



OMMRA Information Bulletin July 2000

From Paolo Volpara on Monday, July 03, 2000

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

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Dear Riders,

June has been a good month for riding and good portion of this month has been dedicated to the training, preparation and completion of the ride "Four Corners of Turkey". I had to ride alone due to the withdrawal of **Cemil Turker** at the last minute: with the help of my friends in OMM and under the supervision of **Murad Acar** as Rally Master I concluded the 5.000 km. in the scheduled time of 4 days (60 hours of effective riding). You will find in this issue a brief report on the ride. The full story (with pictures, maps and Log book) will be published on www.ommriders.com within 10 days.

Starting at 5:30 on June 26 from Istanbul and arriving in Istanbul at 18:00 of June 29 I covered in four days (57 hours of riding) the four corners of Turkey along the borders of this Country. The ride was a test to verify the possibility to introduce in 2001 a similar Long Distance Ride open to qualified riders. The results of this attempt will be presented to Iron Butt Association (USA) and OMM will discuss with IBA directors the possibility to insert this Rally in their Calendar for next year. The ride was conducted with a BMW R 1100 GS (1997 model) starting with almost 40.000 K on the clock and prepared by Berke Motor in Istanbul. Despite the bad road conditions and the high temperatures encountered the ride was concluded without any major problems within the planned time. Murad Acar provided all the services of Rally Master and kept constant communication with me sustaining my moral and providing all the needed assistance.

OMM is dedicated to promote bike travels in Turkey and Long Distance Riding Training: this Four Corners ride may be just on the extreme end of LDR but it definitely testify our commitment to "ride One More Mile".

I covered 5.197 kilometers (3.228 miles) in 57 hours and 6 minutes at an average speed of 91.08 K (56.57 miles) per hours.

The logbook of the ride is reported below.

Date	Hours Start	Hours Arrival	Km.Start	Km.Arrival	Leg	From	To
26-Jun	5:30 AM	6:46 AM	39,770	39,941	171	Istanbul	Akyazi
26-Jun	6:56 AM	8:46 AM	39,941	40,195	254	Akyazi	Atkaracalar
26-Jun	8:56 AM	11:01 AM	40,195	40,491	296	Atkaracalar	Kavak
26-Jun	11:20 AM	1:00 PM	40,491	40,705	214	Kavak	Persembe
26-Jun	1:15 PM	1:37 PM	40,705	40,730	25	Persembe	Ordu
26-Jun	1:47 PM	2:10 PM	40,730	40,777	47	Ordu	Bulancak
26-Jun	2:15 PM	5:00 PM	40,777	41,019	242	Bulancak	Cayeli
26-Jun	5:10 PM	6:20 PM	41,019			Cayeli	Artvin
26-Jun	6:55 PM	9:25 PM	41,019	41,310	291	Artvin	Ardahan
26-Jun	17:55 hours			1,540		Av. speed	87.75
27-Jun	5:30 AM	6:23 AM	41,310	41,408	98	Ardahan	Kars
27-Jun	6:33 AM	7:37 AM	41,408	41,548	140	Kars	Igdir
27-Jun	7:42 AM	8:10 AM	41,548	41,603	55	Igdir	Dogubayazit
27-Jun	8:15 AM	9:09 AM	41,603	41,698	95	Dogubayazit	Muradiye
27-Jun	9:19 AM	9:55 AM	41,698	41,777	79	Muradiye	Van
27-Jun	10:05 AM	12:20 PM	41,777	41,964	187	Van	Bitlis
27-Jun	12:30 PM	1:00 PM	41,964	42,014	50	Bitlis	Baykan
27-Jun	1:10 PM	3:05 PM	42,014	42,192	178	Baykan	Diyarbakir
27-Jun	3:20 PM	5:30 PM	42,192	42,388	196	Diyarbakir	Urfa
27-Jun	12:00 hours			1,078		Av. Speed	89.83
28-Jun	4:30 AM	5:50 AM	42,388	42,529	141	Urfa	Gazi Antep
28-Jun	5:55 AM	6:36 AM	42,529	42,618	89	Gazi Antep	Nurdag
28-Jun	6:50 AM	7:15 AM	42,618	42,640	22	Nurdag	Bahce
28-Jun	7:20 AM	8:00 AM	42,640	42,777	137	Bahce	Adana
28-Jun	8:15 AM	9:22 AM	42,777	42,892	115	Adana	Erdemli
28-Jun	9:32 AM	1:12 PM	42,892	43,203	311	Erdemli	Alanya
28-Jun	1:22 PM	4:15 PM	43,203	43,508	305	Alanya	Demre/Kale
28-Jun	4:25 PM	6:24 PM	43,508	43,699	191	Demre/Kale	Gocek
28-Jun	13:54 hours			1,311		Av.speed	109.25
29-Jun	4:30 AM	5:23 AM	43,699	43,791	92	Gocek	Gokava/Mugla
29-Jun	5:33 AM	8:43 AM	43,791	44,090	299	Gokava/Mugla	Izmir
29-Jun	8:53 AM	11:30 AM	44,090	44,381	291	Izmir	Ezine
29-Jun	11:40 AM	11:59 AM	44,381	44,429	48	Ezine	Canakkale
29-Jun	12:10 PM	12:45 PM	44,429	44,429	0	Canakkale	Eceabat
29-Jun	12:50 PM	2:27 PM	44,429	44,656	227	Eceabat	Edirne
29-Jun	2:37 PM	3:34 PM	44,656	44,777	121	Edirne	Corlu
29-Jun	3:39 PM	4:30 PM	44,777	44,887	110	Corlu	Durusu
29-Jun	5:10 PM	5:24 PM	44,887	44,917	30	Durusu	Hadimkoy
29-Jun	5:34 PM	5:57 PM	44,917	44,967	50	Hadimkoy	Istanbul
29-Jun	13:57 hours			1,268		Av. Speed	93.44
TOTAL	57:06 hours			5,197		Av. Speed	91.08

The June Bulletin on “The Dark Side of Motorcycling” generated a large number of reactions mostly in agreement with the point I was trying to make. Still a large number of you believe that accidents are the Dark Side of our sport: *“Although, we have different way of thinking on the philosophy of motorcycling- write to me **Feza Haznedar** (feza@haznedar.com) - I really appreciated once again your passion and dedication to Motorcycling ...But on the other hand, I do not share some of your ideas in the bulletin and totally agree with Sinan regarding his comment about "Dark side of Biking". As I was told by Sinan, he and his wife were fully dressed with the proper riding gears, they were neither drunk nor too fast, furthermore, as you know, Sinan has knowledge, experience and wisdom in Motorcycling which prevents him from riding irresponsibly and dangerously especially while with his wife or with another passenger ... the reason was simply " a piece of broken beer bottle" (that all) that everybody may encounter and suffer from at any time. Finally, a destroyed bike, all the fears they lived, the troubles they suffered, Maria's serious shock and unpleasant memories, a spoiled holiday...if all this is not the Dark Side of Biking nothing can be the named as such.”*

Mick Wheeler (from Advanced Riding Techniques) trained in 1999 Sinan on a BMW R100GS and at the news of the accident wrote me an interesting note: answering to my question on what to do in case of sudden deflation of the tire he said: *“You really are in the lap of the Gods when you have a sudden and total tire deflation on a motorcycle at speed! 1) Absolute total scanning of the road ahead to pick out anything that can cause us problems, foreign objects etc. that could cause problems if we hit or run over them! 2) Remember the skill of a sudden push on one bar or the other to immediately move the course of the bike to miss any objects suddenly coming into view! 3) If we have the chance, when we have slow or quick tire deflation, we should not touch the brakes! The natural reaction is to brake but this will destabilize the machine. We shouldn't really snap the throttle closed because this will cause heavy engine braking via the rear wheel and again will upset the balance of the 'bike. 4) We should, if possible, gently ease the throttle down, with no sudden inputs into our motorcycle. We shouldn't try to steer the 'bike because as it wobbles and weaves left and right, as it swerves to the left we try to steer it to the right, but it swerves to the right because it's wobbling and so we over steer and compound the problem. The 'bike is going to wobble left and right and we should try dampen this movement with our arms, much the same as a steering damper would do on a sports 'bike! Don't fight it but dampen the machine plight with pressure from both arms simultaneously! 5) By not doing anything, the longer we can keep control, then the more we bring our speed down, the more we bring our speed down the better chance of survival we have! 6) We should pray, for 'lady luck' is needed on our side! ...Finally, it's another thing knowing what to do in these circumstances, and it's another thing doing it! but we really do need to be lucky.”*

Since I wrote the last Bulletin two more friends decided to give up biking because (small) accidents they got involved: two more of the several fellow bikers I lost on the road in the last 40 years. Others are just questioning the way they ride: **Dimitrios Papadopoulos** (<http://transalpist.tripod.com>) a fellow rider of Africa Twin who I know only by e-mail wrote from Greece: *“... under the influence of an incident that happened two months ago, I still feel the fear of a new (and worst) accident to take place. It wasn't the first one*

during my motorcycling experience, however I conclude that my confidence gets worse from one accident to the next. I admit that my experience, regarding the "other drivers decisions forecasting" have been definitely increased. However, on the other side, my handling abilities (cornering, emergency braking) seems to be decreased under the state of fear for the next accident. I would call it "mental way of driving"...I guess I should practice again and reconsider my skills...I have to urgently restore my self-confidence and driving ability before it is too late. If you are interested in the incident I spoke about previously, it was a long slide on a just wet road in the center of Athens. There were two negative factors I should have consider: a) awfully bad traction tarmac covered with the usual dangerous mix of water with the vehicles emissions, b) downsloping.

The bike's slide ended by crashing on two cars (a lot of damages on the plastics). When I woke up, I couldn't believe that there wasn't even a single trace of abrasion on my suit. No abrasion-no traction at all. I never had such an experience in my life. I was very lucky for avoiding a single wound but the trauma remains."

And more I could add about Friends reproaching my lack of sensitivity when writing about "The Dark Side"... I will not try to apologize like I was not accusing anybody on my previous note. All I wanted to say and I repeat it again is "Accidents comes with the Sport: if you have done your best to train yourself, to prepare for it, to try to reduce the impact then... even an accident is part of the bright side of our sport" Basically I believe that, if you are still alive and functioning after an accident, you should conduct a serious analysis of your mistakes (on a crashed bike there is lot to study), learn the lesson and then spend time to forget what happen. Take the accident out of your mental system and go ahead with learning more about biking: next time you will not repeat that error. In conclusion I really believe that when you seat on the saddle, at the beginning of a long trip or just to go around to your favorite pub, you are taking, consciously, the chance of having an accident: it is part of the deal you establish with your bike and, when the accident happens, it is not the "dark side of motorcycling" it is the normal side of our sport: pick up your pieces, pick up your pride and enthusiasm and ride one more mile. This came into my mind just before starting the long Four Corners Ride when the chances to get involved in an accident far away from home were quite high. Still this is what I believe and I am taking responsibilities of my future crashes.

Now, on the more sunny side: get a copy of MPS catalogue for spare parts and accessories; MPS is an old shopping point of mines well known in Europe but I noticed that a lot of you seems not familiar with this great source of "value for money" items. The service is fast and reliable, they ship everywhere and what you do not find in their list you probably do not need. The web site is open at www.thefastone.co.uk

In preparation for the Riding Course at Nurburgring I decided to upgrade the safety level of some items and I bought a new pair of Alpinstar boot and Dainese gloves with Kevlar Protection. The price of the last ones is about three times the price of a normal pair of biking gloves and I have been wondering where is the trick: "Have I been robbed with this last buy or have I been buying un-safe gloves till now?" The answer to a future report.

On the Four Corners I tested a (new?) under suit produced by Sub-Zero and branded “Cool T Cool”. Now, Sub-Zero is already well known to produce the best thermal winter suit but this Cool T Cool is a blessing for the one of you riding in hot (very hot) weather. It absorbs perspiration faster than a Kawa and it keeps you cool all the way. I believe you can find Sub-zero products in www.rei.com or www.catxpress.com and also on the Military link in OMM Links Page. Shop around it is definitely worth.

BMW Group Turkiye Distributoru (Borusan Group) has been very kind in accepting OMM proposal to start a Long Distance Rider Club in Turkey. We discussed this idea with **Mr. Celebi Zafer** (General Manager) during the Istanbul Bike Show and in few meetings after and now they are introducing a trial ride on 1800 km. in 48 hours. The circuit Istanbul to Istanbul (via Bursa, Kutahya, Isparta, Antalya, Aydin, Izmir, Biga) is a good one on very good roads and you (bikers leaving in Turkey) should register for participation. Go to your BMW dealer and ask for details if you have not received the invitation leaflet. To each rider completing the circuit OMM will dedicate a web page under the section “Friends of OMM”: just contact us for details.

Some of you wrote me about cushions to apply to the saddle (rider and/or passenger) to eliminate “numb butts” in long rides. If you do not want to invest in the best saddle in the world (Corbin seat) you have some alternative less expensive. Check AirHawk at (+1 618 277 9150) or Travelcade Seat Pads obtainable from www.competitionaccessories.com (+1 800 8721269 or Air Rider Gel Pads at www.airrider.com

More on the next bulletin: send, as usual, your comments, your rides and your tests to me and we will keep discussing.