



OMMRA Information Bulletin December 2000

From Paolo Volpara on Monday, Friday, December 08, 2000
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 To receive or to send to riders friends the Bulletin just drop an e-mail request.
 Visit OMM site at: www.ommriders.com

At the End of the Year

With this issue One More Mile Riders Group closes the activities of year 2000.

We managed to sustain the planned activities with our limited resources and we published 13 issues of the Information Bulletin (one issue per month plus the special issue on “Dressed to Ride” in November). We hope you enjoyed this simple way of staying in contact and we are now archiving past issues in our web-site: if you missed some bulletins and you want to receive back copies by e-mail just send us a request.

To all our Friends Riders the Best Wishes for the New Year.

Summary of 2000 OMM activities

Date	Riders	Km.	Itinerary
March 25-26	4	770	(History 1) Istanbul, Bursa, Tavsanlı, Aizanoi, Kutahya, Sogut, Iznik, Karamursel, Istanbul
April 1	2	870	(Marmara 1000 Corners) Istanbul, Bursa, Harmancik, Dursunbey, Balıkesir, Balya, Can, Biga, Lapseki, Gelibolu, Tekirdag, Istanbul. LDR
April 28-29	6	762	Advanced Group. OMM-ART Training session in Bolu area
Apr. 30 May 1	8	656	Intermediate Group. OMM-ART Training session in Bolu area
May 18-21	6	1180	Tour of Lesvos Island. Istanbul, Canakkale, Ayvalik, Lesvos, Ayvalik, Canakkale, Istanbul
June 26-29	1	5200	Four Corners of Turkey in Four Days. LDR
July 28-30	6	1500	History 2. Istanbul, Eskisehir, Midas Sehir, Afyon, Aksehir, Golyaka, Beysehir, Konya, Afyon, Istanbul

Aug. 23 Sep. 3	2	7200	Dolomites and Nurburgring Course. Istanbul, Igoumenitza, Bari, Belluno, Dolomites, Hulm, Koblenz, Nurburg, Fussen, Bormio, Ancona, Bari, Igoumenitza, Istanbul.
Sept. 30- Oct. 7	1	4200	History 3 Fethiye, Beysehir, Konya, Urfa, Harran, Mardin, Midyat, Tur-a-Bin, Nemrut, Zeugma, Karaman Maras, Urgup, Fethiye.
Oct 26- 31	17	2300	OMM-ART Training session. Istanbul, Afyon, Kas (Elmali circuit twice), Izmir, Bandirma, Istanbul
Dec 2-3	25	300	OMM-MRT Training session. Istanbul, Sile, Agva, Kandira, Izmit, Istanbul
Dec 10		200	OMM-MRT Observed Ride. Istanbul, Hadimkoy, Catalca, Saray, Istanbul

The activities of this year reflect the commitment taken toward the end of '99 to focus on Historical Rides, Training and Long Distance Riding.

Training. We develop four courses in association with Mick Wheeler (Advanced Riding Techniques. U.K.). The first two (April 28/May 2) were conducted on the Bolu area near Istanbul involving 20 bikers. The second and third ones (October 26/31) were developed on the south coast of Turkey, in the area around Kas, with the participation of 16 riders. One OMM-MRT course took place at the beginning of December around Istanbul with 25 riders mostly from HOG Istanbul. Two OMM riders went (end of August) to the Nurburgring Perfectionstraining Course organized on the old ring by Hans-Heinz Dilthey and Robin Helby. Six observed rides were conducted in the first 10 months of the year.

Rides: Three historical rides covered the whole year starting with History 1 to Cavdarhisar and Kutahya in March 24/26, followed by History 2 to the area around Konya (July 28/30) and History 3 on the South East of Turkey at the end of September. Beside these historical rides we had two interesting riding events going, from May 18 to May 21 to the Greek Island and, at the end of August to the Dolomites and Appenines Mountains of Italy.

For the **Long Distance Riding** part of activities we were unable to certify new riders in the Iron Butt Register but we designed and tried the new "1000 corners circuit" in the Marmara Region. We also fulfilled our commitment to have the "Four Corners of Turkey" circuit done by one of our riders (from June 26 to June 29). BMW Turkey took inspiration from our plans and, on our suggestion, opened a LDR club for Beemers riders. The **OMM web site** was updated four times during the year. We also continued our plan of contacts establishing strong connections with HOG Turkey and entering into the Horizons Unlimited Travelers Community offering assistance to bikers visiting our Country. In this spirit we offered hospitality and support to several bikers from Europe, United States and Australia.

On top of this list of 25.000 kilometers we still have to add:

- **Ertugrul Bitlis and Cihat Erata** ride to Portugal (Report still in preparation)
- **Murad Acar, "Apo" Hekimhan, Selim Karadag** ride to Greece (Report coming on January)
- **Cemil Turker** rides on weekends. Long, hard rides with few friends without reporting. Cemil writes only on the asphalt!

With the closing of the 2000 Season is time to plan for OMM 2001 activities.

One More Miles Riders will continue to focus on effective training programs, new and interesting rides discovering Turkey and some Long Distance Riding events. At this stage is still impossible to pinpoint the exact dates for each ride but we are offering to all of you an overall calendar. The participation to One More Mile events is open to all riders interested in our activities: **as you know we are planning to open a full membership, with real advantages, from January 2001** and we will keep all of you informed on this new initiative via our Web Site and our Monthly Bulletin.

Although open to all kind of riders the OMM events are limited in number of bikes we can accommodate: it is our belief that “big convoys” spoil the fun of motorcycling and we try to keep the number at a maximum of 10 bikes for each event.

By looking at the preliminary program, you can decide the ride or training session more interesting for you and **you are invited to e-mail to us your desire of participation.** We will do our best to accept all entry within the limits fixed for each event.

TRAINING

Observed Rides. Observed Rides are part of OMM Academy continuous training program. These short rides are periodically organized with the objective of applying a full S.I.P.D.E. (Scan, Identify, Predict, Decide and Execute) system improving: Road Observation, Anticipation of dangers, Correct Road positioning, Selection of lines, Right gear, speed, and body movements. During the rides, we also check Convoy Riding techniques and we try to transfer Long Distance Riding Experience. The rules of Observed rides are simple: Only five riders can take part to an Observed Ride: the participant riders should have basic skill on motorcycling. Each Observed Ride will have one experienced and qualified Leader selecting the road and fixing the program. Each Observed Ride will consist of:

- 15 minutes initial briefing presenting the rules of the ride and refreshing the key principles
- 45 minutes of “single line” ride to warm up and to give to the Leader an opportunity to observe the entire group
- Coffee Break with presentation of basic S.I.P.D.E skills
- 15 minutes of observed ride for each participant with Leader in front and 15 minutes of observed ride with leader on tail, de-briefing for each rider at the end of 15 minutes section.

To the participants we recommend the reading of the OMM MTR course and the Read & Ride section of our web site. At the end of each OR the OMM Leader will issue evaluation cards useful for advanced training. The Observed Rides are conducted during the days of Saturday or/and Sunday and we plan to follow this program:

Month	Timing	Route	# of Riders
Dec. 2000	One day	Istanbul, Agva, Istanbul	6
Jan. 2001	One day	Istanbul, Armutlu, Istanbul	6

Feb. 2001	One day	Istanbul, Iznik, Istanbul	6
Mar. 2001	One day	Istanbul, Sabanca, Istanbul	6

OMM Academy and Advanced Riding Techniques. In the year 2001 we will organize two courses around Istanbul for Intermediate Riders (knowledge of basic riding skills required or “C” and below OMM evaluation) and two courses based in Kas for riders with OMM evaluation “B” or above. The structure of these courses will reflect our past experience: one half day of theory, two days of hard riding (plus transfer) with instructors preceding or following each student in rotation, evening discussion and final evaluation.

Month	Timing	Route	# of Riders
Apr. 2001	3 days	Istanbul Bolu (night at hotel) Istanbul	2 groups of 10
Oct. 2001	5 days	Istanbul Kas (3 nights at hotel) Istanbul	2 groups of 8

Tour and Training. We will try this new formula at the end of August 2001 taking a group of (max.)10 riders to the Italian Dolomites for 10 days. We plan to use the “Roll-on, Roll-off” service from Istanbul to Trieste combined with riders flying from Istanbul to Lubjana (bus transfer to Trieste). The itinerary will include the best of the Dolomites routes among the most spectacular mountain roads in Europe. We will use two or three hotels in the area and, leaving the luggage behind, we will tour in different areas of this region with plenty time to discover beauties, traditions, food and history. For three days we will be based in the village of Corvara and from here we will conduct a MRT Advanced training course. The structure of the course will repeat the OMM MRT system with Observed Sections and On the Road Teaching. The Dolomites roads are very well paved but quite demanding in cornering, climbing and descending. The Dolomites Events is open only to riders with OMM qualification “B” or above and we will accept a maximum of 12 bikes (Pilot and co-pilot).

Month	Timing	Route	# of Riders
Aug/Sept 2000	10 days	Istanbul Trieste Belluno Dolomites Trieste Istanbul	12

HOW TO GET OMM MRT QUALIFICATION

In our effort to improve the training of bikers in the country, we issue OMM Motorcycle Riding Technique Certificates at the end of each training course. The Certificate covers all aspects of riding and evaluates the main skills required (Department, Positioning, Observations, Assessment, Planning, Speed, Overtaking, Braking, Acceleration). Getting an evaluation is quite useful in identify the areas of your riding in need of development and attention: it is not a competition or a showing off moment. Every rider (even the most experienced) must keep learning every time he sits on the saddle.

You can get an **OMM MRT QUALIFICATION** by taking part in OMM training Courses or Observed Rides.

Advanced Special Training

In the last years OMM Riders participated to special training sessions in Europe: in 1999 four of us attended the BMW Enduro Training Course held by R. Shalber at the Enduro Park in Echlingen (Munich-De.) and this year two of us participated to the Nurburgring Riding School under the leadership of Hans-Heinz Dilthey.

We were impressed by the quality of these experiences and by the learning acquired to the point that we would like very much to introduce these courses to more riders in Turkey. (Reports on both courses are available on OMM web site under the section “Training”) For both courses early booking is necessary and, although Nurburgring has not yet announced the 2001 Calendar, we would like to link the special courses to the Dolomites Touring and Training Event. In both courses, it is possible to rent a bike on location or to ride with personal bike (with off-road capacity for the Enduro Park)

Specifically for Nurburgring, we would like to have a “Turkish Team” of seven bikers in order to take advantage of the same teacher and be together in the same group.

At the moment we are just collecting name of riders interested in one of the two courses: read about Enduro Park and Nurburgring in our web-site and if you want to take part in one of the two courses in 2001 send us a note. OMM will organize in January a meeting with all riders expressing interest in Special Training and we will define there the final course of action.

TOURING RIDES

The theme of OMM Rides in the year 2001 will be “Places of Spirituality in Turkey”: we will follow itineraries of regions where the Humanity meditated and tried to connect with the meaning of Life and Universe. As in previous year, we will conduct three rides in the period July to October. We call them “**Rides on the Sky**”

Ride on the Sky One

This is the completion of 2000 History Ride going back to the Konya/Karaman Area for visiting, among other sites, the Bin Bir Kilesi Region. We will approach the area from the southwest via Beysehir, Seydisehir, Bozkir, Hadim, and Karaman. The return will take us via Konya, Emirdag, and Eskisehir. A long weekend (three days) of interesting riding.

Ride on the Sky Two

OMM returns to Cappadocia with a full tour of four days covering from Hacibektas to Nigde and including the Peristrema and Soganli Valleys. We will stay in hotel in Urgup touring around without luggage. For the more active ones one day will be dedicated to walk on the Red Valley.

Ride on the Sky Three

OMM goes once more southeast. This ride is a four days exploration of the area between Mardin and Sirnak with specific attention given to the Tur-a-Bin Orthodox Syrian Monasteries. For this ride, OMM will offer the possibility of shipping by truck the bike to and from Adana for the riders to fly there. The places visited include Harran, Mardin, Midyat, Nusaybin and Hasankeyf. The returning ride to Adana (and Istanbul) will cross and visit the Nemrut site and the Kahta Valley.

Month	Timing	Route	# of Riders
Jul. 2001	Three days	Ist. Karaman, Konya, Eskisehir, Ist	12
Sep. 2001	Four days	Ist. Ankara, Urgup, Nigde, Eskisehir, Ist	12
Oct. 2001	Four days	Ist/Adana/Ist (+4 days) Urfa, Mardin, Diyarbakir, Adiyaman, Adana	10

LONG DISTANCE RIDING

The plan for the LDR activities 2001 is still open to suggestions.

Iron Butt and OMMRA Awards

OMM will offer again the opportunity to qualify for Iron-Butt certificate during the month of May on the circuits of 1000 and 1500 miles already tested in 1999 and 2000. You can find more about it on OMM web site under the section Long Distance Riding where you will also find the two reports on 1000 and 1500 attempts. The Iron Butt web site offers important suggestions to the riders considering the event (www.ironbutt.com)

Four Corners of Turkey

We would like to repeat in June 2001 the Four Corners Ride without the limits of Four Days period. We believe that this fascinating tour of Turkey can be comfortably done in two weekends and one week. The route will be slightly modified to follow more correctly the Turkish borders. Starting from Istanbul the ride will touch the following cities: Zonguldag, Sinop, Samsun, Trabzon, Hopa, Artvin, Kars, Dogubeyazit, Van, Hakkari, Sirnak, Mardin, Sanli Urfa, Gazi Antep, Kirikhan, Hatay, Iskenderum, Adana, Antalya, Mugla, Milas, Selcuk, Izmir, Edremit, Canakkale, Kesan, Edirne, Istanbul. You can read about the 2000 ride on OMM Web site.

Month	Timing	Route	# of Riders
May 2001	Two days	Iron Butt/OMMRA circuits 1000-1500 miles	Max of 5
Jun. 2001	Nine days	Four Corners of Turkey	Max of 5

As usual new rides and new ideas will come out as the calendar is finalized. OMM riders are always open to suggestion from fellow motorcyclists and from other groups. We will try our best to fulfill the events summarized below and you can stay updated on our activities logging into www.ommriders.com or subscribing to our Monthly Information Bulletin.

“ALWAYS WITH YOU” More letters on the item to carry on bike did not offer useful additions to the list published in November. Maybe new brands...but brands choice is a personal one. Perusing trough stored notes I found a list of tools presented by Ron Mayor in the LDR USA list. Ron is carrying with him on the bike a complete set of tools but I believe this list will better suit the ones of you looking to set up an at-home repair unit: (keep in mind that Ron is riding a Japanese bike in USA)

“10 in. Channellock pliers, 6 in. Channellock pliers, 6 in. needle nose pliers, 5 in. flush cutting wire cutters, 5 in. wire strippers, 6 in. locking surgical forceps, 4 in. 1/8 flat blade screwdriver, 4 1/2 3/16 flat blade screwdriver, 4 in. 00 Phillips screwdriver, 6 in. #1 Phillips screwdriver, 7 1/2 in. #2 Phillips screwdriver, 7 1/2 in. 1/4 in. flat screwdriver, Xcelite four way driver, Magnet, general use, small, 6 in. Crescent Wrench, Short 1/2 - 9/16 in. open end wrench, M 10 X M 11 open end wrench, M 12 X M 14 open end wrench, M 10 X M 11 box end wrench, M 12 X M 14 box end wrench, M 17 X M 19 box end wrench, MAC combination six point Flex Box End/Open End, M 10, M 12, M 14, M 17 wrenches, 4 oz. ball end hammer, with handle shortened to 7 in., M 5 hex key - short arm, M 6 hex key - short arm, M 5 Ball end hex key - "T" handle - 8 in., Machinist's scribe, self storing point, 6 Straight edge razor blades, 6 C.C. tube of Locktite, 6 Oz. tube of RTV clear silicone sealer, Two Tube 5 Minute Epoxy, Zip-lock bag of Anti-Seize Compound, Zip-lock bag of rear spline lube, Honda 60% moly paste (for rear tire change), 2 spare electric vest wire connectors – wired, 12 feet of two conductor electric wire 35-40 small zip ties - 3 1/2 in., 12

medium zip ties - 8 in., 8 in. Tire Iron, 6 electrician's tapes, and the MOST IMPORTANT ITEM: The Skill, Knowledge, and Ability to use them “

For the more minimalist of you looking for a good tool to pack on the bike, check this:

Motion Pro Multi Tool. <http://www.motionpro.com/convtools.html> This is NOT a Leatherman clone. It's a unique tool, most closely related to the old "dogbone" wrenches of your bicycle days. A fitted pouch about the size of a computer mouse contains the main tool and all its parts. Assembling the tool in different ways makes handles for two straight, two Phillips s/drivers, 5&6 mm Allens, a 1/4 drive, 3/8 drive, 8, 10, 12, 14 mm sockets 10 mm box and open end wrench. They make an "inch" version, too.

The “**Dressed to Ride**” special issue generated several comments: all your notes will be used for the next issue on the same subject next year. Two points from Nickos Costopoulos can open additional debate: *“One easy thing to do is carry a few pairs of surgical gloves on the bike. They are dirt-cheap, take practically no space and can be worn inside the gloves for more warmth and total waterproof. They are also handy if you want to do a maintenance job on the bike and don't want to get your hands dirty while at the same time allow for feel on the fingers. Also: On the matter of synthetics vs. leather apparel: both have their merits. I have a Cordura for the winter and leather for the summer. I do have an objection as far as the waterproof qualities of the synthetics go. Externally they must be Cordura or similar in order to resist ripping. This material is weaved, so the Gore Tex (or similar) must be inside. The problem with that is that the top layer will soak up water and it will be not only heavier but also cooler as the wind hits the damp material. This is also annoying with gloves that will not leak but they get really cold in this fashion. Also, even though synthetic materials can be even more resistant than leather in rip resistance I have seen with my own eyes that they can burn through by the friction on the road. Finally...take note that Fog City warns riders that the visor is not suitable for raiding at night generating reflection”*

Riders in Turkey.

Barry Tinson (barry.tinson@virgin.net) was riding in the country this summer: we were in contact via e-mail but unfortunately we could not meet during his trip. He wrote a funny (after the event) report on the breakdown of his Honda near Bursa. Barry then corrected the PKK mention with PTT... but I still think of the faces of people in Gemlik when he was asking for direction to the “PKK Office”.

Date: 18-Jun-2000 21:09:02

“Let me tell you of the problem I had with my Honda Veradero in Turkey: I first noticed the noise as I was pulling into Gemlik, 30 k North of Bursa. There was a loud rattling noise that sounded like a timing chain... I restarted the engine with no problem and ...I rattled into Gemlik and booked myself into the Pac Hotel. I then tried to find the phone number of the Honda agent in Bursa or Istanbul. I now discover that they do not have phone books or yellow pages in Turkey. I was advised to try the Post Office. This I did, but of course it is not called the 'Post Office' in turkey. I eventually find it is called the PKK. ...The attendant is unable to help me, but a customer suggests I phone directory inquiries. This I do, but surprise, surprise, they only talk Turkish. The helpful customer takes over from me and gets an Istanbul number, but as it is now 9 p.m. there is no reply.

The following morning at 9 a.m. I try the Istanbul number - using my cell phone - but I am told in Turkish and English that the number has not been allocated.

I feel that now is the time to take advantage of one of the - 'if you have a problem, phone me' - contacts I had made on my Journey. The previous week I had met up with some BMW riders just West of Antalya and

spent a very pleasant day with them. One of them, a doctor - Baha Kizilirmak -, had given me his card. I phoned him and explained my problem - especially not being able to get a Honda agents phone number. His reaction was - go to the state hospital and ask for Dr Necdet Culhaoglu, he is a very good friend of mine, he speaks English and will help you - I will phone him now.

I walked the 1 k to the State Hospital and asked for Dr Necdet Culhaoglu... The doctor got up and walked me into the center compound ...I was about to try to explain my problem when his mobile phone rang. Thankfully, it was my BMW friend, phoning to explain my problem. He asked where the bike was. He then instructed a young man to take me... back to the bike and to pick up a motorcycle mechanic on the way. The mechanic had a workshop full of ancient motorbikes in various state of strip down or rebuild... at the mechanics request, I started the bike. As soon as he heard it, he indicated for me to switch off. He said one word - xxxx - and made a chain with his fingers. He then said Honda Bursa or Honda Istanbul. We shook hands and he departed.

I then tried to get the 'young man' to try to get the phone number of Honda Bursa or Honda Istanbul. ...The 'young man' explained the situation and the doctor phoned Honda Bursa. They said the bike should not be ridden and must be transported to Bursa. I asked the doctor, what next? He sent the 'young man' off and told me to sit down....Eventually - it was now noon - the 'young man' returned with a 2nd man and we all trooped into the doctors surgery. The doctor explained that transport for the bike and me had been arranged and I was to return to the bike...After much discussion the bike was eventually pushed onto the car transporter. But, they had nothing to tie it down with. Eventually they found some rope and secured the bike... We got 300 yards before the bike fell over! Much consternation, much discussion. Eventually two of the men indicated they would go and come back. I thought they had gone to get some proper straps. An hour later they returned, with another truck! This was an open topped box truck. The car transported back up to the box truck and the bike was wheeled across... At times there was as many as 30 people discussing the problem and offering advice. The box truck driver - Mehmet - and I moved off to Bursa. An hour or so later we arrived at Honda, Bursa. In Turkey, they have Honda Dealers who sell the bikes and Honda Service Agents who service and repair the bikes. The two are only loosely connected, but are both officially Honda. The Honda mechanic started the bike whilst it was still on the truck and immediately said xxxxxxxxxx. Copies of my bike registration papers were faxed to Honda Istanbul, who were apparently passed them on to Honda Japan. Eventually, at 4.30 p.m. I was asked to talk to a young woman - Aslan Erkan - at Honda Istanbul - who spoke English. She explained, that because of the nature of the problem, the bike would have to go to Honda Istanbul. I pointed out that the bike was already on a truck and Mehmet could have us in Istanbul by 8 p.m. This was agreed and Mehmet and I started off to Istanbul. The drive was uneventful, in fact I quite enjoyed it. We took the ferry across the Sea of Marmara at Altinova to Gebze and were soon on the road to Kartal! We were greeted at Honda, Kartal by Necip Bektas the After Sales Service Manager, one of his assistants and a mechanic. The truck was backed into their loading bay and the Varadero was wheeled into their warehouse. I paid Mammet TL200,000,000 (\$US316.00) for his time and his truck and he departed. As soon as the Honda mechanic started the bike, he said xxxx. A Honda courtesy car took me to the Harem Hotel - on the Asian side of Istanbul, opposite the Okapi palace and said he would pick me up at 7.30 a.m. to take me back to Kartal. I arrived at Honda Kartal at 8 a.m. had a cup of coffee - very western - and waited. Eventually, both Honda Japan and Honda UK confirmed that my engine was not one of the batch that had a poorly machined xxxxx...that required a complete engine replacement, and it could be stripped down to find the problem. This came as something of a relief as Necip Bektas had already explained that if a new engine was needed, it could take weeks to get one from Japan. I was then told that the beautiful workshops at Kartal were not operational workshops, but used for training only and that the Varadero would have to go to a Honda Servicing Agent in Istanbul. So loaded on yet another truck, we moved on to Ali Esengul's workshop. I was told that Ali did not speak English and that we would talk through Necip Bektas at Kartal. So when the driver was given a Veradero instruction manual in English to give to Ali, my confidence took another knock. But I need not have worried. As soon as he heard the bike Ali identified the problem as being the timing chain on the front cylinder. Within 45 minutes he had stripped off the bodywork, removed the rocker cover and was showing me the automatic cam chain tensioner. The spiral spring that stopped the tensioner from winding back had broken, allowing the cam chain to become slack. I was told the bike would be ready the next morning. So I returned to Istanbul. The next morning, ...before leaving the hotel I had phoned Necip Bektas to get him to confirm with Ali that the bike was actually ready. He came back and said it was, also that all the work and parts were covered by the guarantee - including the disposable items. Ali started the bike and indicated that everything was OK. Whilst stressing my appreciation to him and his staff and for

the prompt and expert attention of Ali, I suggested that Honda had yet to get their act together in Turkey. I had expected to pay to transport the Varadero to the Honda Agent in Bursa, but the cost of transporting the bike between Honda agents, would be something I would take up with Honda UK upon my return.... Necip Bektas, thought about this for a moment then said, don't pay Ali, I will come back to you. So Ali and I had a glass of tea and waited. Eventually Necip came back and spoke to Ali. Then he told me ' Honda Japan, feel you have suffered enough and would pay for the filters and the transport costs' 'would I kindly go out to Honda Kartal and sign a letter he was preparing'.... I signed the letter, a copy of which Necip Bektas gave me, along with TL200,000,000, we all took photographs, shook hands and I was on my way again. At no time during the event was I particularly worried. The problem was going to be solved. The goodwill and patience and mechanical expertise of the Turks made this a certainty. OK, I may have to be prepared to throw money at the problem - but it was my problem - or at least it was, until Honda accepted it as their problem."

Despite the good ending of the adventure Barry's story underlines once more the need for a **"Service and Emergency Directory"** for bikers of and in Turkey. This is a project we contemplated several times without finding the time and resources to execute it. Basically we should put together the list of official dealers/point of sales, a selection of mechanics in major cities and a list of bikers across the country willing to help when the need occurs. **If some reader of the bulletin is interested in helping OMM in producing such directory I am sure we could find also some sponsorship. Write to us if you want to be the main editor.**

Ken and Carol Duval are now on the way to India. They came to Turkey after a long tour of East Europe. While we are keeping in contact with them trying to report in our web site the experience, it may be interesting reading portion of the diary in Turkey.

"Crossing into Turkey at last. We have heard so much about the splendors of this country. We take the freeway to Istanbul to catch up with Steves brother John and his wife Jude who are backpacking around the world. We do the tourist things like the Blue Mosque and the Palace and play games with all the carpet salesman. How do they all make a living? Seems like a little of the 'oversupply' to me. En route we made e-mail contact with the One More Mile Motorcycle Club (OMM). A great bunch of guys ready to help us travelling types with information and hospitality. Many thanks for your help Murad, Selim and Paolo. Haven't used the tire yet but its close. A pleasant surprise was an Email from Noah and Trevor, two South Africans travelling the world on KTM's. We met them last in Khartoum, Sudan and as luck would have it they saw us ride into town.

Galipolli was all we expected and more. Spent a day just riding all the roads and visiting all the monuments. We could not believe how small Anzac Cove was. On the road again we head to the famous city of Troy. A rebuilt wooden horse greets you and as you wander through the layers of rubble. I wonder how anyone makes sense of it all. Onto Bergama where the manager of the Athena Hostel offered us a price we could not refuse. Saw some more ruins including the Red Basilica mentioned in the book of Revelation.

Selcuk campground was all but empty as we erected our tent amongst the autumn leaves. Plenty to see in this city and the walk through the ruins of Ephesus was impressive. We also visited the Virgin Marys' last abode and the tombs of the 7 sleepers. Heading down the coast we meet some aggressive drivers. Some overtaking so close we could see the blood vessels in their passengers eyes. Three abreast down a double lined mountain curve is not fun when I am the one who has to go bush. We make it to Gocek in one piece, wiser for our ordeal, and meet a rider the OMM Group. Paolo organized our route to Iran taking in as many sights as we could manage in our race to the border. Our visas allowed us to enter Iran on 27/9/00. This was our last day of entry. The sprint begins with our first stop being the tree houses at Olympos. We meet a couple of bikers on a R6 Yamaha and share a beer before heading into the mountains to find those famed burning rocks. The trek up the mountain had us puffing, panting and sweating. Should have brought some spuds to roast. Just like a gas stove but its all on the ground. Checking the Email before we leave Carol meets an Iranian girl who is a wealth of information on our next country. We are late leaving but

Leila also gave us info on an English couple taking the same route who are now in Cappadocia. Maybe we can catch them. We travel some fast miles over the next couple of days taking in the sights at Side, Anamur and Alahan Monastery. So many ruins. Whew!!! We make it to a small campsite at Goreme late in the afternoon and pitch our tent. With only one other tent in the park we wondered does anyone camp in Turkey. The weather is absolutely perfect for camping. Our neighbors however turn out to be Aussies who inform us that the English Bikers are in town.

Tourists stuff again and we tour through an underground city at Kaymakli. Amazing (excuse the pun) but what a labyrinth. Next we visit a pottery shop at Avanos. The work was great but the hair museum was wild. A cave like room had locks of hair (only ladies) attached to a card with the owners name and address. These were pinned everywhere around the walls and roof. Carol has bit there now also. The owner has a lottery twice a year for a two weeks holiday in Cappadocia. Apparently they are in the Guinness Book of Records. Heading back to the open-air museum we finally meet the English couple (XT600). They are camped at another campground just outside town. We meet up later along with another seven or eight motorcyclists heading in the same direction. A late night and we are heading off the next day. At Adiyaman we lash out and stay at a Hotel. It was a long day in the saddle and Carols' smooth talking saw the price reduced from 20 million a double to 5 million a double. Things are quiet this time of year and there are plenty of pensions offering good deals. The next day saw us climbing into the mountains looking for the famed heads of Nemrut Dagı... 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. We lost a little time this morning. On exiting the Milli Park a new road not on our map took us towards Diyarbakir. Taking this route would mean we would miss Sanli Urfa the birthplace of Abraham but there will be another day. We make good time and reach Bitlis just on dark. The road works towards the end of the day covered us in white dust. Haven't been this dirty for a while. Another cheap hotel with the bike parked in the foyer saw us prepare for the last charge to the border post of Dogubeyazit. We found the campground up near the Ishak Pasa (Palace). There was no one there and the wind was blowing plenty of dust around. Not pleasant so we opted for another cheap hotel. For those who are following, we are paying 6 million a double at the Hotel Ishhakpasa. Our time in Turkey is all but over. We will attend to a little mail tomorrow, do a little sight seeing, someone has to buy some 'proper' clothes, might even clean the bike. Catch you on the road. Love Carol and Ken.

Story Leavesley tour in Turkey came to a successful end in October. Before leaving the Country for Cairo and then USA he summarizes the experience:

So, the final tally. I rode just over 4,000 kms or 2,500 miles in 16 days. That's a relatively easy 200+ miles a day counting my rest days. The roads were surprisingly good, all paved and in decent shape. Even the few dirt roads I explored were in good shape. I had no problems with the bike other than the sticky throttle. It is a little under-powered in some situations, but it makes up for some of that with its lightweight. I had no drops or spills on the bike. Some final observations on Turkey. The people all were incredibly friendly and they were willing to do anything to help me out. I never felt threatened or intimidated on the streets. I encountered no thugs or aggressive panhandlers or belligerent kids. Very refreshing. The Turkish drivers that I had heard so much about were not as bad as their reputation. They drive fast and they will pass anywhere, but they are considerate and aware of their surroundings. I felt safer on a bike in Turkey than in many places in the States (including Boulder!) Turkish drivers don't pull out in front of traffic just to beat the oncoming car. And they don't constantly lean on their horns like South American drivers are so fond of doing. I saw very few motorcycles and motorcycle tourers in Turkey. I have never seen so many scooters in my life - everyone owns a scooter - but there were few large motorcycles. I only saw 3 people touring on motorcycles, a German couple on a KTM Adventure, a British guy on a BMW, and a fellow on a Yamaha(?). Maybe it's just not the season for motorcycle touring, or maybe they haven't discovered Turkey. Don't come to Turkey if you don't like cigarettes. Everyone from 16 to 80 smokes continuously! Most restaurants and bars and permanently hazy. Even the cooks and clerks are constantly smoking. Hotel rooms wreak of smoke. Not very pleasant, but I adapted. Turkey is still relatively cheap. Most dinners cost me about \$3, including a drink. Most rooms were in the \$8-\$12 range. You don't get many amenities for that, but they're clean and safe. And there's tons of stuff

to see and do in Turkey. I would definitely recommend Turkey if you enjoy the kinds of things I described in my emails. Well that's all from Turkey.

Frank Campbell was visiting Turkey from USA Florida (via Germany) and we met in Gocek. Frank is now back home and he write to us:

My trip across Turkey was fantastic, thanks to your directions mostly. The route sheets (prepared by OMM) were superb, and could be a great template for group tours. Made it to Konya and found the hotel with no problems just by following your directions. There was quite a bit of road construction East of Konya that meant a 40 km unscheduled ride along very rough roads. Crossed into Syria south of Gaziantep without the slightest difficulty. Capadocia was indeed the highlight of my trip. Your friend's Inn (Esbelli Evi) was full but I stayed next door at an incredible place (it is on my photo album). Have a look at my online photo album: <http://communities.msn.com/pictureit?commurl=MotorcycleAdventurers>

Luke and Nikki Timmermans from Australia are travelling in Turkey at the moment: we hope to meet them in Istanbul before the end of the Year.

Ted Simon modern hero (IMO) and author of "Jupiter's Travels" and "Riding High" is setting out on another adventure, re-tracing his round-the-world trip by motorcycle. It will start at the end of January, 2001. Last time it was on a 1973 Triumph Tiger, but Triumph seems to be turning a deaf ear to an obvious marketing coup. There's been a promising movie lead, but of little immediate benefit to Ted. Fortunately, two people have stepped forward with a more "sensible" choice of a used R80GS and a used R100GS. If you'd like to contact Ted directly or be included in his mailing list or to order his fantastic books contact him directly at tsimon@mcn.org.

More of "Dressed to Ride". With the winter coming (21 December is not far away) it may be a good idea to get some advise on how to stay warm; here you have the voice of a worldwide expert:

"R. Murray Hamlet knows more about what cold can do to a human body than almost anyone on earth. Because of what he has seen in his 30 years as a cold-weather expert with the Army Research Institute of Environmental Medicine in Natick, Massachusetts, he spends much of his time keeping people warm. He knows that wind kills, because he has seen the hypothermic bodies. He knows what dehydration in winter does. He dresses soldiers for Siberia, for high altitudes, for the North and South poles"

Dr. Murray's Prescription For Staying Warm

1. Doughnut lovers love me for saying this -- you need more calories in winter. You need to eat more fatty, slow-burning foods.
I eat greasy in the morning -- doughnuts work for this -- carbohydrates in the afternoon, and greasy again at night.
2. Drink at least one or two quarts of water each day. Dehydration can be as severe in winter as in summer.
3. If you go winter camping, know that by insulating your feet and hands at night, you'll double the effectiveness of the bag. Fluff up the bag before getting in. And since the moisture you carry into the bag will condense and make a wet, chilly bag, sit up in the bag before burrowing in. Be sure you're dry. You'll lose a pint of water into your sleeping bag at night, so when you awaken, you need to dry it. Fluff it and compress, fluff it and compress.
4. If you're out snow-mobiling or cross-country skiing and you're going to spend the night outside -- and it's snowing or wet and cold -- you must be able to start a fire fast. Kick over logs and rotting stumps. Mice build their nests there, and a mouse nest is always dry. It lights like gangbusters.

5. You want your skin a little cool (not cold) all the time. That's why you dress in the proper layers -- you don't want to perspire

From Head To Toe With The Cold-Weather Guru

- **Upper Body:** The first layer must keep the skin cool and dry. Any dummy can do insulating layers -- it's moisture management that's key. I like CoolMax for long underwear the best. It gives better moisture transfer than polypropylene. It's a DuPont fiber that keeps the skin cool and dry. Next I use different weights of fleece. That's the beauty of fleece. I mix and match the weights depending on the weather. Then a warm, breathable parka. And in the parka pocket, keep dry matches and candles. If you need to start a fire, you'll be able to.
- **Hands:** First I rub my hands with Hand Sense. It looks like hand cream, but it's magic stuff. It was developed by the military to block bad things from penetrating the skin. Used underneath mittens, it will keep your hands dry and consequently warm. Then I use a thin neoprene liner and over the liner I will put on Glacier Gloves. These are the gloves used by windsurfers.
- **Head:** I wear a good wool cap, one I can pull down over my face. You must also have a hood on your parka. You may need the hood only twice a winter, but when you need it to cut the wind, you really need it.
- **Feet:** The first week of winter I spray my feet three times with an aluminum chlorohydrate antiperspirant. After that, once a week is enough. This will stop 50 to 75 percent of foot wetness. My partner, Joseph Gallagher, and I developed a sock for road marching. It's big, heavy, and ugly, but I have soldiers with more than 1,000 miles on them. My socks have fuzz on the outside, reducing friction that can cause blisters. Did you ever see a sheep with fuzz on the inside? No. If you don't use my socks, at least make sure you turn your winter socks inside out, so the fuzz is on the outside. CoolMax makes a good liner, which I recommend as an accompaniment to my socks. Here's how to pick the right sock: Stretch it over your thumb and then rub it. If you can see your thumb through the sock, don't get it. For outer footwear, insulated leather boots are simply too hard to dry. Thick felt liners and traditional Sorel boots do the job.
- **NOTE:** Wearing clothing that wicks away moisture (inset) is a key element. (Cotton is the wrong choice)

Where To Get Hot Stuff

Dr. Murray Hamlet's Socks are made and sold by TECHSPUN, P.O. Box 4, Mechanicsville, PA 18934. 800-392-8500. Come in extreme-weather weight (\$14.75), -50° F to +130° F, and all-weather weight (\$13.75), 0° to 100° F. URL: <http://techspun.anthill.com>

Hand Sense: North American Safety Products, Inc., 940 West Collins, Orange, CA 92867. 800-589-6536. Suggested retail \$11.95 for four-ounce tube.

Cool Max underwear: Available at Eastern Mountain Sports, 1041 Commonwealth Ave., Boston, MA 02215. 617-254-4250. URL: <http://www.emsonline.com>

Miller Mitt: Made by Dakstein and sold by Climb High as the Himalayan wool mitt, retailing for \$23.50. Climb High, 135 Northside Dr., Shelburne, VT 05482. 802-985-5056. URL: <http://www.climbhigh.com>

Glacier Gloves: Range in price from \$20 to \$40 and are available at L.L. Bean, 1 Casco St., Freeport, ME 04033. 800-341-4341. URL: <http://www.llbean.com>

In Brief.

- Thinking about a multipurpose bike with severe power: look no further. All tester in Europe agree. The Yamaha Fazer is one of the most enjoyable machines on the market. I must say that in the Black color look really stunning.
- Lovers of Big Trial Bike do not rush and buy till you see (and try) the new Aprilia Capo Nord. Check picture of Touring-Adventure bikes in the numebr 12 of the Horizons Unlimited Magazine at www.horizonsunlimited.com.

- At NC Motorcyclists Club **Jim Brown**, j.e.brown@worldnet.att.net , created an interesting database to register the mileage of members. Have a look at http://www.digital-recovery.com/ncmotorcyclists/miles_database.asp and see how Gold Winger can log serious mileage.
- **Burak Sansal** (buraksan@iname.com) has a new web site on Turkey at <http://get.to/turkey>. Member of the Enduro Club Turkey Burak is also part of the Horizons Unlimited Community.
- **Chris Scott** new 2201 edition of the “Adventure Motorcycling Handbook” can be ordered on Internet at <http://www.adventure-motorcycling.com/>
- The Caltex Preah Vihear Rally Raid will start in Thailand this month of December. Following on from the run away success of the first two Mondulkiri Rally-Raids Angkor Dirtbike Tours have decided to organize another rally to a different part of this beautiful and untouched region, taking in temples that have rarely been seen by outsiders, hidden from view in the jungles on the Thai border. See the new at: www.k4media.com/angkor/index.html
- From **J. Castro** a good web site for Honda Pan Euro lovers. Check out this web site www.fremme.no/st1100/ These guys are into real heavy touring from Norway.
- Our expert in Greek Roads **Feza Haznedar** send us useful information for the riders going to ferry in Igoumenitza:

... there is new road to pass the Kavala easily: When you come center of Kavala from the existing road there are two ways to leave the town. First one is the usual one following the coast road which is twisty & narrow road passing between outskirts of Kavala. Second one is the new one , when you stop the traffic lights after Oceanic Hotel to the direction Thessaloniki follow the "Green Thessaloniki Arrow" to right which the road climbs little bit and connects to new motorway, and motorway goes till the old entrance of Kavala while coming from Asprovolta direction. Therefore you do not ride the twisty & narrow road which passing through outskirts of Kavala.(Save about 10-15 kms)Actually they are also completing all Kavala pass via mountains from the entrance of Kavala till the end of existing Kavala exit, therefore there will be no need to enter Kavala to go to Thessaloniki in a near future !

Editing the Bulletin, preparing reports for the Web-Site, selecting interesting articles from the Press and preparing –Reporting Rides take time. We would really appreciate help from Riders living in Istanbul. Check your schedule and if you can spare part of your time with us drop a note by e-mail and we will get in contact.

The final words come not from a biker but from a mountain climber. I liked very much the spirit of this consideration from Edward Whymper in “Scrambles amongst the Alps”
And I offer it as my personal wish for a fresh mind in the rides of the New Year:

"There have been joys to great to be described in words and there have been griefs upon which I have not dared to dwell; and with those in mind, I say, climb if you will, but remember that courage and strength are not without prudence, and that a momentary negligence may destroy the happiness of a lifetime. Do nothing in haste; look well to each step; and from the beginning think what may be the end".