

One More Mile Riders

Information Bulletin

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Riding is a way of Thinking @ www.ommriders.com

Don't stop... I like it!

Observations on Long Distance Riding (LDR), an original passion of OMM Riders Group.

"Are you crazy? You must be nuts! Why would you do something like that? Do you get a trophy or prize money? Does your insurance company know you do that? You must have a death wish? Don't you get tired? I rather take my time and enjoy the scenery! I heard that some one died doing that! That is really stupid and dangerous! Do you follow the speed limit? How many points on your driver's license? How can you support safe riding and then go for such long distances?"

And the list goes on...

These are some of the comments, statements and questions collected by **Javier Castro** (stzoom@yahoo.com) OMM friend and long distance rider in Florida USA. With small variances, the same questions surface when talking about LDR with riders of different countries.

Javier continues: *"So why does anyone ride 1000 or more miles a day? That is a question that each individual has to answer by themselves. The satisfaction that I get from overcoming that challenge is the reason that drives me to do that type of riding. Iron Butt Association rides are fun but I still have a hard time keeping the log and not forgetting the receipts at the gas stations, so lately I just do LD rides for myself and usually by myself. As an official witness for IBA in South Florida, I get to meet many riders during their attempt to complete a LD ride and accompany them thru the State. It is great to see some of the different apparel and accessories these riders wear or install on their bikes, but the most fascinating thing is to find out there strategies and motives."*

The motives and the reasons for long hours on the saddle are numerous and vary from rider to rider. There are days when you ride because you have to "be there", other days you ride for the pleasure of "being there" and in other occasions you ride just for the fun of riding without a specific destination. And "biking for the pleasure of biking" was probably at the beginning of the Long Distance Riding movement.

Furthermore exploring the personal limits without practical reasons is one of the key motivators in any sport: checking how long, how high, how fast one can go is not only the goal of the Olympic Games but also the internal spring of any sporting person. Finally a long "solo" ride still has that element of "adventure" so difficult to find in everyday life. Fun, sport and adventure... what do we want more?

Refining and training riding skills is the added value of LDR: like a sprinter training on miles and miles to obtain form for final velocity in 100 meters, the biker training himself for long distance riding can improve the competence needed on every riding situation.

If safe, smooth and systematic riding are the objectives of a competent motorcyclist, LDR can help in enriching the "tools kit" for experienced and new bikers. It has often been noticed that a student under observation in a Riding Training Course reduces the quality of his biking after 15/20 minutes. It is a well know fact that new riders (or riders with little training/experience) found particularly difficult to apply the same level of concentration over a long period of time. The mind start wondering, scanning disappears, target fixation increases, short

sighting becomes the standard, position/speed/gear go out of control; the road, not the bikers take the lead. LDR develops the capacity to hold alertness and attention for long periods of time in a variety of different situation. It also trains the pilots on the essential art of self-evaluation educating the rider to face the personal limits, to evaluate constantly the physical fitness status and to accept, without problems, failure. In addition LDR incorporates planning, orientation and organizational skills that will turn quite useful in normal riding condition. Above all LDR is a good teacher of discipline in the good (striving for achieving the goal) and in the bad (recognize attained limits)

H. Marc Lewis reports his personal experience of LDR *"When I've been riding for hours, and am way out in the sparsely populated areas, after the usual 'noise' in my thoughts has died down, my thinking clarifies. I start to see things really clearly. I get ideas. I make plans. Sometimes, in that state of mind, my heart fills up with so much happiness that I think it will burst. Motorcycling does that to me"*

LDR should be approached with humility and passion giving time for progressive training and increasing experience. Specifically the rider must maintain constantly under control the level of fatigue, the physical fitness and the mental alertness. When a decreasing value

in the last two elements and an increasing one in fatigue is perceived the rider must be able to stop. In this area LDR is a great teacher of self analysis and it cannot be approached by people with egos out of control or with limited capacity of self-evaluation.

It is important to remember that any LDR must be performed in total respect of the traffic law of the Country: the great riders in this particular sport are not fast riders but constant riders.

The taste of this sport is not suitable for everybody: not all joggers can run a marathon. While everybody must train for long distance riding, only the pilots with passion and training in this demanding sector should face challenges like 1000/24. This applies to every branch of motorcycling: for an experience rider on road competing on the Paris Dakar Rally (without the proper training and experience) can turn out to be suicidal.

A LDR pilot, in one of the chat room dedicated to this sport, writes: *"There are two different types of LD Riders and very few people are completely either one or the other category:*

- 1. People that want to see how far they can push themselves*
- 2. People that want others to see how far they can push themselves"*

Could not agree more: as usual ride to learn, do not ride to show.

WHERE TO START WITH LONG DISTANCE RIDING

Time, knowledge, dedication and patience are the elements for a successful entry in the Long Distance Riding sport. As in all endurance sports' moving by stages is the road to success. Fix yourself a reasonable goal for the quarter ahead and stretch your riding progressively to reach the objective. For example if you are a city biker with little experience of three digits rides you may want to fix your objective for the first three months at 300 K. To train for this goal you can try two rides of 100 and 200 K in the first two months and then dedicate a week end to your 300 K. Some suggestions: do it alone. Traveling

in group (even in couple) increases the time spent and the chances for problems. Do it in a circuit form on nice riding roads: plan your itinerary to bring you back home in the planned distance using normal roads with little traffic (fix the starting and arriving point at a petrol station outside a city). Plan your stops and keep record of your progress: open a small note book to register the roads you covered, time and stopping points. Ride at a good pace: speed will make you tired without giving advantages in distance (faster you go more petrol you use, more stops you need). You will discover soon that the

secret of long distance is "continuity" and fluent riding. Listen to your body: you must learn to detect the subtle signs of tiredness way before being effected by them.

On the second quarter you can try the 500 K ride in progression with a second ride of 300 k and one ride of 400 K.

Once you passed the barrier of 500 K in one ride you will have the skills to plan

your next objective: from this distance on the training become more demanding and serious dedication is required. After all you do not need to ride more than 500 K per day and only passion will convince you to move further.

As usual, the best preparation is to learn from riders with experience: in Turkey several riders completed the Saddlesore IBA ride.

Name	Family	Bike	Date	Trial	Distance/Time	Miles	Hours
Ertugrul	Bitlis	BMW R 1100 GS	19/20 June 1999	Saddle-Sore	1000 miles in 24 hours	1097	20:28
Taner	Celik	HD Wide Glide	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours	1032	23:11
Yigit	Ikiz	HD Heritage Soft Tail	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours	1056	23:12
Ian	Johnson	BMW R 100 GS	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours	1053	20:26
Randall	Rosetta	HD Road King	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours	1041	23:13
Ugur	Saner	BMW 1150 GS	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours	1106	22:57
Sinan	Sezer	BMW R 1100 GS	19/20 June 1999	Saddle-Sore	1000 miles in 24 hours	1097	20:28
Cemil	Turker	BMW R 1100 GS	19/20 June 1999	Saddle-Sore	1000 miles in 24 hours	1097	20:28
Paolo	Volpara	BMW R 1100 GS	9/10 May 1999	Butt-Burner Gold	1500 miles in 24 hours	1587	23:47

Selim Demirel and Nuri Danisman (OMM Ankara) created and completed the Sunrise to Sunset ride in June 2001 riding in 12 hours across Turkey from north to south, from the sunrise on the Black Sea at Sinop to the sunset on the Mediterranean Sea in Anamur. (Report on this bulletin)

In June 2000 OMM designed a LDR covering the Four Corners of Turkey circumnavigating the entire Country along the four borders. Paolo Volpara rode the itinerary covering more than 5.000 K in four days. The following reports on these rides are available on OMM web site:

P. Volpara 1500 miles in 24 hours Report 1999	Do You Have Your Sun Lotion?
S. Sezer 1000 miles in 24 hours Report 1999	You Only Drive With Your Brain
T. Celik 1000 miles in 24 hours Report 2001	Saddle Sore on Harley Davidson (in Turkish)
U. Saner 1000 miles in 24 hours Report 2001	Saddle Sore Two Up (in Turkish)
I. Johnson 1000 miles in 24 hours Report 2001	A long way for a birthday present!
P. Volpara 3200 miles in 57 hours Report 2000	The Four Corners of Turkey in Four Days
S. Demirel 1200K in 12 hours Report 2001	From Sunrise to Sunset

IRON BUTT ASSOCIATION

(www.ironbutt.com) is the "ruling body" actively promoting LDR.

Michael Kneebone as President of this Association is the "prophet" of long distance riding and the Rally he organizes every two years is considered one of the toughest events on two wheels. Michael is a long standing friend of OMM and he came to Turkey two years ago to ride with us. You can read the report of his visit written by **Bob Higdon** ("St. Paul, Homer, and me") on OMM web site.

The IBA web site is the best source of information, suggestions, and experience for long distance riders. Log in the site

and go to the "Archive of Wisdom". **Jerry Smith** contributing Editor of Motorcyclist magazine writes: *"The Archive of Wisdom contains within his cybernetic covers the hard-won knowledge of a selected group of hard-core long-distance, or LD, riders who will do just about anything – such as wearing catheter tubes and equipping their bikes with auxiliary fuel tanks and global positioning satellite receivers – for the pleasure of staying in the saddle past the point where your average squashbutt touring guy would need an ass transplant"* Jerry discovered recently Long Distance Riding and he continues: *"My interest in riding has been renewed. That old been-*

there-done-that feeling has been replaced by a desire to get out and see what I can do, stretching the number of miles I ride until I bump into my limit for that day.... With more than three decades of riding under my belt, it's dammed odd to feel like a rookie again and to realize I still have almost as much to learn about riding as I already know".

IBA is the certified of LDR and the two popular rides are SADDLESORE 1000 (one thousand miles -1.610 K- in 24 hours) and BUN BURNER 1500 (one thousand five hundred miles – 2.415 K - in 36 hours). This is the history of the origins of these rides as reported by Michael on the IBA web-site: "The Saddlesore and Bun-Burner were both started in California by the California Motorcycle Touring Association (CMTA). Both the original Saddlesore and Bun- Burners were a fixed-course, group-type ride.

Over the years, countless enthusiasts who could not make the yearly trek to California convinced Les Martin, the driving force behind the CMTA, to offer a ride that could be completed near their homes. Les happily bent to the demands of many riders and revised the ride. In 1993 Les retired and donated the Saddlesore I 000 and Bun-Burner events to the Iron Butt Association. We hope that we can continue the quality and tradition of the ride to which Les Martin

devoted so many years of his life. If you meet Les, please remember to give him your thanks!

Finishers receive a certificate, an Iron Butt Association pin and a plastic license plate frame with our logo "Iron Butt Association - World's Toughest Riders." If you can find the right combination of stamina and mental will to complete any of these challenging rides, you deserve the certificate! Your ride needs to be completely documented and cover a minimum distance of 1.000 miles in 24 hours or less (Saddlesore 1.000), 1.500 miles in 24 hours or less (Bun Burner Gold) or 1.500 miles in 36 hours or less (Bun Burner)".

In conclusion it is important to point out that these LD rides are not organized events but individual attempts. In USA as in Turkey IBA only certify a ride conducted under full responsibility of the rider.

Other places you want to check are listed in Iron Butt links section.

Among them MERA (Motorcycle Endurance Riders Association) www.warpages.com/mera/index.cfm , the chat room that you can join at www.ldriders.org to and all you need (accessories and parts) when planning a LDR at <http://webmaster10.com/ldr/index.html> So, go long distance but go there with intelligence and attention.

A NEW SESSION TO COMPLETE THE OMM – ARA COURSE 2003

The OMM – ARA 2003 Workshop for Advanced Riding closed on January 30 with the fourth session of One More Mile program. This year we had a surprising high level of participation with more than 200 riders attending the four evenings.

To all pilots and co-pilots a great thank extended to **Chopper Club and EMOK** for the presentations given. We are grateful to **BMW, Honda, and Aprilia** for the support of the entire program and to **Suleyman Memnun** and his dealership for the constant and friendly help to the organizers. Discussing Advanced Riding is the first step toward more control and more fun when biking: the necessary step forward is to place in action the techniques that we discussed. On the road, on real situations with real feedback. The OMM Riders Group is at your disposal for any help you may need to reach your own target.

We received several letters thanking for the "2003 Advanced Riding Workshop" and asking more questions than we can answer by e-mail. Some of you requested the repetition of sessions they missed, some of you asked for more details in specific techniques.

To respect all these demands we decided to conduct an **"OMM – ARA Questions & Answers Workshop" on March 7, 2003 in Boxer Café at BMW Kurucesme.**

- **At 17:00 we will repeat (Turkish and English) the Fourth lesson ("Emergency maneuvers and special situations of road-riding") for the riders who could not attend the meeting of January 30.**
- **At 19:00 we will start a new workshop covering two key points that raised intense debate: Cornering and Braking. After a brief presentation, time will be given to answer to the questions you have on competent riding allowing space for "beginner's problems" hoping to enlarge the Turkish biking community.**

**MEET KEVIN SANDERS THE FASTEST BIKER AROUND THE WORLD
AT BOXER CAFÉ FRIDAY 14 MARCH 2002.**

The Istanbul Motorcycle Fair will open from 13 to 16 of March (12:00 to 20:00) and OMM Riders will be there to promote competent riding and to meet fellow riders.



In cooperation with BMW we invited **Kevin Sanders** record holder for the fastest circumnavigation of the world on motorcycle (Guinness Record in 19 days, 8 hours and 25 minutes). We met Kevin and his wife Julia in May 2002 while crossing Turkey on the attempt and we are pleased to have the pilot back for a report on this incredible ride. 19.453 miles (31.320 K) make this record 19 consecutive IBA Saddlesore covering 13 countries and four continents. Kevin is not only a LD rider but also

highly qualified trainer for advanced riding.

He will be present at the BMW stand during the Fair but you have a special appointment for **Friday night 14th of March at Boxer Café in Kurugesme. Here Kevin will give a full presentation with pictures of his ride and he will be able to answer to your questions.**

WITH OMM AT THE MOTOSIKLET 2002: THE BIKE SHOW

Riding is a Way of Thinking will be the theme of the OMM presence at the Istanbul motorcycle fair. OMM will be present for the entire duration of the show promoting Advance Riding Training and Competent Biking in a set of events



The Turkish readers of the Bulletin will receive soon a special invitation for the ARA workshops we plan to hold during the Fair.

OMM ARA WORKSHOPS ON THE ROAD

The month of March and April will see the opening of OMM rides combined with theory lesson. These two events are already booked but you can call the OMM rider responsible for the organization to check if place is still available.

March 21 theory workshop and 22 -23 ride. In Ankara and itinerary toward Kastamonu. For information call Selim Demirel sdemirel@alterna.com.tr

April 18 theory workshop and 19 – 20 ride. In Istanbul and itinerary in Trace. This ride is designed for pilots of long wheel base motorcycles (choppers and cruisers). For information call Apo Hekimhan bukalemun@turk.net

ESTADE TODOS CABALLEROS.

In the Anno Domini 1541. Carlo V, king of a Spain at the top of its power, stopped in Sardinia with his fleet of 40 warships. In Algero the King is acclaimed by a large crowd and, from the balcony of Albis Palace, he cannot find a better way to express his pleasure for the triumph than proclaiming to the Algero people "Estade todos caballeros" (You are all noble gentlemen).

For the competent pilot in Ankara or in Baden-Baden everybody riding a bike is a worthy companion of the road. "Estade todos motociclistas" with no discrimination.

In an interview appeared on "Time Out Istanbul" our (still) friend **Thomas Goltz**, organizer of the Baku Ceyhan Oil Odyssey Ride on Ural sidecars, paints a bleak picture of Istanbul's motorcycle scene: *"Istanbul's riders – in Tom words – are basically a bunch of fat, rich guys that get bored of their yachts, sport cars and mistresses and buy \$15.000 BMW or Harley Davidson motorcycles. They ride for a little bit and the first time they fall off they sell it."* To Tom's admission the idea of a ride Baku-Ceyhan came out "one night when we got drunk with some Georgians, Azeris and Turks" and I hope that also this interview was produced in state of intoxication.

You see, to discriminate bikers on body weight, revenue, sexual morality or ownership of goods is not a correct thing. Even less correct is to trace a line, as Tom does, between "real" and "fake bikers. For Tom the real one are the riders who can cover 2.000 K in ten days with full support including folkloric dancers. For certain riders this distance (124 K a day) is slow going. For a Paris Dakar pilot, facing this year 8.500 K of desert and rocks in 18 days, the Baku adventure is just a mild training distance. Still for others the Baku-Ceyhan ride can be a real challenge.

OMM riders **Ian Johnson and Kazim Uzunoglu** took part on the event in 2002 and they had great time. OMM always supported this event and we all hope that Tom will modify his opinion on Turkish riders (space offered in this bulletin)

WHATCH THAT CORNER: THE WISDOM OF RIDING MOTORCYCLES

Counter Steering: If you push the left bar, the bike goes left. If you push the right bar, the bike goes right. That is, unless you keep pushing the right bar all the way, then you will probably go left while the bike swaps ends.

Crashing: Remember riding isn't inherently dangerous...crashing is.

Too Slow: No one has ever hit something too slow.

Rides: A 'good' ride is one you can walk away from. A 'great' ride is one you can walk away from and use the bike again.

Getting Hit: They can't hit you if you're not there.

Parking: Always try to keep the number of times you park the bike equal to the number of times you've ridden it.

Luck & Experience: You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck

Judgment: Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.

Laws: Remember, gravity and centrifugal forces are not just good ideas. They're laws not subject to repeal.

Cows: They are not as soft as they look.

BIKING IN TURKEY: ACROSS TURKEY FROM THE SUNRISE ON THE BLACK SEA TO THE SUNSET ON THE MEDITERANEUM Long Distance Riding report from Selim Demirel

Nuri Danisman (BMW R 80 GS Paris-Dakar), and myself (V. Selim Demirel on BMW R 1150 GS) prepared our "Sinop-Anamur, Sunrise to Sundown" ride by moving on Friday June 29th 2001, Friday at 10.00hrs from Ankara, via Karkalla, Corium and Samson to Sinop.

A very nice route indeed, particularly the section between Samson and Sinop. We covered 611 km's in 6 and half hours: checked-in at the Hotel Dijojen. After a cool refreshing and relaxing swim in the Black Sea we had an early dinner for a wake up call at four in the morning.

On June 30th, Saturday, the official sunrise time was 04.59. We certified our odometer readings (6.966 km) and finally took proof of departure from the Petrol Ofisi station in Sinop at 05.11hrs. Having the rising sun like a fireball in the mirror, the Swiss like landscape in front of us is a feeling very hard to describe. We immediately engaged the first bends and arrived in Kastamonu at 07.15 had a fuel stop and just hung around for about 40min. Decision was taken not to try to cover the distance in 12 hours but to stay on the Sunrise-Sundown timing.

We arrived at 09.15 in Cankiri, had fuel stop there continued to Ankara (10.50). Refueled and rode further down to Kulu for our "extensive" for (45 Minutes) lunch break and left Kulu for Konya at 12.10hrs.

Suddenly we thought that the 12 Hours Option was not so out of question at all

and started to give it a try. In Konya (13.30) we refueled and left at 13.40hrs. See the difference in attitude, a bit too late, but never mind we'll try it anyway. It took us 1hr45min from Konya via Karaman to Mut, had a quick fuel stop there left at 15.30hrs and hit the real twisty road to Gulnar, Aydincik and finally to Anamur.

After we took the road to Gulnar, I realized that we were too late for the 12 Hours, nevertheless we did not slow down the pace, we thought we would give our best and see what comes out. This motivation was surely one of the reasons supporting my moral after I fell down in an extremely narrow and steep hairpin curve. I tried to take curve inside, at its steepest point, and the engine stalled in 2nd gear. Down I went with a couple of rolls along the hill while the bike, thanks to boxer construction with the cylinder working like a stopper, "parked" in the middle of the road. Here you learn that protective clothing is really a must; I did not have a scratch after a very spectacular "stunt like" fall. Of course it was my entire fault, probably a moment's lack of concentration but it happens. A bus passing by stopped and I had people helping me to raise the bike. I was on the bike when Nuri appeared, coming back as he did not see me in due time in his mirror. It all took perhaps 6-7 minutes and we were on the road again.

We arrived at 17.42 in Anamur, as the last fuel stop's credit card slip certifies. We asked the gas station manager to witness our odometer readings (8.081 km). We covered 1115 km's (65 km's more than

planned) in 12 hrs 31min. from the most northern point to the most southern point of Turkey, from Sinop to Anamur . We checked in to Hotel Vivanco in Bozyazi, about 20 km's east of Anamur, took a swim, which was a pleasure to our tired muscles. The Hotel is very good, with efficient A/C and reasonably priced.

Next day, July 1st, we left Bozyazi at 10.00hrs for Manavgat and took the road back to Ankara, via Akseki, Seydisehir, and Konya. We arrived home at 19.00hrs having covered 2483 km's in three days.

What I felt as we completed the ride was a deep feeling of satisfaction which actually resulted from a state of peace of mind rather than a feeling of success or having completed a task or having won a race. It was not a competition for me, neither with myself nor anything or

anybody else. It was perhaps one more experiment trying to check my limits without forcing to expand them but rather trying objectively to define the boundaries. Well, we started and finished a ride of which I hope will be a classic in Turkey, it really deserves it.

A little bit information to the route and road; the first and last 150 km's are with different type of curves of which the last 150 km's is really demanding and in between you have regular roads with no difficulty. There was a lot of road construction activity, namely between Sinop-Boyabat, Cankiri-Kalecik, Kulu-Konya and Karaman-Mut. The morning in Sinop is quite cool till about Cankiri and after that you have to fight with rising temperature reaching its peak in Mut valley.

Action	Location	Time	Proof of Passage	Odometer
Sunrise	Sinop	4:59		
Departure	Sinop	5:11	Cetinay Petrol Ofisi Station	6,966
Control	Kastamonu	7:18	Ekmekçiler Petrol Station	
Control	Cankiri	9:18	Mesema Insaat Station	
Control	Ankara	10:54	Seyfi Ercan Petrol Station	
Control	Konya	13:40	Yılmaz Petrol Station	
Control	Mut	15:29	Fikri Arslan Petrol Station	
Arrival	Anamur	17:42	Çilingirler Petrol Station	8,081
Sunset	Anamur	20:18		

RIDING TIPS: THE ART OF CORNERING

"On close inspection you'll mainly find two categories of riders: Those who believe it is all technique and those who feel it is more of an art when done right. Any professional can tell you - they are both correct.

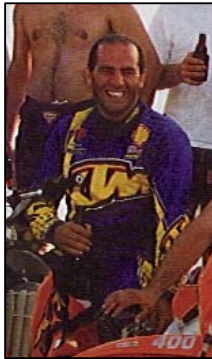
It does take technical skill to get the machine to co-operate with your sense of doing it right. We know what those technical skills are and can help with that. Getting it to flow into that magic feeling - now that's the trick!

Obviously, if a rider is constantly battling with the technical points, that good ride will be pretty elusive, pretty rare, maybe one turn out of fifty will get them to grin.

At the Superbike School we just help you raise the percentages. How does twenty-five out of fifty, going your way sound? And your way is the operating word here. That's why it's more

like an art... Once you know what to look for and have had some coaching on the technical points I can guarantee your percentage of great moves will go up to a whole new level. Mind you, we can't make you stop reaching for that perfect corner. That one is always down the road, at the next turn; a little bit better and a little bit more your way; a little closer to the true feeling of cornering, a little closer to the art"

RING OF OMM FRIEND



SAMI

Three years ago on February 12 **Sami Peker** was killed by an irresponsible driver while riding in Istanbul. Great Friend, Competent Mechanic and Exceptional Riders Sami will be always in our Memory. Stop a second on the 12th to remember Sami and all riders' friends we left on the road.

Matt Kas riding Honda Nighthawk 750 and Suzuki Bandit 600s in Chicago organized in January a presentation of Turkey and riding in Turkey for his club www.topcats.org This is a group of riders who take safe and competent biking seriously and all members go through a mandatory training. We provided some information and support to Matt presentation and Burt Richmond from Lotus Tour contributed to the success of the event. Matt also used a short film produced by Supereva Club to give a real taste of Turkish atmosphere.

Aykut Bayindir aykutbayindir@rocketmail.com writes "Actually we (or I, so to speak) should be thankful to OMM for the great, concentrated, fun, and yet serious presentations. Thank you for the time and effort in conducting the 2003 OMM ARA Theory Workshop: all the four meetings were prepared with a lot of information put into, and were supported by real life experiences. Above all, the gathering made possible to meet bikers with different backgrounds and share information of all kinds"

A NEW ENDURANCE RECORD FROM MERA

One of MERA members just completed a New World Record. **Bill Newton** started the record attempt on September 30, 1999 in Huntington Beach, California.

The record attempt ended October 29, 1999 in Garden Grove, California. Bill rode **30,179 miles in 30 days!** And this is corrected mileage. He made 91 fuel stops . . . consumed a little over 807 gallons on fuel, and average 37.4 MPG for the entire trip. Not only is Bill the first MERA rider to accomplish such a feat . . . but the record has also been certified by IBA.

He is the first rider in IBA history to have earned THREE (3) 10/10's awards. For those folks that are unaware of what the 10/10's award is: it is for riding 10 1000 mile days back to back. Bill Newton just did 30 of them back to back to back to back to etc, etc, etc.

GEAR AND EQUIPMENT

Soft Butt. The American company Air Hawk claim that long bike rides need no longer be a pain. Since 1973, a patented Dry Flotation technology has been used to alleviate pressure sores and offer improved wheelchair comfort. Now Air Hawk has made this same technology

available for the cruiser motorcycle rider and pillion. Kevin Sanders, who rode around the World in 19 days with his wife Julia, has good things to say about Air Hawk seats; "We used these throughout the World Record ride, riding 1,000 miles a day and sitting on the bike for up to 18 hours. But we were able to get up the next day and do it all again." To get the benefit of a soft seat you must first inflate the Air Hawk seat by mouth. Then you slip it into the fabric cover and attach to your bike seat with straps or cord. The non-skid base keeps it firmly in place. It's simple to adjust and the inter-connected air cells distribute the rider's weight evenly – far better than gel claim Air Hawk. They also claim that the air cells transmit heat less quickly than gel or foam, so they stay cooler in hot climates and warmer in cold ones.

MILES EATERS: THE THREE BIG ONES

Test by Armagan Ak

Many of you have already understood which 3 big ones I am talking about. Yes, I am talking about the 3 uncategorized adrenaline machines: Honda CBR 1100 XX blackbird (from now on will be referred to as XX), Kawasaki ZX-12R (from now on will be referred to as Kawa), and Suzuki GSX-1300 R Hayabusa (from now on will be referred to as Busa). I am one of those luck ones who had the opportunity of owning each of those monsters. Below, I will share my feelings with you hoping that some of you who may decide to buy one benefits from the remarks made.

First I wish to point out the build quality of these bikes. No doubt, I can easily say that the XX is the superior one. From tip to toe, it is machined perfectly. A close follower is the Busa although Suzuki is not that reputable in that area. KAWA is somewhat missing that touch. Comfort of the passenger is also important to many. Here easily we can say XX, Busa and then KAWA.

Then comes the looks. This point, although many say that is of not that of importance, I believe that it plays an important role in our purchasing decisions. For me, Kawa is the most super sports looking of the three. If you are after that looks, it is undoubtedly the one. Busa and XX look sporty but also resemble the grand sports tourer as they are called. To categorize, out of a scale of 100, if we say that an RR or R1 is 100% super sports and a Goldwing as 0% (resembling 100% tourer) and say Yamaha FJR 1300 as 50% (for me is the only sports tourer), then XX

is 70% super sports, Busa is 85% super sports and Kawa is 90% super sports. This is purely personal and only from the aesthetic/looks side is involved. These figures are not that so in case of performance and handling to which I shall come soon. The top speed, which really is nothing that important to me, maybe very important for many others. All are around 300 km/hr easily, + or – 5-10 km/hr. The top figure (according to my experiences and the speedometer accuracies), goes to the Kawa and then to the Busa. XX is a little below 300, if that matters to you of course. As I do not prefer the motorways, I just try once or twice what the beast can do. These figures may change from time to time depending upon the rider, wind, road etc... Next point is somewhat more important. Brakes of Honda, although many pro track riders do not prefer, are linked but they function perfectly. Maybe not so professional, but as far as I am concerned, they are tuned to perfection with maximum security. Kawa is also good at brakes, but I have to say that everybody who owns a Busa should do something about the brakes as the first thing. In standard factory settings, the Busa is the weakest. But easy to take care of. Just change the brake lines and brake fluid and you get a real sense of the brakes.

Now is the time to talk about cornering. For the real bikers should be interested in this part as it is the cornering that is the most important thing in biking. You get pleasure in cornering and biking consists of cornering only.

At this point, I can easily say that my personal desires are satisfied in cornering by the Busa as close to the satisfaction I had from the RR and R1. RR is the only bike that I rode with total confidence in cornering. As I am quite new with the Busa, that feeling has arisen sooner than I expected. Kawa is confident but because of the lack of sportiveness in its nature, cornering is well balanced but not thrillingly exciting. You get a feeling of its limitations and act accordingly. Busa on the other hand gives you the info of a big bike with the agility and nimbleness of a super sport. Especially on large curves Busa is phenomenal. It is a pure joy to ride. On the Kawa, I never had this great confidence and joy. I was almost at most of the pushing corners, uneasy. The bike did not seem to respond to my commands in time and at the right time. It had its own ways and as a wild horse, responded wildly. Maybe Rossi would not say that but I am not Rossi as many others are not. I want a bike with almost total control, eagerness to obey and with minimum discomfort. About 90% of the crashes occur in cornering. When we are on the ground, we curse to a lot of things. We

think that it is the diesel on the road, or the gravel, or the bike was leaning too much, or was not leaning enough, the road was cold, or the tires were not warmed up properly, and so on goes the reasons. It is always the same problem: the rider. He should know all these. He should act accordingly.

But can't we say at least a bit about the way the bike responsiveness to us. I definitely think we can. Here again most of you will say, think about your bike and act accordingly. Yes true, but I also prefer to have share of the bike where there is forgiveness or some help from the bike is required to cover up for my lets say, inabilities. You have to trust your partner when a job is done by two. Here I call my bike as my partner and want to trust him. And my trust is at its most with the Busa. Next with XX and least with the Kawa. I may say that the new Kawa has overcome the deficiencies (at least I read articles saying so) and I really do hope so, as it is a good bike. I hope I covered some topics that may help you decide. But always make sure to decide according to your own requirements, taste and abilities.

This Bulletin is edited by Paolo Volpara (volpara@homemail.com) with contributions from bikers around the world. From November 2002 we also distribute a version of the bulletin in Turkish. You may have friends who ride with you and who would like to get included in the Bulletin distribution list: go to OMM web site and register on line. For more information about OMM visit our web site at www.ommriders.org or contact EMIN GURSOY (emin@gursoytekstil.com), YAKUP ICGOREN (yicgoren@barwil.com.tr) or OMER KOKER (omer@insan.net) . In Ankara contact SELIM DEMIREL (sdemirel@alterna.com.tr)

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