



# One More Mile Information Bulletin

## Issue 39 October 2002

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From Paolo Volpara ([volpara@homemail.com](mailto:volpara@homemail.com))

### A View from the Cockpit

*This is the sixth article of OMM ARA course 2002. The previous ones are available at OMM web site under the section "Read and Ride".*

### A Tool Bag Full Of Riding Skills

In the last OMM – ARA Training course one of our students was a new-born rider of good age and good spirit. Despite our work and his dedication I believe he left the course with a feeling of wasted time: to any attempt to correct his mistakes he kindly objected with a simple statement: *"My safety is in low speed... I am just a beginner, I go slowly and I do not need any riding system. Why bother with observation, position, speed & gear control, steering and counter-steering?"* The group "Just-Ride-and-Enjoy-it" has good reasons for complaining: at low or at high speed biking is fun and what fun

can one have following or being followed by an instructor? Far from me to criticize this attitude: motorcycling is good because it accommodates different opinions and different perceptions of the same act. **Experience provides, sometime in dramatic forms, an indispensable training and, after all, accidents always happen to somebody else.** But more I observed my new friend on his bike, more I became convinced that there is no fun in riding a bike without adequate training. What fun can we have when we ride with short field of vision, when we fight with the bike at any serious corner, when we don't know how to handle gravel or other obstacles, when every other road user is a deadly threat? Still everybody must live his own dream. **Riders like to dream.** Instead of sticking to the reality and simply acknowledge our limits we all prefer to project the image of the rider we would like to be. From the desired image we then derive our way of riding. In this way what we would like to be becomes in our minds what we are and the results are always ridiculous and, sometime, tragic. *"I just like to tour around", "I want to show how fast I can go", "I like to ride on adrenalin"* are the most used expressions to cover reckless riding. *"Because errors go unpunished – that is, they are not always followed by an accident – they develop into bad habits which increase the risk that one day the rider will be involved in an accident"* Riding on a straight line with no traffic in a wide line is not so difficult. One can go like this for months, years and miles after miles. **This unchallenged ride can induce some riders in thinking that the optimum status of riding skills has been achieved.** But... how rich is your Riding Tools Bag will be only discovered when an unpredicted or unpredictable event occurs challenging the stability and traction of your bike. Then you have few second to react to the situation and to defend yourself. **Then is when you have to immediately apply the few Riding Tools available.** Most of the times inside the bag we can only find "Braking Hard" and the application of this simple tool is not always suitable. We said in a previous article that **"The trained Rider constantly controls speed and position to gain vision and reaction time to promptly apply riding tools to the correctly evaluated situation."** From this statement we can categorize the elements of a good training into two main categories: **Time management and Traction management.** Under these two categories we have mental and physical skills enriching our "Bag of Tools".

- **Time Management** on bike includes:
  - Effective Position system,
  - Active Vision system,
  - Speed awareness & control.
- **Traction Management** on bike includes:
  - Body position,
  - Gear control,
  - Steering system,
  - Braking system.

**"Once we have learnt to do something routinely we are very reluctant to alter that routine, whatever the evidence that it does not work."**

*Motorcycle Roadcraft. The Police Rider's Handbook*

We will cover all these points in the next series of articles trying to get lessons from the real riding in winter time. Meanwhile we return to the initial question of our new friend **"Why do I need a riding system? Why spending time talking of Time and Traction management?"** We want our ride to be fun and to be fun it needs to be **Safe, Smooth and Systematic.** The three "S" we frequently use are the real columns for a confident riding. **Safe:** in any occasion, in all situations safety must take priority. This means that the expert rider is more aware of dangers and hazards, looking (to use a *Mick Wheeler* expression) for **"what will hurt me today"**. These elements belong to three categories:

- **Road characteristics such as corners, junctions, crossings, climbs or descents.**
- **Other road users and their behavior.**
- **Conditions on the road such as rain, fog, ice or conditions of the road surfaces.**

Turkey has a good list of additional hazards such as lack of signalization, presence of animals, poor education of drivers and riders, poor management of road construction. To all these problems and to the ones that sometimes come from our motorcycle we cannot add one more: the ignorance or presumption of the rider is the first risk we can control. **Smooth:** if your passenger bangs your helmet frequently while riding you must consider a good period of training. If you are consuming brake pads and tires at hard rate you must revise your riding, if you find yourself too frequently in "near missed" accident you are not a "smooth operator" Smooth biker apply a valid planning all along the ride taking any opportunity to make safe progression at good speed. Again... like a fish in the water... planning is essential for real fun. And then, **Systematic:** while biking we are operating (especially in Turkey) in an unpredictable environment. Everything happens fast, from all corners, at different angles. We cannot afford to spend time dealing with each situation at all times. We need a system that, when applied, can guarantee a valid control of the bike traction. A system is our defense: once we learn it and once it becomes "automatic:" (as our use of controls) we can then dedicate our mind to find the right solution for the bad situation. **This is, my new friend, the lesson I want to learn: not to go slow and erratic but to move with a riding system in a safe and smooth way.**

## The “System” is the beginning and end. Report on ARA 9

From Hakan Erman ([herman@santekozmetik.com](mailto:herman@santekozmetik.com)) OMM and EMOK Rider

OMM ARA 9 course took place at Hazerfen Airport (Istanbul) this time, on the afternoon of Friday 20 Sept.

This course had a few differences from the previous ones: firstly the theory session and circuit exercises were joined on the same day. Secondly we had two theory sessions: the riders who took part on previous ARA courses were given a separate lesson by Jon Taylor while Paolo Volpara gave the basic tuition to the new students. Jon Taylor course was focused on more advanced subjects and I was not sure what it could be. Maybe Jon was going to tell us the last few secrets he has and we would know everything about biking. Obviously I was after easy experience and wrong information. Jon’s first question surprised me, “*What is the motivation behind bike riding?*” The usual answer is “*Fun*” as we discussed this in other courses. Jon continued: *Having Fun will be a quite difficult, today. We will still discuss the “system” and we will focus on the results of mistakes.*” I was disappointed, I knew the “System” and I knew how to approach decisions and hazards moving through “Information, Positioning, Speed, Gear and Acceleration”. At first break I saw Paolo and complained that it was all the same stuff. He walked away saying that the law of physics never change. I had to accept it, no secrets, only facts. According to British reports bikers are faced with 30 times more risk of death or injury than car drivers and they have 20 times more risk of injury in each accident. “System” is to reduce this risk giving the advantage of more time in case of an emergency. We discussed each portion of the “System” and Jon showed us visual documentation of serious accidents: grim vision of death from various angles, showing the reasons leading to the impact.

**“If your mind is not clear you cannot evaluate the risk. Alcohol reduces concentration.”** It is different to discuss the subject and to see on screen what happens to a person who had a beer after working long hours and rides his bike. He enters into a tunnel with a left bend at few miles from his house. He gets himself pinned to the right hand railing and is dragged for hundred meters between the bike and the wall. The bike is still standing up at the end but the biker is not...

**“Vision is your best tool. Make sure you see well and do not use dark visors at night”.** It is something to read this and something else to see the bike rider under a trailer truck because the biker was wearing dark visors at night and did not see a parked truck. Bike is still stuck in an upright position under the truck and they have taken away what is left of the rider.

**“Do not get too close to the vehicle you are about to overtake. Make a security zone around you. Stay away to increase vision”** We had heard these before. I am sure the biker on the slide, now dead, also heard it but obviously did not apply it. Biker follows the truck very close on two lane road in the city and decides to overtake suddenly, not seeing the cyclist who was going parallel to the truck. He hits the cyclist from behind and falls between the wheels of the truck. Slide shows a crashed helmet and red tire.

Jon showed us examples of many other accidents. Only in England every year there are 7000 deaths or serious injury related bike accidents, so he had a lot to choose from. Imagine there are 19 accidents per day, like a lottery with 19 draws per day. After this section of analysis we watched a movie called “**What... if..?**” presented by Suzy Perry. We followed the roads from a biker’s eye. Tried to see many dangers on the road that we usually ignore, like road signs, changing traffic lights, bad surface, car at the intersection... etc. First you try to identify them and after Suzy point them out for you. You miss so many clues that it is necessary to do it in slow motion. Here the experienced biker comes forward: the ones who have been riding with attention for many years and miles can evaluate and identify these dangers faster, therefore have more time to react. As a result they can ride safer and faster. When the “system” subject ended, the course ended. I felt tired because there was so much to digest. Jon Taylor’s course was full of information but slightly depressive. If you are open to developing yourself you can learn a lot, if not you could run away. Jon offered us a choice, learn, apply, perfect or face the consequences.

**“System” is the beginning and end of it. No secrets in between. Only simple rules and bitter realities if not applied.**

**Where is the “Fun”? It comes from “Being a correct advanced rider”.**

## OMM Rides & Travels

**OMM ARA Training Course October 2002.** The Tenth ARA was, for the first time run in Ankara for Ankara Riders under the supervision, direction and organization of **Selim Demirel** ([sdemirel@alterna.com.tr](mailto:sdemirel@alterna.com.tr)) representing OMM in the Capital.

We started on Friday 18 October with a theory lesson in the Club House of the Middle East Technical University. A very good location where almost 30 bikers assembled to discuss the OMM ARA Introductory course to Advanced Riding. They say that time flies when you have fun and it was almost 20:00 when we left the room. On Saturday

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morning, with six students, we left early for some Low speed maneuvering, braking and steering

exercises in an area that Selim identified in advance. Perfect place: the parking lot of the newly constructed hippodrome. We worked there for one and half hour until the security of the place imposed our departure. Selim had formal assurance that this space was available for training, the parking was immense and empty, and it was the first hours of a week end but so what? If you give a man a (fake) uniform you surely raise the worst from him. Nothing to complain if you consider that the Dolphin Police on Bike has to use a portion of Istanbul busses parking lot! The itinerary from Ankara to Kastamonu and back, designed by Selim Demirel, was of outstanding natural beauty and quite challenging for the riders. Across untouched forests, in a sunny day of autumn with the infinite variations of leafs colors. We returned to Ankara to conclude the ARA 10 Course at 16:00 of Sunday with the weather taking a turn for the worst. Kemal Cakiroglu wrote to Selim after the course: “*No matter what my evaluation will be, I am very happy to have participated in ARA 10. I gained a lot of self confidence and I will recommend this course to every biker I know. Good instructor and a real chance for us. I also appreciate your contribution: we know that you carried a lot for the organization and we must recognize that you have the patience “of a camel”. The selected route was perfect and I would like to ride the same route again*” The safety and scouting services were provided by **Kursat Teker** and **Orkan Tarhan** (Orkan volunteered at the very last minute to serve as safety and photographer of the course and for the first time we will have a short film of the entire ride). The Students:

Irfan	Atatekin	Honda	Varadero	<a href="mailto:iatatekin@ixir.com">iatatekin@ixir.com</a>
Kemal	Çakıroğlu	BMW	F 650 GS	<a href="mailto:kemcak@yahoo.com">kemcak@yahoo.com</a>
Melih	Gün	BMW	R 65	<a href="mailto:mgun@ikoor.com.tr">mgun@ikoor.com.tr</a>
Baran	Kaya	BMW	R 1150 GSA	<a href="mailto:baran@ventura.com.tr">baran@ventura.com.tr</a>
Emre	Muratoğlu	BMW	R 1150 GS	<a href="mailto:muratoglu@turk.net">muratoglu@turk.net</a>

Murat	Orhon	BMW	F 650 GS	<a href="mailto:morhon@yahoo.com">morhon@yahoo.com</a>
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**The long week-end of October 4/5/6 was for OMM a good opportunity to conduct a long distance Observed Ride.** Organized by Yakup Icgoren and Emin Gursoy a group of eight riders (some with passenger) took the internal roads from Istanbul to Selcuk Sirince following the OMM Route to South. After the crossing to Topcular the riders followed the itinerary, Karamursel, Iznik, Inegöl, Domanic, Simav, Salihli, Birgi, Ödemis to spend the night in Sirince. On the following day Three Riders from Gocek (Selim Karadag, Ian Worrall and Paolo Volpara, joined at 10:00 the group in Aydin to continue along route 320 (East) to Kurucak where a twisty line branches off to Aphrodisia. After a visit to this well restored historical place the riders split in two groups. Selim K. and Tuncel Alacayir took the fast (a more trafficked) road to Gocek via Tavas, Mugla and Dalaman. The remaining riders selected the more difficult (but scenic) road across the mountains via Serinhisar, Acipayam, Çameli, Arpacik and Fethiye. In the evening a good dinner concluded the ride with all pilots returning to Istanbul on Sunday 6. It was one of the rare occasions when a lady-pilot joined an OMM ride: **Ajlan Alson**, on Fazer 600 Black, proved to be a good beginner on long distance riding keeping pace with the fast group and sharing with enthusiasm the passion for two wheels. **Yakup Icgoren** wrote: "The ride was successfully completed with everybody back home safely. The weather has been fantastic, roads interesting and scenery beautiful. The group had good chemistry and the ride was fun for all. I thank all the attendees for taking part and making generous contribution to OMM. (Donations exceeded 250 millions). Also thanks to Emin Gursoy for being the leader of the non-observed ride group and as tail to the whole group when needed, especially through the Bozdag mountain roads after dark." The riders:

Emin Gursoy	BMW R1150 GS
Ajlan Alson	YAMAHA FAZER 600
Salih Alson	HONDA BLACKBIRD
Ian Johnson	BMW K1200RS
David Maden	BMW R1150 GS
Yakup Icgoren	BMW R1150 GS ADVENTURE
Tuncel Alacayir	BMW R1150 GS
Cevdet Basacik	YAMAHA FAZER 600
Paolo Volpara	BMW R1100GS
Selim Karadag	BMW R1150 GS
Ian Worrall	SUZUKI DJEBEL

### Rides and Events Ahead

**OMM 2002 Rally Meeting on Abant Lake November 16/17.** Rudyard Kipling wrote time ago "All things considered, there are only two kinds of men in the world: those that stay at home and those that do not" The OMM riders did not stay home this season and we discovered new friends, new roads, new skills. From the "Mad Ride" on January first to the last OMM – ARA course in Ankara this October we had a quite "on the move" year. The annual OMM Rally to close the summer season will be a good place to analyze the past and to discuss the future. As last year in Assos, we want to invite old and new Friends to an informal ride and meeting. The program is "open and loose": we plan to move on Saturday morning in small groups from Istanbul and the "road options" are open to different style of riding: from the hard route along the Black Sea Coast to the simple transfer on Motorway the alternative are numerous: our team from Ankara will also leave in the morning of Saturday along an itinerary designed by Selim Demirel. **The appointment is at the ABANT PALACE HOTEL in the first hours of the afternoon with a meeting planned for 16:00.** The meeting will cover an analysis of the 2002 year activities and the planning of 2003 calendar. We seriously count on Riders criticisms, suggestions and ideas. The OMM Committees will report on the work ahead and we will present the results (preliminary) of "Year on the Saddle". Dinner is scheduled at 20:00 and on the day of Sunday the OMM Riders will conduct an Observed ride on the challenging roads in the area. We booked few rooms at the ABANT PALACE HOTEL with a special price of 100 millions TL for single room and 135 millions TL for double. The price includes overnight stay, dinner of 16 (in private room) and brunch on Sunday morning. Camping nearby is available.

**Vangelis Tsebelis** ([vtsebe01@worldnet.att.net](mailto:vtsebe01@worldnet.att.net)) is announcing from Greece a great ride: "For the fourth consecutive year we are organizing a road journey, the 'Oil Route', though out the Mediterranean region. We will cover approximately 15,000 km and visit ten countries (Greece, Turkey, Syria, Lebanon, Iraq, Jordan, Egypt, Tunisia, Italy, France) in the course of 35 days. Driven by our passion for the road and by our appreciation for the beauty of the Mediterranean culture we wish to promote the 'Olive Tree' as a symbol of peace, culture and cooperation. Above all we wish to forge ties of long-lasting friendship and cooperation across national borders. Our mission will be traveling through Turkey from November 10th -12th. We will arrive in Edremit on the 10th. We will visit Izmir on the 11th and leave on the 12th of November for Syria through Adana and Kilis. Having said that, we would particularly welcome the opportunity to meet with members of your club during our stay in your beautiful country. "We will try our best to meet these new friends.



### Read and Ride: the training line

Hold both hands out in front of you with palms uppermost. Have a good look at them. You are now looking at roughly the area of your tires in touch with the road whenever you ride your bike! **If engine pushes the bike and brakes stop them if countersteering takes you around the corner and good balance over gravel, every movement is controlled by the traction provided by your tires.** It is mandatory that your tires conform to the following rules:

- Tires must be kept in good condition without bulges, splits or breaks.

- Pressure must be maintaining to recommended levels.
- There must be 1mm of tread depth throughout a continuous band measuring at least three quarters of the breadth of the tread around the entire circumference OR if the grooves of the original tread pattern did not extend beyond three quarters of the breadth of the tread any groove, which showed in the original tread pattern must have a depth of at least 1mm. AND
- The base of any groove, which showed on the original tread pattern, must be clearly visible.

#### What You Should Be on the Look-Out for

- Foreign objects sticking out of the tire (esp. bits of glass or flint in the grooves of the tread).
- Cracks in the side walls - very important if the bike has been laid up for a while.
- Tread depth (see above)
- Pressures - these need to be checked while the tires are cold at least every fortnight using a good quality tire pressure gauge. N.B. the gauges found in most petrol stations are notoriously unreliable.
- Uneven wear in the tire - especially any 'flattening out' in the middle, which leaves a ridge.

#### More about Pressures

This is the first thing you should check if the bike starts handling badly. Even a couple of pounds difference in the pressure can make a huge difference and tire wear becomes ruinous. Also, if you go to a different make from the one originally fitted you may find the pressures have to be different as well. Find out what you should be running on when you get the tire fitted. (Read on the side of the tire the maximum allowed pressure)

**Finally:** tires can easily absorb oil and grease from the road. Modern tires are very durable but their life is not indefinite. The best advice all the experts give is: use them, look after them and change them regularly. Remember that tires (even the one not used regularly) age with time. (Taken from [www.ats-southern-motorcycle-tyres.co.uk/ats/ats.html](http://www.ats-southern-motorcycle-tyres.co.uk/ats/ats.html) )

OMM is presenting **brief articles on Advanced Riding Techniques in the web site of Turkey Chopper Club:** the article are translated (thanks to Murat Cengizalp) in Turkish. So far we produced three pieces and you can find them at [www.klasikmotor.com](http://www.klasikmotor.com)

**Safe Smooth but... most of all Systematic.** "I had a system for learning new techniques, new tracks and new machines. This more than anything propelled my success. And that's what Freddie Spencer's High Performance Riding School is all about. It's more than just logging lap time. It's a system of learning. It's about every student leaving a better rider based on what they have learned" Read more about Freddie Spencer system at <http://www.fastfreddie.com/school/html/teachingTechs.htm>

**Donating blood** is not only a civic duty but also a special responsibility for all bikers. In the following months OMM will promote this initiative with all our resources. For the moment consider that if you are healthy and in good shape there are no reasons (except stupidity) for not donating on regular basis. Get all the information needed at [www.kanbankasi.gen.tr](http://www.kanbankasi.gen.tr)



### Riding the Web

All information on **Ferry lines from Istanbul to Marmara Island and to Izmir** can be found at [www.tdi.com.tr](http://www.tdi.com.tr) The web is in Turkish and English and it offers additional services from Cesme to Brindisi.

**CityBike is Northern California's monthly motorcycle magazine.** It has been published in San Francisco since 1984 and has consistently been one of the U.S.'s most entertaining and informative motorcycle magazines. It's geared to the enthusiast, with feature articles on places to go and things to do, as well as bike tests on the latest sport and touring bikes. Link at [www.citybike.com](http://www.citybike.com)



**A new Turkish Biker Web Site.** Riders from the Enduro Club and new Riders meet now at <http://www.ikiteker.org/>. Only in Turkish the site offers useful information for biking in the country, news and chat room.

More products to make life easier on your bike: **Lamatech products** are made in Turkey by OMM Rider Rahmi Barutcu. Check the new system for lifting the bike and more at <http://www.lamatech.com/main.htm>

**Exceptional Journeys for the motorcycle enthusiast is the motto of Ayres Adventures.** At [www.ronayres.com](http://www.ronayres.com) you can sign in for "Waypoints" Ron's News Bulletin. Among the interesting rides in program I really like this one: "Noted motorcycle journalist and author David L. Hough will be joining Ayres Adventures founder and president **Ron Ayres** on the company's 16-day "Best of Brazil" tour beginning March 1, 2003. Best known for his "Between the Ears" column from BMW Owners News and his "Proficient Motorcycling" column from Motorcycle Consumer News, David is also the author of a best-selling book: *Proficient Motorcycling - The Ultimate Guide to Riding Well.*"



You can find "There are only three speeds: **Fast, Very Fast and Oh Shit!**" together with several other funny t-shirts (rigorously black and white) at [www.grinfactor.com](http://www.grinfactor.com)

"THE DUKE OF ISTANBUL" is an article by OMM on riding Ducati in Turkey. You can read it at <http://www.duc.org>

### OMM Ring of Riders

**Your BMW man in Ankara is Engin Şanverdi** ([engin.sanverdi@borusanoto.com](mailto:engin.sanverdi@borusanoto.com)). In the new show room partially open he will welcome you soon in a spacious Boxer Café with restaurant. Pay a visit if you are in the Capital at Ugur Mumcu Cad. 8 Cankaya.

Normally in this section we have good reports of bikers travelling around Turkey and complimenting the hospitality of the Country. **Sometime "black sheep" bring back old vision of a dangerous Turkey.** We summirezed the bad experience of

**Maarten Munnik** from Netherlands riding around the world on Honda Africa Twin <http://www.maartensworld.tmfweb.nl/> taking out few lines of description without touching the essential of the experience. You can read the entire story at <http://www.horizonsunlimited.com/newsletter/2002-10-01.shtml>

"...At the end of one day we went up to the Nemrut Dagi. A big mountain with very old (BC) stone heads and thrones on top (2150 meter). The road up there was terrible and what's worse... it was getting dark (at 19:00 hour).... But. After an hour of struggling we got to the top. Since the wind was blowing very hard we decided not to put up my tent.... I would sleep in the back of the Land Rover (*ed.note: belonging to friends travelling with the biker*). Where we were, 150 meters from the top, was a sort of restaurant and we went in for a cup of coffee and maybe a meal. And this is where the adventure started. Inside were about 10 Turkish men... and one Japanese woman (Ami, 22 years old). She had been traveling alone and took a tour up the Nemrut... No problem there, but when they (she and the guide) started the journey, it became clear the other tourists (6 of them) did not go with them... and because of this the price went up. When she had said she could not pay this and wanted to get out of the car, the guide suddenly did not understand English anymore and kept on driving up the mountain. When they got up there, and she could not pay the bill, the guide said: "No problem, you just sleep in the car with me" Anyway, there she was, frightened and with nowhere to go. And then we walked in the door. After we had found out about this situation we kind of 'picked up' Ami and put her in the back of the Land Rover. Unfortunately the guide had friends up there. Many friends and five minutes later they turned up at the back door of the Land Rover demanding to 'get the girl'!... In the beginning it started with a bit of pushing. The guide tried to open the door of the car. We pushed him back. Blocked the way to the door etc. etc. ... Just when I thought it would turn into a kind of bar fight (but on top of the mountain) the Jandarma showed up.... How nice.... At first they took the side of the guide... but when we explained the situation and made sure they realized we would press 'rape-charges' in the morning (if we were still alive) they understood the situation and (at last) prevented a huge fight (which we would probably lose).... at the end of a long discussion, while the winds blew harder and harder and lightning struck twice and the lights went out, we agreed to pay the guide a reasonable fee. Finally we could go to sleep... it was now around 2 or 3 in the morning. Ami stayed with us for about a week before she returned to Istanbul and back home. We now have a place to stay in Japan for as long as we want."

**Asiri Saker** ([shaker.asiri@aramco.com](mailto:shaker.asiri@aramco.com)) from Saudi Arabia just concluded a month of riding in Turkey. Here the key points of his ride:

- *I started on the Saudi northern border on Aug 26 and came back to the same point on Sept 23. Flying to the Saudi northern border was more difficult than flying all the way to Istanbul. (2 stops vs. direct)*
- *I want to thank OMM for triggering my interest then to make easy to accomplish my trip safely & with lots of pleasure.*
- *I rode from Hamah (in the middle of Syria) to Gocek in one shot. That was from 0700Am to 0100Am next day. Never thought I could ride for so long. Shouldn't I get some Iron butt pin for that...*
- *In Saudi Arabia I have a "motorcycle". In Turkey I have a "Harley Davidson". Everyone valued my HD. It felt nice.*
- *Things I will not carry with me next time: spare gas tank, 2.5m chain, 2 sleeping bags, tent, binocular.*
- *I enjoyed it so much and OMM article "Four corners in four days" was invaluable to me.*
- *Riding in Istanbul was the only part I didn't like.*

OMM friend **Richard Wolters** got married this month in biker style: check pics (and get ideas for a similar wedding) at [www.pbace.com/ricwolt](http://www.pbace.com/ricwolt). On his tail two bikers from Holland were our guests in October: **Mitchell Tempelman** and **Robert Van Leeuwen** are riding from home to Australia via India. Their bikes were extremely well prepared with several parts from Touratech. Robert worked hard in **squeezing the maximum out of his R1100GS tank and here a suggestion for modifications:**

"Standard GS bikes of these series have some peculiar design defects. The most annoying one being the fuel feed system without the cross feed from left to right lobe. Until recently no one delivered the tank with a cross feed interconnection unless you ordered one hand made. I started thinking about the construction of the tank and its components. As an aircraft engineer I had many ideas at hand which were incorporated in the various aircraft fuel and engine systems. Most of these systems are designed way back in the fifties and you can find them in most models whatever the brand is. So like I said, I had already planned some of them when I heard of Henry's R1100GS website. Henry is like me also involved in aircraft maintenance and builds a beautiful website with all kinds of tech. improvements for the GS. I studied his proposal and decided to copy it and made my own version in another glass-fiber tank from a 1995 GS as a test set-up. The idea is simple; the fuel pump delivers pressure for the main fuel system. All fuel which is surplus goes straight back into the tank. I installed a piece of brass brake-line which is used on cars and bikes. I fitted on this part a piece of small diameter flexible fuel hose and pushed them into the return outlet. This way it is easier to de-modify the system later on, for whatever reason. Then I bought a T-shaped plastic duct used in car fuel systems as connection. I cut of the short length and cut the short end again under an angle of 45 degrees In the short end I glued a brass pipe (used in bicycle vents) and shaped it in such a way that it would operate as a spray bar, thus creating a vacuum (Venturi). I shaped the pieces together until I was satisfied and subsequently glued it together with fuel resistant kit. The now Y-shaped duct got attached to 3 transparent hoses, each of about 60 - 70 cm. the first one is attached from return outlet to the short end of the y-duct. The second is attached to the y-duct where the angle is 45 degree. This hose sucks the fuel from the left lobe. The last hose will be attached on the other end and will return the total amount of fuel in the right lobe of the tank where the fuel pump is located. Unlike Henry's, my version is not glued in the tank, there is no need for that since all moving parts are non ferrous and movements will be dampened by the amount of fuel in the tank. The main advantage of not gluing and welding is that you can exchange your system to another tank in case of total-loss or that you decide to sell the bike. Another modification that I changed on the bike is the filler neck. I drilled a 8 mm hole in the filler neck, thus creating a faster way for trapped air to escape while filling the tank to max. level. If you are on transit and do not park your bike on the side stand or leave it in the sun you can use the cavity which is otherwise unused. You can add another 1- 1,5 liters this way. Because of the fiber-glass tank the tank has no seams like in a steel tank. In total my tank now holds 25, 89 liter of net use. While driving you will notice that when the driver info display shows three bars the situation alters. The system is always in operation but now it starts to be noticeable. The fuel level in the left lobe starts to drop and holds the right lobe at level. During consumption the bars drop to two bars and this situation lasts up to 20 minutes at 100 km/h. The same applies for the last bar. In total you can extend your mileage well over 400 kms but that is only in Holland where most parts are as flat as a coin! I can recommend Henry de Kuijer webpage highly. It is informative and describes the story above in more detail. [www.xs4all.nl/~hkuijer](http://www.xs4all.nl/~hkuijer)"

**Long Distance Riding is not dead in Turkey.** OMM friend Joe Colquitt " <[r1150gs75@hotmail.com](mailto:r1150gs75@hotmail.com) wrote: "I enjoyed the most recent issue (Sept) of the Bulletin. Thanks for continuing to send me copies. I look forward to each issue. It has been too long since my ride across Turkey with Kazim. I had hoped to join the 4-Corners ride, but maybe it will happen. I would like to make

the ride when you do it. In May 2002, I rode the 100CCC (from the Atlantic Ocean at Jacksonville, Florida USA to the Pacific Ocean at San Diego, California and back to the Atlantic, again at Jacksonville) in 92 hours, 23 minutes. Moreover, I finished the SSSK (over 5000 miles in 5 days). Have you thought of any "coast-to-coast" rides for Turkey? The Black Sea to the Med might be a bit easy, but a border-to-border might be more challenging (e.g., Iran to Bulgaria) maybe?" We consider Long Distance Riding one of the best school for Alertness and concentration, indispensable for an Advanced Rider. With **Kazim Uzunoglu, Selim Demirel** (he did a coast to coast in Turkey in June 2001) and other riders we will prepare this winter some good plans for LDR in our Country. Stay tuned or send us ideas.

### Watch That Corner



Is this picture, used to advertise the Istanbul Jazz Festival, offensive for bikers? Some of the OMM friends think so and we disagree. The headline says "Only Jazz" and it is part of a series of three Ads implying that for the festival duration only the sound of Jazz will dominate the Istanbul area (hopeful dream!). Yes... bike exhausts notes are not welcomed by everybody and illegal (or old) exhaust can generate quite a nuisance for the citizens. A good reminder for all of us to check our "sound system" and to keep the noise level down especially on urban areas and at night (Jazz time). Apo Hekinham writes: "... there is a bad image of biking around the world but this image comes from the bikers themselves, by wheeling in public, bypassing the rules of traffic, speeding in cities, by not respecting the others with open pipes, etc. We all know this and we must work hard to present a good profile of biker first in our community and the rest will come"

**Andy Goldfine** (creator and owner of Aerostich Company) wrote to us: "Thank you for sending me the September issue of the OMM Riders newsletter. It was another good issue, and was also great to see parts of the Daily Rider number 4 editorial 'More Thank Equal Rights' included. But it was equally disappointing that the Ride to Work Day website was not referenced as the place to find the complete editorial text or to receive more information about this subject." It was entirely my fault and for this I apologize: The Ride to Work organization has the full support of OMM: we tried this year to introduce the Day in Turkey and we will work again in 2003 to find support from Clubs and Companies. Check Andy and Friends work, read all issues of Daily Rider at <http://www.ridetowork.org/>

### Ride in Gear

Several OMM ARA student noticed that Jon Taylor rely on a rucksack on his shoulder for carrying the essential in a ride. Among the best and specially designed for bikers are the **Kriega rucksacks**. You can see them and order on line at [www.kriega.com](http://www.kriega.com)

We always discuss about the advantages of ABS or LBS (linked) braking system. Conducted by George J. Soodoo in February 2002, the U.S. DOT/NHTSA Motorcycle Brake Testing had the objective of assessing the state of motorcycle braking performance. They tested motorcycles in each of 5 categories: Sport, Cruiser, Touring, Dual Purpose, Scooter and performance were evaluated with application of front brake, rear brake, and both brakes together. Evaluated antilock brake system (ABS) on Touring bike and linked braking system (LBS) on Sport bike. (Sport: Honda VRF800F with (LBS), Cruiser: Harley-Davidson Superglide Sport, Touring: BMW R1100 RT with (ABS) Dual Purpose: Kawasaki KLR 650 Scooter: Yamaha Riva 125.) Here the summary of results:

- Dry Asphalt – 60 mph Test Conditions: Braking from 60 mph
  - LBS bike had shortest stops with front, rear, and combined brake application. LBS uses both front and rear brakes even when one lever/pedal is applied. Performance tires on Sport bike with LBS also helped stopping distance performance
- Dry Asphalt – 80 mph (Only ABS and LBS bikes tested from this speed)
  - ABS bike had shorter stop with front brake application and also with both brakes applied
  - When rear pedal alone was used, LBS bike performed better than the ABS bike
  - LBS bike exhibited consistently short stops regardless of whether front, rear or both brakes were applied
- Wet Asphalt – 30 mph
  - ABS bike had shortest stop when either front brake or both brakes were applied. ABS bike had highest brake application load due to increased rider confidence in ABS
- Dry Polished Concrete – 30 mph (Surface has lower coefficient of friction than dry asphalt)
  - ABS equipped bike outperformed other bikes, with front or both brakes applied. Driver is able to make a hard brake application without concern for wheel lockup since ABS optimizes brake force for given road surface
- Braking in a Corner – 30 mph (Curve: 200-ft radius on dry asphalt)
  - Sport bike with LBS had shortest stop for rear brake application only
  - Touring bike with ABS had shortest stops when front or both brakes applied. ABS increased rider confidence. However, during ABS activation, it was difficult for rider to maintain lane position due to different ABS modulation on front and rear wheels.

Sometime is long, tiring and boring to reach the starting point of a good ride in Turkey. **It could be a good idea to load your bike on a train and to travel in relax: EMOK ([www.emok.org](http://www.emok.org)) has good experience in moving across this country and they sent us the following suggestions:** "When taking your bike on train you must consider the additional cost for freight. The bike transport price is based on the distance, weight as per the bike's papers and value as per your declaration. 200kg bike to Ankara is about 25 million TL, Kars 55 million TL and Konya 35 million TL. Sleeper wagons are quite comfortable and cost very reasonable. 10 % discount is applied for return tickets No problems in loading and unlading the bike from the wagon. It is done by muscle power. Many hands reach out for help. Some ropes are needed to tie down. They are asking for empty or near empty fuel tanks but not checking. It is suggested that you arrive with almost empty tank.

<b>Ankara Express (All wagons sleepers)</b>	<b>Everyday</b>
From Istanbul	To Ankara
From Ankara	To Istanbul
Everyday Deaprture 22:30 (both stations)	Arrival 08:00 (both stations)
<b>Cost Istanbul-Ankara (sleeper)</b>	<b>1 person = 45 millions, 2 person = 80 millions</b>
<b>Dogu-Express Istanbul-Kars</b>	<b>Everyday</b>
From Istanbul 08:35	Eskisehir: 13:30
From Ankara: 17:30	Kayseri: 01:20
From Sivas: 05:30 (Next day)	Erzurum: 17:05
From Erzurum: 22:00	Kars: 03:00
From Kars 07:10	Erzurum: 12:00
From Sivas:23:30	Kayseri: 03:45 (Next day)
From Ankara: 12:00	Eskisehir: 16:20
To Istanbul 21:45	
<b>Cost Kars-Istanbul</b>	<b>1 Person = 49 millions, 2 Person = 88 millions</b>
<b>Toros Express Istanbul-Gaziantep</b>	<b>From Istanbul Tuesday, Thursday, Sunday</b>
From Istanbul : 08:55	Eskisehir: 14:20
From Afyon : 17:50	Konya: 22:00
From Karaman: 23:45	Adana: 04:40 (Next day)
To Gaziantep: 11:35	
From Gaziantep Tuesday, Thursday, Saturday. 14:30	Adana: 21:00
From Karaman: 02:20	Konya: 03:50
From Afyon: 08:15 (next day)	Eskisehir: 11:45
To Istanbul: 17:55	
<b>Cost Istanbul Gaziantep (sleeper)</b>	<b>1 person=46 million, 2 person = 82 million</b>
<b>Guney Express Istanbul-Kurtalan (Siirt)</b>	<b>From Istanbul Tuesday, Friday, Sunday</b>
From Istanbul: 20:05	Eskisehir : 01:30 (Next day)
From Ankara: 06:00	Sivas: 19:00
From Malatya: 01:10 (Next day)	Diyarbakir: 07:45
To Kurtalan: 11:00	
From Kurtalan Monday, Wednesday, Friday : 08:15	Diyarbakir : 11:30
From Malatya: 18:00	Sivas: 24:00
From Ankara: 13:00 (next day)	Eskisehir: 17:30
To Istanbul: 23:00	
<b>Cost Istanbul Kurtalan (sleeper)</b>	<b>1 person = 48 million, 2 person= 86 million</b>
<b>Vangolu Express Istanbul-Tatvan</b>	<b>From Istanbul Monday and Saturday</b>
From Istanbul: 20:05	Till Malatya same route and arrival times as Guney Express
After Malatya	From Elazig: 05:00
To Tatvan: 13:00	From Tatvan Tuesday and Thursday
From Tatvan: 07:20	Elazig: 14:00
From Malatya:18:00	To Istanbul: 23:00 (next day)
<b>Cost Istanbul-Tatvan</b>	<b>1 person = 48 million, 2 person= 86 million</b>
<b>Meram Express Istanbul-Konya</b>	<b>Everyday</b>
From Istanbul:19:20	Eskisehir:00:30 (next day)
From Kutahya: 02:20	Afyon: 04:15
To Konya: 08:20	
From Konya: 17:50	Afyon: 21:45
From Kutahya: 23:50	Eskisehir: 01:30 (next day)
To Istanbul: 06:30	
<b>Cost Istanbul-Konya (sleeper)</b>	<b>1 person=38 million 2 person = 66 million</b>

### Ride and Think

**An English biker calling for the creation of a Biker's Right Group in Turkey?** Not so strange and OMM support the spirit of this article. Read with attention and circulate the debate among your friends: what to do next? We believe that the existing Clubs and Group must get together finding a way (MAG formation could be one) to coordinate objectives, resources and work.

**It is now time for a large association of bikers fighting for biker's rights.**

By Derek R Packham. [pdrobjective@superonline.com](mailto:pdrobjective@superonline.com)

Mention MAG and FEMA to most Bikers in Turkey and they will stare blindly on: FEMA being "Federation of European Motorcycle Association" and MAG standing for "Motorcycle Action Group", and it's that middle word that stands proud. Today, nobody is basically looking out for the Turkish Bikers Rights apart from some of the few Clubs: hence my invitation to form now a MAG Turkey. The small Turkish market, the disappearance of Brands, the poor contribution from Manufacturers are depressing elements, far from the constructive reality needed within the country. But, as Sony Barber (who grew up from the slums to lead the Hell Angels) once said "Money or not a Biker is a Biker". Sadly in Turkey biking seams reserved for the affluent ignoring the many out there looking to join the Biking world. The happy few seams OK? But are they? Have they got the rights of Europeans riders? Do they have the freedoms offered in the US? Are the young being educated to the step into the Motorcycle world? Surely not but... still OK... after all adrenalin flows better on a bigger machine and the personal status is lifted to unknown horizons. Biking is the reality and in a world of bikers 50cc wonders to 1800cc plus monster are the same. In Turkey we have a backbone of bikers, true bikers out in all weathers, poorly clad and poorly treated: the Couriers on their MZ, Honda Titans and spurious models. As everywhere in the world it's the working biker that stands proud, it's therefore the affluent and hobby rider who should work at supporting them and hopefully making them respected road users. Improve the

basics and Turkey's biking community will grow. What have we done to lift Bikers out of the Car and Truck Dust? In Europe, MAG fights a never ending bureaucratic assumption that Bikes are dangerous toys: Over recent years the fight has gained momentum throughout the world supported wholeheartedly by the entire biking community (not only the affluent few). Let's get started on MAG – Turkey. Turkey needs such a group because without numbers we have no power of challenge. Let's look at some areas where an organized "number" of bikers can make the difference by challenging old, inadequate laws:

- Preferential use of traffic lines, parking areas, tolls; major Turkish cities can benefit from such reforms reducing Traffic Congestion, diminishing stress and dispelling some of the smog.
- Instruction and Training
- Insurance regulations and coverage.
- Carnet de Passage regulation.
- Speed limits and enforcement of them via Radar Control. It is a proven fact that 80kph.limit on motorways puts riders in danger.
- Vehicle testing and standards for vehicle safety.
- Helmets and safety gear regulations.
- Representation of bikers in front of the government and legislators
- Representation of Turkey in the European arena
- Relationships with Producers and Importers

The object of the MAG activities are not so different from those of groups such as HOG, Chopper Club, EMOK, Enduro Club or OMM ... yet no single group is today strong enough and Turkey is young, therefore should be supported by all within and associated to the Industry. This done the growth of biking in Turkey will be developed together with the social respect for the biking culture. **The time is NOW for all Bikers to be recognized. The time is now, in my opinion, to open a MAG Turkey as federation of groups, clubs and single riders. It cannot be done overnight, it will take time, it will cost efforts, it will need supporting from Authorities, Police & Jandarma, and the whole industry.**



For more information about OMM visit our web site at [www.ommriders.org](http://www.ommriders.org) or contact  
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Do you want to receive the Bulletin in Turkish? To further improve our contribution to safe and enjoyable riding we will issue from September 2002 a Turkish version of our International Bulletin. The riders already in OMM Bulletin List (Turkish and International) can select to receive the Turkish version by returning the form at the end of this issue. It is a good opportunity to send the Turkish Bulletin to your biker friends all around Turkey. Simply type name, family name and e-mail address in the second part of the form. The first issue of the Bulletin in Turkish will be sent to them with a request of confirmation.

### AYLIK OMM TÜRKÇE BÜLTENINE ABONE OLMA FIRSATI

Kasım 1999 yılından itibaren İngilizce olarak yayınlanan OMM Aylık bülteni, Eylül 2002 den itibaren Türkçe olarak da yayınlanmaya başlayacaktır. Bu bülten ilk sayısından beri kapsamını genişletmiş ve gerek Türkiye'deki motorsikletçiler arasında gerekse de Türkiye dışındakilerle olan iletişimi sağlamıştır. Her ayın son haftası yayınlanan bülten OMM listesinde olmayı arzulayan yüzlerce motorsikletçiye e-mail vasıtası ile ulaşmaktadır. Dağıtımda kullanılan e-mail adres listesi tamamen güvenli olarak muhafaza edilmekte ve sadece bu gaye için kullanılmaktadır. Bülten okuyucuları arasında çok iyi bir isme sahip olmuştur ve olumlu yorumlar almaktadır. Keyifli ve güvenli motorsiklet sürüşünün geliştirilmesi amacıyla uygun olarak, bundan böyle bülten Türkçe olarak da yayınlanacaktır. İngilizce bülteni almakta olanlar aşağıdaki formu doldurarak bundan böyle sadece Türkçe olarak alabilirler. Tüm motorsikletçi arkadaşlarımıza önerebileceğiniz bu bülteni almak için aşağıdaki formu doldurup geri göndermeniz yeterlidir. İlk Türkçe bültenle beraber almaya devam edip etmeyeceklerini soran bir teyid yazısı da gidecek, istenmiyor ise daha sonra gönderilmeyecektir.

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