

Motorcycling comes with risk and riding 1600 kilometres or more increases your risk substantially. It is imperative you understand the risk you are taking and minimize the possibility of an accident by practicing safe motorcycle habits. No one, not even the most experienced long-distance rider, can safely fight off fatigue. If you are tired, the only option is to stop and rest. Ignoring the symptoms of fatigue can be fatal. These rides enjoy a fantastic safety record but to continue this record requires you to do your part. If you are tired, having a bad day, or facing other hurdles that are impacting your riding skills, please stop and rest so that you may enjoy motorcycling another day!

Please remember we are dedicated to the sport of safe, long-distance motorcycle riding. It does not condone nor will it tolerate unsafe activities such as excessive speed, reckless motorcycle operation, riding while fatigued or otherwise impaired, the use of stimulants to maintain alertness, or any other activity that results in riders exceeding their personal limits. Any rider found to have engaged in these or other unsafe activities while participating in an event shall be subject to disqualification not only from that event but from future events.

### **STEP TWO: Get a start witness**

In order to document your ride, you must obtain an eyewitness to document the start of your ride. Witnesses may be a friend (but not one on the ride with you), spouse or even gas station attendant willing to answer a letter from Bike Talk about your start or end time. If a passenger is on the ride with you, please ask your witnesses to sign a form for them also.

Make sure that you inform potential witnesses that they might be contacted to verify the information provided. Keep in mind that a witness who doesn't bother to respond to an audit letter is as good as having no witness at all! To this extent, it is highly recommended that you send a thank you note to all of your witnesses after you complete your ride.

Try to remember that you must act as a salesperson each time you approach someone to sign your log. According to experienced riders, taking a few minutes to explain your ride to potential witnesses will get them involved. Most people will actually feel honoured to sign your witness form. However, attitude plays a key role, if someone refuses to sign your book, don't argue, move on to the next person.

### **STEP THREE: Collect and track receipts**

Before the start, you will want to try fuel stations to find one that has a receipt with a good location, time and date on it to document the start of your ride.

Fill up your fuel tank and obtain a computer printed sales receipt with a legible date and time stamp.

\* \* \* THE COMPUTER TIME STAMP WILL BE YOUR OFFICIAL STARTING TIME \* \* \*

The following log entries and completed witness forms are mandatory:

Log entries must be made at each fuel stop (sample attached). A log entry includes the following information; DATE, TIME, TIME, LOCATION and ODOMETER reading. A receipt must accompany each log book entry (please note, that the receipts from these fuel stops, where possible should include a date stamp - we do NOT care about time stamps on these receipts, do not waste time worrying about time stamps, the only time stamps that are critical are the start and finish receipts!).

In order for the verification team to account for your time (important for the verification work they do), log entries must be made at each stop longer than 20 minutes (for example you decide to stop at a roadside rest stop for a nap during the ride). Each entry for extended stops must include the approximate length of the stop or the start time and ending time.

WARNING: If your motorcycle is equipped with a large fuel-tank, please note that you must stop at least once every 300 kilometres for fuel (this is purely for documentation for your ride). Although we know it is possible to ride greater distances non-stop, we will not accept a claim of this type. At the end of your ride, before the 24 hour time period is up, obtain a computer printed fuel sales receipt with a legible location, date and time stamp.

\* \* \* THE COMPUTER TIME STAMP IS YOUR OFFICIAL ENDING TIME \* \* \*

**STEP FOUR: Get an end witness:**

After you get the fuel sales receipt, find at least one eyewitness to document your ending time. Like the start, your witness may be a friend (but not one on the ride with you), spouse or even fuel station attendant willing to answer questions about your start or end time.

**STEP FIVE: Prepare, Copy and Submit your documentation.**

Find a map (an old, or photocopied one is acceptable) and circle the towns you stopped in (don't forget the start and ending points) for fuel/food/etc. This map to assist the person verifying the routes and is meant to give a good overall picture of your ride. You do not actually have to find the small towns you stopped in, just circle the approximate area. The best map is one that shows your route on one or two pages. *Please do not send in multi-page route sheets from mapping programs they are too hard for the verification team to get a good overview of your ride.*

COPY your receipts and number the copies to correspond to your trip log.

COPY your witness forms and log.

\* \* \* Retain your original documentation - only send copies! \* \* \*

If needed, write a short note about any problems with your ride, for example, "The receipt from Margate does not have the correct date. I had the attendant write the correct date. The station's telephone number is ..."

COMPLETE the attached form. Basically, this is information where to send the awards, what name and motorcycle you want on the certificate and the basic route you would like the award to note.

CALCULATE the fee. We offer several options. You can just get the paper Certificate for the ride or in combination with a Pin or Badge.

**FINALLY, send it to:**

**Bike Talk**

**Email: [admin@biketalk.co.za](mailto:admin@biketalk.co.za)**

Please note that we do not make any money on this ride, this is our approximate cost of administering the 1600K, 2000K and 2500K program.

When we get your ride documentation, one of several people will start the verification process. Due to the extensive work involved (keying data into mileage spreadsheets, map verifications, witness contacts where needed and custom certificate preparations) and the fact that approximately 60% of the labour involved with producing these awards are performed by volunteers, it will usually take a maximum of **1 month** before your certificates will be printed and posted to you.

We realize this is a long time to wait for your certification. However, our certification process is very thorough. In fact, the entire certification process is what gives your certificate value. It would be very easy for us to simply take your money and print up a generic "you rode 1610 kilometres in a day" certificate, however, the value of the entire certification program is in the fact that not just anyone can get ride certification.

The downside is this process takes time... We can only offer that when you receive your certification you know that not only you earned it, but so did any other rider that you meet with the same certification.

Before we can issue your certification, you may be asked to clarify certain aspects of your ride and/or documentation by e-mail, phone or letter. Additionally, certain aspects of your ride are subject to audit insuring only people that rode the kilometres get the award.

*Out on the road it may not be possible to follow these Guidelines to the letter.* If that happens, please explain any problem you encountered, and we will do our best to work out a solution. For example, 23 hours and 35 minutes into this ride, one person could not find a fuel station with a computer-generated receipt (obviously, our favourite type), so he got a few locals to witness the time he arrived. His other documents clearly supported his claim of riding the distance in the time-frame he claimed so we did not hesitate to process his award.

If you have any questions about this ride, you may contact us on:

Cell: **083 7937975**

E-mail: **hein@biketalk.co.za**

Web: **www.biketalk.co.za**

