



OMMRA Information Bulletin May 2000

From Paolo Volpara on Tuesday, May 16, 2000

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

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Visit OMM site at: www.ommriders.com

Dear Riders,

It was the period of training with **Mick Wheeler** moving down to Turkey to share with us his knowledge on smooth riding.

- On April 27 at Durusu Park Tower, in a winter scenary full of fog, rain and mud, bikers congregate to listen to the theory lesson: a full day of discussion about safety, smoothness, position and cornering. In the following four days two groups for a total of 14 bikers took hard and sharp roads to put into practice the lessons learned under the gentle teaching and severe examination of Mick. The first group was basically formed by students of the 1999 OMM Class: **A. Ak, S. Karadag, C. Turker, K. Unal, Y. Icgoren**, new to the OMM training joined this group. The second group included all new OMM friends: **T. Shindel, B. Cedetas, A. Yonder, I. Ozturk, F. Domanic, N. Akin, B. Boytorun and A. Erciyas**. Weather was still bad for the first day but we could read on the sky sign of improvement: the second day of the first group and the two days of the second one were perfect. The area from Sile, Agva, Kandira, Karasu and Akcakoca along the Asian shores of the Black Sea to Duzce was the arena for the first sessions and the roads from Bolu to Goynuk, Geyve, Iznik to Yalova took the second day of teaching. All riders came out with flying colors and the night of May 3 Mick presented the Advance Riding Techniques Certificates. More details on the course (and pictures) will be posted in our Web Page Training Section by the end of this month. (By the way, if you, participants to the Course, have some real nice pictures send them to me by e-mail). The message from this course comes from a note I received after the rides from **Yakup Icgoren**. It says, "I would like to thank you and OMM members again for arranging a course like this. I enjoyed myself very much and believe learned a great deal from Mick and you guys. All of your riding skills are extremely good, but what is better is your willingness to learn more. I also appreciated your desire to share what you know." This is the real catch: it does not matter how well you ride or how fast you go. The real important attitude is to go on the bike every time with the desire, focus, tension and attention to learn. This is what OMM is about and on this direction we will work to improve our contribution to the Turkish biking community. **Selim Karadag** was responsible for the whole

organization of the Course and he placed a lot of work in order to have a smooth development of the event. Not satisfied with his fatigue, Selim is now planning a new ART-OMMRA Training Course in October and with this Bulletin you are all invite to enter.

- Advanced Riding Techniques and One More Mile Academy invite all Riders to the second training Course 2000 for Intermediate and Advanced Certificates. The course will start with the Theory and Slow Maneuvering day in Istanbul on October 26. The following day the student group (divided in two sections with a maximum of 8 riders per section) will leave Istanbul under observed rides with destination [Kas \(Club Capa Hotel\)](#). 28 and 29 will be dedicated to Teaching on the Kars area. On October 30 the two Groups will return to Istanbul under Observed riding rules. This course is really a special one with good riding itineraries and the opportunity to have some fun on the South Coast. On the transfer rides we will accept co-riders while the riding days around Kas will be reserved to pilots only. Please send applications to Selim Karadag (selim.karadag@teklan.com.tr) specifying your riding experience, your bike model/maker/year and the presence of a passenger for hotel reservation. Selim will get in contact with you to evaluate your application and, if accepted, to define costs and logistic details.
- On May 7 two of the old founders of OMM Group, **Feza Haznedar** (feza@haznedar.com) and **Levent Baki** (leventbaki@superonline.com) organized a second Rally of Gold Wing in Istanbul. 17 Wings (including **Sinan Sezer** and myself) paraded from Istanbul to Polonezkoy and later on Bagdag Caddesi. The event was just a splendid display of bikers and machines; if you have not seen a big group of Wings travelling on line you missed a great biking experience. Do not underestimate the power of the Wing and check at www.ironbuttgoldwingers.com for some serious long distance riding on these machines. During the Rally it was decided to organize an informal "Gold Wing Club" bringing all Gold Wingers of the Country together to develop and divulge the Gold Wing Concept in Turkey. The Club will organize social activities and trips supporting Wing Riders in their technical and riding needs. Feza was nominated "First President of the Gold Wing Club of Turkey". Mr. **A. Saral** and Mr. **E. Akar** were appointed as assistants. You may read more and keep you informed on the Club life at www.haznedar.com
- A friend bikers in Turkey, **Ian Johnson** wrote back after receiving the March Bulletin: " I really enjoyed the newsletter, especially the reference to Cavdarhisar. It must be coincidence because I was only there on 25th March. It felt like a bit of a stretch in a day to get there and back & see the sights but it was well worth it. I especially enjoyed the return roads between Cavdarhisar and Inegol and then to Iznik. Lots of swoopy bends, very little traffic...absolute bliss (even on a 12-year-old BMW R100 GS)" Ian and OMM plans casually met this time but it is a good opportunity to invite all of you to see our trips reports on the Web Site and to try with your friends. During the month we added the "1000 Corners of Marmara" and we are ready to insert a new "1000 Corners of Bolu". A group of OMM Riders will be from May 25 to May 28 on the Midilli (Lesvos) island and we will report on the travelling experience. Again: if you have a nice ride to suggest please e-mail it (in Turkish or in English) to us and we will try it.

- **Ted Hartshorn** a biker from Miami Florida is crossing Turkey on his way to India and Australia in a six month tour. Photographer by profession, Ted was supported by **Levent Baki** and Berke new Mechanic **Olkan** (+212 2577037) in servicing the bike and changing tires. Istanbul is the last stop for service if you go east and Ted gave preference on his GS 1100 to Michelin 66. His bike was professionally prepared with several Touratech accessories (including a mega tank) and Jesse Luggage System. (The best for Long Distance Riding at www.jesseluggage.com). We had some chats with Ted and he promised to report on his adventure.
- The calendar for the next months looks quite interesting. On June 22, Cemil Turker and myself will try the exploratory ride “Four Corners of Turkey in Four Days”. This is a 6.000 kilometers ride in 96 hours to prepare a similar international Rally next year. We will provide full report after the event on OMM web page. On July 14/15/16 we will continue our historical trip trough Turkey covering the area around Afyon. We also plan an observed ride in June and you will be informed on time.
- The Tourance tires from Metzeler mounted on my BMW R1100 GS only 5000 kilometers ago had to be replaced. The front tire developed a set of cracks/cuts all along the external ring where the sculptured thread meets the tire walls. This seems to be construction default experienced also by Mick Wheeler in England. The difference is that the local importer refused to accept the claim and to refund part of the tires cost as his English counterpart did. Not only: Metzeler Turkey did not have a front Tourance so I had to change and pay for replacing front and back. This is not a good service from this Company and all riders should be aware of this lack of cooperation. **Eren Tor** (OMM Rider) is now in correspondence with Metzeler Germany to see if the Principal supports the Turkish Dealer’s attitude. More on the next bulletin.
- Gloves, gloves and more gloves. The search for the perfect glove continues: after the failure of BMW winter gloves getting soaked in a light rain another of the Bavarian firm product failed the test. It is a set of BMW gloves Summer Gore-Tex with Rubber and Leather inserts on the palm top. After two years of light use the inside is now coming apart and it takes long time to wear it. I would not be disappointed it was not for the price BMW charges on these items. They are dearly expensive and they should last longer. **Selim Karadag** is now testing a new Richard Schalber pair of gloves reinforced in carbon fiber: I have the plain version and it is performing extremely well. More news when we have a definitive opinion.
- OMM has a good e-mail-friend in USA called **Ahmet Buharali** (he rides a 2000 BMW R1150GS, a 1993 Yamaha FJ1200/ABS and a 1992 Yamaha FZR 600). Ahmet has been luckily accepted to participate to the 2001 Iron Butt Rally. This is the longest and hardest Long Distance ride in the world covering 11.000 miles (17.700 kilometers) in 11 days. Participation is severely limited and I am sure Ahmet will report to us his experience.
- An old love of mine Moto Guzzi has been sold. “In a surprise move, Moto Guzzi announced that an agreement was signed today, for the acquisition by Aprilia of Moto Guzzi and the three commercial companies Moto Guzzi France S.a.r.l., MGI Motorcycle GmbH and Moto Guzzi North America Inc. which are all owned by the Moto Guzzi Corporation. The purchase price which includes Aprilia taking on the debts of Moto Guzzi is equivalent to 132 billion Lire. The agreement is still subject to

the approval of Moto Guzzi shareholders” We will see Moto Guzzi in Aprilia/Kawasaki Dealers in Turkey?

- On the web: a new shopping place for Boxer lover at <http://www.gs-fun-factory.de>. This must be the ultimate catalogue for BMW and the people on the Factory also provide service on appointment. On June 9 to 11 the Ducati fans will meet in Italy at Misano Circuit: it look like a group of Turkish riders will participate: you can get more information at www.ducati.com/wdw2000/wdw_home_it.html and pass as any news if you go. Check the bizarre site at <http://www.malehorn.com/lugelessness.htm> where you can register the longest “slide” you had on the tarmac with your loved bike. For more serious Long Distance Riding news go to www.lriders.org and get in contact with serious bikers around the world. One of the best sources of news on the bike world can be found at www.mcnews.com. The product analyses on this page are totally unbiased and reliable. In Turkey we got across a new (?) site dedicated to Enduro Riding at www.enduroclub.8m.com. I tried to communicate with them but I had no reply. Also my attempts to re-connect with the site failed. The home page reads: *"gitmediğin yer senin deðildir" -bütün yollara gidilmeli, canýnýz nereye gitmek istiyorsa- Enduro'lar macera çanlarý çalmaya baðladýðý anda size heyecan verecek olan, her türlü hava ve yol þartlarýna dayanabilecek kapasitede üretilmiþ motosikletlerdir.yalnýz bir kere denense bile en katý maceracý ruhu tatmin edebilecek dayanýklýlýða sahiptirler. <http://www.enduroclub.8m.com/aktüalite02.html>neden "enduro" kullanýyorlar? motosikletiniz kipiliðiniz ile baðdaþýyor mu? ülkemizde yol durumlarý iller arasy mesafe cetveli ENDUROSU OLMAYAN VE MOTORU OLMAYAN MOTORSEVERLERÝ DE ARAMIZA ALIYORUZ üyelerimiz arasýnda yer almak isterseniz gerekli bilgileri yollayýnýz.. tenere@tokat.com"* Any comments? One of the most readable pages about motorcycling can be found at <http://207.168.125.101/default.htm#new>. The high level of quality of this last site always surprises me. Do not miss it. To end a notice to the lovers of big twin cylinders: go to the test at www.motorcycle.com and read the 2000 Twin Comparo.
- On the Chat room. An interesting note for the ones of you thinking of buying a more “performing” exhaust. It comes from Brian Beckham on BMW -GS motorcycles mailing list and it reads: *“I decided that I would like to get a little more hp and torque so I thought an aftermarket exhaust. But my research is telling me to save my money. This is what I found out. First a basic lesson in flow. An exhaust system is basically to remove the gases from the motor to the outside world. Every motor in its original form puts out a certain amount of exhaust under operating conditions. Comparing to water pipes, say the system output 1 gallon a minute and the 1 inch pipe could remove 1 gallon a minute at capacity. Does changing to a 2-inch pipe remove more per minute? Yes it can but the system still puts out 1 gallon a minute. Now the water is not under the same pressure so the flow can be interrupted by puddling and collecting in the pipe system. So I contacted a rider/dealer whom I know and he stated first and foremost that he would love to sell me an after-market system as he makes money on the pipes and more on the install if I don't do it myself. That said, he also stated that in trying to find a pipe for the late model BMW's he participated in some research with a local based exhaust company (Borla). They decided to test BMW's with stock and several after-market systems on Borla's dyno and other equipment. They used two bikes and changed the exhaust on each to avoid the*

variances between bikes as part of the comparison. The disappointing results! After testing several after-market pipes none added hp or torque. Some even produced less hp and torque and/or produced flat spots in the hp/torque curves due to insufficient flow at certain rpms. Borla's engineers examined the stock exhaust system and determined that they could not make a system that would increase the hp/torque unless sufficient motor changes were made to the motor to increase its need for exhaust capacity. Hence Borla (who makes performance exhaust for cars and motorcycles) decided not to make any systems for these bikes as they do not offer systems unless they offer an improvement over stock performance. Turns out there a several modern cars that they also decided not to make exhaust for, for the same reason. I also discovered that it took BMW 3 months to make a system for the Battle of the Legends bikes that made more noise but did not reduce the hp of the bike. Now I am wondering about those that have after-market systems on their bikes, or have tried them and gone back to original. Have any of you dynoed the bike before and after the change? Manufacturers claims don't count. I mean personal experience.

- Many thanks to **Murat Acar** (OMM Rider) for the indications on new web site. Most of the discoveries come from his intelligent surfing.
- I noticed this caption while surfing around and it is a true description of OMM spirit; worth to write in gold letter on my bike: **It's Not The Destination ... It's The Ride**
- Finally a little poems found on the Net. For your meditation

When you have crossed the most rugged and daunting peaks in utter darkness, while the heavens pour out their fury upon you and you grapple for control, the feeble ray of light before you barely visible;

When you have traversed the endless tracks of blistering deserts, the sands a roaring furnace all around, and the sun a burning torch above;

When you have prevailed upon the tortuous traces left by those who came before you, seeking to tame a wild land and forge a better life;

When you have stood alone in the vast and terrible chasms hewn and rent from living rock by the immutable forces of nature, and felt yourself so small as to disappear;

When you have merged in perfect union with a stunning, cloudless sky fueled by the fragrant wind alone, to follow the sinuous course of a thundering river to the mighty cataracts that form its source;

When you have felt the sublime and awesome hand of God in your every move, and in your soul a communion with the ineffable;

When you have clasped in desperation the hand of a comrade who has fallen, his machine a twisted, steaming wreck, as the very life flows from his bosom and he becomes still in your arms, never again to draw breath;

When you have done all this, not once but again, and still again, and can yet gaze with wonder in the quiescence of deepest night upon the machine that was your accomplice, partner, and associate in all this;

When you have come to regard it in your inmost reflections as sinister and seductive, soulless and transcendent, ordinary and ennobled;

*When you have done this, and yet thrill to the promise of the unrisen sun that will soon shine upon the hook and crook of a gnarled mountain trace, fully apprehending the machine's propensity to deal death or exalt life -- then will you have become a **motorcyclist**.*