

View from the cockpit

Ride, Eat, Sleep, Repeat

Riding clears the minds

When in 1999 we set up with a small group of Friends the One More Mile Riders group I wrote to all of them a short letter saying that biking is not about creating groups but... about going out on two wheels. Unfortunately as for many good resolutions (stop smoking, eat healthy, keep a bike for long) the action not always follows the intention. But my education instruct me to go back regularly to the good resolutions and not to be discouraged by the lack of application: the six month of 2003 have been quite good in binging back the need for more biking and less talking.

On one hand I was lucky enough to have the opportunity to link several big rides in the second quarter and some good mileage in the first half; I was also privileged in having at my disposal some "very good" bikes bringing back the original pleasure of motorcycling.

On the other hand, I have been directly or indirectly involved in the most inconclusive, boring and extenuating discussions/meetings/sessions any biker ever had the pleasure to assist. Compared with these discussions Brazilian tele-novelas are thrilling and exciting. From quarrels within clubs to bureaucratic procedures within the OMM group, from training methodologies to moto-federation issues, the squalor of vacuum chatting reached unbearable proportion. The smaller the pond (Turkey is a real small market for bikes) the greatest the frog's noise.

Like a long series of parties bring to action the resolution to stop drinking, saturation of words (spoken and written) brought back my original resolution to "bike more": as usual I share this consideration with the friends connected by this bulletin.

Clubs are good if they promote more biking, groups are good if they go out on two wheels more than the single rider would do, associations are good if they push members to use the bike often, federations are good if they generate more and more opportunities for racing/biking. We dress protectively to bike longer, we train to bike longer, we discuss how to bike longer, and we plan for longer rides. Bikers should go together solely for more biking and the organization of a group should be geared to develop continuously biking opportunities. All the rest is small politic talk of small frogs in a small pond.



More riding was, at the end, the conclusion of our debate on "Instinct or/and Training": in a nice note **Barry Tinson** from England continue the dialogue with Omer: after reporting a training procedure in the English army he says: "The moral of this story? Anyone with ordinary physical ability can be trained to be a proficient and safe motorcyclist. But to be a FAST, proficient and safe motorcyclist you need something extra. Continual training tends to offer diminishing return with regard to the Cost : Effectiveness ratio. Some will have a natural ability. But for most of us the only answer is experience - saddle time and miles. Remember half the motorcyclist you know will be below average! Try to make sure you are not one of them - get in that One More Mile!" and **Derek Packham** remind us that: "the Police Examiner or Advanced Driver Examiner will confirm that passing ones test grants one a License to Learn', yes... learn to Ride and hopefully survive"

Training is good and essential, continuous training means to cover miles and miles with attention, consideration and intelligence. Without a lot of riding training is useless. As summer comes into full force my suggestion is to go out every day for a good ride: evenings are long, mornings are clear and the roads are, as always, the best teachers.

The OMM bulletin is offering constantly opportunities for "more biking" with space given to biker's stories. Send us a story of your best ride: but do not spend too much time writing... out there "so many roads and so little time".

NB: "Ride. Eat, Sleep... repeat" and "So many roads... so little time" are mottos created by the people at www.aerostich.com You can find there T-shirt and stickers proclaiming the truth on biking. OMM

Right to Ride

On the second of FEMA organized the annual meeting between bikers and the parliamentarian elected in the European Parliament. Being FEMA observers for Turkey, OMM decided that this event would have give us a good opportunity to meet bikers actively involved in the "Right to Ride" and to experience an important event for the Federation.

Apo Hekimhan, OMM riders and responsible for training, took the plane and rented a bike joining the group in Strasbourg.

**7th Motorcycle Ride with the European Parliament.
15th Anniversary of Motorcyclists' Presence in Europe**

Last Wednesday (2nd July 2003), European motorcyclists met with

their elected representatives at the European Parliament in Strasbourg to enjoy a motorcycle ride through the beautiful Alsatian region. This 7th event of the MEP Motorcycle Ride in Strasbourg celebrated the 15th Anniversary of motorcyclists being active in Europe.

Organized by the Federation of European Motorcyclists' Associations (FEMA) and the Strasbourg section of its French affiliate FFMC since 1997, the MEP Motorcycle Ride has become a traditional event that nobody wants to miss. FEMA national member organizations from all over Europe enjoyed this great opportunity to have closer contacts with their elected representatives at the European Parliament (EP).

Members of the European Parliament (MEPs) who had registered for the motorcycle ride in the evening had the opportunity to choose amongst a wide range of models, the scooter or motorcycle they wished to ride. They

were welcomed by motorcyclists from all over Europe at the buffet reception organized for the occasion in the European Parliament. Later, they would take part together in this unique event, emphasizing once more how MEPs are open and close to the citizens they represent.

Somewhat delayed by the debate following Berlusconi's performance during the changeover of the EU Presidency, the group of over 130 participants departed for the ride. Most MEPs chose to ride a motorcycle through the beautiful Alsatian region. British MEP Liz Lynne, who was first introduced to motorcycling thanks to the MEP Ride a few years ago, now holds a bike license. Having a soft spot for custom bikes, she chose to ride a Suzuki Intruder 125cc. Carlos Bautista Ojeda, Spanish MEP and experienced motorcyclist, opted for a Triumph Speed Four 600. Being very concerned about motorcyclists' interests, Mr. Bautista Ojeda soon retiring from his position of MEP, will be focusing on actions undertaken in Spain to improve road safety for motorcyclists, and promoting the fitting of rider-friendly crash barriers. Bernd Lange, German MEP, could not make a better choice than a reliable BMW 850RT. Mr. Lange is involved in many motorcycling issues at the European Parliament, and FEMA has a long term working relationship with him on various issues of interest for motorcyclists.

MEPs were accompanied by representatives of FEMA member organizations. Some rode from as far as Sweden and Norway to attend the event, particularly as it was also celebrating the 15th Anniversary of the Federation uniting motorcyclists' organizations across Europe. Freshly welcomed as observer organization within FEMA, a delegation of the Turkish riders' organization One More Mile Riders was

also present. Altogether, riders from eleven countries were represented.

All participants enjoyed a dry, sunny and pleasant ride to Souffelweyersheim (North West of Strasbourg), efficiently guided by the marshals of the local section of FEMA's French affiliate FFMC. A nice dinner was then offered to the participants, kindly sponsored by Harley-Davidson Europe. Gifts were also distributed, as a souvenir of this memorable and unique event.

"This 7th MEP Motorcycle Ride was again a big success, thanks to all the supporters who greatly helped to make sure that the MEPs and all participants enjoy this unique event and experience of riding a Powered Two-Wheeler", said FEMA General Secretary Antonio Perlot. "This year's event underlined the resolution adopted by the European Parliament to focus on solutions to reduce high risks for motorcyclists. With the support of our elected representatives, FEMA is promoting efficient measures including rider-friendly road infrastructure. FEMA also wished to underline how the elected body, through its openness to citizens, has been ensuring higher democratic transparency and accountability to European legislation."

FEMA wishes to thank all the supporters of the event, the motorcycle makes for providing some of their models for the event: Harley-Davidson, BMW, Honda, Suzuki, Yamaha, Peugeot, Piaggio and Aprilia.

Our thanks go also to Hein Gericke who provided the rain suits, and Lazer who provided the helmets. **OMM**

OMM activities ahead



On the 25, 26, 27 of July OMM will conduct the 14th OMM-ARA Workshop on the roads from Istanbul to Bolu and around the Bolu mountains. Open to riders with Basic or above OMM qualification the workshop accept also rider non qualified after a test ride conducted by one of OMM Observers. All places are already booked but you can try for "last minute" chances by calling **Omer Koker**.



Two opportunities for improving riding skills with OMM – ARAFLEX workshops. OMM – ARAFLEX is one day workshop combining theory, close circuit training and a short road riding. Dedicated to riders at the beginning of the career or to pilots who want to refresh the basic skills, these sessions proven in the first half of 2003 to be quite popular. **9 of August in Ankara (contact Selim Demirel) and the day af-**

ter in Istanbul (contact Omer Koker)



A New Long Distance Riding opportunity in August: A "Iron Butt Saddle Sore" covering 1000 miles in 24 hours. LDR from July 11 to 12 The OMM Mid-Summer Saddle Sore will leave from Dalaman Airport on August 15 at 18:00 reaching Mersin Center along the entire Mediterranean coast and returning to Dalaman in one continuous ride. Conducted by **Paolo Volpara** the Ride is open to experienced and "long lasting" bikers. If you are interested contact Paolo.

OMM

one more mile

www.ommriders.org



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Date	Event	Qualification
1-Jan-03	Mad Run 2003	Open
9-Jan-03	ARA Theory	Open
16-Jan-03	OMM - ARA Theory	Open
23-Jan-03	OMM - ARA Theory	Open
30-Jan-03	OMM - ARA Theory	Open
7-Mar-03	OMM - ARA Theory	Open
13/16-Mar-03	Bike Fair Istanbul: presence	Open
14-Mar-03	K.Sanders Conference	Open
15-Mar-03	Visit to SOS Village	OMM - ARA Theory
16-Mar-03	OMM - ARA FLEX	OMM Association
29-Mar-03	OMM - ARA FLEX	NQ/Basic
11/12/13 Apr 03	OMM - ARA 11 - Ankara	NQ/Basic
19/20 Apr-03	OMM - ARA 12 - HOG	HOG members
27-Apr-03	OMM - ARA FLEX	NQ/Basic
1/11 May-03	Black Sea Circumnavigation	MotorEast Organization
22-May-02	IAM test	Competent>up
23/25 May-03	OMM - ARA 13 - Bursa	Basic>up
28-Jun-03	OMM - ARAFLEX Ankara	NQ/Basic
29-Jun-03	OMM - ARAFLEX Istanbul	NQ/Basic
3/6 July-03	EMOK Rally Kutahya	Open
11/12 Jul-03	Trans-Anatolia LDRide	LDR - Iron Butt
16-Jul-03	17th Ride to Work Day	Open
23-Jul-03	IAM test	Competent>up
25/27 Jul-03	OMM - ARA 14 Bolu	Basic>up
9-Aug-03	OMM - ARAFLEX Ankara	NQ/Basic
10-Aug-03	OMM - ARAFLEX Istanbul	NQ/Basic
15/16-Aug-03	Mid-Summer Saddle Sore	LDR - Iron Butt
21 Aug - 1 Sep 03	Dolomites Tour	MotorEast Organization
5/7-Sep-03	OMM - ARA 15 - Ankara	Basic>up
16-Sep-03	IAM test	Competent>up
18/21 Sep-03	OMM - ARA 16 - Gocek	Competent>up
1/29-Sep-03	South-East Ride	MotorEast Organization
6/16-Oct-03	Syria and Jordan Ride	MotorEast Organization
15/16-Nov-03	OMM Rally- Abant	Open

The OMM Activities in June

June 28 (Ankara) and June 29 (Istanbul) were the days for OMM – ARAFLEX workshops.

Conducted in Turkish by OMM Observers these days proven to be well received opportunities for improving riding skills. Full reports on both events are in this Bulletin under the section “Ride to Learn, Learn to Ride”

On Friday 11 at 18:00 from the Hotel Arinnanda (see pictures of the start at www.arinnanda.com/motoreast in the center of Cesme (Latitude 38°19 58' North Longitude 26°18.24' East) three riders members of One More Mile Association started the “Trans-Anatolia Ride” crossing Turkey in west/east line. The three riders completed this event to promote in Turkey the “Ride to Work” international day on June

17, 2003. All information about this Day dedicated to expand the use of motorcycle as daily transportation can be found at www.rideto-work.org

This Long Distance Ride has been approved and registered with IBA (Iron Butt Association USA www.ironbutt.com) the most prestigious entity certifying Long Distance Rides in the world. The riders reached Gurbulak (Latitude 39°23 91' North Longitude 44°23 67' East) in the afternoon of Saturday 12th of July. This continuous ride covered 18 degrees of Longitude for a total of 1.891 K (GPS registration). The riders taking part in this event were: **Alp Berker from Istanbul on Aprilia Caponord, Selim Demirel from Ankara on BMW R1150 GSA and Paolo Volpara from Istanbul on Aprilia Caponord.** This was the Long Distance Riding event of the 2003 promoted by OMM in association with IBA: in the last three years 10 Turkish riders entered in the elite group of IBA long distance pilots having certified rides of 1000 miles (1600 K) in less than 24 hours. The rides are individual, not organized attempts in full respect of the Turkish Traffic Laws testing the skills and endurance of expert bikers. **OMM**

Name	Family	Bike	Date	Trial	Distance/Time
Alp	Berker	Aprilia CapoNord	11/12 Jul 2003	Saddle-Sore	1000 miles in 24 hours
Ertugrul	Bitlis	BMW R 1100 GS	19/20 June 1999	Saddle-Sore	1000 miles in 24 hours
Taner	Celik	HD Wide Glide	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours
Nuri	Danisman	BMW R 1150 GS	30-Jun-01	SunRise-Sunset	1000 km in 12 hours
Selim	Demirel	BMW R 1150 GS	11/12 Jul 2003	Saddle-Sore	1000 miles in 24 hours
Selim	Demirel	BMW R 1150 GS	30-Jun-01	SunRise-Sunset	1000 km in 12 hours
Yigit	Ikiz	HD Heritage Soft Tail	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours
Ian	Johnson	BMW R 100 GS	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours
Randall	Rosetta	HD Road King	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours
Ugur	Saner	BMW 1150 GS	8/9 June 2001	Saddle-Sore	1000 miles in 24 hours
Sinan	Sezer	BMW R 1100 GS	19/20 June 1999	Saddle-Sore	1000 miles in 24 hours
Cemil	Turker	BMW R 1100 GS	19/20 June 1999	Saddle-Sore	1000 miles in 24 hours
Paolo	Volpara	BMW R 1100 GS	9/10 May 1999	Butt-Burner Gold	1500 miles in 24 hours
Paolo	Volpara	Aprilia CapoNord	11/12 Jul 2003	Saddle-Sore	1000 miles in 24 hours

Right to Learn, Learn to Ride

A new generation of OMM training program

The last weekend of June has witnessed a great improvement and definitely a great hope on the training activities of OMM. The much applauded training activities of OMM have been running since 1999 with some very evident limitations. These limitations have been caused by three factors.

- The language barrier. Since we did not have any trainers of Turkish origin, the instructors had to be of foreign origin. And this limited the participants to only those with sufficient English language skills.

- The financial contribution we had to ask the participants to pay in order to participate in the ARA Road Training program. Although always strongly emphasized that it was not meant to create any profit and all the efforts of the team to keep the costs as low as possible, to move an instructor or two instructors from Europe to Turkey and to maintain a basic level of safety on the road is, without doubt, a costly activity.

- Additional obstacle to the plan to train local trainers has been the lack of educational material (aimed at instructors as well as students) in Turkish language.

These problems forced OMM to find solutions and in late 2002 a program to create our own pool of Turkish Speaking Local Instructors was launched. To maintain the desired standards, first a group of riders had to be formed capable of not only to ride with the required skills (at least Expert in ARA certification model, preferably IAM certified), but also to effectively teach the System in an easy and practical way.

The OMM – ARA Theory Presentation have been translated into Turkish and from the beginning of this year all presentation are done with simultaneous translation.

Moreover, the OMM Training Committee started working on two books. One is the “Roadcraft Manual” by the British Police, the other is the “Trainers Handbook” by ADAC Germany. Both books have been translated –with permission- into Turkish and the “Roadcraft” will be available to the public by the end of this year.

The “ADAC Trainers Handbook” is currently used by the group of OMM riders aspiring to become Trainers as reference book for a course conducted by Hans Heinz Dilthey.

Meanwhile, some of the futures Trainers have been working hard in

reaching the desired riding standards. Six OMM Turkish riders already passed the Institute of Advanced Motoring (IAM) test one of the most prestigious qualifications in advanced riding. (1). Three more riders will go under test before the end of July and three more in September 2003.

(1) The Turkish bikers members of the IAM are:

Bulent	Boytorun	bulent@zapmedya.com
Fuat	Domanic	fuatdomanic@turk.net
Emin Ahmet	Gursoy	emin@gursoytekstil.com
Apo	Hekimhan	bukalemun@turk.net
Yakup	Icgoren	yicgoren@barwil.com.tr
Selim	Karadag	selim.karadag@teklan.com.tr

JUNE 29 and 30, 2003. This weekend has seen some results of this work of many months as OMM - ARAFlex workshops were organized at the same weekend in Ankara and Istanbul.

The Ankara Group had 9 students with two OMM observers (Selim Demirel and Baran Kaya) the Istanbul Group had 13 students with 2 OMM Observers and 4 Safety Riders

Report on OMM – ARAFlex Istanbul by Bülent Boytorun.

We met at 08:30 on Sunday 29 July at the gate of the TEM Highway: 10 male and 3 female pilots with bikes ranging from Gilera Runner SP 180 to BMW R1150 GS. At around nine we started off as a convoy on the highway to ride for about 15 kilometers to our destination and training ground at the DAF Truck Service Area and parking lot. This was the first time we used this area for training and we are very thankful to Hakan Erman for the effort to find such a suitable location for closed area training. The parking lot basically has two long stretches of about 150 meters length and 20 meters with, with some –not many- truck trailers parked on the sides. The surface is not asphalt but concrete and therefore less “grippy”. We formed three groups with the riders divided in accordance with their level of experience.

The workshop began with a short review of the ARA Theory lessons with special emphasis on “VISION, SPEED, POSITION, GEAR, ACCELERATION” and SIPDE (Scan- Identify- Predict- Decide- Execute) method. In the most experienced groups (with riders who took part in OMM – ARA workshops) a fruitful conversation developed regarding speed, braking and positioning issues. The workshop continued with the bike control exercises, starting off with proving that the weight of a well balanced bike is near zero and one can actually hold the bike with one hand with very little effort for even longer periods of time. We walked around with the bike holding the vehicle in motion and trying to do that with as little effort as possible. It was nice to observe how a rider’s level of confidence increases as they find out that a bike weight is an enemy only when balance is lost. The workshop moved to the crucial points of vision, focused and peripheral, using practical example on the risk of fixated vision and trying to get used in separating direction of the bike from direction of the vision. Back on

The riders in the June 2003 Istanbul OMM – ARAFlex were:

Name	Surname	e-mail	M. Year	Bike
Umut	Ceyhan	umut.cejhan@telenity.com	2000	BMW F650GS
Savashan	Duru	savashan.duru@datastore.com.tr	2000	Honda CBR600F
Ladin	Karatayli	Ladin.karatayli@isbank.com.tr	2000	Honda NX650
Aybike	Tekinli			Gilera Runner 180
Eren	Buyukavsar			Honda Rebel 250
Emre C	Mete	emrem@askaynak.com.tr	2000	BMW GS1150
Mert	Berker		1997	Ducati Monster 600
Rauf O.	Eraksan	rauf.eraksan@pfizer.com	2002	Honda Africa Twin
Zeynel	Cankaya	z.cankaya@superonline.com		BMW F650
Serkan	Keteneci	serkan@ketenci.com	1998	Honda Transalp
Hakan	Kavaklioglu	hakan@rayvending.com	1998	Honda AfricaTwin
Bulent	Evcen	bulent.evcen@sbs.com.tr	2002	BMW R1150GS
Evren	Özpeker	eozepeker@oyakbank.com.tr	2002	Yamaha Fazer 600

their saddles the participants were into "control exercises, doing straight rides and tight turns with walking speeds, realizing what the rear brake stands for, how helpful it is to move ones body in low speeds, and how it helps to raise the level of vision, eventually doing quite tight circles in right and left directions and "figure of eight" turns. One of the most demanding section of OMM – ARAFlex is, without doubt, emergency braking. This practice involves stopping on straight line first from 40 km/h and then from 60 km/h with only the rear brake. After it, it is time to do the same only with the front brake. And, finally, applying both brakes. As usual new riders are reluctant in using front brakes (memories from the push bike experience) and one of the participants had to be convinced that his bike was actually capable to stopping at a much lower distance with his front brake than with his "faithful" back brake and another one blocked the front for about one and a half meters... a story to tell now, after picking up his liver from the floor. After the braking exercise, it was time for lunch break and for a lengthy and colorful conversation about many bike-related issues. Time now for steering exercises. For some of the riders it was difficult to accept that the bike was turning only by applying counter steering movements (push right to go right, left to go left). The basic slalom exercise

was followed by emergency change of direction with the OMM Observer standing in the middle of the approaching lane and at the last minute giving the riders indication on the direction to which he has to turn. Here OMM introduced a new form of slalom, combining with last minute turns. At this exercise the pilot rides to a set of 2 lines of cones separated about 10 meters from each other and the instructor stays in the middle of the second set of cones, giving last minute directions to the student. The student then has to make an S turn as it is shown in the diagram, making them complete 3 curves in a row. After this, we called the day. Another conversation and Q&A session about what they have learned and the whole group left. Few thoughts to share about this first experience as OMM Observer:

- First of all, working as Observer in a day like this makes you appreciate the level of patience the long-term Instructors. It does need patience.
- We also learned to appreciate the level of education OMM riders have been able to receive from various OMM - ARA courses with different instructors.
- Finally it is a satisfaction and pleasure to see bikers feel more safe & confident as well as more aware of the dangers with after a few hours of concentrated thinking and actions devoted to improve riding skills.

Report on OMM – ARAFlex Ankara by Selim Demirel.

We conducted the first OMM - ARAFlex for the Ankara riders on Saturday, June 28, 2003. It took 250 km's and 11 Hours. We met at a petrol station at the beginning of TEM and took the road at 07.30 hrs with one female and 8 male riders , experience varying between 2 weeks/ 50 (fifty) km's to 3 years/6000 km's, bikes varying between Honda 125 with kick start to Harley Davidson Dyna. Conducted by **Baran Kaya** and myself, the workshop started with a brief explanation of the rules for the day before moving to a convenient parking lot. Here we ope-

ned the exercises session with basic bike gymnastics and then we went to the Kaya Doruk Hotel on the TEM, just before the Gerede exit. They reserved for us an area of about 40 x 70 m and a conference room for our brief theory session. We emphasized mostly safety in biking, i.e., passive and active safety, SIPDE principles and a brief introduction to the "SYSTEM". This part took a little bit over an hour. Then we went to the secured place and started with training. We had following items covered:

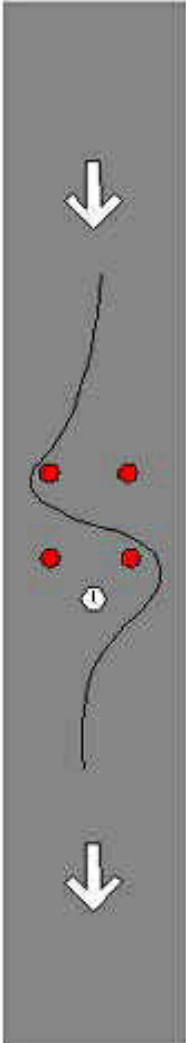
1. Walking with the bike
2. Balancing and walk around the bike
3. Slow speed riding, with instructor walking alongside the bike and changing the pace
4. Glove test for vision.
5. Pedaling feet and stability on bike. (Bike on center stand, we placed a biker on it with feet hanging down, touching him on the shoulder he felt the instability of this position. Then told him put his feet on foot pegs and demonstrate that he was in more stable position)
6. Slow speed circles
7. Turning 8's
8. Riding thru a narrow corridor of first 0.30 then 0.20 x 10 m, created with tennis balls, without touching them. Very good exercise for training "vision ahead".
9. Making L turns around a rectangle of 30x20 m.

We had our lunch break at 13.30 and started at 14.30 to reach the symmetric and huge parking area on TEM to Ankara for conducting the remaining exercises. There we had a visit from Motorway Police (Otoyol Polisi) in their Land Rover car. The Superintendent (Başkomiser) was the head of Ankara-Gerede section, Mr. Turgut Aydın. We explained him what we were doing and he was very pleased. He offered us his help and services whenever needed and declared that he would provide with an escort if we let him know next time we have our workshop.

Back to the workshop, the completed the remaining exercises:

10. Braking 50 km/h, rear wheel blocked, mark the point with half tennis ball (Pic. 7)
11. Braking with only front, mark the point
12. Braking front and rear mark the point and show the difference
13. Braking with ABS
14. Slalom (without explaining steering techniques)
15. Slalom, after explanation of countersteering.
16. Swerving with brisk counter steering at 50 km/h.

At the end of this session we made a race, "Slow Speed Contest" and the first three riders were, not surprisingly, the best pilots of the day with **Haluk Çevikel** as final winner. We distributed the Certificates of Participation and decided to meet the gang one evening on the week for explaining them our evaluation and handing over the first "OMM Ankara ARAFlex Slow Speed Contest Cup". **OMM**



Right to Learn, Learn to Ride

Body Steering

The last issue of the Bulletin had a F. Spencer note on "Body Steering" and several riders wrote back asking for more: in OMM – ARA workshops we rarely mention this technique preferring to focus on more essential elements of Advanced Riding. Fact is that "Body Steering" must soon or later come into the equation of a perfect ride. When Keith Code introduced his "counter-steering only" "no bull-shit bike" **CityBike Magazine** started a debate on "the ways to steer a bike" and this article is part of it. We selected the key chapters to make it easy to insert in the Bulletin. Before you start reading this is what Jon Taylor has this to say: **"On the matter of body steer, and with it 'hanging off', I fully agree with its advantages both theoretical and practical, however, where I tend to disagree with you on occasion is where and when it can be used to most effect. On the road I find countersteering both quicker and more effective for changes of direction. Try going down a twisty road hanging off first one side and then the other in very quick succession. You will become worn out in no time and it's one reason why racers have to be so very fit. As the writer of the article says "it's not a technique that's as aggressive as countersteering" and for that reason is used as 'fine-tuning' near the limits of adhesion. Mainly for that reason, I feel it's a technique that's most effective on the racetrack and when riding very fast on the road, rather than the sort of 7 or 8 tenths riding that is carried out normally on the road."**

Who's Afraid of Body Steering?

... Countersteering does a good job of making a bike lean, but saying that's all there is to turning is kind of like saying that chewing is the only thing to digestion ... Be that as it may, it's important to understand the forces that actually make the bike turn. The bottom line is that the whole point of leaning, steering or any other chassis manipulation we may do is to allow the tire to react with the road in a way that produces a force in toward the center of the curve. There are primarily two forces at work here: **slip angle and camber thrust.**

Slip angle is the difference between the direction the tire is pointed and the path that the motorcycle is actually traveling and is the result of deflecting the front wheel from its straight ahead position as you do when making a u-turn, for example, or when driving a car. The reason it's called slip angle is because your tire is never really as hooked up as you might suppose...fact is that in the real world we're all sliding to some extent when we ride.

...While slip angle works fine at low speeds, as speed builds so does centrifugal force and if you don't add some lean angle to balance this out, I'm sure you'll see that you would highside into oblivion. Lean angle not only maintains a bike's balance, it pulls double duty by producing the major player in cornering, camber thrust: camber being merely the term for a tire's angle from the vertical.

To find out how it works we asked Avon's Motorcycle Design Manager, Pete McNally, to weigh in on the subject. He explains, 'The lateral tire force due to the tire camber angle is known as camber thrust or force. At a given corner speed when leaning the bike over, the inside edge of the tire will want to travel slower than the outside edge as it is turning on a smaller radius. This is similar to pushing a cone shaped object over a table.'

To see how that behaves, find a tapered object, like a drinking cup, and roll it across a flat surface. Since the rigid cup has to spin at the same rpm at both ends, the larger circumference must travel farther than the smaller one so it must always turn in the direction of the smaller end. Tape two cups together at their large ends and you approximate the shape of a tire profile. If you tip it off center either way, it turns in that direction due to its camber thrust. Notice that it turns quite sharply even though its 'profile' is much less pronounced than any motorcycle tire. 'This is where tire compound, profile and construction come into play,' Pete continued. 'Tires with more triangular shapes can give more camber force as the footprint increases as we lean. In simple terms, the more pointy a tire's profile, the quicker it will steer.' You can see that a 'pointy' profile will have a wider contact patch, with a greater difference between its inner and outer radii, when it's leaning than a similar sized tire with a round profile will. And this probably accounts for this profile being popular in racing use.

...If you consider the angle the 'cone' makes with the road it looks as though the bike should turn around an impossibly small radius. Pete explains that, 'A bike, however, would not corner as tight as a cone due to cent-

rifugal force throwing the bike outwards and hence would travel along a larger radius.' Centrifugal force is really a pseudo-force since it is the result of inertia resisting your attempt to move the bike from a straight path, but its effects are real enough. By leaning the bike into the turn you create a balance between this force and gravity that keeps the bike from falling over, as we noted earlier. The combined result of these forces act down the bike's centerline to the tire contact patch, then outward from the direction of the turn counteracting camber thrust. It's the same force that causes the tire to slide out when it has exceeded the available grip. Since the force due to camber thrust is constant for a given lean angle and centrifugal force increases with speed, this explains why your turn radius increases as your speed goes up.

It turns out that the physics of cornering are unequivocally expressed in mathematical terms, so that the lean angle for any given bike/rider combination is proportional to the square of the speed and inversely proportional to the radius of the curve.

...If you increase your lean angle, for example, your speed through a constant radius turn will have to increase accordingly or, if the speed remains constant, the radius of the turn will decrease and that's exactly what we experience when we ride.

...The important thing is to grasp how they relate to each other and use that to understand your bike's behavior. For example, if you hold a constant lean angle and increase the bike's speed, the radius of the turn will increase as well and that's what happens when you gas your bike out of a turn. Why is that interesting? I'd say because it shows how throttle alone can affect your bike's line. So, for the sake of argument, we can definitively say that there is such a thing as throttle steering.

All well and good, but what does this have to do with body steering? Dave Bromfield had this to say about one of Keith Code's training drills, '...body movement does allow you to fine-tune lean angle and line in a more stable way than sawing at the handlebars. Code recognizes this explicitly at Level 3 of his course. An on-track exercise has you go through the corner and, just after you hit the apex, you're instructed to drop your chest to the gas tank. Dropping your CG in this fashion immediately tightens up the line.' Why should this be so? It so happens that a bike with a low CG must corner at a larger lean angle than one with a higher CG, this being mainly an effect of the contact patch offset created by the large tires used today. So if our bike's lean angle increases while maintaining a constant speed, the corner radius must decrease just as the formula predicts.

Looking at what we've discovered so far, it's interesting to note that no amount of throttle jockeying or dropping your CG (straight down, at least) will do a damn thing to turn your bike while it's straight up. ... Keith Code may have proven the value of countersteering, but he hasn't disproved body steering either.

However, trying to quantify the exact effect of body weight shift is next to impossible because a rider can move about in an infinite number of ways. All we can say is that shifting your weight, laterally for instance, can induce some lean, but since you're working against the gyroscopic stability of the spinning wheels it's not a technique that's as aggressive as countersteering.

As Reg Pridmore pointed out, 'Often times, I see riders who have been taught countersteering exclusively, and use it to the bad extreme. I have watched them push the bike right out from underneath themselves literally.' What we want then is a subtler, gentler method of adjusting our lean angle and body steering appears to be just the ticket. If we can change our line ever so slightly with relatively large body weight inputs, we've found a method to control it with precision. And body steering also seems to offer a way to control slip angle as well as lean.

... perhaps a recap is in order. Because of rotational inertia, a gyro (i.e. your bike's wheel) does not respond to applied forces as a stationary object would. Instead, the wheel will respond at a point 90-degrees in the direction of rotation from the point where the force was applied. The best way to visualize this is to spin a bicycle wheel and see what happens. If you turn the wheel as you would with a handlebar input, you'll see that it precesses (countersteers) away from the direction you turned it, as we just noted. However, if you simply tilt it as if you're body steering, you find that it does an interesting thing. The wheel turns in the same direction as it has been tilted, i.e. when you tilt it to the right, the wheel also turns to the right. The implication is that when you increase lean angle solely through body steering you not only increase camber thrust, precession throws in a bonus slip angle as well. Both together will tighten up your line and so it seems that weight shifting is a method whereby you can directly steer the front wheel to some degree. **omm**

One More Mile on the Road

Mike M. Paull (BMWMOA Member # 63045) recently spent few weeks riding in Turkey with Kazim Uzunoglu (OMM Rider and MotorEast Partner) as guide. We met in Gocek and he shared with us some of his experiences in riding around the world. At the end he gave us permission to publish on the Bulletin his article on Africa presented on the March Issue of "BMW ON" Magazine. (most of the pictures and some "Interlude" have been omitted to reduce the downloading problems of the OMM Bulletin)

GS'ing the Land of the Big Five – A Thanksgiving African Adventure

As one travels throughout Africa, you'll see constant reference to "The Big Five" – the lion, leopard, elephant, rhino and buffalo. Over the Thanksgiving holiday in 2002, I had the remarkable opportunity to journey through the Land of The Big Five in the company of world-renowned photographer, writer and motorcycle adventurer Helge Pedersen, and Willie Joubert, an African tour and expedition operator now living in Vancouver, BC. We were in Africa doing a pre-run or "recce" for a "Globeriders™ African Adventure 2003", which will be conducted in OCT/NOV Of 2003. Take one Norwegian, one Canadian, one American, mix with three BMW GSs, a week's supply of canned sardines, and you have the makings of an Africa Adventure.

A COSMIC INTERLUDE

Wednesday 04 DEC 2002, LAT/LON S17°41'061" E023°22'371", The Caprivi Strip, near the confluence of the borders of Namibia, Angola and Zambia. A broken layer of sullen clouds cover the sky, hoarding precious moisture from the parched land below. Today, celestial mechanics will result in a solar eclipse. Officially classified as "annular", the occlusion will be so close to 100% we consider it "total". We're camping in the bush, solar glasses and cameras ready, praying that the clouds will break and give us a glimpse of this rare event. Although we hadn't come to Africa exclusively for this, Willie carefully guided us to a remote campsite to make sure that we were as close to the center of the umbral path as possible – all for 80 seconds of uncommon morning darkness. Our prayers are answered as a large break in the clouds gives us an unobstructed view of the cosmic event. Looking like a new-millennium off-shoot of the punk band Devo, we don our cardboard glasses as the moon travels across the face of the sun, and darkness settles over the land. For a few fleeting minutes, the moon blocks the natural fury of the sun. The strident bird calls fall silent - even the hoards of insects pause their incessant chirping and buzzing, perhaps confused by this sudden night. As the sun reclaims its rightful place in the sky, the clouds return, and the birds and bugs resume their background din. The morning is reborn – life goes on as it always has in Africa.

Mid-OCT 2002 – AN AFRICAN THANKSGIVING?

In fact, I hadn't planned on being in Africa for Thanksgiving. Earlier this year, I had the fortune of participating in Helge Pedersen's "Globeriders™ World Tour 2002", a 65-day, 11,000 mile journey from Shanghai, China to Munich, Germany. Although an accident resulted in my being medically evacuated back home part way through the trip, I was able to re-join the group for the conclusion, my enthusiasm for motorcycle adventure touring undimmed, my respect for Helge undiminished. I wanted to see more of the world from the saddle of a Beemer.

At the conclusion of the World Tour, Helge invited me to join him in planning for an Africa Adventure Tour, which he hoped to conduct in 2003. This entailed a pre-run or "recce" so that we could waypoint the route, select accommodations, activities, ground logistics partners, and ferret out potential problems in regard to personal safety, security of the bikes, visas, border crossings, fuel availability, and all the myriad details and concerns when shepherding a group of motorcyclists in a foreign land. We had originally planned on doing this early in 2003. Schedule conflicts manifested themselves - long story short, we moved up our pre-run departure to 12 Nov 2002, at the time, less than three weeks away!

LATE-OCT 2002 – FINAL PREPARATIONS

For the World Tour, the route was known, roads were generally expected to be good, and all accommodations were arranged in advance – no camping required. For the World Tour, I needed only my road gear, clothing, tools, spares and credit card. Since we'd be traveling mostly on paved or graded roads, I shipped my 2000 BMW R1150GS.

For the Africa pre-run, we were going in "cold", conditions and accommodations unknown, and camping a certainty. Dining would be "a la can", not "a la carte". Although I had just completed a three-day "Off-Road Adventure Camp" with world champion racer and editor Jimmy Lewis on my oilhead GS, I decided to take my 2002 "TT39" BMW F650GS Dakar to Af-



rica, thinking that the longer travel suspension, (somewhat) lighter weight, and 21" front tire would serve me well.

Although Helge had traveled extensively through Africa before (see a detailed account in his eloquent photo documentary "10 Years on 2 Wheels"), we needed current information. Luckily, we were referred to Willie Joubert, South Africa born; now residing in Vancouver, British Columbia. Willie runs an off-road school in BC called Offroad Academy, and also conducts a number of self-drive African overland tours in rented Land Rover Defender 110s every year. Not only was Willie as experienced an African "ground operator" as we could hope for, he also did a lot of motorcycle riding in Africa in his youth on an original Triumph Tiger. An initial meeting in Helge's home resulted in a rough itinerary and route, and best of all; Willie agreed to join the pre-run on a rented R1150GS!

Helge's R1150GS Adventure was already on its way to Walvis Bay, Namibia, wending its way from Germany, where he had left it at the conclusion of the World Tour. I needed to get my Dakar to Africa. A quick call to the ever affable and amazingly efficient Gail Goodman at Motorcycle Express resulted in "roll-on, roll-off" air shipment of my bike from Vancouver, BC to Johannesburg, South Africa via Lufthansa Air Freight.

The only "gotcha" we discovered was that we needed a Carnet de Passage in order to ship the bikes into South Africa. For reasons lost in bureaucratic antiquity, some countries are concerned that one might import a vehicle, then sell it, causing irreparable harm to the local motorcycle manufacturers (of which there are none), or to the local economy (a US-purchased BMW costs over 30% MORE in the States than one in South Africa – I'd have to sell it at a loss – why would anyone do that?). Nonetheless, rules are rules. A Carnet is essentially a bond that you pay to the Carnet authority (in this case, the Canadian Automobile Association or CAA). They, in turn, issue you the Carnet. The Carnet shows foreign Customs people that you have posted a bond, which you will only get back if the bike is returned to its country of origin. The Carnet is stamped when you import the bike, again when you export the bike, and is finally stamped by US Customs, proving the bike made it home. In my case, the bond for the Dakar was over USD\$7,700.00! With Carnet in hand, air shipping arranged, and our guide selected, we were ready to go, almost....

My sister, Lily, is a nurse. My wife, Aillene, is studying to be one. Between these two indomitable forces of medical care, there was no way I was going to Africa without a visit to the local Travel Clinic, and a full set of inoculations. Like a human pin cushion, I received injections for: hepatitis-A, hepatitis-B, typhoid, yellow fever, polio, and a tetanus booster. In addition, a 60-day, once a day prescription for malaria, which causes sun sensitivity in some people – and I'm going to Africa! So, SPF 45 sun blocking lotion was added, along with a long-acting insect repellent. A word of forewarning, the hepatitis series alone is given over a period of six months, some solid pre-planning is required here (fortunately, I had started my series months earlier in anticipation of future travel).

THE" TT39" F650GS DAKAR

I purchased my 2002 BMW F650GS Dakar from Ride West BMW in Seattle, WA. The Dakar has a 21" front wheel, and a bullet-proof BMW-spec engine largely built by Rotax in Austria. With a name like "Dakar", how could I not choose to ship this bike to Africa?

Since fuel availability was unknowable, I had Ride West install Touratech's "TT39" kit. This included two "pannier" style 11-liter auxiliary fuel tanks, bringing the total fuel capacity to 39 liters – or a cruising range of over 600 kilometers! However, although petrol is precious, you can't live without water, thus, I elected to keep one of the auxiliary tanks "virgin", and carried 11 liters of potable drinking water in case of an emergency.

From Touratech, I also mounted a set of their excellent 35-liter cargo panniers, a GPS mount for my Garmin MAP 176 GPS, radiator guards, bar risers, hand protectors, chain guard, brake caliper guard, wide foot pegs, front fork springs, and a WP heavy-duty, long travel rear shock. From Wunderlich came a new front fork brace to allow installation of fork boots (to protect the fork seals), and a folding shift lever.

From Best Rest Products I purchased a large Cargo Rack and Cycle-Pump, a compact and ruggedized 12VDC tire pump fitted with a BMW-style accessory plug. To the Cargo Rack, I fitted a Pelican Case, with Velcro'd foam inserts to protect my digital camera, Fujitsu notebook computer, and other electronic gadgets.

Since unleaded fuel is not universally available in Africa, I "lost" the stock catalytic converter by installing a Remus exhaust system. Finally, since the TT39 kit comes unpainted, I had the whole bike and panniers painted BMW Mandarin Yellow, a custom color for the Dakar, and the same color as my R1150GS (you know, so I could save on touch-up paint).

12 NOV 2002 – AFRICA BOUND!

On TUE 12 NOV, I departed the cloudy and rainy skies of Seattle on NW/KLM Flight No. 34 bound for Amsterdam, where it was – cloudy and rainy. After a short transit, I boarded KLM Flight No. 8439 for Johannesburg, waltzed thru customs and immigration, and spent the night at the excellent Airport Sun Inter-Continental Hotel. The next morning, I found my way to Lufthansa Cargo to secure my bike. I ran into immediate problems trying to find anyone at the Customs building to sign-off on my Car-net, but patience and humility won the day, and I proudly rode the Dakar down the freight loading dock onto African soil for the first time.

Willie had flown in the day before, and had already picked-up his R1150GS, fitted with a BMW tank bag, System cases and trunk. Our initial routing had us heading due west out of Johannesburg, South Africa, across the whole of Botswana on the Trans-Kalahari highway, meeting up with Helge in Windhoek, Namibia in two days time.

Our planned route from Windhoek had us traveling down western Namibia, south to Cape Town, then clocking around the Horn, up the Garden Route, thru Swaziland, back into South Africa to get to Botswana, a side trip from there into Zambia to visit Victoria Falls, a daytrip to ride elephants in Zimbabwe, then back through Botswana to Namibia's Caprivi Strip, down the Skeleton Coast to Swakopmund, again into Windhoek, and back to Johannesburg; six African countries, over 13,000 kilometers, in just under 30 days. I couldn't possibly recount the whole trip, but some highlights follow, along with a few "interludes" detailing my experiences and thoughts as we journeyed through the Cradle of Mankind.

16 OCT 2002 – REPAIR IN WINDHOEK

Having blasted across the scorching heat and monotonous scenery of Botswana in record time, we made our way to the Windhoek Mountain Lodge, a motorcycle lodge run by German-born Rolf, whose company, Gravel Travel, runs a fleet of Yamahas on "gravel road only" tours in Namibia and South Africa. The road to the lodge was my first experience on "African gravel" roads, and it was red earth, lots of loose gravel, and the sun was setting. Up on the pegs, I began to get comfortable with things, when I heard a sharp, wet gushing sound, and was immediately covered in a sticky spray. I came to a wavering halt, thoroughly confused and understandably alarmed. Two days into a month-long ride, miles from a BMW dealer, stranded on a dirt road in Africa – a great start!

I started removing the cover panel and left-hand auxiliary tank. The problem was readily apparent – the gushing sound I had heard was coolant geysering through the breather cap on the surge tank, which then blew completely off. I was covered with coolant. The system had failed so rapidly that the coolant temperature light didn't even have time to come on! With no recourse other to carry on, I walked back down the road and found the surge tank cap, replaced it, wiped things down, let the bike cool, and made my way slowly to the lodge – fortunately, it was only a short distance down the road.

The gods were smiling – as it turned out, there was a BMW motorcycle shop in Windhoek, the Motorcycle Centre, owned by Mike de Kock, a Kawasaki/BMW dealer. I made my way there the next day, and found an excellent dealership that went way out of its way to help a traveler in need. Before leaving Seattle, I had the bike checked and serviced. I made a specific request to have the cooling fan checked, as I had never heard it come on. The shop said everything was OK, and the bike only had 3,000 miles on it at the time. In Windhoek, Mike and his crew tried to diagnose the exact problem, but, their MoDiTec (BMW-supplied motorcycle diagnostic computer) was down – it failed to reboot and errored out after they attempted to load the latest software revision. Even the touch screen,

which was the only available input device, was dead.

Ten years at Microsoft paid off. Although I joined that fine company as a mechanical engineer, and retired as a "management puke" (and was surely considered the least software savvy person in the company by my group), as they say "in the land of the blind, the one-eyed man is king". No one in Windhoek had any idea of how to even attempt a fix for this expensive diagnostic tool. With great self-interest as the motivator, I offered to trouble-shoot their system, and remarkably, got it working with the new software. This enabled the techs to download a number of recent cooling fan faults from the bike's engine management system, and the simple application of 12VDC, with no result, clearly showed a dead fan motor. Of course, no fan motor was in stock – anywhere in Africa. Proving their passion for customer service, they pulled one off of a bike they had on the floor, re-assembled the bike, re-checked the fan, added new coolant, changed the oil and filter, and adjusted and lubed the chain – all under warranty, even though the bike was not in Africa's system, and whether or not the shop would ever be reimbursed by BMW was in question. In addition, being a Saturday, the shop normally closed at noon, but the techs stayed well beyond that time to get me on the road again.

When things were wrapped up, Mike invited us to "the pub". Since no one could make living selling BMWs in a country where a full-time clerk makes USD\$200.00 a month in wages, it turns out that Mike also owns the adjacent convenience store and gas station "to help pay the rent". Apparently "to help spend the rent", around back, he has a private "pub" for his customers – a well-rounded dealer indeed! Word had gotten around that "The" Helge, an American, and Canadian were in town, so some of the local riders wanted to stop by for a chat. We spent an enjoyable afternoon bench-racing and tipping back some great Namibia brew. The next morning, it was off to the dunes.

17 NOV 2002 – THE NAMIB DUNES

A lonely stretch of narrow "tar" road leads from the camping area at Sosusvelei to the fabled Namib Dunes, considered by many to be the greatest dunes in the world. The gates to the dunes open at 5:30 in the morning, and we are first in line, as Helge wants to shoot pictures at the dunes at first light. We head out on the pot-holed road, racing against the rising sun. Incredibly huge, and a rich tannin/red in color, the dunes seem to go on forever. A mandatory stop for any overland tour in Namibia, we see a wild variety of overland trucks, buses, Land Rovers, and Toyotas that have never been imported into the States – we're the only "1x2s" in a land of "4x4s". A Dutch group in an overland truck takes pity on us munching our breakfast bars and offers us coffee and tea.

Unfortunately, although 4x4s are still allowed to travel into the "deep" dunes, motorcycles are not. As happens far too often, one fool on a bike ventured off the approved route and went dune riding several years ago, resulting in motorcycles being banned from traveling beyond a certain point. Tread lightly, else you may not be allowed to tread at all.

INTERLUDE – THE ROADS OF AFRICA

For some reason, it never occurred to me that in Africa, you drive on the "wrong side" of the road. The imprint of British colonization rules here still. Because it took me a while to get used to driving on the left-hand side of the road, I developed a mental trick – I just thought of it as a continuous passing maneuver.

A good system of asphalt roads (or "tar" as they're called here) spans all countries, although rather than spending the money to fill potholes, it's not uncommon to see roads signs warning "Potholes Next 20 Kilometers!" In another money-saving trick, signs saying "No Lane Markings" are all too regular, negating the need for spendy road striping. Perhaps it's for the best. In the States, we paint our fog lines (the outside lines marking the edges of roads) in white, and centerline markings are in yellow. In Africa, the reverse is true, with the edges of the road painted yellow, with the centerline being a white dashed line, often leading to the impression that you're on a two lane-wide road, when in fact, it's a single lane in each direction.

In a final masterstroke of frugality, beware if the road suddenly widens, and the white centerline dashes get very wide and long – the highway has just become an emergency airstrip, the ultimate in multi-purpose infrastructure!

Several years ago, BMW ran a brilliantly captioned ad for the new oilhead GS. I don't remember the tag line exactly, but it was something along the lines of "98 per cent of the world's roads are unpaved". No where is this more evident than in Africa.

Preternatural alertness is a must. In Botswana, range fences are generally

absent, meaning all manner of goats, sheep, cattle and other domesticated livestock, chickens, and even children wander all over the roads. Adding to the color and confusion, wildlife of all species, from turtles to ostrich, to elephants, complete the road hazard set. After taking out at least three birds, which invariably flew directly into his front wheel, we dubbed Willie the Bird (Strike) Man of Africa!

26 NOV 2002 – DUMAZULU ZULU VILLAGE, ZULULAND, SOUTH AFRICA

As is now true the world over, the many peoples of Africa have been touched by the first world's lifestyle and technology – the old ways of life are gone forever. With the possible exception of a remote Bushman or Himba group, the nomadic hunter/gatherer is but a fading memory. The closest we could get was a visit to the Dumazulu "Zulu Village", a living museum attempting to recreate the traditional lifestyle in a Zulu village or "kraal".

As we chatted with our Zulu "guards" waiting for our tour to begin, we learned that one of them had eight wives, and another had eleven! When he heard that each of us only had one, he offered to give Helge a wife on his next visit, "to make beer and take care of you!" During our tour, we learned that the dowry for a Zulu bride was eleven cows, ten for the bride's father, and one for the mother. Our friend must have had a very large herd of cattle...

Apparently, life in the village is good. Halfway into the tour, our guide announced "You will now hear a demonstration of Zulu music, and will have the chance to smoke marijuana!" She then introduced us to the oldest man in the village, a spry 70 year-old who sang, played and drummed for us, then proceeded to light a water-filled horn of marijuana, demonstrating the proper technique. He offered the pipe to the crowd, but no one took him up on his kind offer. We learned that on a busy day, he did his demo 10 times. I suspect on a slow day, he still stuck to his schedule, perhaps explaining his gentle music, generous smile, and long life.

30 NOV 2002 – VICTORIA FALLS, ZAMBIA & ZIMBABWE

If the solar eclipse was the celestial high-point of our trip, a visit to Victoria Falls is surely the scenic "must-see" for those Africa-bound. Because of the generally deteriorating conditions in Zimbabwe, and concerns over getting our bikes through Customs there, we chose to stay on the Zambian side of the Falls, and take a bus over to the Zimbabwe side.

The Vic Falls area is unique in that the principle form of currency is the US Dollar – many businesses won't even take the national currency, the Zimbabwe Dollar (worth USD \$0.01819 at the time). Every manner of tourist attraction is concentrated around the Falls. Although we passed on river rafting and bungee jumping, we did sign-up for two of the more spectacular activities, a microlight flight over the Falls, and an African elephant ride!

Unfortunately, because we timed our trip to end before the beginning of the rainy season, the Falls, although still breath-taking, were but a diminished trickle of their prodigious peak flow. Almost a mile wide, the Falls can send 500 million cubic meters of water a minute into the gorge below (500 million cubic meters equals 1.76573e+10 cubic feet!).

A spectacular microlight flight over the falls made up for the lack of water (a microlight is essentially a powered hang glider, with a two-person "trike" suspended below the wing, no fairing or cockpit). From the air, we spotted more game and wildlife in 30 minutes than we saw elsewhere the rest of the trip. Confirming the disaster that human encroachment and poaching have had on many species of African wildlife, my pilot pointed out a small group of five "wide" rhino, the last remaining rhinoceros in all of Zambia.

Surpassing even the microlight flight as a "reality experience", the African elephant ride was simply amazing. Believe it or not, the world's finest elephant handling institution is in Little Rock, Arkansas – our guides had all been trained by graduates of that school which is founded on the principles of positive reinforcement. We learned that an elephant has one-hundred thousand muscles in its trunk. We also learned that a fully trained elephant can fetch USD\$100,000.00 in today's market.

African elephants are much larger than their Indian cousins, but, with their huge padded feet, give a nice, soft, controlled ride, far more comfortable than any horse I've even ridden, and a huge improvement over the bone-shattering aftermarket seat on my Dakar.

INTERLUDE – DINING "a la CAN" vs. "a la CARTE"

My wife Aillene and I enjoy cooking, and sampling new recipes and cuisines. Trying out new dishes is an important and integral part of any travel

experience for me. I dislike long, drawn-out white linen dinners, and abhor hotel restaurants, preferring to hang "where the locals eat", or play gastric-roulette with street vendors. In all my travels, I've experienced food poisoning only three times, all at fast-food places, all in America.

I knew that Helge is vegetarian, or, to be more precise, a Norwegian vegetarian or "Norvegetarian" – loosely meaning that he'll eat it if lives in water, and has more than four or less than two legs (fish come to mind, crabs too). Having served with the South African Special Forces, Willie will eat whatever's available and the lower the cost, the better. Needless to say, my travel partners and I were about as far apart in dining expectations as could be.

Because of the ambitious routing that we planned for ourselves, we often got into campsite late, and with darkness falling, cooking was out of the question. Thus, unless at a lodge, we dined "a la can", with sardines (which must be the Norwegian national mascot) often the star attraction. For all of its vast lands, Africa seems to offer little variety in canned goods, with a dreary repetition of the same brands and goods no matter which little market we shopped at. You want corn? It comes from one company, and they only produce cream-style corn. Corned beef (or "bully beef") comes from a number of companies, but it all tastes the same. Bread, when available, was usually white, its soft texture often being improved from having been squashed in our panniers.

Since water is scarce, maize (corn) is a common starch, and it's often milled and cooked to the consistency of mashed potatoes locally referred to as "pap". One of the best meals I had, against the advice of my guide, was a fragrant serving of mutton curry with pap at a local border post. Africans are major meat eaters, but, excellent seafood, rivaling anything I've had in Seattle, is widely available as well. When dining "a la carte", great meals abound, at incredibly low prices (by US standards). In addition to the ever-present beef items (often referred to as "rump"), snails, ostrich, and Africa game like Gemsbok or giraffe tail are commonly available. Even more amazing, highly drinkable South African wines abound at prices from \$1.00 to \$5.00 a bottle, even in a restaurant!

12 DEC 2002 – RHINO CAMP, DAMARALAND, NAMIBIA

Towards the end of our trip, we decided to do some more technical riding, leaving the predictability of tar and gravel roads for riding and camping in the "bush". In Damaraland, Northern Namibia, the terrain varies from rocky narrow valleys, to red sandy washes, to stark grey moonscapes.

Halfway through our day, we rounded a bend in what generally looked like a dry river bed, and came upon a scene from a Stars Wars movie – the privately run and funded Rhino Camp. Like many attractions in Africa, the camp is truly out in the middle of nowhere. What gave it its Spielberg-esque appearance were a scattering of plastic dome living quarters surrounded by thatch fences, and solar panel and radio towers surrounded by the pervasive sands of Africa.

Although we didn't see any rhinos, and the desert elephants had passed through the day before, we learned a lot about these shy animals, and the difficulties a mother rhino has in rearing its young (a female rhino will only bear young at five to six year intervals). And, even if wildlife evaded us, the camp owners and staff made clever use of materials from a nearby abandoned mine to fashion and populate the desolate valley with a clever inanimate zoo- "Junkyard Wars" Namibian style.

FINALE – SCENES OF AFRICA

My ride was an amazing experience. Africa is the cradle of mankind – it encompasses cultures, people, flora, fauna, and scenic wonder unmatched anywhere. I can't wait to return, to see more of this foreign and varied land, populated with an astonishing variety of wildlife and gentle people. I hope that, someday, you too can ride the tar and gravel roads of the Kalahari and Namib Deserts.

TIPS FOR THE AFRICAN-BOUND MOTORCYCLIST

Visit your travel clinic early! Several recommended inoculations require a series of shots given over a three to six month period.

Check to see if you'll need a Carnet de Passage for the countries you intend to visit. Although not required by all nations, and you'll hear stories of some travelers managing to get by without one, all it takes is a properly informed Customs official to bring your journey to an immediate halt.

Keeping properly hydrated is a real concern. Although water is readily available, drinking regularly and often on a motorcycle is problematic. Many types of hydration systems (like the excellent Camel Back, MSR and Dromedary products) can be carried on your back, allowing you to drink underway.

The best combination of riding gear is a hot-climate, breathable set of jacket and pants with built-in padding, lightweight enduro-style gloves and a good waterproof outer suit for rain. Make sure your jacket and gloves COMPLETELY cover your wrist, with a good overlap at the gauntlet. Even the highest protection sun-blocking cream can't prevent sunburn from thirty days of exposure to the Africa sun.

Sharp rocks, huge plant thorns or an impact puncture can easily strand the most capable bike. Even with tubeless tires, spare inner tubes, tire irons, a good patch kit, and air pump are a must. An electric pump will allow you to air down your tires for safer driving on gravel and heavily corrugated roads. **omm**

OMM Ring of Friend

Trans Americas by BMW motorcycle Guinness World Record

Kevin & Julia Sanders write: "Just a short note to let you know that the Globebusters new look website is now fully launched. Packed with pictures, route maps, preparation info about the trans Americas Guinness World Motorcycle Record, you can follow the challenges we encounter through the news reports and photo gallery. The official start date for the ride 18 August 2003. The aim is to smash the existing record by more than ten days. Log on and see if we make it! GLOBEBUSTERS www.globebusters.com"

Fom Ted Simon at www.jupitalia.com we received his note closing his "Jupiter return"

"Hi Everybody, Although the journey ended, officially, on June 20th, I am

still chasing my own tail, trying to complete all the things that I promised myself to do. Getting knocked over by a car 12 days ago has not helped my agenda. if you haven't noticed yet, the web site is up to the finish line, but there is still much more I want to put in it. I'd like to give you my appreciation of the various bits of kit I used - particularly the ones that worked out well. I have many people also to acknowledge, who helped in many different ways. And there is unfinished business, in terms of topics we began to discuss and which I would like to keep open. All this will, I hope, come in the near future.

Meanwhile I am nursing my backside, and preparing to leave England on the 15th and face whatever havoc awaits me in California. And after that, there will no doubt be more dramatic developments in my life. I hope we can keep this thing together for at least a little while longer. Thanks to those who congratulated (and commiserated). Until we talk again, Ted **omm**

On Your Bike: Excuses for Ride

EMOK is the organizer of the 3rd race of Turkish Moto cross Championship. The race will be held on 26-27 July at Wattabe Outdoor Sports Club near Kucukcekmece lake. This race will be a good opportunity for bikers to come together and to take advantage of various sports activities offered at the selected location, namely ATV, motocross, catamaran, sail boat, kayak, bicycle, motorcycle training for beginners. We invite all fellow bikers to Wattabe for race excitement, an active sports or just a relaxing week-end, sun bathing by the lake. For additional informa-

tion about the race please contact our race coordinator Mustafa Celenk mustafa.celenk@emok.org T 216-3493424. For additional information about Wattabe and its location please visit www.wattabe.com

The full list of events, rallies, races organized in Europe by members of the FEMA is available at www.fema.ridersrights.org. These are called "FEMAX" events and represent some of the most interesting meeting for bikers in the continent.

Small Hotels , boutique hotels in Turkey are now on line at www.nisan-yan.net **omm**

Ride in Gear

Crash-barriers or guard-rails are comforting the drivers along motorways and on curvy roads but they can turn into a biker's nightmare in case of accident. Following a strong campaign by FEMA, on Monday 23 June 2003 the first motorcycle-friendly crash-barrier in The

Netherlands was revealed. You can find more information and photographs at www.fema.nl/crashbarrier

Newly imported from Motomax two special editions of great bikes: Aprilia ETV 1000 Caponord Rally Aprilia Pegaso Tuscany-Tibet **omm**

Ride and Think

From John Surtees, the only man to win Formula One championships on bikes and in cars.

"You come close to the unity of man and bike in a Grand Prix car in the rain. Only then was there the same sensitivity, the softness of controls. But even Grand Prix cars lack that delicate flow of messages a bike's always relaying, and you feel removed from the machine by contrast." **omm**

one more mile

www.ommriders.org

OMM BULLETIN ISSUE 48

This Bulletin is edited by Paolo Volpara volpara@home.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 online.

For more information about OMM visit our web site at www.ommriders.org

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