

## View from the cockpit

### Ride to Learn, Learn to Ride

How many times considerate friends told you that "As long you ride within your limits, it does not matter how much you know about biking. Go slow and you will be safe"? Nothing can be more misleading than this advice. Knowledge from training, reading, discussing, experimenting and riding with attention is the primary elements for making your ride safer. Colonel Robert S. Mackie (Army and Bikers trainer) opened one of his article with an imaginary conversation at a training center for fighter pilots: "So, you've finished your introductory training in the single-engine, prop-driven plane which you have only ever flown in perfect weather with perhaps a slight breeze and the odd cumulus cloud drifting by maybe a hundred miles away?" "Yes sir." "Good. That means you know where all the controls are, and you know the difference between the wings and the propeller. Here's the key to that F-16 sitting out on the flight line. Don't look so worried. All the controls are in the same place -- well, kind of. Just take it easy at first; you'll get used to the power after a while. This is part of the Air Force's new cost-cutting training program... We figure being checked out in a light civilian aircraft is good enough and it'll save us billions. Happy flying!"

As absurd this conversation may sound, it is not too different from selling pitches of motorcycles dealers when trying to convince new customers to buy as first bike a 150 HP missile. That's why so many "new born bikers" turn into "premature dead". We took inspiration from Robert S. Mackie "Rules of the Game" article to consider, once more, the importance of Training. He writes: "The truth (about training) is pretty obvious to those of us who've put in thousands of hours of blood, sweat, study, and pain to be good at what we do. Shooters, pilots, ship drivers, whoever: we know risk when we see it, and we know how hard someone has to work to get real good at minimizing risk and maximizing results... Buying the biggest, baddest, tire-smoking, asphalt-eating machine your paycheck will allow is the dumbest thing you can do when it comes to bikes. And the idea that a little training on a little bike will stand you in good stead on a 185 mph machine is about as sensible as thinking that 40 hours in a Cessna 150 qualifies you to pilot a 747. It's goosecrap, pure and simple"

**Minimizing risk and Maximizing results: this is what training is about and on these two points OMM focuses the training program for Advanced Riding.** Biking is about having fun while practicing a sport: as in any sport you have to learn the rules, hone the skills and then practice, practice and practice. "Anything worth doing is worth doing well" If you do it with the right level of training, Biking is fun. Otherwise is pure terror and, at the same time, stupidity.

**Minimizing Risks.** Let's go back to basic for a moment: a good dictionary will give you the following definition of Riding: **Ride, riding. To sit on and control the movements of an animal or a vehicle.** To fully control your vehicle and safely perform the intended actions and movements is the sole source of pleasure when riding. Moving without (or with partial) control raises the level of risk above acceptable levels. "Biking is a risky business" and a lot of sources of risk are outside of your control.

- **Risks coming from your vehicles.** A tire puncture, a sudden seizure of the engine, a brake line cut: all these elements require an attentive check of the vehicle before any ride. Still the unforeseeable can happen from bike weaknesses.

- **Risks coming from road and road conditions.** The list here is too long especially in Countries where road maintenance is poor and municipality responsibility is nil. Holes, bumps, gravel, objects left from other users

(the leftovers of an exploded truck tire on a motorway at night could be a nice encounter). In western countries most of this obstacles are signaled in advance but in other part of the world they are unforeseeable (unless you want to turn paranoid) risks.

- **Risks coming from other road users.** It does not matter how well you anticipate "that driver's" behavior, he will still do something unexpected, illogical and, for us, lethal.

Why add the Rider to the already long list of risks? How much fun can you have on the bike if you are not in control? These two questions are the main reasons for taking a good Training Course and for permanently keep a "Ride to Learn" attitude.

#### Gain Time for Analysis and Action

A well trained rider can gain partial control of external elements of risk by just learning how to gain more time. Consider the feeling after an accident ...if I had two more seconds... I would not have crashed... More time you gain, more time you have for reading the situation and for selecting the appropriate reaction. Safety is a matter of time at disposal. For the newly-born-biker, time is never enough: his vision is short and everything comes to him unexpected. His attention is divided between controls, road, traffic, signals, feelings and million of ever changing information hard to process correctly. The advanced rider knows how to gain more time for analysis and action: the secret is to maintain an advantage **position**, to gain deeper **vision** and to apply expert **planning**. How to practically gain time-to-react is the central part of a good training course and the three areas indicated above are the necessary sub-chapters. **Jon Taylor** (Master of OMM – ARA training courses) writes: "In the early stages of learning to ride this increasing 'Time to react' happens instinctively with most, and is what may best be described as hesitation. The rider doesn't have the experience to make quick decisions based on experience and therefore needs more time to react. (S)he does this generally by being more cautious, i.e. reducing speed. As experience (and/or confidence) grows less time is needed for this decision-making process to work. But it's still vitally important for the information on which this decision-making is made, to be accurate. After all, just one wrong decision can prove fatal ultimately."

#### Maximizing results

If gaining time-to-react can give partial control of the elements of risk external to the Pilot, how can one maximize the riding efficiency? Every fool can go from 0 to 100 k/h but the expert rider knows how to reverse the process in an efficient and safe way.

Reaction to emergency situations is what separates the good from the mediocre riders. In a linear, all-in-control situation, when immediate deci-

The Director of GWRRA Education program writes: "The only thing in life that is constant is change... but... we are a species that thrives on stability. We like to develop the same routine...maintain the same routes to and from work... we take some solace in this constancy. Yet, within this solace, there are inherent dangers. Complacency can easily be disguised as solace and comfort. We reach a mental state that doesn't prepare us for the change, for the unexpected... So we must develop our own process for continuous improvement and develop the capability to recognize, accept and embrace change. We must practice, focus and prepare ourselves continually. We need to be at the top of our game at all times... I can think of no scenario worse than riding at speed and finding myself uncertain as how to handle a developing situation. Uncertainty is a liability. Adaptability and knowledge are the greatest assets we can develop... So you may want to reflect on how you view continuous improvement. Do you feel that there is no aspect of your game that needs work? Are you prepared and adaptable for all that you encounter?"

### Mental Planning is governed by three "A"

**Aspiration:** "I want to improve"

- Self Perception & Self Improvement

**Attitude:** "I evaluate realistically the vehicle, the skills and the situation"

- Tools & Skills

**Attention:** "I focus on the task ahead"

- Program, Plan and Evaluation

sions are not required, the mediocre rider can feel safe and competent. The road goes straight for mile, the surface is smooth and dry, no traffic, visibility to the distant horizons: the engine is roaring and the speed is increasing. In these conditions the competence and experience of the pilot is unchallenged and the oipolloi of motorcycling can pretend to be safe and knowledgeable. Situations like this one can go on and on... one can luckily ride for months and years without facing a single emergency situation. In his picturesque language **Robert S. Mackie** continues: "Sure, I've heard it a gazillion times at the local watering hole: *'Ride within your limits and the limits of your bike, and you'll be fine ...'* Well, on the face of it, it's pure crap" True, we train for situations that we hope will never happen. True, one can keep riding without learning how to act when things get tough. After all, experience is the worst teacher: it always gives the test first and the instruction **afterward**. The amount of time spent on riding is not a guarantee for competence and knowledge. Leaving the brain in a shelf at home, riding without focusing on riding, keeping the car-driver attitude with the mind playing with pleasures and worries, all this it will never improve pilot's technique... it will never provide an efficient and safe system of dealing with emergencies.

### Ride to Learn

Each Ride, even the shortest one must get pilot's undivided attention and commitment to learn. "Riding to Learn" is the only way to acquire valuable knowledge up to the level of saturation training... *You'll do it until you don't have to think about it.* Go back to our newly-born-rider: nothing for him is "instinctive or automatic". He has to "think" about any single movement, decision, action. Only a decisive commitment to learn while riding will train the instinct to act "without thinking" (to reduce the time-needed-for the correct reaction). This "Riding to Learn" attitude must be applied to any moment of practice: *every time I ride I'll take the brain with me and I'll take notes of what is going on. We have to ask ourselves, before starting the ride, where do I need to improve?* Small and measurable steps

## OMM- ARA Words of Wisdom

**Keith Code** "Riders need to commit themselves to a consistent frame of mind and stay with it."

**Freddy Spencer** "Inconsistency gets a rider in trouble because he doesn't have a set way of doing things."

for each ride because, as K. Code told us, it is impossible to modify several elements of riding in one go. On the contrary, it is beneficial to fix small objectives and to modify one simple action at the time, sampling the results. Complex activities such riding are the results of smaller sub-actions: practice will make these smaller acts perfect, instinctive and linked together.

### Map your own progresses

As in reading maps, to reach a new point one must define the actual position. To prepare a good Plan for improvements we need to know the actual level of expertise. **Self evaluation** is the entry door to learning attitude and, without the capacity of honestly evaluate oneself, progress comes very slowly. *"What I can do"* versus *"What I pretend to do"* is a hard question but, after bar-talks, is the only still shouting inside. *Am I in control? Can I answer to unpredictable situations? How many techniques can I apply to modify speed or direction? Are these techniques part of the instinctive reaction?* **Realistic self-evaluation** is the balanced appraisal of the level of knowledge and a correct judgment of the mental and physical skills. As in any sport, biking requires a body in good shape and a mind capable of correctly operating under pressure. In the same way we can train our muscles, we must train our mind. We must remember that, while ideal situations can lull our senses, for the unexpected is sufficient to happen once. Your only defense is a mental planning for learning and a mental strategy for acting. *"Develop your first line of defense: a mental strategy. There are several formal riding strategies; each is an organized system to process information, each attempt to identify and avoid hazards, and each is fairly simple to use. Most skilled riders have adapted one (or more) of them to their own riding style and their own needs. Riding a motorcycle into traffic without a game plan is ignorant at best, suicide at worst. A continuous mental process of absorbing information, analyzing it, and preemptively using it to avoid mistakes is crucial to a rider's survival.* **Patrick J. Hahn** **OMM**

## Right to Ride

### Taxes and Spare Parts in Europe

We received from FEMA an analysis of price of spare parts (Euro) in some of the European Countries. We often complain (rightly so) about the

long terms of delivery of spare parts in Turkey but, as far as money goes, Turkey does not score so badly when compared. It is still wise to shop around on the net and to look for better deals (but be aware of shipping and import taxes)

We asked **FEMA** to provide information on the Road Taxes situation in some European country and we summarize here the findings to help the debate in Turkey about the new road tax for two wheels vehicles. **OMM**

### >>> TAXES

| COUNTRY     | TAXES              | CATEGORY                 | CATEGORY                  | CATEGORY                  | CATEGORY                  | CATEGORY              | CATEGORY                                       |
|-------------|--------------------|--------------------------|---------------------------|---------------------------|---------------------------|-----------------------|--|
| Finland     | Tax on Purch/Regis | 130cc 20%                | 131-255cc 30%             | 256 - 355cc 40%           | 356 - 505cc 50%           | 506 - 755cc 60%       | 756cc up 70%                                   |
| Belgium     | Tax on Purch/Regis | 0 - 100hp = 150€         | 100hp plus = up to 2500 € |                           |                           |                       |  |
| Belgium     | Road Tax Yearly    | (+ 500cc) = 200 €        |                           |                           |                           |                       |  |
| Denmark     | Road Tax Yearly    | 78€                      |                           |                           |                           |                       |  |
| France      | Tax on Purch/Regis | 50% of car tax           | over 5 years of age = 25% |                           |                           |                       |  |
| Ireland     | Road Tax Yearly    | Electric 31€             | Under 75cc = 37€          | 76-200cc = 51 €           | 201 - up = 67 €           | Veteran = 19€         |  |
| Ireland (2) | Road Tax Yearly    | Over 250cc = 45 €        | Less than 250cc = NA      |                           |                           |                       |  |
| Luxemburg   | Road Tax Yearly    | Less than 200cc = 6 €    | 201cc to 300cc = 7,75 €   | 300cc to 400cc = 10,25 €  | 501 cc to 600cc = 15,50 € | 601cc to 700cc = 18 € | 701cc to 800cc = 20 € Above 800cc = up to 34 € |
| Sweeden     | Road Tax Yearly    | Less than 75kg = 11,83 € | Over 76kg = 14,74 €       | Trikes and side = 23,67 € |                           |                       |  |
| U.K.        | Road Tax Yearly    | Under 150cc = 22 €       | 151-400cc = 43,50 €       | 401-600cc = 65,30€        | Above 601cc = 87 €        | Trikes = 87 €         |  |

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## >>> SPARE PARTS

| <b>Suzuki GSX R1000</b>  | <b>Austria</b>  | <b>Belgium</b>  | <b>Finland</b>  | <b>Germany</b>  | <b>Ireland</b>  | <b>Holland</b>  | <b>Norway</b>   | <b>Sweden</b>   | <b>UK</b> | <b>Turkey</b>   |
|--------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------|-----------------|
| Oil filter               | NA              | 15.84           | 11.00           | 10.00           | 18.23           | 14.87           | 16.00           | 16.61           | 13.90     | 14.00           |
| Air cleaner              | NA              | 32.54           | 30.00           | 29.00           | 29.28           | 29.75           | 43.00           | 34.31           | 30.58     | 32.00           |
| 1 spark plug             | NA              | 7.81            | 9.00            | 8.50            | NA              | 9.27            | 11.00           | 10.97           | NA        | 9.00            |
| Engine sprocket          | NA              | 82.05           | 71.00           | 73.00           | 27.50           | 53.00           | NA              | 86.00           | NA        | 65.00           |
| Chain sprocket           | NA              | 78.34           | 67.00           | 75.00           | NA              | 50.53           | NA              | 64.38           | NA        | 55.00           |
| Chain                    | NA              | 111.98          | 241.00          | 243.00          | NA              | 224.91          | NA              | 274.69          | NA        | 245.00          |
| Side mirror              | NA              | 73.24           | 52.00           | 54.00           | 45.50           | 50.00           | 75.00           | 79.26           | NA        | 50.00           |
| Clutch lever             | NA              | 29.65           | 28.00           | 32.00           | 34.77           | 25.00           | 59.00           | 37.78           | NA        | 46.00           |
| Brake lever              | NA              | 70.00           | 46.00           | 46.00           | 33.22           | 59.50           | 61.00           | 90.11           | NA        | 49.00           |
| 1 flashing turnindicator | NA              | 48.68           | 39.00           | 40.00           | 37.08           | 37.48           | 59.00           | 48.86           | NA        | 34.00           |
| Fuel tank                | NA              | 987.29          | 715.00          | 620.00          | 695.00          | 595.00          | 1,126.00        | 819.07          | NA        | 740.00          |
| Side panel               | NA              | 964.10          | 641.00          | 610.00          | 565.00          | 609.28          | 1,154.00        | 839.26          | NA        | 750.00          |
| <b>Total</b>             | <b>NA</b>       | <b>2,284.93</b> | <b>1,950.00</b> | <b>1,840.50</b> | <b>1,702.17</b> | <b>1,758.56</b> | <b>2,891.00</b> | <b>2,401.30</b> | <b>NA</b> | <b>2,089.00</b> |
| <b>Honda CBR 900 RR</b>  |                 |                 |                 |                 |                 |                 |                 |                 |           |                 |
| Oil filter               | 9.85            | 14.43           | 11.00           | 9.05            | 10.56           | 10.87           | 16.00           | 10.53           | 11.12     | 8.60            |
| Air cleaner              | 32.80           | 52.46           | 40.00           | 33.00           | 29.28           | 42.54           | 46.00           | 36.37           | 36.15     | 48.70           |
| 1 spark plug             | 24.90           | 38.01           | 42.00           | 31.00           | 25.80           | 27.58           | 31.00           | 29.10           | NA        | 9.10            |
| Engine sprocket          | NA              | 58.51           | NA              | NA              | 48.06           | 57.72           | NA              | NA              | NA        | 64.80           |
| Chain sprocket           | NA              | 93.20           | NA              | NA              | NA              | 91.95           | NA              | NA              | NA        | 93.40           |
| Chain                    | NA              | 151.55          | NA              | NA              | NA              | 191.00          | NA              | NA              | NA        | 172.00          |
| Side mirror              | 60.30           | 59.38           | 66.00           | 59.85           | 47.83           | 57.72           | 106.00          | 49.07           | NA        | 65.30           |
| Clutch lever             | 23.00           | 21.43           | 40.00           | 16.45           | 19.39           | 50.81           | 42.00           | 19.54           | NA        | 51.60           |
| Brake lever              | 50.70           | 47.18           | 60.00           | 51.00           | 42.69           | 23.08           | 93.00           | 43.00           | 25.00     | 45.80           |
| 1 flashing turnindicator | 77.70           | 89.05           | 88.00           | 85.10           | 66.81           | 83.77           | 137.00          | 63.41           | NA        | 68.80           |
| Fuel tank                | 883.10          | 871.66          | 842.00          | 771.45          | 581.50          | 901.55          | 858.00          | 720.16          | NA        | 802.80          |
| Side panel               | 626.60          | 636.96          | 638.00          | 327.95          | 407.32          | 665.00          | 627.00          | 529.18          | NA        | 659.40          |
| <b>Total</b>             | <b>2,013.95</b> | <b>2,133.81</b> | <b>2,109.00</b> | <b>1,670.85</b> | <b>1,493.84</b> |                 | <b>2,295.00</b> | <b>1,712.73</b> | <b>NA</b> | <b>2,090.30</b> |
| <b>Yamaha YZF R1</b>     |                 |                 |                 |                 |                 |                 |                 |                 |           |                 |
| Oil filter               | NA              | 11.71           | 18.00           | 9.35            | NA              | 9.73            | 13.00           | 13.03           | 11.12     | 20.00           |
| Air cleaner              | NA              | 41.59           | 56.00           | 45.55           | NA              | 39.59           | 53.00           | 59.94           | 30.58     | 30.00           |
| 1 spark plug             | NA              | 31.34           | 35.00           | 25.60           | NA              | 10.63           | 32.00           | 40.61           | NA        | 33.00           |
| Engine sprocket          | NA              | 52.14           | NA              | 49.75           | NA              | 35.97           | NA              | 95.76           | NA        | N/A             |
| Chain sprocket           | NA              | 84.36           | NA              | 88.00           | NA              | 62.74           | NA              | 94.13           | NA        | N/A             |
| Chain                    | NA              | 357.64          | NA              | 324.00          | NA              | 347.24          | NA              | 462.73          | NA        | N/A             |
| Side mirror              | NA              | 72.19           | 98.00           | 79.00           | NA              | 70.16           | 107.00          | 110.63          | NA        | 56.60           |
| Clutch lever             | NA              | 25.23           | 41.00           | 27.50           | NA              | 29.51           | 49.00           | 46.58           | NA        | 30.50           |
| Brake lever              | NA              | 59.78           | 81.00           | 54.00           | NA              | 56.90           | 61.00           | 91.63           | NA        | 43.50           |
| 1 flashing turnindicator | NA              | 55.04           | 75.00           | 60.30           | NA              | 53.49           | 69.00           | 71.66           | NA        | 43.50           |
| Fuel tank                | NA              | 906.66          | 866.00          | 700.00          | NA              | 846.80          | 717.00          | 747.08          | NA        | 608.70          |
| Side panel               | NA              | 447.20          | 416.00          | 274.00          | NA              | 314.88          | 425.00          | 300.00          | NA        | 304.40          |
| <b>Total</b>             | <b>NA</b>       | <b>2,144.86</b> | <b>1,978.00</b> | <b>1,737.05</b> | <b>NA</b>       | <b>1,877.68</b> | <b>1,896.00</b> | <b>2,133.78</b> | <b>NA</b> | <b>1,170.20</b> |

## OMM Activities in January

### OMM Mad Run



**OMM Mad Run on January 1st.** When OMM started this tradition, five years ago, only few pilots managed to fight the early hour's syndrome and the cold weather of the first day of January. This year the climate was almost spring but we believe that the large participation was not a result of mild temperature but more the growing passion for biking: for this we thank not only the individual riders but all the group and association that joined OMM in the ride: HOG, EMOK, Supereva and Ikiteker. 30 Bikers in Istanbul and 18 in Ankara took the road for a "fiesta mobile" into the new year. The Istanbul Road, planned by Alp Berker, was well designed to take advantage of the mild weather: from the Bosphorus shores, to the hilly interior to the coastal road of the Black Sea. The convivial stop for Istanbul was set in Sile a sea village quite popular with the Istanbul week-enders. Few of them will know that in antiquity Sile was known as Kalpe. It was situated on the northern boundary of the district known as Bithynia, one of the lesser monarchies of Asia Minor: Kalpe's most celebrated visitors were Xenophon and his famous Ten thousand who came in the fourth century B.C. on their journey home to Greece from Persia. Xenophon's description of Kalpe 2300 years ago compares with what we see on the coast near Sile today.

*"As for Kalpe harbor, it is a bit of land jutting out into the sea, the part of which extends seaward being a precipitous mass of rock, and isthmus which connects this head with the mainland and the space to the seaward of the isthmus is large enough for then thousand people to dwell in. At the very foot of the rock there is a harbor whose beach faces toward the west, and an abundantly flowing spring of fresh water close to the shore. The-*



*re is also a great deal of fine ship-timber, on the very shore of the sea"*  
The Ankara Riders, under the leadership of **Selim Demirel**, were less fortunate with temperature (8 degrees versus the 16 in Istanbul) but managed to cover more than 350km. while still enjoying the traditional lunch. See you all in 2005. **omm**

### OMM-ARA Theory Course for HOG



On Saturday 10 January OMM – ARA conducted a session on Riding Techniques with a large group (60) of H.O.G. riders. The Harley Davidson community of Turkey has always been dedicated to training and OMM initiated the training activities in 1999 with them. We have among OMM members several HD riders and it has been a pleasure to share with them some of our experiences at the beginning of the new year. **omm**

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### 2003 TMF Award Ceremony



**On the night of Saturday 17 January, the newly formed Turkish Motorcycle Federation organized a special event to reward the pilots protagonists of the sporting scene in 2003.** It was the first public meeting of TMF and it was a great success with over thousand people attending and an atmosphere of sincere friendship. All this would have been impossible without the clear vision and hard work of

the MC Turkish Champion Suleyman Memnun: for years he preached the need of a MC federation self standing and separated from the Federation of Motor Sports. For years, he was the subject of unjust attacks and negative reactions from people not interested in two wheels. The nights of the 17th was the concrete proof of the need of such institution. **omm**

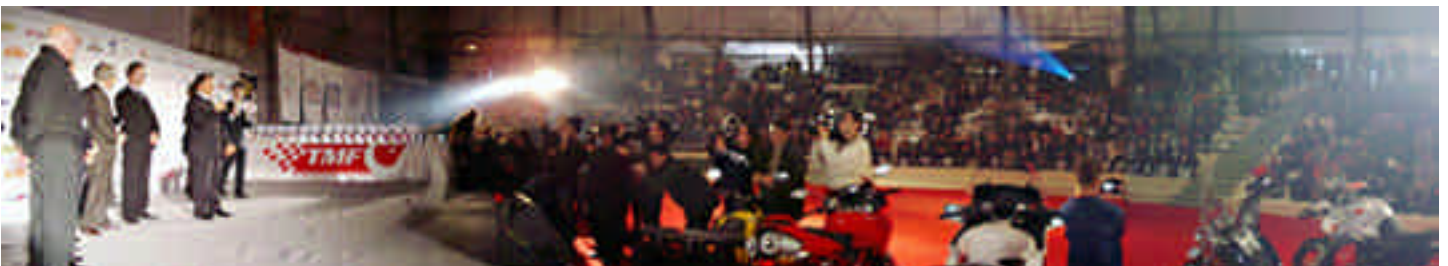
### OMM Ankara First Aid Course



**On January 17 OMM Ankara organized a First Aid Course** in partnership with **DAK Security Company / DAK Güvenlik**. Approximately 20 riders took part in this essential set of lessons. **omm**

### OMM-ARA Theory Course 04 Report

**Report on the OMM – ARA Theory Course 2004**, conducted in Istanbul on the evening of 14, 15 21 and 22 January will appear on the next issue of the Bulletin. **omm**



# OMM 2004 CALENDAR

| Date             | Reference                                 | Location              | Time            | Subject                          |
|------------------|---|-----------------------|-----------------|----------------------------------|
| <b>January</b>   |   |                       |                 |                                  |
| 01 January 04    | OMM 2004 Mad Ride                         | Istanbul / Ankara TBD | 10:00 to 15:00  | Rally                            |
| 10 January 04    | LWB Theory Course (HOG)                   | Istanbul              | 14:00 to 20:00  | Roadcraft System                 |
| 14 January 04    | OMM - ARA Theory Course 1st Lesson        | Parkorman             | 18:00 to 21:30  | Mental Attitude & Helmets        |
| 15 January 04    | OMM - ARA Theory Course 2nd Lesson        | Parkorman             | 18:00 to 20:30  | Roadcraft System                 |
| 17 January 04    | OMMDAKCourse                              | DAKAnkara             | 09:00 to 17:00  | First Aid Course                 |
| 21 January 04    | OMM - ARA Theory Course 3rd Lesson        | Parkorman             | 18:00 to 20:30  | Roadcraft System & Jackets/Pants |
| 22 January 04    | OMM - ARA Theory Course 4th Lesson        | Parkorman             | 18:00 to 20:30  | City Riding & Bikers Kit         |
| <b>February</b>  |   |                       |                 |                                  |
| 14 February 04   | OMM TUMER Course                          | TUMER Istanbul        | 09:00 to 17:00  | First Aid Course                 |
| 15 February 04   | OMM TUMER Course                          | TUMER Istanbul        | 09:00 to 17:00  | First Aid Course                 |
| 28 February 04   | Practical Motorcycle Care & Repair        | TBD                   | TBD             | EMOKCourse                       |
| <b>March</b>     |   |                       |                 |                                  |
| 07 March 04      | OMM Anniversary                           | National              | TBD             | 6 Years of OMM                   |
| 16 March 04      | Introduction to Biking                    | TBD                   | TBD             | EMOK - OMMTheory Course          |
| 17 March 04      | Introduction to Biking                    | TBD                   | TBD             | EMOK - OMMTheory Course          |
| 25 March 04      | IstanbulMotorcycle Fair (March 25-28)     |                       |                 |                                  |
| <b>April</b>     |   |                       |                 |                                  |
| 16 April 04      | OMM - ARA 16 (24 LWB Riders)              | TBD                   | 12:30 to 18:30  | Theory                           |
| 17 April 04      | OMM - ARA 16                              | Bursa Circuit         | 07:30 to 18:30  | Observed Rides                   |
| 18 April 04      | OMM - ARA 16                              | Bursa Circuit         | 07:30 to 20:30  | Observed Rides & Qualification   |
| 20 April 04      | IAM Test                                  | Istanbul              | 09:30 to 16:00  | 3 Riders under Observation       |
| 21 April 04      | IAM Test                                  | Istanbul              | 09:30 to 16:00  | 3 Riders under Observation       |
| 22 April 04      | IAM Test                                  | Istanbul              | 09:30 to 16:00  | 3 Riders under Observation       |
| 23 April 04      | OMM - ARA 17 (24 LWB Riders)              | TBD                   | 12:30 to 18:30  | Theory                           |
| 24 April 04      | OMM - ARA 17                              | Bursa Circuit         | 07:30 to 18:30  | Observed Rides                   |
| 25 April 04      | OMM - ARA 17                              | Bursa Circuit         | 07:30 to 20:30  | Observed Rides & Qualification   |
| <b>May</b>       |   |                       |                 |                                  |
| 04 May 04        | Introduction to Biking                    | TBD                   | TBD             | EMOK - OMMTheory Course          |
| 05 May 04        | Introduction to Biking                    | TBD                   | TBD             | EMOK - OMMTheory Course          |
| 16 May 04        | OMM - ARAFlex (16 Riders Ankara)          | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| 23 May 04        | OMM - ARAFlex (16 Riders Istanbul)        | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| 28 May 04        | OMM Social Evening and Conference         | TBD                   | 20:00 to 23:00  | TBD                              |
| <b>June</b>      |   |                       |                 |                                  |
| 20 June 04       | OMM - ARAFlex (16 Riders Istanbul)        | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| June             | OMM Four Corners of Turkey                | Istanbul - Istanbul   |                 | Long Distance Riding             |
| <b>July</b>      |   |                       |                 |                                  |
| June / July      | EMOK Rally                                | Kutahya               | TBD             | Training Lessons                 |
| 16 July 04       | OMM - ARA 18 (Open Istanbul-Ankara)       | TBD                   | 12:30 to 18:30  | Theory                           |
| 17 July 04       | OMM - ARA 18                              | Eskisehir Circuit     | 07:30 to 18:30  | Observed Rides                   |
| 18 July 04       | OMM - ARA 18                              | Eskisehir Circuit     | 07:30 to 20:30  | Observed Rides & Qualification   |
| 24 July 04       | Centopassi Black Sea OMMRide (July 24-31) |                       |                 | Long Distance Riding             |
| 25 July 04       | OMM - ARAFlex (16 Riders Ankara)          | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| <b>August</b>    |   |                       |                 |                                  |
| 15 August 04     | OMM - ARAFlex (16 Riders Istanbul)        | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| 25 August 04     | Centopassi Toros OMM Ride (August 25-31)  | Gocek - Konya         |                 | Long Distance Riding             |
| <b>September</b> |   |                       |                 |                                  |
| 17 Sep 04        | OMM - ARA 19 (16 Riders)                  | TBD                   | 12:30 to 18:30  | Theory                           |
| 18 Sep 04        | OMM - ARA 19                              | Bursa Circuit         | 07:30 to 18:30  | Observed Rides                   |
| 19 Sep 04        | OMM - ARA 19                              | Bursa Circuit         | 07:30 to 20:30  | Observed Rides & Qualification   |
| 26 Sep 04        | OMM - ARAFlex (16 Riders Ankara)          | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| <b>October</b>   |   |                       |                 |                                  |
| 01 October 04    | OMM - ARA 20 (16 Riders)                  | TBD                   | 12:30 to 18:30  | Theory                           |
| 02 October 04    | OMM - ARA 20                              | Durusu Circuit        | 07:30 to 18:30  | Observed Rides                   |
| 03 October 04    | OMM - ARA 20                              | Durusu Circuit        | 07:30 to 20:30  | Observed Rides & Qualification   |
| 17 October 04    | OMM - ARAFlex (16 Riders Istanbul)        | TBD                   | 09:00 to 18:00  | Close Circuit Training           |
| <b>November</b>  |   |                       |                 |                                  |
| November         | OMM Rally 2004                            | Akcakoca              | Saturday-Sunday | Plan 2005                        |

## Right to Learn, Learn to Ride

### Defensive Riding Tips for Motorcyclists

Again, from 'Handle it or Lose it' web site an illuminating article summarizing in simple words the principle of good cornering. It is titled:

#### Bend it like Beckham – Corners

On the approach to a bend, one of the first things you need to be looking for is your exit. Plan that far ahead, even at that early stage. Once you have looked for the exit (there may be a good cross view – a gap in the trees, hedge or wall) you can begin to work out the severity of the bend from the position you are in currently in, to where you would like to go.

#### The Angle of the Dangle

It is vital that you get this right first time. Once you have an idea as to where the bend is going (left or right) you need to take up a good attack position. For right-handers, it will generally be towards the centre white and for left hand bends, towards the nearside.

This will extend your view around the bend and increase your angle of attack and your speed through the bend, the wider the arc – the faster the speed.

Look out for loose chippings, debris, grids and pot-holes, all 'things that make you go ooohh or aarrgghh! Your eyes should be like a windscreen wiper, sweeping out from where you are to where you want to go, and back.

#### Speed Selection

Once you have chosen on the correct angle of attack, you need to decide what speed you are going to attack it at – another vital choice. From good planning at the initial approach stages you will have an idea of the severity of the bend. It is always better to be slightly slower into a bend

and get it right first time than try mid-corner corrections and fill your pants, or someone else's, on the way out!

#### Gear Up

To compliment the speed you need to select a gear that helps you maximize the choice you have made. Typically, a good gear selection for a bend will have used up 60% of available revs on the approach. This will allow good flexibility of throttle use by considerably increasing or decreasing speed with very subtle movements of the throttle. The bank of revs and torque you have built up will allow this to happen, avoiding mid-corner braking – never a good idea.

#### Keep it Constant

Having got it all right, you will glide around the bend like a god and impress the hell out of all around you. Once the apex starts to open up, the power goes down and you make a smooth, sharp exit ready for the next one.

Get the first in a series of bends right and they should all go right. Screw up the first and the effect magnifies as you progress through. Think of braking in a line on a motorway...the first guy brakes...then the next...then the next...(the gaps just keep getting smaller)...until WALLOP, you hit something hard. No second chances on a bike, Handle it or Lose it!

### Join the OMM-ARA Yahoo Group

Months ago the One More Mile Riders group opened a Yahoo Group dedicated to exchange experience on safe and competent riding: a practical tool to discuss and (together) learn about competent riding. We invited all pilots who took part in the OMM – ARA workshops to use this forum to report experiences "on the saddle", lessons learned and questions opened. Trainers and observers of OMM are here at disposal of the participants to share knowledge and to further explore the theory of riding. We are now extending the invitation to join this "community" to all readers of the bulletin. You can learn more about the Group at <http://autos.groups.yahoo.com/group/OMMARA/> and you can join the debate at [OMMARA-subscribe@yahoo.com](mailto:OMMARA-subscribe@yahoo.com) **OMM**

## One More Mile on the Road

### Hamit Abbasoglu, Mert Balin and Omer BA: meet OMM Friends

We presented last month two OMM riders and we continue in January the introduction to riders belonging to our Association and supporting the whole of OMM activities; we start with the President of OMM, Hamit Abassoglu, and we continue with two riders Mert Balin and Omer Buyukavsar.

**Hamit Abassoglu** I was born in Istanbul on 03.05.1955 and in this city I graduated from Galatasaray High School and University of Business Administration. Since 1988, I'm the C.E.O. of Sera Tarm-Sereks A.S. which is an integrated agricultural company .

I have started motorcycling with Harley Davidson Heritage Springer in 1998. It was my first bike. Then I developed a greater interest for sporting



riding and I bought a Ducati Monster 900. Meanwhile I have met with Paolo Volpara and O.M.M. This was the turning point of my riding life. I found out that I could improve in my riding and I got a BMW R1150R which is still the bike I ride the most. In 2000, I have met with Suleyman Memnun which became the second turning point of my riding life and I started to race both in motocross and road races with the great support of him. I bought and prepared a Yamaha WR250, a Husaberg FE400 and a Yamaha R6 for races. Recently, I was involved in the working group for the creation of the Turkish Motorcycling Federation and I was appointed as the vice president. Motorcycling is now an essential part of my life: I spend most of time on the saddle and I find great pleasure in this activity. The best times I ever had with my motorcycles were during the journeys with OMM group, especially the trip in Nurburgring, the French Alps and the Black Sea.

My name is **Mert Balin**. I was born in Izmir in 1975. I am the owner and teacher of an activity center for kids named "SmartKids". My interest of two-wheel vehicles started in the childhood. My school life passed on top of different bicycles. On the first years of my university life I bought a scooter and my two-wheel hobby had its first engine of 50 cc. With the help



of a friend I got my motorcycle license in 2001. A year later, I decided to buy a bike after riding my friends Suzuki Bandit in a big, empty parking area. Like I do in my all hobbies, I started to explore, and read about biking before getting one. Starting to a biking life with the correct step is

very important and I am glad that I had many supporters around. Before buying a bike, I become member of Motorcycle clubs, attended to the courses and activities. That's how I met OMM. Because I like nature and outdoor sports I decided to get an Enduro bike. In Feb. 2002 I got BMW F-650. I ride about 15K km per year, mostly in spring and summer times. Apart from biking, I love to spend time with my aquarium, and try to go to diving, paragliding and to other outdoor activities.

**Omer Buyukavsar.** I was born in Istanbul in 1975 to be a child tormenting the father with a strong love for motorcycles. I was very enthusiastic about two wheeled vehicles going everywhere on my bicycle. At the age of 17 I bought all the bike magazines I could find learning everything about models of bikes and accessories.. still never been on the saddle. It was totally against the law of family to sit on a bike since my father an accident on a Harley when he was young. I played drums in rock bars long enough to save money for my first bike when I was 20 years old. My mother, who reads everything she finds at home, decided that the bike should be a chopper and should be 250cc. That was a Route 66 Virago 250, a year later an EN 500 (again approved by mother), a year later a Virago 1100. Then a VN 800 Kawasaki. With those bikes I made more than 50.000 kms, in and out of cities, mostly alone. I was thinking I was one of the best bikers in the world until I met Omer Koker who introduced me to OMM. Then bought two Pan Europeans and rode an RS BMW. And back to the real biking now, a Harley with very weak brakes. My plan is to actively contribute in the OMM group to share experience and support with to other bikers. **omm**

## OMM Ride the Web

### How to Lift a Motorcycle?

From the web we took pictures and instructions on how to lift a motorcycle when alone on the road.

**Step 1: Assess Yourself.** Take a few minutes to calm down. Seeing your bike lying on its side can be a traumatic experience, but it happens to everyone at one time or another. Your bike's not going anywhere without you. Spend a few minutes asking yourself questions and talking yourself through it: are you hurt? Are you able to pick up your motorcycle in a normal situation? Do you want to pick up your motorcycle? Is it safe to pick up your motorcycle? Etc., etc. You have the rest of your life to pick up your bike; take a few minutes to relax and assess the situation. It's best if you get help. And remember: if someone helps you, don't forget to warn them not to touch the hot exhaust pipe, not to lift by the turn signals, etc. Also make sure they lift correctly. You don't want someone else getting hurt.

**Step 2: Assess the Environment.**

If you are in danger from other traffic, get away from your motorcycle and seek a place of safety. Let law enforcement respond and take control of the scene before picking up your motorcycle. Take a look at the ground: do you have a solid surface to lift from? Is there gravel? Is the pavement wet? Are you right next to a ditch? You don't want to slip and get pinned under your bike.

**Step 3: Assess the Motorcycle.**

Turn it off using the engine cut-off switch or the ignition switch. Turn off the fuel using the fuel supply valve. Spilled fuel is common, so use caution (though usually you need sparks, flame, or an ignition source to have a fire or explosion.) If the motorcycle is lying on its right side, put the sidestand down and put the motorcycle in gear. If the motorcycle is on its left side, you can't put the side stand down and can't put the motorcycle in gear. Make a mental note of these facts. You don't want to pick up your motorcycle and then immediately drop it onto its other side!

**Technique I: Facing Away from the Motorcycle -**

**For Large Motorcycles**

1. Turn the handlebars to full-lock position with front of tire pointed downward.
2. Find the "balance point" of the two tires and the engine, engine guard, or foot peg. The motorcycle will be fairly easy to lift until it reaches this point because it's resting on its side. Once you start lifting from there, you are responsible for the most of the weight of the bike.
3. "Sit" down with your butt/lower back against the motorcycle seat. Be very careful to keep your back straight and your head up. Put your feet solidly on the ground about 12 inches apart, with your knees bent slightly.
4. With one hand, grasp the handgrip (underhand, preferably), keeping your wrist straight.
5. With your other hand, grip the motorcycle framework (or any solid part of the motorcycle), being careful to avoid the hot exhaust pipe, turn signals, etc.
6. Lift with your legs by taking small steps backwards, pressing against the seat with your butt and keeping your back straight. On slippery or gravelly surfaces this technique probably won't work. On inclined surfaces this can be very dangerous.
7. Be careful not to lift the motorcycle up and then flip it onto its other side! If possible, put the sidestand down and the bike in gear.
8. Set the motorcycle on its sidestand and park it safely.

**Technique II: Facing the Motorcycle - For Small and Medium-Sized Motorcycles**

1. Turn the handlebars to the full-lock position with the front of the tire pointed skyward.
2. Find the balance point of the two tires and the engine, engine guard, or foot peg. The motorcycle will be fairly easy to lift until it reaches this point because it's resting on its side. Once you start lifting from there, you are responsible for the most of the weight of the bike.





3. Stand very close to the handlebars. Plant your feet about shoulder-width apart with the lower handgrip in between them. Use both hands to lift. Keeping your back straight and your head up, lift carefully, keeping the handgrip close to your body. Use your leg muscles for power, and not your back muscles.

4. Be careful you don't lift the motorcycle up and then flip it onto its other side.

5. Set the motorcycle on its sidestand and park it safely. **omm**

## Traffic Laws Competence

Especially designed for UK but in any case interesting to try is the new **Traffic Laws Competence** test you can take at <http://drivetest.carltononline.com/index.htm>

Leave out some of the most "British" questions and you will still have plenty of fun and education. **omm**

## Gearhead DVD's

"Over the years, many wonderful books have been written chronicling the rich histories of some of the best motorcycle and automobile marques in world. Now, the fascinating stories of these companies and the bikes and cars we all love come to life in a never before way - on professional quality DVD's that you can enjoy over and over in the comfort of your own home" This is the promise of GearheadDVD's.com (Movies for people who love motor oil) at <http://www.gearheaddvds.com/> Two biker's DVD: the first one dedicated to "The 80th Anniversary of BMW Motorcycles" and including interviews with Chief Designer David Robb, Head BMW Historian Fred Jakobs and BMW Stunt Rider Jean Pierre Goy

The second DVD covers the story of Ducati Motorcycles - its history and future with travel to Ducati's birthplace: Bologna, visit the factory, interview the designers, and ride with the racers. **omm**

## OMM Ring of Friends

### Very Good Travel Story

Very good travel stories of A. Simpson at <http://users.netlink.com.au/~asimpson/index.html>

Alex has here a dramatic report of crossing from Erzurum into Anatolia high plateaus under a severe snow storm last November. Good pictures, useful information and, definitely, a great sense of humor.

Thomas Goltz, generalissimo of the Baku Ceyhan sidecar Rally, has a new book out 'Chechnya Diary' by St Martin's Press/Tom Dunne. He wrote to us at the end of December: "The book was actually released Oct 9, 2003, and I have been almost constantly on the road promoting it and making presentation since then. 38 presentations in 60 days, from Portland Maine to Portland Oregon, and from San Diego CA to Slippery Rock, PA, with Louisville, Nashville and Indianapolis in between...whew! One result of the editing of the book and the preparations for the tour was the cancellation of the annual Baku-Tbilisi-Ceyhan Oil Odyssey ride this year; perhaps I shall do it again in 2004, or more likely attempt to create a trans-Central Asia/Silk Road ride (final stop Afghanistan?)" **omm**

## Ride in Gear

### Auxiliary Lightning and HID Lightning

Lighting enhancement is the single most important modification a rider can do, and the driver behind that premise is safety. Especially on secondary roads how well and how deep you can see makes the difference between managing risks and total disaster.

"Auxiliary Lighting and HID lighting" at <http://www.ironbutt.com/tech/auxlights.cfm> is a complete article on this subject worth attentive reading.

Motorcycle endurance riders, by definition, do a lot of night time riding. Good light output is key to good night vision, which is extremely important traveling in known deer country. This Iron Butt article examines three general paths towards enhancing the light output of your motorcycle: Upgrade your factory (stock) headlight bulbs, Install auxiliary lights, Install an aftermarket HID system. **omm**

## Yamaha new YZM 426 WR 2WD

Yamaha introduced the revolutionary YZM 426 WR with a two wheel drive system at Intermot show in September and David Fretigne brought the 450 WR two wheels drive to the seventh position overall in the 2004 Paris Dakar Rally, breaking KTM dominance in the first 10 positions.

Lars Jansson, R&D manager for future projects at Öhlins in Stockholm (Yamaha sister company, specialized in suspension technology and



hydraulic application) played a major role in the development of the 2-Trac system and he explains some of the advantages of two wheel traction. "The most important function on a vehicle is steering. Regard less of other qualities, if you can not steer your vehicle in the direction you want you can just as well walk. A motorcycle is high and short and very powerful so if you can not limit the power supply to the front wheel you will get excessive front wheel spin and no steering capability. In other words on a motorcycle you definitely need some rather sophisticated governing of the power that reaches the front wheel. With our hydrostatic transmission you have inherent the smooth application of front wheel drive, important in corners, and spin limiting capability so you never loose your steering". **omm**

# Motorcycle Tires and Safety Procedures

**ATS LTD in Newbury (U.K) provides essentials information on motorcycle tires and safety procedures to keep your rubbers in good and efficient conditions.**

*"We take them for granted but have you ever thought how much we rely on our tires? Have you considered the performance we require from them every single time we ride? To see what I mean, try this exercise.*

*Hold both hands out in front of you with palms uppermost. Have a good look at them. You are now looking at roughly the area of your tires in touch with the road whenever you ride your bike! In other words, that's the amount of rubber between you and eternity as you do the normal things bikers do. Like winding past that big lorry in the pouring rain, tucking in tight, and keeping the power on in a right hander or, possibly, stopping on a tanner when that Scandinavian looking car has decided, at the last second, to turn right across your path in front of you. Remember, the brakes stop the wheels but it's your tires that stop the bike!*

*Now give a thought to the forces you are putting through those two bits of rubber. Think of the heat generated as the speed rises and of the flexing needed to cope with the handling ability of a modern Superbike. You are now beginning to realize why the development and technology that has gone into those pieces of rubber has had to be very special.*

*The truth is, bike tires have developed so much in recent years that they can now usually out-perform even the best of riders on the greatest of machines and in the worst of weathers! They won't often let you down. They will nearly always perform well for you. But they can only do so if you give them a fighting chance.*

*Making sure you have the right tires for the bike and having them professionally fitted, correctly balanced and properly maintained is every bit as important in your overall strategy as buying the right clothing and getting the best training."*

## SELECTING THE APPROPRIATE TYRES FOR YOUR BIKE

Unless you are always going to replace your tires with exactly the same make and type that were fitted by the manufacturer when the bike was new, you are going to need to know (or ask a man who does) a bit about the huge choice of tires on sale and what specs mean when the time comes to buy the baby new shoes. The days when all you needed to know was the size and how much they cost have long gone. Modern tires come in so many varieties with so many differing performance values even the experts have a job keeping up with it all.

### Some rules are fairly general. For example:

Spoked wheels (with notable exceptions) can only take tubed tires.

Radial tires (again there are one or two exceptions) can rarely be fitted with a tube.

Front tires go on the front, rear on the rear ONLY.

The speed rating of the tire must match the capability of the bike i.e.

| Top Speed of Bike       | Tire Rating |
|-------------------------|-------------|
| Up to 93 mph (150 kph)  | P           |
| Up to 112 mph (180 kph) | S           |
| Up to 130 mph (210 kph) | H           |
| Up to 149 mph (240 kph) | V           |
| Up to 150 mph (250 kph) | V250        |
| Over 156 mph (250 kph)  | Z and ZR    |

Then you have to watch how radials, bias belted and crossply tires are mixed. It's better to avoid mixtures if you can, but the following is law. Bikes come in all shapes and sizes. Some rims won't take some makes or tires and some swinging arms are too close to permit some tires to be fitted. You'll need to know what can go on your bike - and what is going to happen once that lovely new radial comes under load!

Then there is the difference with the compounds to be considered. Mixing hard (long wearing) and soft (maximum grip) tires on the same bike can be okay but equally can be disastrous if they are not compatible on the wrong wheels.

As if all this wasn't enough, some tires are not warranted for road use at

| Legal                           | Illegal                        |
|---------------------------------|--------------------------------|
| Crossply front, crossply rear   | Radial front, crossply rear    |
| Radial front, radial rear       | Bias belt front, crossply rear |
| Bias belt front, bias belt rear | Radial front, bias belt rear   |
| Crossply front, radial rear     | .                              |
| Bias belt front, radial rear    | .                              |

all. Then different parts of the world need different tires dependant on the climate and road conditions. Ask any Gold Wing rider who bought those 'good value' American tires a while back and 6,000 miles later found they had worn out! Wings are normally good for up to 15,000 miles but European roads are not the same as their counterparts in the States.

## FITTING AND BALANCING

Basically, there is little difference between fitting a motorcycle tire and fitting any other sort. The real skill comes in knowing what to look for and knowing how to accomplish the tire change without later endangering the rider or damaging the bike.

Most riders should know how to take out a wheel but there are still many who don't. There is a potential for enormous damage to be caused if this is done badly. Modern wheels can be delicate and very expensive things; they can have coatings on them that can be damaged, torque settings can be critical and great care must be taken with the brake mechanism.

If there isn't a mobile fitter or a mechanic who can get out to you, you really need to know how to get the wheel out and put it back properly. It would pay to find out how to do this and, if your bike has only got a side stand, you may also be wise to invest in a paddock stand for your garage. One-wheeled bikes don't tend to last too long on side stands!

Magnesium and alloy wheels can be a problem when removing tires. They can bend and distort if not handled carefully. The experts use the proper equipment to ensure no damage is caused.

When fitting a tire (especially tubeless) it is important to ensure the bead line is visible around the whole of the circumference.

It may be necessary to put a bit of pressure into the tire to do this (usually you hear a pop when the bead locates) then adjust it back down. However it is critical that the pressure is not excessive or the tire could explode. You should use a 'cage' when blowing up tires if at all possible. While the wheel is out.

This is the time to have a look at the bits you can't always get at. For example the rim should be inspected for damage or rough edges, wheel bearings can be checked for play and spokes can be cleaned and checked for tightness.

## Balancing

Modern tires are fairly well balanced right from the start (when properly fitted) but it is still advisable to have the front wheel balanced to get rid of any lingering vibration. These days this can be done at the same time the tire is fitted. There was a time when it was no good balancing a wheel until the tire had suffered a bit or wear!

Properly equipped motorcycle tire fitters will have access to a balancing machine and it really is advisable to spend the extra couple of quid getting them to use it.



## Running In

This is really important. The number of riders who have crashed on new tires is legion. Tires need to be 'run in' before they should be expected to cope with hard riding or braking. The first 50 to 100 miles is critical. Ride smooth and slow for this period and your tires will perform at their peak for the rest of their lives.

## INSPECTION AND MAINTENANCE

It is mandatory that your tires conform to the following rules:

- Tires must be kept in good condition without bulges, splits or breaks.
- Pressure must be maintaining to recommended levels.
- There must be 1mm of tread depth throughout a continuous band measuring at least three quarters of the breadth of the tread around the entire circumference OR if the grooves of the original tread pattern did not extend beyond three quarters of the breadth of the tread any groove, which showed in the original tread pattern must have a depth of at least 1mm. AND
- The base of any groove, which showed on the original tread pattern, must be clearly visible.

### What you should be on the looks-out for?

- Foreign objects sticking out of the tire (esp. bits of glass or flint in the grooves of the tread).
- Cracks in the side walls - very important if the bike has been laid up for a while.
- Tread depth (see above)
- Pressures - these need to be checked while the tires are cold at least every fortnight using a good quality tire pressure gauge.

N.B. the gauges found in most petrol stations are notoriously unreliable. Uneven wear in the tire - especially any 'flattening out' in the middle, which leaves a ridge.

### More About Pressures

This is the first thing you should check if the bike starts handling badly. Even a couple of pounds difference in the pressure can make a huge difference and tire wear becomes ruinous. The effect of over or under inflation can be shown thus:

Also, if you go to a different make from the one originally fitted you may find the pressures have to be different as well. Find out what you should be running on when you get the tire fitted. Finally, tires can easily absorb oil and grease from the road. Modern tires are very durable but their life is not indefinite. The best advice all the experts give is: use them, look after them and change them regularly.

## PUNCTURES AND REPAIRS

| Captions on Tires (Examples)    | Meaning  |
|---------------------------------|--|
| RADIAL                          | Denotes The Type of Construction   |
| 150/70 ZR 18                    | Size designation incorporating speed symbol.   |
| • 150                           | Nominal section width of the tire in millimeters.  |
| • 70                            | The aspect ratio of the tire; this means the height of the tire's cross section expressed as a percentage of its width |
| • Z                             | Speed category indicating tire is suitable for speeds over 240 km/h (150 mph).   |
| • R                             | Radial construction  |
| • 18                            | Nominal diameter of the rim to which the tire should be fitted (shown in inches).                                      |
| MACADAM 90X                     | Commercial name for identity code, tread pattern, in this case a radial rear tire.                                     |
| Max Load 661 LBS at 42 PSI Cold | Load and pressure marking requirement  |
| Tread Plies 2 Rayon 1 Polyamide | Tire construction details  |
| DOT FH6H 289T 298               | North American Tire Identification Number with North American Department of Transport Compliance Symbol                |

It's the breakdown we all dread but it's as inevitable as the rain that always follows hours of cleaning and polishing! Thankfully, these days we don't see so many of those front wheel, high speed blow outs of yesteryear but anything that inflates is liable to be punctured and the problem of sudden deflation is still with us.

**Tubed tires** are straightforward. As long as the tire itself is not badly damaged it can usually be repaired and all you do then is replace the tube (do not repair a tube - it is never worth it!). Remember repairing the tire is just as important as replacing the tube. Imagine the water and muck that can be forced through the hole and start acting between the tube and the tire itself and you'll get part of the reason.

When repairing **tubeless tires** there are certain requirements. Most experts will always use a 'mushroom' repair to completely fill the hole and very few are happy to simply apply a patch to the inside. The reason they will give you comes from the danger of a patch getting 'lifted' by water forced through the unfilled hole on the body of the tire.

NB Some punctures simply cannot be repaired. Side wall punctures and those where structural damage to the tire has occurred are two examples.

**Radial Tires.** It may seem a bit excessive but if you get a puncture in a radial the advice will almost always be to 'write off' the tire. Radial tires are built with a continuous belt around them below the rubber. If the belt is damaged the tire could distort under extreme use (as you get with a modern Superbike) and the puncture could re-develop with disastrous consequences. Chris and Peter will simply refuse to repair a tire if there is the slightest danger of this occurring.

### Foreign Objects

If you find a nail or screw sticking out of your tire the advice is: leave it there! Take off the wheel and get down to the tire shop (or call a mobile fitter). You never know, the tire may be capable of being saved.

### Puncture Proofing

There are substances on the market that you put into your tires and just forget about punctures altogether. Some of these products are wonderful, some are not. The best thing to do is get expert advice before adding anything that can affect your tires in any way at all.

**Tires have a lot of "writing" on and it is useful to know that every producer has a specific code imprinted on the wall of the tires to determine the date of construction: ask the dealer to explain the Time Code of the brand you buy so you will know the age of your "new" tires. Other marking or symbols are reported on the table below taking a radial tire as example. **OMM****



ride one more mile  
[www.ommriders.org](http://www.ommriders.org)

## On your Bike: Excuses for Ride

### Daytona Bike Week



On the first week of March, one of the traditional and entertaining events of the motorcycle season opens in Florida. From racing to swap meets to coleslaw wrestling, there is something for everyone at Daytona Bike Week. Check the program at <http://www.bikeweek.com> Iron Butt Association will hold a party for all LD Riders on March 5. Information on this event for riders outside USA can be obtained from [donna@ironbutt.com](mailto:donna@ironbutt.com) **omm**

### New BMW R1200GS

The (long awaited) new GS is finally out: this motorbike continues the GS tradition of "innovative" looks, and aiming for the on and off-ro-



ad adventure segment. The R1200GS also serves to launch the R1200 motor with increased displacement and power. The bike body fat has been reduced by 12% (200 Kg dry) and engine output has been increased by 15% (98 bhp claimed at 208 kph). Other new features include new BMS-K engine electronics, Single Wire System and Info Flatscreen. **omm**

## Ride and Think

### Brain Exercise

From **Jon Taylor** we receive invitation to have some fun while exercising an important accessory of our bike: "Exercise of the brain is as important as exercise of the muscles. As we grow older, it's important that we keep mentally alert. The saying "If you don't use it, you will lose it," also applies to the brain, so...

*Below is a very private way to gauge your loss or non-loss of intelligence. Take the following test and determine if you are losing it or are still "with it."*

OK, relax, clear your mind and.... begin.

#### 1. What do you put in a toaster?

**Answer:** "bread." If you said "toast," then give up now and go do something else. Try not to hurt yourself.

*If you said, "bread," go to Question 2.*

#### 2. Say "silk" five times. Now spell "silk." What do cows drink?

**Answer:** Cows drink water. If you said "milk," please do not attempt the next question. Your brain is obviously over stressed and may even overheat. It may be that you need to content yourself with reading something more appropriate, such as Children's World."

*If you said "water," proceed to question 3*

**3. Twenty years ago, a plane was flying at 20,000 feet over Germany. If you recall, Germany at the time was politically divided into West Germany and East Germany. Anyway, during the flight, TWO of the engines failed. The pilot, realizing that the last remaining engine is also failing, decides on a crash landing procedure... Unfortunately the third engine fails before he has time to attempt an emergency landing, and the plane crashes smack in the middle of "no man's land" between East Germany and West Germany. Where would you bury the survivors? In East Germany or West Germany or in "no man's land"?**

**Answer:** You don't, of course, bury survivors. If you said ANYTHING else, you are a real dunce and you must NEVER try to rescue anyone from a plane crash. Your efforts would not be appreciated.

*If you said, "Don't bury the survivors," proceed to the next question.*

**4. If the hour hand on a clock moves 1/60 of a degree every minute how many degrees will the hour hand move in one hour?**

## OMM BULLETIN ISSUE 54

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**Answer:** One degree. If you said, "360 degrees" or anything other than "one degree," you are to be congratulated on getting this far, but you are obviously out of your league. Turn in your pencil, and exit the room.

*Everyone else proceed to the final question.*

**5. Without using a calculator - You are driving a bus from London to Milford Haven in Wales. In London, 17 people get on the bus. In Reading, six people get off the bus, and nine people get on. In Swindon, two people get off and four get on. In Cardiff, 11 people get off and 16 people get on. In Swansea, three people get off and five people get on. In Carmarthen, six people get off and three get on. You then arrive at Milford Haven. What was the name of the bus driver?**

**Answer:** Don't you remember? It was YOU! **omm**

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