



### **OMMRA Information Bulletin September 2000**

From Paolo Volpara on Monday, September 18, 2000  
Comments, suggestions, ideas, question: [volpara@homeemail.com](mailto:volpara@homeemail.com)  
To receive or to send to riders friends the Bulletin just drop an e-mail request.  
Visit OMM site at: [www.ommriders.com](http://www.ommriders.com)

**Dear Friends and Riders,**

**August has been a very important months for me and for the OMM group. Some of the riding experiences developed in this month will change the way we approach motorcycling in our web-site, training courses and rides.**

But, before we start, let have some "administration notes". In August we revised the list of people subscribing the electronic bulletin and some of you may have received a request of confirmation of address. Many thanks to the ones taking the time to answer and to express their appreciation. We frequently get requests of permission to reproduce parts of the Bulletin or to re-distribute copies of the Bulletin to friends. Please feel free to use our Bulletin as you like it: we would appreciate if you mention our web-site as point of origin of the news. We are also ready to add e-mail addresses of your Friends to our list: the list is strictly used for the circulation of the bulletin and the addresses are not used for any (and I mean any) other purposes.

In August we also managed to organized the whole of OMM archives and (slowly) we are putting back the most significant of the rides 1997/1998/1999 in the web. We also plan to open the Riders Profile section of the web-site to all our friends and, attached to this bulletin, you will find a simple form for entry. If you want to be listed there send us back the form with some pictures of you on bike.

One last but important remark: the "Biking in Turkey" article in our web side has been under the scrutiny of **Osman Lav** (Beldeyama Marketing Representative at [olav@beldeyama.com.tr](mailto:olav@beldeyama.com.tr) or [www.beldeyama.com.tr](http://www.beldeyama.com.tr)) importing and distributing **Yamaha** bikes in this Country. Osman, a good friend and valid rider, writes: *"I was reading OMM web site, Biking in Turkey section and I was shocked with a wrong information that "the market of bikes above 600cc is dominated by Kawasaki and BMW." This is wrong. The market of big bikes (scooters and courier's bikes are not included) has been dominated by Yamaha in last 4 years in every class. This year, according to Beldeyama market search, Yamaha has sold more bikes than the other Japanese brands. As lots of bike companies*

*are not giving their sales quantities, I am giving this info according to our company's search. Mr. Zafer Çelebi (BMW Turkey) called me to ask our sales above 600cc last month, and we gave the info to each other as we do every month. He knows our sales and I am ready to give you the real market information. I would be grateful if you could chance that wrong information in OMM web site"* I have no reason to question the statement of Osman and it sounds even more true if you consider that only Yamaha in Turkey covers the full range of bike types from off-road to cruisers, from sport bikes to Enduro. I asked to receive the data from Yamaha and as soon as I have them I will make them known via our web-site. Meanwhile my apologies to Yamaha and to Osman: that section will be eliminated in our next update of the page.

The key event of August was the preparation and the participation to the **Nurburgring Riding Course** (27 to 30). **Cemil Turker** and myself subscribed to this course (on **Mick Wheeler** suggestion, in January and we rode our bike up to Nurburg on the week of August 21. Cemil selected to send his BMW RT1100 by boat from Istanbul to Trieste (Italy). This is a very intelligent way to start a trip to Europe avoiding long and boring transfers on bike. You board the bike on Roll-on system (without any special preparation) in Istanbul and two days later you take a flight Istanbul Lubjana (Slovenia). At the Lubjana airport a bus transfer you to the Trieste port on one and half-hour. Here you take your bike off the boat, pass custom and you are connected with all the major motorway of North and Central Europe. For information on this service contact **Yakup Icgoren** at [yicgoren@barwil.com.tr](mailto:yicgoren@barwil.com.tr) or Cemil at [cturker@mutlu.com.tr](mailto:cturker@mutlu.com.tr)

I rode to Europe via the usual route Ipsala, Greece at Igoumenitza, Italy at Bari and then motorway up to Belluno where I met Cemil. This transfer road is becoming quite boring after so many rides on the same itinerary and I welcome an e-mail from **Feza Haznedar** (visit his web site at <http://www.geocities.com/MotorCity/Garage/1796/>) writing after his ride on Gold-Wing to the Austrian Alps:

- *"The Greeks are building a new motorway from Turkish border till Igomenitza and it expected to be complete by the year 2004 for the Olympic Games. Some parts are already finished and open for traffic"*
  - I can also add that Greek drivers are very conscious of motorbikes and they do not hesitate to pull right to give way to bikes at any opportunity of overtaking.
- *"Thank to Greek friends we have a new alternative road to Igomenitza till 2004: usual road via Kavala, Thessaloniki, Veria, Kozani. After Kozani the alternative road turns to Grevena – Metsovo and Ioanina. Between Grevena and Metsovo the road is lovely, no trucks or busses, very light traffic, lovely nature like the Alpine mountains, easy going with no curves, no climbing and no twisty roads. As additional bonus this itinerary is 60 kilometers shorter than our usual route of Thessaloniki, Larisa, Trikala, Meteora, Katara, Metsovo, Ioanina"*
  - A good suggestion particularly when the summer traffic of return from holiday crowded the traditional route: I had a very difficult ride with the roads full of Turkish "convoy" moving back to Europe, European caravans and busses, general traffic.
- *"Italian motorways started to be crowded and crowded, there are new drivers on the motorways; Polish people, Lithuanians, Slovenians, Hungarians, Ukrainians"*

- I could not agree more! Not only a lot of new riders but also the Italian love for Diesel Cars (TDI, TDS, JTD... be careful every time you see the initials TD Turbo diesel written on the back of the car in front of you). The traffic is slow, heavy fumes and drivers sleeping on the overtaking lines
- *“Slovenia can be new holiday destination for riders, I met members of the Slovenian Goldwing Club as they were in a trip in Austria. Friendly nice people with brand new Goldwings with proper service in Slovenia”.*
  - It would be nice to get in contact with some of these riders to try to establish a road itinerary from Turkey via Bulgaria, Rumania, Hungary and Slovenia.
- *“Our glorious friend St. Marwin is still surviving, he developed his business and he has two other mechanics from UK & Italy, I had my annual maintenance, put some new model accessories to my Goldwing and replaced some old style accessories with new ones”*
  - This is **Marvan Mahdawi** owner of EUROWING one of the best center for Gold Wing Service and Accessories in Italy. For the ones of you interested in Wings this is probably the nearest center for Turkey at Viale Dante Alighieri 90 44024 Lido degli Estensi, (Ra) Italy Business Phone : 39 533 326920 Fax: 39 533 326920 E-mail: [eurowing@tin.it](mailto:eurowing@tin.it)
- *“Our route back to Turkey was Rimini, Ancona, Patra - Pireus (225 kms), Hios Island, Cesme, Bandirma - Istanbul (330 kms) therefore you drive less and have relax on the way back. (Pireus - Cesme 60 US\$ for single cabin & bike, Hios - Cesme 60 US\$ for rider & bike) Superfast Ferries are perfect on timing and for accomodation, Igomenitza- Bari & Ancona - Patra cost to us 500 US\$ in a beautiful double cabin they have a good agent in Istanbul and they are very helpful.”*
  - I used **Superfast Ferries** from Igoumenitza to Bari and return and I agree that the boats are of good standard with excellent service. On the “very helpful” side I tend to disagree. Bikers are treated as second class citizen, the sad faces of the people serving aboard create a very tense atmosphere and we had to tie up the bikes by ourselves. In any case better than others carriers: you can book at [www.superfat.com](http://www.superfat.com) or by e-mail at [superfast@superfast.com](mailto:superfast@superfast.com) or by phone +30 1 9691111. I do not have the address in Istanbul.

You will be able to read about our experience at Nurburgring and our riding on the Italian Dolomites Mountains in OMM web site by the end of this month together with the splendid ride that **Selim Karadag, Murad Acar and Abdullah Ekimhan** did in Greece. **Feza** will probably publish his ride report on the **Turkey Gold Wing Club** web site while I have not hope to receive a report on the long ride of two OMM riders (**Ertugrul Bitlis and Cihat Erata**) from Istanbul to Portugal.

Our **Nurburgring experience** ([www.nuerburging.de](http://www.nuerburging.de)) was quite important, as I said at the beginning of this note) because it put the two of us in contact (and in comparison) with European riders. For me, after ten years of absence from Europe, it was a revealing experience modifying some of the basic elements of my biking vision. Yes, it is easy to say that European riders have better roads at their disposal, better signals to warn them in advance of obstacles, better (and cheapest) choice of bikes, better service and assistance, better training (compulsory and voluntary). It is easy to dismiss our limits blaming the

Turkish environment: I do not think we would be right in doing so. For this reason I put in front of my OMM Friends and Riders some ideas and resolutions to be discussed.

- The European riders are in general safer, faster better riders than me and most of my co-riders.
- This is because they take the sporting side of motorcycling more seriously than we do focusing on safety and speed.
- They use predominantly sporting bikes giving them a good feeling of road control.

On the other hand, OMM has been focusing on touring and long distance riding running the risk of becoming the “truckers” of motorcyclists. We focused on BMW bikes stemming from our experience with the GS models and ignoring the latest developments from Japanese and European (Italian) producers.

The negative results of this OMM school were much in evidence in our tour: two Swiss riders on GS and Africa Twin left as for dead on the curves of the Passo Pordoi and the majority of participants to the Nurburgring course were well above our riding standards. To continue the OMM mission of improving the riding skills we have to turn more into the sporting side of bike and for this I suggest:

- To promote OMM among the Turkish riders using sport bikes: the groups around dealers such as Mototas (Sinan Afyoneri) and Fun Motors (Suleyman Memnun) and the riders attending the circuit racing.
- To abandon the almost exclusive use of BMW motorcycle introducing a variety of bikes in our group. I believe that the only exciting bike BMW produces at the moment is the GS 1150 (and on smaller cc the F650). The rest are pretty boring bikes badly supported by **BMW Turkey**. Our rider **Eren Tor** was for months off the bike because lack of service by BMW Istanbul and while complaining it learned from a top manager that in Borusan Group (Importers of BMW bikes and cars) the motorcyclists are seen as a heavy and unprofitable burden.
- To learn how to ride on sport bikes will be the mission of OMM on the year 2001 with some reduction of our commitment to Long Distance Riding: for this purpose we are now planning to bring to Turkey new instructors to expand A.R.T. training program, to subscribe to training courses in Europe and to plan a sensational trip to the Roads and Circuits of Europe next summer.
- We also take the objective to bring a team of seven Turkish riders to the September 2001 course at Nurburgring determined to look well and professional the day of the evaluation.
- We will also expand this winter the off-road program as integral part of training for safe and fast riding.

The bike I took to the Nurburgring was my old Kawasaki ZZR1100 and it work perfectly: what I lost in agility in the circuit I gained in comfort during the trip to and from Europe. If I were a serious biker (I am just learning) I would sell the Honda Gold Wing used so rarely, put three Givi bags on the ZZR and use it as very day sport tourer. Solid, fast, predictable and comfortable the ZZR is a Time Machine where the twist of the wrist reduce space at your command: trying for a short distance the BMW R1000RT of Cemil made me notice all the vibrations, sloppiness and boredom of up-right beamers.

Discussion is open and it has to respect the different faces of our sport:

*“To some, the ultimate ride may be along a two-lane blacktop road as dawn begins to overcome the chill of the early hours. Passing from shady pockets of cold into patches where the sun has already set the flavor of the day. Being with the bike, sensing the changes in the road. Others may yearn for a chance to leave the road for the solitude of a wooded trail. The best ride may be through a quiet forest at practically a walking speed, taking time to see things a little differently each time, becoming part of the surroundings. That rider may stop if a place—perhaps a stream or the crest of a hill—looks inviting. The quiet and the chance to be alone to collect his thoughts may be the very reason that he rides. To others, still, it could be a love of traveling—setting off on a trip by oneself, watching the country change faces as the miles roll by. The cyclist may ride three or four hundred miles a day before fatigue and the night force him to find a campsite or a bed. To some, companionship is an important consideration. Having someone to share the fun of riding might be half the fun.*

(Excerpt from R.H.Salinger, “Motorcycling and the New Enthusiast.” Presented to OMM Bulletin by Kazim Uzungolu [kuzun99@yahoo.com](mailto:kuzun99@yahoo.com))

It is true that there are several ways of enjoying motorcycling but a conversation with Sonic the Editor of Superbike (UK) made things look more simpler. Over a beer at Nurburgring he told me; *“If you take madness out of motorcycling you are left with an infinite repetition of technical data”*. This is revealing: speed and risk are the reason why we love biking. To quote the deep-sea-diving adventurer Hans Hass *“I became very conscious of how anyone who defies danger in any form is at the mercy of chance. But ought one really to draw a conclusion from this? Should one expose oneself the less to danger and to chance? A life spent in constant anxiety over losing it would be no life at all”* (reported by Melissa Holbrook Pierson in “The Perfect Vehicle”) If, as Melissa says, *“danger is really the wind that passes on either side of motorcycle”* we have to learn better how to live with speed and danger.

We are missing Riders: OMM have a lot of friends, an active web-site, a very intense correspondence activity, nice and professional training courses but... when it comes to riding I found myself pretty alone.

We had to cancel the LDR attempt on the circuit designed by BMW Turkey for lack of riders, we had to cancel the splendid “Third Ride Into History Of The Year 2000 Sanli Urfa, Harran, Mardin and Nemrut Dagi“ planned for September 22-23-24-25 for lack of riders and no one registered this year for an Iron Butt attempt.

Where are the riders of Turkey? Spread the word around, among your friends, in new groups and let us get in contact for more riding events in the future.

New bikers joining us on the July History two ride were very happy of the program and of the opportunity to improve riding skills:

*“Before I joined the tour with you I did not know that riding will be so serious and enjoyable. Till that time I was riding street style (very simple). Lots of riders start to ride as I did. That is why Riders must be well informed and trained not to make so many accidents. I think you will do it very well with this kind of activities and with your web site. I learn many things in a short time by you and by your web site and I tell all my*

*friends to visit your web site or participate one of your tours-courses. I love riding and I want to ride all my life. I am sure they are lots of person think like me. You, your web site and your mission will serve these people too much. I would like to be one of these missions too. I will do my best to learn riding perfectly, safe and enjoyable.”* From Harun Ergul ([Gert@ixir.com](mailto:Gert@ixir.com)) after riding with OMM on the History Two trip.

Brief News:

- **High Performance Protection** By the Motorcycle Online Staff LOS ANGELES, April 11, 2000

*“The protective qualities of leather riding suits are obvious. However, with the numerous manufacturers that produce leathers, one can't help but wonder if there are any uniform standards with which they are made. In Europe, they have the European Union "CE" mark (similar to the DOT and Snell marks found on helmets sold in the United States). If you have been looking for European protective outerwear, you have probably seen claims of CE-approved body armor. Nevertheless, a claim that protective outerwear is "CE-approved" does not necessarily mean that the garment is truly CE-approved. BKS hopes to change this by being one of the first manufacturers to import full CE-approved leather riding suits into the States. This implies that the entire suit, from head to toe, all stitching, leather and armor is compliant with the standards set forth by European Community.”*

Be careful when you buy riding suit to check that not only the protective pads but the entire suit has CE mark of approval. My **Dainese** suit was perfect for the trip and the course in conjunction with a Dainese back protector. The Dainese Kevlar protection gloves were less than perfected giving away on the palms and creating painful creases around the handles.

- **Bill Newton** started the record attempt on September 30, 1999 in Huntington Beach, California. The record attempt ended October 29, 1999 in Garden Grove, California. The record you ask? Bill rode **30,179** miles in **30** days! And this is corrected mileage. He made 91 fuel stops. . .consumed a little over 807 gallons on fuel, and average 37.4 MPG for the entire trip. His fuel log was absolutely the easiest I have ever certified . . . nary a mistake. His low MPG was 27.3, and his high was 46.3 MPH. Not only is Bill the first MERA rider to accomplish such a feat. . .but the record has also been certified by IBA. He is the first rider in IBA history to have earned THREE (3) 10/10's awards. For those folks that are unaware of what the 10/10's award is; it is for riding 10 1000 mile days back to back. Bill Newton just did 30 of them back to back to back to back to etc, etc, etc. The completion of his record attempt was witnessed by two police officers who also certified the odometer reading. I think we've found the perfect definition of what constitutes an endurance rider. There were no trophies to be won. . .damn sure no money to be made for doing this. . . and no whining wannabes standing around watching. Bill went out to do it because it was something he wanted to do.

- **Motorcycle Online** announces the launch of our new Women's Section located at <http://women.motorcycle.com>, also accessed from the regular homepage.

The Women's Section will feature content geared towards women who already ride or who are considering entering our sport.

- Get a copy of “**Genc Moto**” published by **Omer Demirel** at the Genc Motor Dealership in Barbaros Bul.

Call 0212 2742727 or fax to 2724033 asking to be inserted in their mailing list. The magazines offers a set of useful information for bikes and spare parts available while offering some good report (in Turkish) on long distance riding.

- On the web: I used for the circuit training Pirelli Dragon Evo Corsa that I found very good. Check at [www.pirellimoto.it](http://www.pirellimoto.it)
  - Lovers of Moto Guzzi: check in English [www.ghezzi-brian.com](http://www.ghezzi-brian.com)
  - For all racing info go to [www.motograndprix.com](http://www.motograndprix.com)
  - Yamaha at [www.yamaha-motor.co.jp](http://www.yamaha-motor.co.jp)
  - Dainese at [www.dainese.it](http://www.dainese.it)
- To be present on the OMM web page "**Riders Friends**" please return by e-mail the form below compiled or send a brief CV with pictures.

Name and Family Name	Home Phone Number Home Fax Number
Home address And e-mail	
Bike (s) owned	
Km. per year (last year	
Favorite dealers	
Brief description of yourself, activities, favorite sports, hobbies	
Age	
Attach picture on bike	

## NEXT OMM APPOINTMENTS

**Few places are still available for the second A.R.T./OMM training course on October 26/30. The course will be conducted by M. Wheeler with transfer from Istanbul to Kas, riding around Kas and return to Istanbul. Contact Selim Karadag at [selim.karadag@teklan.com.tr](mailto:selim.karadag@teklan.com.tr)**