



OMMRA Information Bulletin March 2001

From Paolo Volpara on October 2, 2008

Comments, suggestions, ideas, question: volpara@homemail.com

To receive or to send to riders friends the Bulletin just drop an e-mail request.

Visit OMM site at: www.ommriders.com

Dear Friends and Riders,

A view from the cockpit

A quite animated debate has been going on in the U.S.A. biking community stirred by an article in Motorcycle Consumer News by **Brenda Bates** on "Rider's Intuition" Mrs. Bates, a motorcyclist and psychotherapist noted that "many, if not most, of the riders whom I have treated after an accident say that they had the "gut instinct" not to ride on the day of their accident" The surprise psychotherapist decides to call this phenomenon's Rider's Intuition and, being a good American, she is now branding it under the acronyms of R.I.

Bob Higdon (well known bike journalist who will be with us in June this year) answer to the discovery of R.I. was published in November 2000 by the BMW Magazine On The Level and it is a masterpiece of irony and good biker's common sense. Bob, as good positivist thinker, confines Rider's Intuition to the domain of superstition and mental garbage: "*Something is out there doing something and the Biker sees it- write Bob- This experienced bikers spent a lifetime on a bike looking at similar conditions. He will see things that a rookies never will. That's all there is to it. It is not rider's intuition. It is eyesight + experience + intelligence*" Bob also quotes **Keith Code** (the founder of the California Superbike School) saying; "*Anyone who would predicate life-altering actions on the basis of Intuition is an idiot*"

I have been thinking a lot about Intuition: basically every time I step into a plane I have the Intuition that the airplane will crash and that I would be better with my bike. One day I will maybe crash on a plane and, if I am given a chance of survival, I will speak with my psychotherapist about my enduring Intuition.

Similarly every time I take the bike, for a long or short ride, I take into consideration the possibility of an accident. Let's make it clear: I do not have the premonition or the foresight of an incoming accident. I only consider that, with now 45.000 Km since the last accident chances are coming against me. Better be extra-attentive. I do not see myself covered in blood over or/and under a crashed bike at the kilometer 65+150 on the road

200 Bursa-Bozuyuk. : I just remind myself that an accident could be coming my way and that I have to use all my skills at the best. Recently one of my rider friends, biking with me in a week long ride has been involved in an accident, thank God, with only minor damages to the bike. And yes, I have to confess to Mr. Higdon and to Mrs. Bates, I had a R.I. Actually we had several R.I. (if you forgot, this is Rider's Intuition). I dare to say that all three riders of my group that day had ample opportunities for R.I. The day was cloudy and a light rain was making the six-o'clock (am) start quite miserable. The road was narrow and twisty with several construction works going on, a thin layer of slimy mud was coming and going while heavy traffic was building up. In this conditions our supernatural talents, our magic and mystic vision came to help: we saw on the gray sky a luminescent rider carrying a banner behind his bike: On the banner was written " On these Road Condition You will be prone to fall". We stopped for a while contemplating whether to continue or to start a new messianic group (Riders with Intuition or RWI). Blinded by the vision, we continued against our RI and 20 Km. after one of us hit a car sliding on his way. It must be said, to the honor of the crashing biker, that he did not visit a psychotherapist after the accident. Two aspirins, a lot of duck tape and some quick comfort at the first bar and he drove for another 2000 km. Incredible what people without RI can do.

Consider the chances of an accident every time you jump on the saddle: it will improve the alertness and it will keep all your skills sharpen. Bring a Brain in your Ride and "eyesight + experience + intelligence" will guide your action a fraction ahead of stupid riders. Do not pass blindly the limit of your experience if you are not ready to pay a heavy price: having been in a lot of situations is the only R.I. that I recognize. I also believe that deer whistles are just fancy.

OMM 2001 Rides

Reports on OMM Rides are published regularly on our web site: because of the great amount of work and little help available it can take weeks before a ride is fully reported. Still if you want quickly information on one of this year rides (maps, log book and tips) just mail us a request and we will try to help you in organizing your trip. Below is the list of rides done so far.

Date	Cat.	From	To	Km.	#	Notes
01-Jan	Day Ride	Istanbul	Kiyikoy	301	1	Kiyikoy Village and Cave Monastery
07-Jan	Day Ride	Istanbul	Armutlu	297	11	Armutlu Coast and Iznik
12-Jan	Day Ride	Istanbul	Igneada	450	1	Demirkoy corners. Igneada beach
3/11 Mar	Abroad	Istanbul	Sicily	4500	3	Epyrus, Calabria, Sicily, Puglia
18-Mar	Day Ride	Istanbul	Domanic	550	4	Karamursel corners, Domanic forest

Coming soon on the road s near You

We open the Season of Riding Abroad with a splendid ride to **Sicily** via Greece and South of Italy. Only three bikes with me (Ertugrul Bitlis BMW R1100RT and Cemil

Turker Honda VFR) and we really enjoyed the National Parks of Sila and Calabria together with all the beautiful sites of Sicily. So near us, it is worth your consideration for a week holiday. By the end of March you will have full report on OMM web-site (an early warning: stay away from **SuperFast Ferries**).

The next OMM appointments have seen a large subscription:

- ◆ 40 Riders are already booked and they received the Circuit pass for **the BMW sponsored Day Training with Hans Heinz Diltthey on March 24. Mr. Diltthey will give a presentation on Riding Techniques on Friday 23 at 18:00 at the Boxer Café (BMW Kurucesme Istanbul)**. All riders friends of OMM are invited to the Friday event without any need for reservation.
- ◆ 20 Riders filled up all places for the first **OMM – ARA Training Session of the year on April 6, 7 and 8**. Jon Taylor will be the new Trainer for this course.
- ◆ **The “Motosiklet Festivali” organized by BMW Turkey in Izmir/Pinarbasi will take place from the 19 to the 22 of April**. A good set of Events, Entertainment and Competitions is planned for these four Days and OMM will be there with several riders. You can get all details and entry forms by dropping by at BMW Kurucesme.
- ◆ **From March 21 to 25 is the time of Istanbul Bike Fair** the most important appointment for Turkish Bikers. While we got information that Kawasaki will not attend this event we believe that Yamaha and Suzuki with brand new machines will take the center of the show. Full report next month.
- ◆ **OMM is planning a Long Distance Riding Event in Anatolia during the week of June 4. Due to the long preparation needed for this event, we are inviting now the riders interested in this form of Biking (old and new) to send us a note to reserve a place. For this ride we will accept a maximum of six Riders providing training and preparation from April on.**
- ◆ We plan, as already mentioned, to form a group of good riders (max.7) to attend the **Nurburgring School**. We already have three entries and if you are willing to take this ride (shipping your bike, renting the bike or riding your bike to Germany) send us an e-mail. **The date for the international course is 27th - 28th August sponsored by Shubert in association with Honda U.K.**

Riding the Web

Ever tried to punch One More Mile on a search engine: beside our group a funny site appears under the exact same name: *“One More Mile is dedicated to bringing the San Francisco Bay Area, and beyond, the legendary blues sounds of Chicago, Memphis, Mississippi and just a hint of funk”*. Yes, a Blues Band with a Riders name! (or a Riders group with a Blues Band name?)

On the Virtual Museum of www.motorcycle.com **Dave Tharp** (Curator) answer to the simple question *“Who invented the first motorcycle?” It seems like a simple question, but the answer is a bit complicated. Motorcycles are descended from the “safety” bicycle, bicycles with front and rear wheels of the same size, with a pedal crank mechanism to drive the rear wheel. Those bicycles, in turn were descended from high-wheel bicycles. The high-wheelers were descended from an early type of push-bike, without pedals,*

propelled by the rider's feet pushing against the ground. These appeared around 1800, used iron-banded wagon wheels, and were called "bone-crushers," both for their jarring ride, and their tendency to toss their riders. Gottlieb Daimler (who later teamed up with Karl Benz to form the Daimler-Benz Corporation) is credited with building the first motorcycle in 1885, one wheel in the front and one in the back, although it had a smaller spring-loaded outrigger wheel on each side. It was constructed mostly of wood, with the wheels being of the iron-banded wooden-spoked wagon-type, definitely a "bone-crusher" chassis. It was indeed powered by a single-cylinder Otto-cycle engine, and may have had a spray-type carburetor. (Daimler's assistant, Wilhelm Maybach was working on the invention of the spray carburetor at the time)' Go the site and read the end of the story with very good pictures

BKS producers of the finest Leather Suit in the world have a new e-mail address. The ones of you wanting the best (at a price) should write to sales@bksleather.co.uk after visiting the web site at www.bksleather.co.uk

News from OMM friends biking around

Ken and Carol Duval (bmwduval@hotmail.com) are in Thailand and they sent a splendid report on travelling in India. It is true that, if the body cannot travel the mind will and Duval's report give wings to our minds.

We left Agra disappointed in not seeing the Taj Mahal but Aus\$40 per person is over the top for us budget travelers. We vow to make a complaint to the Indian Government Tourist Office and, if we get motivated, one to a large newspaper. The road to Jaipur varies in condition from smooth to bumpy but the chaotic traffic tests our nerves to the extreme.... Sightseeing at the Amber Fort/Palace we strike bike trouble. A noise from the bevel drive that began in Namibia, Africa (40,000 kms ago) manifests itself as a failed crown wheel bearing and seal. We try to source the parts from the U.K., Australia, Germany and India and settle on the U.K. as they are the cheapest. Our host at the Jaipur Inn was very helpful and directed us to his car mechanic who had the necessary equipment to assist in the repairs....We spent 12 days in Jaipur due mainly to the breakdown. Our next stop was Pushkar. Just a short ride of 140 kms but we saw the stark desert sands of Rajasthan becoming more prevalent. Pushkar, a holy place for Brahma's of the Hindu religion, reminded us of Kathmandu with its numerous souvenir stalls, restaurants and street/footpath vendors, all vying for our hard earned rupees or dollars... Hygiene standards in India have improved a lot and no stomach problems were experienced in all our time in India. On the advice of many travelers we purchased a bike cover in South Africa to remove the temptation of prying eyes and fingers over the bike. Although we chained and pad-locked this on somehow the nosey ones would undress the bike and play with the switches and knobs. The trip-meter would be reset, the light switch would be on and the cover would be twisted and pulled out of shape. Frustrating!...We head to 'Octapussy City' or Udaipur next, passing dozens of marble wholesalers. The air is white with marble dust as the traffic thins and the road twists gently through the hills. Our lodgings here at Lal Ghat on the lake were old, but the atmosphere was superb. Jodpur, the 'Blue City', didn't look very blue when we arrived. We encountered the normal street garbage being devoured by 'holy' cows, pollution from the burbling Tuk-Tuks and the overpowering smell of urine at numerous spots en route to our Hotel / Guest House ...Investigating Meherangarh Fort and Museum we saw the splendor of the blue city.

Hundreds of pastel blue buildings made the climbing effort worthwhile. The Fort and Palace were in good condition and maintenance efforts were still being done. Because of the time lost due to our mechanical problems our stay in India was not as long as we would have liked. We sped on to Jaisalmer, the 'Golden City' and on the advice of a fellow traveler we stayed inside the Fort, sleeping on a hand made mud and dung bed....with a mattress of course...Leaving for Bikaner the next day we wobbled to a stop with a flat tire on the outskirts of Jaisalmer. Replacing the tube we were on the road in 40 minutes cursing the boot repairers sitting on the edge of the road. It was a boot tack that had punctured the tire. 100 kms further on we had another flat. This time the patch had come adrift. This occurred two more times and we reached Bikaner around 8 p.m., totally exhausted and confused as to why this was happening. We camped on the lawns of the Desert Winds Hotel and our host/owner was most pleasant and helpful...The next day we toured Junagarh Fortress/Palace, impressive to say the least and with an excellent guide thrown in for the entry price we can thoroughly recommend this tourist attraction. ..To complete our loop of Rajasthan we headed back to Jaipur. This was a day we could have done without. The repaired punctures were causing problems. The first flat saw us swerving uncontrollably when the tire bead parted from the rim. The very last 'swerve' saw us hit the deck but we were all but stopped. We patched the tube again but by this time we began to realize that the problem was the European glue was not compatible with the Asian tubes. We experienced the problem two more times. The last flat, we were rescued by a Vespa riding Indian who took me back to his village and the repair job was done for the princely sum of 10 rupees by a 'professional' puncture man. This patch held for the remaining time in India. Our tire would need to be replaced as soon as we reached Thailand, as nothing was available in India in the size we required. Connaught Place, New Delhi is one of the cleanest areas we have seen in India. Air pollution is a problem but nowhere near as bad as we expected. Our departure from Delhi and the transportation of the bike to Bangkok went reasonably well. We left on a Friday with the bike on the same plane (Aeroflot), arriving into the steamy weather of South East Asia around 3.30 p.m... The tedious task of extracting the bike from the cargo company and Customs saw a bill produced that was around half the air freight costs. Carol argued loudly with the Thai lad helping us as I re-assembled the bike. After he had made a few calls on his mobile phone the price was dropped to less than half. If any travelers need information on our procedures/costs etc. in transporting the bike from Delhi to Bangkok please contact us by e-mail. Thailand here we come! Ken and Carol Duval

A new OMM Friend from U.S.A. writes: *“My name is **Meighan Maloney** and I live in Portland Oregon, which is in the Northwest corner of the United States. I was excited to hear about all the news in February Bulletin. I work in television production for Oregon Public Broadcasting (www.opb.org) When I was in high school, in 1975, I took a motorcycle training course. I was the only girl in the class... Several months later, I was travelling at freeway and a car pulled across the highway in front of me. It was amazing to me that as it all went into "slow motion" I actually heard the instructions from my teacher, and used all the techniques he taught me. Due to that, I avoided what would surely have been a fatal collision... As it was, I drove into the ditch and up the other side before turning off my engine, and collapsing by the side of the road. Ever since then, I have been a firm believer in training, training, training. I have just bought my fourth bike, a Yamaha Maxim 750. I love the early 80's Japanese cruisers ... Portland has warm enough weather that you can ride year round, if you don't mind getting*

rained on ... The best time to ride here is July-Sept, but Apr-June are good, and October is usually still really nice and dry too. Things to see here include the Cascade Mountains (which include "active" volcanoes of Mt. Hood, Mt. St. Helens and Mt. Jefferson), the Pacific Coast and the rainforests of the Northwest. We are also only about 6 hours from the giant redwood forests in California, and about 6 hours to Vancouver, British Columbia in Canada. Please extend my invitation to any riders coming to the US to contact me."

We return to Meighan the invitation to include Turkey in future rides while we welcome in our large group a remarkable long distance rider **Cevat Sunol** (csunol@usa.net): "I am 25 years old and I am riding for 8 years. Until now I ride more than 75.000. My first bike was Honda NX250 and my longest ride with this bike was 800 km from Kusadasi to Bolu It took 14 hours .Now I am riding with F650 and my longest ride was 1050 km from Kayseri to Bodrum in 14 hours"

Gina Palmer is riding from Africa to Europe and we hoped to meet during the crossing of Turkey. We provided some information on the itinerary but, unfortunately "I couldn't make to Istanbul, didn't have enough time. In the end-was in a hot air balloon crash in Cappadocia and I hurt my foot nothing bad but rested up for a while and by that stage the weather had turned horrible. It was freezing fog everywhere so I headed along the east coast road which has got to be the best road ever built!! Just wish I didn't have to share it with coaches and day trippers but it was great fun. Afraid I didn't even stop to check out any of the sites along the way was bad enough leaving the road for a coffee. Another time I guess. anyway I should be back in Turkey in September I think as I want to travel through to India so will have to catch up with you then."

Watch that corner!

Darwin Awards 2000: this is my selection from the Darwin Award 2001 (list provided by Kazim Uzunoglu) For those not familiar with the Darwin Award, it's an annual honor given to the person who provided the Universal human gene pool the biggest service by getting killed in the most extraordinarily stupid way.

"Sylvester Bridal, JR., 26, was killed in February in Selbyville, Del. as he won a bet with friends who said he would not put a revolver loaded with four bullets into his mouth and pull the trigger."

Poor Turkish Rider... it has everybody on the road against him, including Tractor Drivers While our Traffic Police is very effective in fining the irresponsible rider going at 105 km. per hour in a straight, desert road with 90km. limit, they seem to forget efficiency when it comes to Tractor Drivers. It could be that the officers appreciate more than us the liberating effect that tractor had on the poor donkeys and mules duties. Fact is, a tractor in Turkey is not obliged to follow the Road Rules. It can drive on the right or on the left of the road, it can park around blind corners or just in the middle of a narrow bridge. Most of all, tractors do not need lights. In order to increase the riding excitement of the Turkish biking community the Police allows tractor to go undetected at night. Most of them simply do not have rear lights, the one with lights equipment do not have bulbs, the one with bulbs do not use them, the one using them make sure to have a trailer (with no lights) big enough to effectively cover any rear signal. In this way tractors become often a close encounter of the final type. Ohhh... the beauty of country life!

Ride in gear

An interesting report on **Dainese Inflatable Vest** comes from by **Yossef Schvetz** on Motorcycle on Line (www.motorcycle.com):

“... The idea of inflatable active protection for the rider is not exactly new. There already is a product on sale, but it relies on inflatable tubes, which are much slower to react and forms a smaller and less protective cushion. The Dainese differs due to the use of full-sized air bags. Possessing totally different characteristics than inflatable tubes, the system promises to set a new standard in impact absorption. Three separate airbags inflate in a crash. The main bag is located in the back and has an intricate shape that not only protects the back itself but projects also onto the back and sides of the helmet. Two smaller and simpler bags deploy from the front of the vest. The area in front of the helmet has been left deliberately unobstructed to avoid shutting the rider's field of view in the unlikely case of unwanted bag inflation. Crucial to the product's effectiveness, however, is the system's reaction time...Key to the amazingly fast bag filling are three gas generators filled with nitrogen with electronic actuated valves that release their charge to the bags through high flow capacity tubes. Triggering of the system is by way of electronic transmitter and receiver. The transmitter is mounted on the front fork and is triggered by a deceleration bigger than 10 G's, something that occurs only in the case of the bike hitting another sizable object. This unit sends a radio signal to the receiver located in the vest that opens the gas generator valves. No physical connection between the rider and the machine exists; a stark contrast with previous patents that relied on a cord activated trigger that pulled the valves open only after the rider was separated from the bike... Ducati already has signed an agreement with Dainese to install at the factory the small electronic box in high-end models. Similar agreements could soon be reached at Aprilia and even some Japanese manufacturers. Another stumbling block is that the system poses a considerable price and weight penalty. Current estimates are a \$500 increase in the price of an airbag equipped jacket and some three pounds of added weight. These figures could drop with further development and high volume production, however. As designers tackle these issues, Dainese plans to incorporate the system not only in protective vests but also in riding jackets and even full leathers”

While we look with interest at any device protecting the rider we are skeptical about these developments remembering the European infamous proposal for legs protector on bikes: continuing on this road we can expect roller cages, safety belts and ejection seats imposed by the legislators.

How flat is your tire? In the last four days two friend discovered a nice piece of metal protruding from the back tire: not a nice experience when you are travelling quite fast and the deflated tire makes your machine wobbling: Cemil, as a good motorcyclist, initially attributed the wobbling to lack of concentration. With 600 km. done in the morning and still 500 to go he considered the hypothesis of tiredness. A quick stop proved the contrary. It is a flat tubeless tire a reason to panic? No, a simple repair kit that you can buy in any hardware shop can do the trick. Our friend **Ahmet Buharali** (ahmetb@alum.mit.edu) discovered this simple truth while competing in the ButtLite II: 7000 miles in 7 days . “What a long and interesting trip it has been, write Ahmet. Right after entering Texas, I felt the rear of my bike sliding out. I thought that I had hit a tar

patch. Then as I accelerated a few minutes later, the bike was completely unstable. That's when I realized that I had a flat in the rear. I pulled over to the side... Well, I wasted nearly 3 hours there trying to find a new tire and pondering what to do. Only after more than 2 hours had passed did I remember that I could actually try to plug the tire. I had never done that, and did not trust the plugs. Well, after the second try, it actually worked, and I called and located a new tire both in Houston and in Austin.” (by the way you can read the whole report of this amazing LDR event at www.teamstrange.com)

I believe that the BMW Repair kit is the best tool available. You can buy it at BMW or on the Wunderlich catalog. In less than three minutes we repaired Cemil tire and we made it back to Istanbul in good speed. I also tried the Dynaplug Kit (www.dynaplug.com) but I found it quite unreliable. The metal head separates from the rubber plug while mounting. In the Winter 2000 issue of Oil Rag (the bulletin of International Oilheads Club at www.eurekanet.co/~fbp/OILHEAD_START.htm) **Richard Wojciechowsky** praises the **StopNGo** repair kit; “During the GS ride at the Square Route Rally I was introduced to the marvels of StopNGo plug gun kit. I’ve since had several occasions to use it myself, as well as a small air compressor that fits neatly into the saddle bag. The kit and the compressor have paid for themselves several times over in less than six months” See (an if you want, order)the kit at www.stopngo.com/motorcyc.htm For a complete information on kit available for repair go to “Specialized Repair and Inflation Tools” page www.netrox.net/~dali/prod/tirepair.htm by **Stephen Karlan** (dali@netrox.net). We asked for permission of reproduction on our web-site and, if we get it, you will receive in the next bulletin a brief summary.

Open Invitations

We hope that you like the new format of the Bulletin: thanks go to Bora Sezer for the hard work on re-designing the web site and these pages.

The section “Open Invitations” is a remainder of the suggestions we made on past issues: we need your help to finalize them. If you have time and desire just send an e-mail to us and we will meet.

- ◆ OMM would like to publish a **guide to the dealers/ gear shops/repair points** for bikers in Turkey. We already have a good database that needs check and expansion.
- ◆ **Charity Ride:** It will do a lot of good to “people in need”, it will improve our image in the community and it will create a moment (an intense one) for meeting new and old friends. We are looking for suggestions.

Ride and Think

The quote of this month comes from that fantastic book of Patrick Symmes, "Chasing Che, A Motorcycle Journey in Search of the Guevara Legend."

“Sealed behind glass, insulated by climate control systems and music, the driver of a car knows nothing about directions of the wind, the lay of sunlight, the small changes in temperature between a peak and a valley, the textured noise of differing asphalt, or the

sweet and sour aromas of manured fields or passing pine forests. Engaged in all the senses and elements, balanced in the present tense, a rider on two wheels can taste moments of oneness with the road.”