



### OMMRA Information Bulletin October 2000

From Paolo Volpara on Monday, October 23, 2000

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#### Dear Friends and Riders,

Two great news for Turkish riders in the last period:

**Suleyman Memnun** on Yamaha won the 2000 Balkan Motorcycle Super Bike Championship. With the support of Beldeyama and Mobil, **Suleyman** dominated the competition on the last race in Bucharest.

**Igit Ikiz** and 6 friends on Harleys, on the way back from the European Bike week in Austria (16.000 Harleys present) took the hard road to Istanbul: they left Austria on the 8th of Sept. and arrived in Istanbul on the 11th via Slovenia, Croatia, Montenegro, Serbia, Kosovo, Macedonia, Greece. This was in old time the normal way to "The Town" but the war in ex-Yugoslavia closed this itinerary long time ago: in my reports these is the first group to re-open the route and you can see pictures at [www.hogtr.com](http://www.hogtr.com)

Long Distance travelers have been visiting Turkey in September/October:

**Frank Campbell** from USA on his way to Syria and Jordan arrived in Izmir, crossing along the coast to Fethiye, into Cappadocia and to Southeast.

**Frank** has a fascinating web site at <http://home.att.net/~flafrank/index.htm>

**Ken and Carol Duval** after a long ride though Central Europe, Bulgaria, Romania and Greece crossed into Turkey continuing toward Syria and the far East.

You can read about their travel on Horizon Unlimited, an essential site for LDR at [www.horizonsunlimited.com](http://www.horizonsunlimited.com) OMM riders provided assistance and welcome to these riders; we also salute in Miami **Ted Hartshorn**: we met him in Istanbul in May and we are glad to know that his ride home via East has been successful.

**Story Leavesley** from USA started his ride trough Turkey this month: unfortunately after a rich correspondence and OMM help in planning the route, we were unable to meet him. Turkey welcome to Story was not one of the best. He planned the trip months ago and got the assurance from a Turkish travel Agency that a Honda Africa twin was available and ready for rent. To us it sounded as good, although strange news: and the surprise was waiting for Story at his arrival. He writes: *"The second day as I was wandering through Istanbul I got a call from the agency renting me the motorcycle. Apparently someone wrecked the Africa Twin that I was going to rent. Sezgin told me that he spent several days trying to find another one, but there wasn't one in Turkey. Instead he offered me a KLR650. I didn't have much choice so I agreed, though I was disappointed because KLRs*

*are a dime a dozen in the US. On Wednesday the bike showed up on time at the hotel. I was surprised to see that this wasn't a KLR like we get in the states. Instead, this was more like a KLR650 with a small gas tank (3 gallons!), dirt bike fenders, and small rack. This was going to make things a little more difficult. It did have secure plastic hard bags as I requested. While we were doing a walk through I noticed that the rear tire was bald. Why didn't they notice that before they sent me out on a 4,000 Km tour?! The guy agreed to get the tire changed and said he would be back in an hour. As you can guess, he came back after more than 3 hours. Oh the joys of renting a motorcycle! Still, the bike was near new and the cost and hassles were far less than shipping my own bike to Turkey."*

**Story**, as good traveler, took the accident with good spirit and we hope that the report on the accident of the promised (and paid) Africa Twin was a real one. Still be careful, the rent-a-bike market in Turkey is not developed and surprises like this could happen. **Story** is by now back in Istanbul after a ride covering Istanbul, Ankara, Cappadocia, the South Coast, Selcuk, and Canakkale.

**Taner Celik, his wife Carol** (the only female biker among the friends of OMM) and several Turkish riders took in September a ride to Italy and to the Amalfi coast. OMM provided some suggestions for the itinerary and they report to us about the great time they had: *"As I mentioned earlier, we left Turkey 10 Bikes (Eight H-D, One Yamaha Drag Star and One BMW 650) from Cesme on the first of September at midnight. The conditions on the boat were terrible and I do not recommend anybody to take the Turkish State Maritime Lines ... Passing through Corinthian Channel was a good experience and was worth to see. Especially when you are boarded on a boat having a width of 20.70 m and the width of the channel being 22 m. There was half a meter gap on both sides of the boat while crossing the channel. It was fantastic. From Brindisi to Positano we took the Super Strada via Taranto - Potenza and on the way back we took the Autostrada that you had suggested us: Napoli - Bari - Brindisi. Both ways were good to ride apart from the road construction diversions around Taranto area. I think Sorrento Peninsula is a heaven for the bikers. We really loved the curling roads and had good experience. We were met by the members of the Harley Davidson Salerno Chapter and had a good time with them... Thank you very much once again for the time you took to give us the detailed road plan and advice on Costeria Amalfitana."*

**Taner** will be with us on the incoming ART/OMM training course: we will ride from Istanbul to Kas spending time to learn on the South Coast. By the end of November the report on this course will be available on our site while already available are the **Reports on OMM Trip to Italy (Alps and Apennine) and the Nurburgring Training Session.**

September was **Munich Motorcycle Fair** time and the Magazines are full of articles on the new bikes presented there: from what I read the star of the Fair was Yamaha presenting four new vehicles: Maxter Scooter Four strokes 125, the mega scooter Tmax 500 cc at 40CV, FZS Fazer a naked bike with the engine coming from R1 and the FJR 1300 Supertourer. For the old bikers the return of the FJ is a pleasant welcome: I had for many years a FJ1200 that I had to sell when I left UK and I always considered that bike the best sport tourer ever. The new FJR is a totally new bike with 145 HP and a weight reduced to 237 kg. It will be an hard competitor for the BMW and the Honda: four cylinders 16 valves in line, chassis and swing arm in aluminum, hydraulic clutch, electric windscreen, free shaft drive and a line speaking about speed. I will cue to try it.

Yamaha with its full range dominate the European market with a share in the first six months of this year of 20.8% followed by Honda (18.3) Suzuki (12.8) Aprilia (7.0) Kawasaki (5.4) and BMW (4.9)

New is also a Touring Bike (a' la GS) from Aprilia: the Caponord ETV 1000 joining the supersport RST 1000 Futura at the top of range of this producer. Nothing new from BMW while Ducati presented a new Monster with a 916 cc engine. The idea of Sport Tourer at Harley Davidson home is quite peculiar: the new Dyna Super Glide T Sport 1450 touches the 310 kg. Suzuki after attacking the competitor in the 750 cc. Category with the new GSX-R presented the new GSX-R1000 at 160HP in 170 kg.

A lot of new machines in the scooter sector a kind of transportation that finds every day new users in Europe. Talking of scooters Honda introduced in Las Vegas the new Gold Wing bigger, faster and 1100grams lighter than the older version. The new GL 1800 look less Wing and more BMW LT with round forms, no frills, naked wheels and a new engine of 1800 cc. The American, flamboyant style is lost forever and some Wingers will miss it. The new style is so near to a big scooter that Honda gave the name "wing" to a real scooter of 600 cc. Presented in Monaco: the Silver Wing. Take a look and you will be surprised of the similarity.

On the road I was left alone by other OMM riders for the third and last part of our **Historical Rides to the South East**. From the 30 of September to the 7 of October I covered 4000 km. from Fethiye to Mardin visiting Konya, GaziAntep, Urfa, Harran, Mardin and Turabdin area, Nemrut, Karaman Maras and Cappadocia. The report will be available soon in our web site (promises, promises) but I want to give you some suggestions for the autumn rides.

- The road Fethiye Sogut Korkuteli Kizilkaya Isparta Egirdir Sarkikaraagac Beysehir is a splendid one and the Egirdir Lake is definitely worth a visit. It was apple season and the smell of delicious fruits (in free offer along the road) was overwhelming.
- If you like easy off-road try the Gezbeli pass at 1988 meters on stabilized road winding among old forests: from Karaman Maras take north to Goksun, then at Yesilkoy turn west toward Kucukgezbeli and Develi to enter Cappadocia.
- Do not go to see Zeugma on the Ataturk Dam: stop at the museum in Gazi Antep and see the mosaics there.
- Nemrut is great and the road up quite easy for bikes despite the Duval's Report "*The next day saw us climbing into the mountains looking for the famed heads of Nemrut Dagi. We ended up on the old road (Could not find signs for the new road, Paolo) and what a ride that was. Excellent.... The last 5 miles (8kms) was steep and rough. An adventure with a fully loaded bike to say the least. At the top we walked to the view the heads. Fantastic but I thought they would be bigger. A bit like the Sphinx.*" The new road is what you call the old road, my friends: it shows my age to remember just a foot path unpaved leading to the last portion of Nemrut climb.
- After Nemrut take the time to visit the Kahta valley (Karadut, Naringe, Damlacik, Eski Kahta Karakus Kahta): a place of impressive landscape, an historical bridge built by the Emperor S. Severus and a second pyramid on Nemrut style. The area was so beautiful that I consider spending there some time of the year.

- Cappadocia in Autumn is at the best: go there on easy road from Istanbul or Ankara and stay in Urgup where the Esbelli evi of **Suha Ersoz** make the area come alive. <http://www.esbelli.com.tr>
- The Turabin Monasteries around the city of Midyat (and the city itself) are a piece of art and history too often forgotten. Next year OMM will organize a ride just for this area: if you have opportunity go there now when the weather is pleasant.

**Now in brief:**

- Go and visit (even if you do not speak Italian the web site of a new Bike Magazine **Superwheel** at <http://www.superwheels.it/>. The pictures are just right.
- New Book Author: **David L. Hough** 256 pages ISBN: 1-889540-53-6 Price: \$24.95 *“Riding a motorcycle can be a dangerous activity, but reading Proficient Motorcycling can significantly reduce those risks by teaching people how to ride safer and smarter. Proficient Motorcycling offers plain talk about surface hazards, weather problems, wild animals, carrying passengers, group rides, and traveling, among many other topics. Culled from the famous series of articles of the same name by legendary rider training guru David L. Hough, Proficient Motorcycling is an absolute must-read for anyone who rides a motorcycle.”*
- Enduro in Turkey? Take a look at the place signaled by **Klaus Driesner** at <http://www.funduro.de/>

**That’s all for the month (and half). Sorry for the delay in issuing October but I had family problems to take care of. The November issue will come regularly within the first 10 days of the month. Once more if you have interesting rides, news, events, discoveries just drop a note to me at [volpara@homemail.com](mailto:volpara@homemail.com) And do not forget to visit One More Mile web site.**

**ACCESSORIES: DO WE NEED THEM?** Would you buy a Porsche or a BMW and, exiting with the new car from the Dealer Garage, would you start changing seats (because the standard are not so comfortable), the suspensions (because you have a sport driving attitude), the exhaust (to improve performance), the lights (the standard are so bad) etc.etc.etc.? Still a lot of us (me included) do these silly things when it comes to bikes. I was discussing recently with a pro-rider visiting our Country from USA and this comment coming from him really struck my mind. We spend good amount of money in accessories and gadget that not only do not improve bike performance or appearance but also produce substantial damages to the bike “system”. For this reason I decided to do a shopping list of good accessories based on the long riding experience: if I am opening a Pandora box, the better. Write to me with your idea and maybe we will come out with the “ultimate list of useful accessories for the professional biker”. Here we go:

**GENERAL RULES**

- Every accessory or part designed to modify substantially the original design of the chassis, engine, electric system or suspension of the bike is to be avoided. If you are not happy with performance change the bike.
- Every accessory that considerably increases the weight of the bike or modifies the aerodynamics of the vehicle should be avoided at any cost: more weight equal bad handling.
- Every accessory extending from the standard silhouette of the bike will soon or later touch the ground and part from the vehicle.
- Stay simple, focus on the essential and, when in doubt, keep the bike on standard conditions.
- Still all of us have different needs and different styles so a little of personalization can bring satisfaction and comfort.

## **BAGS**

If your bike comes with “factory installed or factory approved” luggage normally these are the best options. BMW lateral bags are not too big and the top case is prone to come out on rough surfaces. Most of us solved the last problem by fixing the top case with a metal bar between the rack and the case: it not so easy to take out but the top stay in place under all conditions. If you need more space or if your bike has not standard set up for luggage Givi Box ([www.givi.it](http://www.givi.it)) are in my opinion the best solution. They sit on a specially designed supporting rack reducing the vibration and stress on the chassis, are totally waterproof and rationally shaped, easy to put in/take out/carry and, finally the are very strong. I lost a Givi Top Case (my mistake in fixing it) on motorway at high speed and the bag sustained just minor scratches. The “Nonfango” line is very similar to “Givi” and it offers a valid alternative on the same construction philosophy. Valid alternative are soft bags and in this area my suggestions are Oxford, Aerostich (new production at 800-222-1994 or go to [www.aerostich.com](http://www.aerostich.com)) and Moto Fizz (at [www.thefastone.co.uk](http://www.thefastone.co.uk)) The advantage of soft bags is that you can arrange them as you like and, if broken, they can be repaired almost everywhere. A tank bag is essential when touring. Bagster at [www.tefastone.co.uk](http://www.tefastone.co.uk) is a valid solution but also Givi produces now very efficient tank bags. Famsa 6 Way (at the [www.thefastone.co.uk](http://www.thefastone.co.uk) received recently a “Best Buy award” in this category and it is worth a try. Finally, if you are travelling single you should consider a “tail bag” to sit on the passenger place: the bike will be more balanced without any disturbance to the original shape. Most of the other brands and solution have been tried (from aluminum to special producers) and found inadequate.

## **LIGHTS**

You may want to improve the output of the original bulb Wunderlich at [www.wunderlich.de](http://www.wunderlich.de) will provide you with the latest “all weather” production. For extra light my suggestion is to be very careful and check the power absorption: I am using for the last ten years Motorlight at [www.motolight.com](http://www.motolight.com) to send a lower beam to check the irregularities of the asphalt. I never had one problem and after thousands of miles I have not yet replaced the bulb. We tried several products of additional lights “front and back” including “brake-pulsing-system” and I came out always with delusions.

## **SEAT**

For continuous, long distance riding my only recommendation is Corbin at [www.corbin.com](http://www.corbin.com). Well made, long lasting, comfortable and with a perfect fitting on the standard frame.

## **SUSPENSIONS AND EXHAUST SYSTEMS**

I keep reading and I get reports from friends: interventions on these systems to modify the factory set up produce no results or negative results. No producer of exhausts has been able to certify in independent tests a significant improvement in performances.

Only experienced riders in circuit conditions can experience a change in suspension type and setting. The standard setting as released by the producers is in most case more then adequate for our riding.

## **SPECIAL**

If you are covering a lot have unpaved roads on your GS a set of “Hard Yellow Parts” from Touratech will reinforce the chassis and protect the forks. Contact them at [www.touratech.de](http://www.touratech.de) and while you are in the BMW catalogue check the effective mud protectors for GS at [www.wunderlich.de](http://www.wunderlich.de) If your bike has part of the engine protruding an engine protector can avoid costly repairs. For GS the best one is the BMW Factory bar. Heated grips? If you do not have it from factory consider a pair of heated gloves. For us travelling in Turkey a headlight protector can save serious money: again the simplest the better: a plastic film from [www.thefastone.co.uk](http://www.thefastone.co.uk) does the job correctly. Sport bikes will benefit from a tank protector in the area where the jacket touches the tank.

**ALWAYS WITH YOU**

A good First Aid Kit, a reliable tire pressure gauge and a tire repair kit: you can find all these products in the Aerostich catalogue.

**NEXT TIME:** I would like to list the basic and best bike-wear: send your suggestions and experiences on helmets, gloves, boots, suits and leather. More: do you have comments on bike to passenger and bike to bike inter-phone? What about GPS and GPS mountings?