

ONE MORE MILE

RIDING IS A WAY OF THINKING



December 2010
Year 11 - Issue 105



With the arrival of the Solstice of Winter, the biking season in Turkey slows down for the next quarter: mind you, it does not stop since a good shining day in deep of winter is still a good (maybe exceptional) ride opportunity. It does not stop for the ones of us using the bike as the regular transportation vehicle to work and around. It does not stop for the riders passionate of forests and bushes since the off-road season is now at the peak. Finally it does not stop for the few lucky one who can ride in places and countries where summer starts or never ends. For us at OMM, it is time of planning and riding, reinforcing the structures of the club, bringing new riders to help, designing new projects in the three areas of our interest: TOURING, TRAINING and SHARING.

All this makes this issue a

special one; possibly not so interesting for friends distant from the OMM RIDERS GROUP life and definitely more involving for the ones who ride with us often.

This issue is an evaluation of what we have done in 2010 and a display of ideas for possible projects 2011 that may attract your imagination and your desire to join and work with us.

Season Greetings



IT IS MATTER OF TRUST

The December issue of “Progress” –



the bulletin of [LAM Group UK](#) – under the title “OMM Turkey” publishes a note from [Andrew Longshaw](#) answering to my article on [TRUST](#).

Andrew - long standing friend, frequent rider in Turkey and one of the best Observers - does not agree with me on the need to exercise trust.

“Trust will get you killed – he shouts - Trust NO ONE. Trust nothing. Trust myself? Are you mad? I know how stupid, crazy, red-misted and ragged I can get. Trusting my bike? As all those of you who have done a trip with me know that I always check/clean/re-check the bike at the beginning and at the end of day. Trust those around you? DO WOT? Are you mad? Every one out there is trying to kill me!”

Having covered the three areas of trust



”
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that I advocated, Andrew invites all of you in the continuous spiral of mistrust: *“Once I’m on my bike – he concludes- I take it for granted that ALL others are out to get me. So my advice is clear: trust Nothing, No One, not even yourself. If THEY want to trust YOU then... fool them... because I’m out there TO GET THEM just like everyone else”*

It is true that Andrew sent me the same note with the caution: *“Take this with a BIG pinch of salt. I am playing devil’s advocate”*

Nevertheless, Andrew statements reflect a common and popular belief among good and competent bikers.

Unfortunately and despite all the trust-no-one of this word, to function as a society and to function as collective of road users we need trust. To “GO OUT THERE TO GET THEM” still requires trust in the self, in the bike and in the other road-users. A real NO-TRUST position will have you on this side of paranoia, closed in your

castle and incommunicado.



[Richard Tredennick-Titchen](#), of the Gocek Riding Community and co-philosopher of life, takes a different approach from Andrew’s conclusions.

“TRUST is both an emotional & a logical act. Emotionally it is where you expose your vulnerabilities, believing that you will not be taken advantage of.

Logically it is where you have

assessed the probabilities of gain & loss, calculating expected outcomes based on hard performance data.

While I agree with much of what Paolo says, that a life without trust is a somewhat poor life, I take issue with the way in which he applies it to biking.

He says that the 'rules of the road' are based on trust that other road users will obey the rules.

As a biker trained in the United Kingdom, my brain is still hardwired into having respect and consideration for other road users – giving way when it is the most courteous and safest thing to do – sticking to my lane & only overtaking on the outside – giving clear signals of intent – obeying the speed limit in built-up areas etc.

For the past 13 years I have had to throw all that out of the window (or over the handle bars). If I obeyed the rules of the road as they are applied in

North Europe, I would simply not survive in Turkish traffic. It often seems to me that the basic premise of driving here is 'I will do what I want & you have to avoid me'.

So the one thing that I have learnt to trust is that other road users will not obey the rules & will often do the unexpected. It seems that Turkish road users have a belief that 'if it is behind you – you can forget it' ... a fatal mistake for bikers.

So while I have to trust myself to ride within my capabilities (while constantly seeking to improve) & I have no choice but to trust my bike (while realizing its limitations), I have absolutely no trust in the predictability of my fellow road users. This is compounded by the 'invisibility factor' of riding a bike in this country.

Trust in relationships is an admirable virtue – even if from time to time we feel let down. Realistic trust in



ourselves is essential for a rich & fulfilled life.

But trust in our fellow road users ... I think not.

Finally, in this context I prefer to use the word "reliance" over the word "trust". The opposite of "trust" is "betrayal" – the opposite of "reliance" is "disappointment. If my 'trusted' watch breaks down I feel disappointed because I rely on it to tell the time – but I cannot say that I feel 'betrayed'"

Here you have it, a Cartesian Trust of not Trusting: it is not too bad to trust that the other will always do the wrong things: it is a trust somehow so solid that you can build on it and construct a complete set of behavioral codes.

At the end, I believe that the confusion (if there is confusion) comes from mixing TRUST with CARELESS ATTITUDE.

When I say that you have to trust

your bike I do not deny the need of a good pre-ride check: the one who ride with me know how obsessed I am with tyre pressure.

When I say that you have to trust other road users I do not mean that you have to place yourself at the mercy of every idiot riding a Volvo (or other brands of your despise)

And when I say that you have to TRUST YOURSELF I do not mean that you have to stop improving, excelling and behaving ethically.

Once that you applied the tools of intelligence, knowledge and discipline I still believe that the addition of TRUST makes everything easier, more pleasant and less warlike. It moves you toward the building of a society, a community where EQUALITY binds in trust good humans.

It is relatively easy (with a good system) to instil competence in a rider



mind: from theory to practice in closed area, from practical exercises to analysis of mistakes, from observed rides to debriefing after ride, all our tools are quite efficient in passing competence.

But where the CONFIDENCE is based, if TRUST is not there?

How can we ride relaxed with confidence and reliance if we do not trust? Without Trust the practice of competence in riding becomes a sterile application of rules, a repetition of acts done because it-has-been-written-so.

Where is the passion? Where is the creativity? Where is the faith? ...

Hold on... maybe we got carried away by a note of [Yigit Gergin](#): “After reading Lee Parks’ *Total Control*, I got stuck with the concept of “Fear”, and “The Power of Faith” Lee says: **“FAITH IS A TRUST IN YOUR KNOWLEDGE.** How many times have you seen two racers on equal equipment and tires go through a turn

at the same speed and yet watched only one of them crash? Sometimes it is a case of one rider making a mistake, but other times it comes down to the difference in confidence level.

The more faith you have, the more confident you will be. This is one of the reasons why motorcycling has to often been described as a religious experience”.

These sentences kept me thinking. Maybe because I have degree in Mechanical Engineering, maybe is my personality but somehow these sentences opened more questions for me, rather than providing answers.

We are on a mechanical machine in a

”
*Faith is a
TRUST
in your
knowledge*





physical world, inside a turn. I have faith I make it, my friend doesn't and he goes down. How?

Maybe the answer is with [Keith Code's Twist of the Wrist](#) and the concept of [Negative Survival Reactions](#): maybe a rider with faith doesn't have survival reactions. (i.e. tighten on bars, jerky movements). So he makes it through the corner. Or, have I missed anything on [Lee Parks](#)?"

Faith, trust, confidence may look like absurd concepts to a mechanical oriented brain but not only what can be measured by mathematic or explained by physic is real.

No doubt that confidence (What Lee call faith) is capable of changing the behaviour of a mechanic tool.

Confidence changes the way we behave, by changing behaviour we change the way we relate with machine change, the input change and the result change as consequence. That is

the reason why a rider can take a corner at higher speed than a rider with same level of knowledge and same machine.

By stressing knowledge and not experience we, the OMM - ARA trainers made a substantial mistake and we are paying for it.

When we asked people not to rush into qualifications but to build up experience and confidence we were right: we then TOTALLY forgot how important is confidence (built by repetition and by discipline).

For these reasons the dialogue on TRUST – CONFIDENCE is the most appropriate introduction to the summary of 2010 activities and to the presentation of 2011 ideas.

How did we boost confidence in OMM?

WHEN A 100 MEN STAND TOGETHER, EACH OF THEM LOSES HIS MIND AND GETS ANOTHER ONE - Friedrich Nietzsche

Paraphrasing [Friedrich Nietzsche](#) we can say that in 2010 we put “100 days of OMM activities together and, in part, we lost our mind”.

Never, in the history of OMM, we sustained a program so intense as the one of this year: we have in calendar exactly 100 days dedicated to promote, within the Turkish biking community, knowledge, experience and attitude in biking.

The list is quite impressive and, as you can see on the chart below, the activities are focused on Training and they cover mostly the RoadCraft & RideCheck rides free of costs for all participants.

Control and A.R.A. Road cover the three quarters of all events: these two

training tools are “at sharing costs”.

81 training workshops plus 6 Theory courses... and these are just the ones registered. You can almost double the number when you add the ones that OMM riders (I.A.M members and qualified Observers) did “pro bono” as individual initiatives.

100 Days... quite an impressive achievement... meaning that every other working day an OMM rider was sharing experience and passion for biking with peers.

The small group of OMM members who sustained the calendar OMM 2010 in Aankara, Istanbul, Bursa, Izmir and other cities of Turkey must receive a sincere and strong THANK YOU...



OMM 2010	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	No	Dec	Tot
Events on the Road	4	0	0	0	0	1	0	0	0	0	2	0	7
Riding is a Way of Thinking	4	0	0	1	0	0	0	0	0	0	0	1	6
Free Training	1	3	8	13	3	0	1	3	14	7	3	3	59
At cost training	0	0	0	3	5	6	2	1	5	0	0	0	22
Other	2	4	0	0	0	0	0	0	0	0	0	0	6
TOTAL	11	7	8	17	8	7	3	4	19	7	5	4	100

100 days and mostly training: it is difficult to evaluate the impact of this effort but every time we go out and talk with riders they are clearly attributing to OMM programs an increase in confidence and a growing concern for safety on the road. “*OMM saves lives*” wrote a group of riders from Anatolia after one of our Total Workshop: surely an exaggerated expression of gratitude that we take with a pinch of salt. Maybe making people more aware of the need to learn biking may really save lives... maybe.

CONTROL and ROADCRAFT RIDES are more than 70% of the events 2010 and they are definitely

designed to urge the need of learning and to help bikers in getting the way of riding better.

OMM ROAD and RIDECHECK (10%) are dedicated to more advanced riders while OMM THEORY is open to all; more safety? More confidence? More Knowledge? Difficult to answer but the number of riders who came and trained with us is now well in the thousands and rapidly expanding since OMM remains the only group to take training to the real road and real traffic conditions.

In 2010 we introduced a new training event called “GO FOR GOLD” that was very well received by a large group

of riders: specially designed for Riders with ARA Silver qualification; the intense course offered the opportunity to move up in competence using a new ratio rider-trainer never exceeding 3 to 1. The presence of several observers (National and International) combined with the assistance of IAM riders made possible to follow the participants on close personal basis with no more than 30 minutes on the day away from Observation or Evaluation.

This is a format that we are considering to extend in 2011 and on the lines of “Go for Gold” we will revise the OMM ARA ROAD rides going more “intense and personal” with the riders coming for training.

OMM MASTER RIDE, the traditional ride reserved to IAM and GOLD Bikers, went deserted with such small number of applications that we decided to cancel it: a real “hole” in the 2010 calendar especially when one remember the great success of Master

2009.

This is probably the indication that OMM is loosing the top riders attention and that our events are not anymore attractive for bikers of advanced competence. 2011 program must address this area with innovative and attractive program for high level of skills.

In general I feel that all OMM program must go further toward COMPETENT RIDERS offering them new challenges.

In 2011 we must offer more meditated experience to the riders who ride well and we should spend less time distributing knowledge / competence to greener bikers.

New to OMM program was the offer of “OMM TOTAL WORKSHOP” combining in one go THEORY-CONTROL-ROAD. TOTAL offered for the first time the possibility of

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qualifying in ARA REGISTER during the same two-day workshop. It was very well received with great participation but the format requires great resources (time, energy and money) being addressed to “beginners” in the Advanced Riding process of learning.

It will be difficult to maintain this kind of “engagement” for the 2011 and despite the generosity of all OMM members it is time to better qualify the type of service OMM can offer to the biking community in Turkey.

We never did and we never will lure people into biking: this sport or this way of transportation is “per se” dangerous and no training can take the risk away.

We want to meet adults that took the decision of biking, went through the process of licence as required by the State and then, after some experience on the road, decided to improve the riding technique.

These are the riders we want to help, support and grow with.

For OMM two elements are required:

1. a basic but existent experience of biking
2. the personal desire to improve.

When a rider approaches OMM to promote biking or to introduce new people to biking we are called to something that IS NOT IN OUR SCOPE.

Promoting biking or preparing would-be-riders for the licence test, training kids of dedicating time with green, incompetent and presumptuous riders is not how we want to do.

From this statement comes the first RESOLUTION for the NEW YEAR: “we will revise (and reduce) our training program to serve more directly the need of advanced, mature riders and we will do this by fixing new criteria for acceptance in our workshop and

by creating and designing more demanding and more effective training sessions”

By focusing almost exclusively on Training we forgot the other two areas of action that originally formed OMM vision.

It is true that OMM people rode a lot during the year, alone or in groups, true that we managed a top web site , 10 issues of the Bulletin (TR and EN), more than 150 answers to request of support while travelling in Turkey (from Horizonunlimited communities or as requests of planning or solving problems on the road).

All this is true and it was done by an even smaller group of riders: still the true remain that the EVENTS we managed to organize were few and in between: the annual MADRUN on January 1st (always popular and almost a Turkish Tradition now on the 11th year), a badly organized and

poorly executed “RIDE TO WORK DAY” and a very popular OMM RALLY at season end, in November.

Too little to cover and sustain the Touring and Sharing vocations of OMM.

Focusing on training brought as well negative connotations: MONEY is normally associated with the service of educating people in an art, skill or sport.

And every time money is involved, power come to clash and materialistic EGOS disrupt friendships, partnerships, cooperation.

”
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OMM Riders (especially the ones involved in training) clashed all year around to establish “*who has it bigger, better, stronger, longer and/or faster*” and in the process we lost friends, talents, time, resources, reputation and opportunities (in order). Some of us lost patience as well.

Moreover by limiting OMM to train (and most of the time train young and inexperienced riders) we attracted to the group low quality bikers and we lost the hard core of superior bikers who were at the origins of the Group.

“TRAINING CAN DAMAGE YOUR HEALTH” should have been the warning on our bikes and on our minds. It can damage your health and definitely damages the life in a Club.

Too much training brought the One More Mile group almost to a dead end and we had to react fast to avoid a sure collapse.

From this the second RESOLUTION for the NEW YEAR: “we will balance the three aspect of OMM role (TRAINING, TOURING and SHARING) with great attention given to the TEAM SPIRIT and to the UNION among the riders who want to travel the OMM Journey (for the long or for the short distance)”

How are we going to manage all this? Is OMM ending up to be another of the Mangals Sharing and Ride Reports groups? Are we starting Treasure hunts and Pub rides? Should we start training on convoy riding?

Nothing of the above.

As the inspired [Alal ad-Din Muhammad Balkhi](#) also know as Rumi – Mevlana said “*Your task is not to seek for love, but merely to seek and find all the barriers within yourself that you have built against it*”

The way we will balance is by focusing on self improvement, on putting down the barrier that we built inside and outside.

OMM will return to be the place where you can improve your biking skills while at the same time educating the human in you. Becoming a better biker and a better person.

Deniz Gecer wrote in August this year: *“Paolo, I like your life philosophy's reflection on riding. I share the same kind but my mind is not as clear as yours. You are not dividing life to two parts and you make not separation between living and riding as life. You do not have many approaches to what happens. You have one philosophy and this reflects on everything: I like this way”*

If you can forget the “compliments” that are totally undeserved, Deniz is showing the

way: we will work together in eliminating separation between good riding and honest living.

And this is the third and final resolution for the 2011: “we will work in educating ourselves: this will be the objective of TOURING with us: creating an original way of planning and executing a ride in OMM style mixing memories, culture, history and art with competent riding and ...fast cornering”

Sharing will be even easier because we will “bend” all the tools (WEB – BULLETIN – CHAT ROOM) to the need of unity and common growth. We will also create new tools using at our best the new technologies (BLOG and similar).

OUR LANGUAGE will change from TEACHING to BRINGING OUT what is inside all of us: trying to move the desire that all good people have inside to



OMM
ONE MIND ONE HEART
2004-2011

“
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become better and for the better to change the society.

As the good rider, with long vision, increases at any turn of the wheels the awareness of what happens around him, in the same way OMM-ver.-2011 will give to every single person of good will (and sufficient biking experience) the tools to enjoy new personal awareness, new knowledge and new experiences.

Socrates said that “*The unexamined life is not worth living*” and we know that the unexamined riding is not worth doing. 2011 will be an exceptional year of changes for OMM and I personally cannot wait to move into it.

To all of you who made 2010 such a memorable OMM year and to all of you spending time following our thinking, this is my INVITATION: come and take the ride, enjoy the destination and the way we will go there, chase

with us that untouchable, unreachable and unexplored ONE MORE MILE.



Few words of wisdom from the Master Jon Taylor who took time to read ISSUE 100 of the Bulletin and the article on Confidence

Competence without confidence = Not ideal but workable ... Confidence without competence = A disaster in the making ... Confidence with competence = An ideal marriage

SPEED HAS NEVER KILLED ANYONE, SUDDENLY BECOMING STATIONARY.. THAT'S WHAT GETS YOU - Jeremy Clarkson

Barry Tinson is a good friend of OMM and he has been following OMM via the Bulletin and with rides to Turkey: occasionally he sends interesting comments and this time he refers to two recent articles:

OMM article "[Then you can't go there if you are not here now](#)"

"How very true – write Barry - I have been riding as a commuter and for pleasure for over 60 years. I started when cameras and photography was an expensive business and when in any case, girder forks and no rear suspension made carrying delicate mechanical cameras a high risk business.

So, for me, none of the 'I was there' photos.

As a young impecunious working class lad, having a motorcycle in 1949, I was something of a rarity, in that most bike owners were old men in their 30/40's. This was before the 'ton up' boys and the Ace café of the 50's. I did not really fit in to the motorcycle scene. Most of my riding was done alone – petrol coupons allowing!

I did take the occasional bike trip with my father and uncle, but being family we did not do a lot of talking. When we had ridden a particular challenging or just plain nice bit of road, or stopped to admire a view, we would just look at each other with a smile or nod.

Even after a trip, when one of us would say "do you remember", we





would just smile and nod.

With my father and uncle now long gone, I still tend to travel alone and even though I now take a digital camera with me, I rarely use it. I travel for my own pleasure, my own 'here and now'.

I do not feel the need to take lots of 'I was there' photos. I do not feel the need to share, what I consider to be my own 'here and now' moments. I am not looking for anyone's approval; I do not need any evidence for my own 'here and now' moments.

Fortunately I have a fairly good memory, although it often needs 'jogging' into action. It often gets 'jogged' into action when I am riding a particular road or stopping for a puff of my pipe. I get this 'I have been here before' thought flash across my mind. Then I remember, perhaps 30, 40 or even 60 years ago, I was there then. Sure the area has become 'gentrified' the road improved, but the memories come flooding back – I have

another 'here and now' moment and I nod and smile to myself"

OMM article "[The Ten Year Rule](#)"

Andrew Longshaw –continues Barry in his second note- writes about what he knows quite well and makes a lot of sense.

But I suggest he is moving out of his depth when he writes about being 'Fit to ride' into old age.

Being 77 years old and having endured and survived three major operations in the past four years and being told by a couple of surgeons that I am lucky that my only residual problem is a hernia the size of a small melon, forcing me to continually wear a full depth hernia belt, I suggest that I am in a better position to talk about being 'Fit to ride'.

Having collapsed whilst about to go on a Sunday morning ride with some friends, I was eventually diagnosed as having a perforated aneurysm of the aorta.. I survived.

I also survived two more operations to try to repair a large incisional hernia. This was over a three year period, when I only rode the bike a few times between surgical operations.

Having healed up from the final operation I had to come to accept that I would have to wear a large hernia corset for the rest of my life. What with that and my shortness of breath, I wondered how I would get on with my riding.

My confidence was in tatters and it was a struggle to get into my riding kit, especially getting my boots on. But I managed it, and had a few rides. But I was still not sure of myself.

I contacted my local ROSPA, and they offered me an evaluation ride. It cost me some £100.00, but I had a full day riding with one of their inspectors. At the lunch stop, he made one or two suggestions. In the afternoon, I picked up the pace. I rode more at my natural pace rather than trying to

impress the inspector.

By the end of the afternoon, the inspector smiled and nodded! His advice was 'go for gold', you will have no problems.

With my confidence restored, I now get out on the bike more often, even made the trip to Austria for the Varadero meeting. I do not ride as much as I used to as I still have a problem of getting those bloody boots on. Motorcycling is a great hobby for the elderly and/or decrepit, pity it can't really be done in slippers!

the tank with high octane and riding more. Who knows, the plants you feed today could become the fuel your descendants will burn in another 150 million years. Who would have thought recycling could be such fun.

Riding more and more often:

1. Helps green up the Earth.
2. Redistributes energy pent up inside refined hydrocarbons.
3. Provides precious carbon dioxide to hungry plants.
4. Help create more fuels for future generations.

And.. it is more fun than saving aluminum cans and old newspapers” You can buy badge and paraphernalia by clicking [here](#).

AEROTISCH
for a
GREEN
WORLD



The people at Aerostich are spreading the good news: “Help all the plants grow big and strong by topping off

OPPORTUNITY TO RIDE ONE

With this issue of the bulletin we are opening a special page dedicated to opportunities for riding, for going ONE MORE MILE.

We welcome your suggestions both in

terms of rides you have done and/or information that you received for good riding occasions. From strange itineraries in Turkey, to opportunities on the other side of the Globe all suggestions are good. We also welcome your comment once you tried one of the opportunities that we present here.

What a better way to start this new section of the Bulletin than reporting of the new enterprise of two OMM riders in Gocek – Fethiye – Mugla (you know that little village on the south coast of Turkey were a good number of riders live)

Armagan Ak is one of the OMM Riders of the first hour: he was in the founders group and he took the first training on A.R.A Road One 1999. From this encounter with bike he never stopped: 32 bikes later (yes, he



likes to change vehicle quite often and I have, for your curiosity, the full documented list) he is now riding and riding hard a black Ducati Multistrada 2010 (the nasty one).

Robert Khodadad is an Englishman transplanted in Turkey with a rapid career in motorcycling: in two years he managed to get A.R.A. GOLD, I.A.M membership, Advisor and Control Trainer qualifications and the respect of a lot of OMM riders. He is also the producer of the best images you see on our web site.

Armagan and Robert opened last month [BIKE TURKEY](#) combining latest BMW Bikes -Flexible Itineraries - Unparalleled Roads - Remarkable Hsitory -Superb Cuisine to produce Luxury Tours in the area of Caria and Lycia. You can read the entire program on the web site but the real opportunity is this one:

Take the night flight from Istanbul to Dalaman on Friday night or the early morning one on Saturday. By 10

o'clock you can be on your bike in Gocek with a complete plan for two days ride: forget winter the temperature along the coast is always more than pleasant for a well dressed rider. Corners without end, light traffic (if any), no police to record your speed on the country roads that BIKE TURKEY knows so well. All organized (you can have a guide on bike as well) and all sweet. Then return the rented (and brand new 2011 model) BMW R1200GS and you will be at the airport in 10 minutes for your night Sunday flight to normal life. It sound expensive and exclusive but, make your calculation, use cheap flight and take advantage of BIKE TURKEY package offer. If you want to train, this opportunity is as well open in A.R.A. System.

The area is a LUNA PARK for competent riders and a discovery for all bikers, the people at Bike Turkey are competent and passionate about touring on two wheels, the bikes are new and the moment is now.





Bike-Turkey

NOW FOR CREDITS and LEGAL WARNINGS

The OMM web site is now timely updated and so is the Calendar presented in it. Nor we present here all the rich content of the web site. Before asking, please take a look at the “Read and Ride” section, at the “Riding in Turkey” section.

Go as well to web site for incoming events and for participation forms. In desperate case visit two friendly web sites: [ARARIDERS](#) and [IRON BUTT Turkey](#) (please do what considerate riders tell you: do not ride any of Iron Butt rides in Countries south of Rome and east of Wien)

If you want to share the Bulletin with a friend feel free to do it: just mention to her/him that the subscription is free at [OMM Riders website](#)

If you do not want to share we will not get offended: take note that you can use everything written in the bulletin as your own ideas and get the credit for it. Give good example or be a terrible warning.

Decency obliges us to tell you that NOT all OMM LEGAL MEMBERS – THE PILLARS OF ONE MORE MILE GROUP – SUBSCRIBE TO OMM BULLETIN. Decency obliges us not to mention names but, being warned, NEXT ISSUE we will profile some of them.

The Bulletin is compiled monthly or occasionally by [Levent Vardar](#) (Turkish edition) and [Paolo Volpara](#) (international edition) with contributions from friends. The opinions and ideas reported here do not represent OMM official position... but they are very near since OMM has not “official position” outside of leaning in cornering as much as we can, with the tires that we can afford.

ALL MAIL – QUESTIONS- IDEAS - COMPLIMENTS

– INSULTS AND DOUBTS MUST BE FORWARDED [TO THIS ADDRESS](#)

Manuscripts and pictures sent to the bulletin will be kept and treasured if good and trashed if bad: we will return only what we do not understand. If you want pictures of yourself (vanitas) and your friends (vanitas vanitatis et omnia vanitas) go to Motofoto at www.motofoto.uk.com

FORGET GOOGLE! ASK US

We must tell you something that you maybe know already: biking is dangerous and you do it, if you do it, under your own volition and responsibility. It means that if you crash it is not an accident... it is your fault and you pay for it.

Spending too much time in front of a screen is dangerous as well, not only for your body but also for your brain. Riding while reading mail on screen is extremely dangerous and in some country (Turkey included) highly illegal.

Finally remember that all that is good is dangerous, forbidden or fattening but biking may reduce the cholesterol level and eliminate dandruff.

OMM bikers are riding in Istanbul, Ankara, Izmir, and Bursa and all over Turkey. We are a [Horizonsunlimited](#) community

Do not ride fast, do not ride hard, and do not ride for long time or distance. Do not use the horsepower of your bike (which there just for fun and conversation) nor tell your mother, fiancé’ and/or wife that you have a two-wheeler in garage. Always wear protection does not matter what you are doing. And try to enjoy life as well, in between.

