

# DMM

## ONE MORE MILE RIDERS

### OMM Information Bulletin June 2001

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From Paolo Volpara on Thursday, October 02, 2008

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**Dear Friends and Riders,**

**Do not miss the New Long Distance Ride “Sunrise-Sunset” presented in this Bulletin.**

#### A view from the cockpit

“Riding? *Naturally OK.* Distance Riding? *Why not?* A real pleasure. Long Distance Riding? *Not for me. Leave it to some nuts on two wheels with iron (or different metal) butt.*” This is the standard reaction every time OMM riders try to promote LDR events. Only three riders in the last three years completed the 1000 miles in 24 hours and I could not find a partner to ride with me the “Four Corners of Turkey in Four Days” last year. All this changed with the visit of **Michael Kneebone** (president of Iron Butt Association USA) in Istanbul. Six bikes, six riders and a co-rider took the challenge and five of them completed the 1000 miles circuit within the 24 requested hours. The ride, well supported by **Murad Acar**, was in actual fact 50 miles longer than the 1000 planned and here you have the final results:

Rider	Bike	Time
YIGIT IKIZ	HD HERITAGE SOFT TAIL	23:11
IAN JOHNSON	BMW R 100 GS	20:06
RANDALL ROSETTA	HD ROAD KING	23:11
TANER ÇELİK	HD WIDE GLIDE	23:11
UGUR SANER & AYLIN ÇAKICI	BMW R 1150 GS	22:57

**Ian** (OMM Riders) rode on his own and he was the first to show up at the arrival: **Ugur and Aylin** (Enduro Club) established a first for Turkey having completed the circuit “two up” and the **Harley Davidson Owners Group** led by the President **Yigit** demonstrated once more the stuff HD riders are made of and the strong reliability of the machines.

**Aleadin Balta** (Enduro Club) on Triumph Tiger could not complete the ride for reason unrelated to rider or machine and we hope to see from him a new attempt soon.



But all this is not about congratulations or other pleasantries: it is about **Long Distance Riding spirit**. Read on our web side the three reports from Ian, Hog group and Ugur and you will understand the joy of LDR. You should have been at the arrival to see the “satisfied” faces of the riders: the evening of June 9<sup>th</sup> was for me at the same time a confirmation and a revelation. Confirming my passion for LDR and showing that more and more riders can be involved in

this fast growing sport. LDR shows that riding is essentially a mental activity demanding a good understanding of your dimension, an internal sense of peace and a strong “spiritual” discipline. The isolation, the concentration and the endurance required offer the opportunity to travel not only along the country but, more important, inside oneself. For 24 hours you are alone with your machine and for 24 hours you have to sustain an internal dialogue with your mind and your body. Harsh orders and hard talking will not do it: one has to dig deeply inside to gently modify and overcome all objections. At bikers meeting points it is easy to find people pretending that they rode more than 1000 miles in 24 hours: like fishermen the bikers are prone to exaggeration and self indulgence. The riders that completed the Iron Butt event this month were different: no boosting, no vainglory, no fairy tales: they simple travel inside themselves and they liked what they saw. The smile on their faces and the reserved sense of accomplishment were setting them apart in a close community of advanced riders.

### **The OMM Riders Group**

After his successful completion of the Saddle Sore 1000 / OMMLDR 1000/24, **Ian Johnson** sent me a very nice message: *”Paolo, would you pass on my heartfelt thanks to all those involved in organizing Friday/Saturday's Iron Butt rides. Would you especially thank Murad for me for putting up with this awkward foreigner who rides with his mobile telephone switched off! The weather and organization were both spot-on and I had a wonderful time. Great roads, great scenery and a great company on the return to Ortakoy. Now that I have taken so much out of the group I would like to be able to put something back in. Unfortunately my Turkish is not good but especially as it now looks that I may be in Turkey for a little longer I feel the need to input to the group. How can I help? Is it possible to become a member of the OMMRG?”*

Several riders frequently ask Ian’s question and I take this opportunity to amplify a little more the concept of OMM Riders Group.

**OMM is a Group of Riders of Motorcycles dedicate to Riding Perfection (Training), Riding Discovery (Touring and Adventure) and Riding Sharing (Service to the biking community). We formed this group years ago to live our passion with dedicated friends. OMM is about sharing the passion of biking and nothing else. We nurture this "sharing and servicing" attitude and mission without any complain**

**about resources available. Some riders help with money, some others with work, some with money and work: even the riders who left our group helped with experience and friendship. After all motorcycling is a sport where, on the road and under the helmet, all humans are equal, where an inexperienced with enthusiasm and humility beats the experienced with presumption and disregard. Wanting to bike, wanting to learn at any occasion, opening to everybody with the same passion is the only required fee to belong to OMM. Bikers spending Saturday on off-road or Sunday on the circuit are more OMM bikers than a lot of us: to them our Group is dedicated. Riders riding choppers, tourers, sport bikes, mini bikes, old bikes, MZ or Java, Gold Wings or Italian exotics are with us when they work hard to go into biking spirit. We are a small wee voice in the Biking world, we are also a small wee voice in the Turkish biking community: presumption, air of superiority, self-glorification, envy, team exclusivity, enmity, greed are not accepted.**

Based on these simple principles, the structure of OMM is open and transparent.

We are in the process of forming a legal Association recognized by the Turkish law: some of OMM Riders volunteered to be members of this legal structure. The Association will be in the future always open to all OMM riders willing to take legal and financial responsibility for the administration of the group.

The real ruling group is the **OMM Riders Group** meeting at least twice a month to prepare and run the events, the web site and all our activities. **To join the group you need to be ready to sustain OMM with work and money. The members of this group contribute to the general expenses of OMM with a minimum of 300 US\$ per year (payable in monthly installments).** In exchange for the work and the contribution they receive the following benefits:

- Participation to OMM meetings with right of vote.
- E-mail updating of OMM Calendar of activities.
- Advanced planning, road book, priority reservation and assistance to all OMM Rides and Events.
- Free participation to all OMM Rides and events. If food and accomodation costs are planned in the ride the OMM Riders pay only the net prices.
- T-shirt and Stickers with OMM colors.
- Discounts on all OMM material (Badges, Clothes, Training courses)
- The opportunities to invite, free of organization charges, one non-OMM rider to each ride run by the Group.
- Access to OMM e-group and dedicated page of introduction in the OMM web site.

Maybe it does not sounds like a lot of benefits for hard work and hardly earned cash but the real reward is to contribute to the improvement of biking in Turkey and to the service to other keen bikers from all around the world.

**To become one of OMM Riders is quite simple:**

- Send your request using the form presented in our web-site indicating that you desire to actively joining the group. (or just an e-mail to one member on the list below).
- You will be invited to the following OMM Riders Group meeting and you will be ask to ride with at least two OMM riders in two of our organized rides.

- The OMM riders travelling with you will then issue an open evaluation on your riding skills and learning attitude. If novice, you will be asked to join one of OMM training program.
- Current members will then vote your request of association to the Group and if the majority agrees you will be accepted into the group. You will arrange the payment of your contribution and you will receive the Group Colors.
- From then on you can decide to join the Association or to stay as Rider without legal obligations.

Current OMM riders are:

- Hamit Abassoglu [info@seratarim.com.tr](mailto:info@seratarim.com.tr)
- Murad Acar [muradacar@superonline.com](mailto:muradacar@superonline.com)
- Armagan Ak [armagana@sfrkd.com](mailto:armagana@sfrkd.com)
- Tuncel Alacayir [tuncel@alacayir.com](mailto:tuncel@alacayir.com)
- Ertugrul Bitlis [ertbitlis@superonline.com](mailto:ertbitlis@superonline.com)
- Taner Celik [tanercelik@hotmail.com](mailto:tanercelik@hotmail.com)
- Fuat Domanic [fuatdomanic@turk.net](mailto:fuatdomanic@turk.net)
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- Kerem Unal [kunal@ibm.net](mailto:kunal@ibm.net)

**Please feel free to contact any one of them for more information on the Group activities and on the rides.**

### OMM 2001 Rides

For the first time in almost two years this bulletin comes to you quite late: the reason is a good one. We have been riding a lot this month and we were left with little time for writing. Still, the **report on May Ride to Sinop is on our Web-site** and we managed to insert few others new pieces explaining the running of OMM group (click on “Meet OMM”)

**Michael Kneebone and Bob Higdon Conference. June 8, 2001 at Club 1907 Istanbul.**

**Michael** (president of Iron Butt Association USA) and **Bob** (Long distance Rider and Bike Journalist) were with us for 10 days. In this period we managed to ride together for

3.500 kilometers covering interesting spots of Turkey. On June 8 we met these two American friends at the Club 1907 for a chat on Long Distance Riding. **Michael and Boob** kept the conversation on the practical and friendly side giving report of their experience (Michael has record of more than one million miles done on bike while Bob is topping half-million).

THE IBA TIPS FOR LONG DISTANCE RIDERS (you can read the full article on our web site at the section "Read and Ride")

1. Know your limits and plan your trip around them.
2. Forget about high speeds.
3. Prepare your motorcycle before the trip.
4. Avoid adding accessories or doing maintenance immediately before a trip.
5. Pack wisely and keep personal supplies handy.
6. Learn how to avoid boredom.
7. Learn to Stop to go Faster.
8. Know when to stop.
9. Maintain a good mental attitude.
10. Eat healthy foods and eat at the right times of the day.
11. Separate gas stops from food stops.
12. Get gas before you need it.
13. Put on your rain suit before it rains!
14. Carry a flat repair kit and know how to use it!
15. Carry a Cellular Telephone.
16. Upgrade your tool kit.
17. Carry water.
18. Carry aspirin for aches and pains.
19. Never ride faster than you can stop!

Centered on the IBA tips for long distance riding the conference focused on point eight and nine. **Michael** invited all of us not to ride when the spirit and the right mental attitude are not there. Better to postpone a ride than face the risk of absent mind. He also explained with clear examples the need to stop for "recharging batteries": frequent stops



avoid a dramatic drainage of our human battery and make easy to regain strength and concentration.

**Bob and Michael** presence was a great honor for all OMM Riders and we took the opportunity of the conference to introduce the new Logo and Image of the Group.

### **Weekend Rides from Fethiye.**

While **Cemil Turker** was continuing the exploration of every single corner connecting Istanbul with Domanic (we are still waiting for the "circuit road book") on the south coast we dedicated two week ends to the roads around Fethiye: for the ones of you taking holidays in this region we recommend two itineraries.

- The first one is for **enduro bikes** although "tough" riders will be able to cover it with more sporting machines. Leave Fethiye in the direction north to Gunlukbasi and follow the indications Eldirek, Incirkoy and Karabayir. Here turn east crossing the mountains (Tuzlabeli) toward Sarilar moving again north to Orta, Cameli, Dariveren

and Akalan. The (occasionally) unpaved and difficult road stops here joining route 585 that you will take on the south direction for few kilometers. After the village of Kumafsari take left direction Yusufca, Golhisar and Altinyayla. 20 k. later you will join route 350 leading southwest to Kemer and Fethiye. Splendid forests lakes, untouched nature and some historical places well marked to visit (in order: Kadyanda, Kibira, Erica and Tlos).

- The second one is more for “**corners hunters**” with good paved road and fast sweeping turns. From Fethiye to Kemer taking route 350 to Sogut and Korkuteli. Here you turn south on 635 toward Elmali, Catallar and Finike. From Finike return to Fethiye along the coastal road via Kale, Kas and Kalkan. Not only frantic cornering but also plenty of opportunities to visit (in order: Arykanda, Myra, Xantos, Patara and Pinara).

### **The West-South-West Coast. From Istanbul to Fethiye via Canakkale and Izmir.**

With **Michael Kneebone and Bob Higdon** we rode from Istanbul to Fethiye in two days with an overnight stop in Assos. The 550 k. of Sunday 17th of June were covered in 10 hours with stops for visit the Gallipoli battlefield and Troy. In the Gelibolu peninsula we dedicated time to Kilitbahir castle and defenses, we visited the Ataturk Memorial overlooking Mordo Bay stopping at the Abide Motel for lunch. In the afternoon we rode on the north side of the peninsula to Anzac Bay with the monument reporting the touching message of Ataturk to the mothers of the foreign soldiers who died in the war. Crossing at 17:00 the Dardanelles we stopped for one hour in Troy and we reached Assos by 20:00. Picturesque as usual, the lower village of Assos welcomed us with the hospitality of the **Hotel Kervansaray** (phone 0286 7217093 [www.assoskervansaray.com](http://www.assoskervansaray.com)).

The following day, after a visit to the Greek ruins of ancient Assos, we moved along the coast to Ayvalik and Izmir. Time pressure obliged us to skip the visit to Bergama and we headed straight for Selcuk and Ephesus. After one and half-hour dedicated to the main sites we moved via Aydin and Mugla reaching Gocek (Fethiye) by 17:30.

A total of 1170 k. along one of the most popular routes of Turkey: not at all a pleasant ride crossing at least 30 police checking points. We were fined once (a total of 80 millions/ 75 US\$ for three bikes) for making 73 k/hours in a 60 k/hours zone. As usual straight line, perfect visibility, no risks...but no mercy. Three foreigners...on big bikes... therefore rich! **If possible, avoid route 110 (Tekirdag- Kesan), route 550 (Canakkale-Izmir): look for alternative (for example: Tekirdag-Sarkoy along the coast, 210 Canakkale-Can, 555 Can –Edremit) and feel free.**

### **Testing the new Yamaha FJ 1300 on Day Track Ride**



OMM Riders were invited this month by **Osman Lav** ([OLAV@beldeyama.com.tr](mailto:OLAV@beldeyama.com.tr)) of **Yamaha Turkey** to test on the Korfez Circuit of Izmit the newly issued Yamaha FJR1300. This was a remarkable initiative and it show the confidence Yamaha have in this sport tourer machine. How many producers gave you recently the opportunity to test a bike in a circuit environment? (When BMW introduced the

new GS 1150 the maximum length we could ride it was a 300 meters piece of paved straight in a private airport.) Even more attractive was the presence of “master” **Suleyman Memnun**, Balkan multi-champion, as tester of honor and instructor of quality. **Fuat Domanic** reports on the test day: “ *At the Korfez circuit approximately 10 people in two days attended the test,. Since the dates and hours fell right in the middle of working time, it was impossible for many to attend but the track is closed for racing on weekends, so...It seems that everybody who tested the FJR 1300 loved it. The big engine which means huge amounts of torque in any rpm, the upright sitting position and the electrically adjustable windscreen are the key elements of this bike to impress people. Also as a “heavy tourer” it may be considered “light” with a claimed dry weight of 237 kg. And it doesn’t feel particularly heavy on the run. Although the steering felt heavier compared to my TDM, you can lean the bike without too much effort till you scrape the pegs on the ground. But please don’t try this on our always dusty and oiled roads! The engine sound may be considered “reassuringly calm” or “boring as a big vacuum cleaner” depending on your expectations. The day before the test I kidnapped the bike (without a plate!) from the **Suleyman Memnun’s** to TEM highway. I raised the windshield to its maximum height. As a 1.80er I had to lower my head a bit and the windshield eliminated the wind quite perfectly when I was running at 170 km/h. Back to the unexpected pleasure of two track days out of nowhere: I asked if I could take my TDM to the track and run it till I die from fatigue! **Suleyman** kindly permitted me to run on the track. He even took the FJR and showed me “the way” on the track. It was fantastic! I had the entire track to myself for two days. I started to make discoveries in the most possible safest and joyful way that how I can lean the bike (till I scrape the pegs!) and how faster I can take the bends, etc, etc. Of course with my helmet and various protections on! It is proved again that track day training is a very enjoyable must for every biker! Hope to meet there” Track Days are the perfect way to learn advanced riding techniques and OMM will work hard in the second part of the year to offer to riders of all clubs opportunities to ride in such controlled environment. We heard that **Suleyman** is considering offering track days in a Greek circuit near the border and we will keep you informed on this initiative. On the FJR1300 subject is worth to mention the result of the test conducted by **BIKE magazine (July 2001)** on sport tourer bikes. The magazine put in line two of the best sellers in Europe (BMW R1150RT and Honda ST1100A Pan European) and tested them on the road from London to Milan and return. The verdict? “*The FJR Yamaha could have completed the journey on the quickest time, despite the trade-off of being the least comfortable. If your criteria for a tourer is a bike that can get you the few hundred miles down and Autoroute, to beautiful bendy roads free of speed traps, yet still keep you fresh enough to have some fun when you get there, the Yam’s your man. . It’s the clear winner because of that stonking engine. It rocks. (and no linked brake paralever!)*” So you have it: now Honda VFR has a clear rival and you can talk with Suleyman on how to get one fast.*

### **OMM “Ride in the Sky” in Cappadocia.**

From 14 to 17 of June, **Hamit Abassoglu, Murad Acar, Ertugrul Bitlis, Fuat Domanic, Bob Higdon, Selim Karadag, Michael Kneebone, Timur Shindel, Resit Soley and Cemil Turker** joined me in the first of OMM Rides ”In the Sky” visiting Cappadocia. Our friend **Harun Ergul** from Hillside Club in Fethiye had to cancel at the

last minute for family reasons and so did **Orkan Erhan** from Istanbul. OMM rider **Omer Koker** had a (very) close encounter of the first (and last) kind with a Taxi in Bebek (Istanbul) just the day before the start. The Driver looking at Omer's BMW C model decided that it was too elegant for the Anatolian roads, moved left without warning and took the front suspension out of action. **Omer** was disappointed but came out with only a serious crash on his pride. 11 bikes reunited in Ankara at the (very good) **Gazi Park Hotel**. Suggested by our friend in Town (future OMM rider) **Selim Demirel** ([sdemirel@alterna.com.tr](mailto:sdemirel@alterna.com.tr)) this hotel is very conveniently positioned at the city entrance and it is highly recommended for bikers. (Gazi Park Hotel, Bestepeler Mah. 1 cd. no.51, Sösütözü ; Ankara, near Yükseli Koleji, phone 312 - 215 66 66).

**Bob, Michael** and myself came from Gocek (Fethiye) in one hard day ride on substantially boring roads:

Distance	Instruction	Road
0	Depart Köçek	400
26.6	At Günlükbasi	48-27
73	Bear right onto	20-26
127	Go onto	330
216.5	At Burdur -return on	330
220.7	Go onto	650
364.5	Turn right onto	300 [E96], [650]
382.9	At Afyon - turn left onto	260 [E96]
504.3	At Sivrihisar - turn left onto	200 [E90]
643.4	Arrive Ankara	

Thanks to a late start the 650 k were covered in 8 hours with just two stops along the way. No "Blue encounters" but a very high temperature made the ride quite uncomfortable. The riders from Istanbul, on Cemil suggestion, took a demanding itinerary refusing the comfort of the motorway. Here the logbook useful for "corners hunters":

Distance	Instruction	Road
0.0	Depart Umraniye	20
74.4	At Agva - stay on	Local road(s)
110.2	At Kandira - stay on	20
125.4	At Kaynarca - stay on	20
198.1	At Karasu - return on	20
235.2	At Akçakoca - stay on	10
276.8	Arrive Eregli -	67-32
329.1	At Devrek - stay on	67-33
368.4	At Mengen - stay on	750
391.4	At Yeniçaga, bear left onto	Local road(s)
392.8	At Yenicaga - turn left onto	O4 [E80]
542.7	Arrive Ankara	

In Ankara we enjoyed the friendship and hospitality of **Selim Demirel** and riders friends with a convivial dinner. **We really hope that Selim will be able to open an OMM section in Ankara and we invite all riders interested in this project to get in contact with him.** The following day, through an incredibly heavy traffic (at least in Istanbul you can “filter” between lines. In Ankara you stay in line among the fumes!) We reached the citadel for a visit to the **Museum of Anatolian Civilization**. After the visit we left in hurry, following the invitation of a policeman with nothing else to do than checking the right of parking of 12 well disciplined bikers. The road from Ankara to Urgup (after leaving the confusion of the capital) is a pleasant one. Exit Ankara on the route 750 (E90) following the indications Konya. After 15 kilometers take left on the well-marked route 260 direction Bala and Kaman. These 100 kilometers are a real pleasure moving among undulated hills traversing the Kizilirmak River Valley. 30 kilometers after Kaman the road joins route 260 to Kirsehir: stay on it till you cross Mucur then turn right on 765 to Nevsehir, one of the gates to Cappadocia. Along the road it is worth to stop (we did not) at **Hacibektas** where you can visit the Tekke (convents) of the Bektasi Dervishes. The city is the birthplace of Bektas Veli founder of Sufi school popular among the Jannissaires in Ottoman times. The OMM group headed straight for **Urgup** where our friend **Suha Ersoz owner of the Hotel ESBELLI EVI** (Tel +90 384 341-3395 Fax +90 384 341-8848 e-mail: [suha@esbelli.com.tr](mailto:suha@esbelli.com.tr)) runs the best accommodation you can find in the area. Take a look at his web site [www.esbelli.com.tr](http://www.esbelli.com.tr) and you will be packing for Cappadocia! A full report on this ride will be appearing soon in our web: here I want to present the route we used for returning to Fethiye (as usual suggested by **Ert Bitlis** master of finding on maps twisty roads).

Distance	Instruction	Road	Dir
0	Depart Ürgüp	300	W
91.7	At Aksaray - turn right onto	51-78	W
96	Bear left onto	750 [E90]	SW
98.3	Turn right onto	300	W
243.8	Bear left onto	Local road(s)	S
244.7	Go onto	330	S
245.1	At Konya - return on	330	N
333.5	Bear left onto	695	S
349.3	Turn left onto	Local road(s)	E
358.7	At Gevrekli - bear right onto	696	S
373.6	At Seydisehir - turn left onto	695	S
418.6	At nr. Gunkaya - stay on	695	SW
482.1	At nr. Karacalar - turn right onto	400	NW
494.7	At Manavgat - stay on	400	W
565.6	Bear right onto	Local road(s)	W
569.3	At Antalya - stay on	Local road(s)	N
571.4	Go onto	650	NW

579.8	Turn left onto	350 [E87]	W
630.5	At Korkuteli - stay on	350 [E87]	W
669.6	Turn right onto	585 [E87]	N
670.1	At Söğüt - return on	585 [E87]	S
670.6	Bear right onto	350	S
745.5	Bear right onto	400	W
766.5	Bear left onto	Local road(s)	W
768.3	Arrive Fethiye		

From Nevsehir we took the punishing (straight and desolated) road to Konya. The three Caravansaray on the route (Sultan Han, Obruk Han, Sadeddin Han) are impressive memories of the ancient Silk Route. The flat landscape and the (relative) absence of human settlements in the area help in bringing to the traveler mind the images of those caravans reaching in Konya the last stop after thousands of miles covered along the harsh territory of Central Asia. These Hans (rest stations for humans and animals) should have appeared as mirages along the endless road and they still maintain the fascination for modern rider. Arriving in Konya on the early hours of the morning (we left Urgup at 04:30) we stopped (and you should look for) at the **Metro Service and Rest Area** along the Circular Road; a place of extreme comfort (Cappuccino, Espresso and fresh croissants) and unblemished cleanness. From Konya we turned southwest on route 696 direction Seydisehir: good road with nice panoramas across the Erenler Mountains. In Seydisehir follow the indication Suzus-Akseki and take route 695: perfectly paved and a joy to ride. The real great pleasure and adrenaline drive comes when, near Akseki, you join route 32-07 (on some maps marked 695) from Beysehir: till Manavgat a succession of fast, wide and well paved corners takes the riders trough a natural scenario of forests and mountains competing with the best of Alpine Roads. From Manavgat to Antalya and Korkuteli the eyes stay wide open for speed traps (route 400 is well known for expensive meetings). Thanks to the lunch hours we reached Fethiye free of unpleasant surprises. An itinerary worth the ride and to be inserted in a Day Ride from Antalya. (Circuit Antalya, Isparta, Egirdir, Cetince, Sarkikaraagac, Beysehir, Seydisehir, Manavgat, Antalya to be presented in the future on OMM web site.)

<b>Coming soon on the roads near you</b>
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**FOR JUNE 30, 2001 OMM ANNOUNCES A NEW L.D.RIDE ACROSS TURKEY. FROM NORTH TO SOUTH, FROM THE SUNRISE ON THE BLACK SEA TO THE SUNSET ON THE MEDITERRANEUM**

Late, too late maybe for a participation: again it is my fault in issuing this bulletin at the very end of this month but the ride designed by Ankara Rider **Selim Demirel** is too good not to mention (even if late). If you cannot take part on the first edition be sure that this will become a “OMM Classical LDRide” and you can always organize it with some of your friends.

**The ride is a cross of Anatolia from North to South, from Sinop to Anamur in one “solar” day.** OMM is supporting the Ride and we will issue a special Certificate in association with Iron Butt USA. The ride will take place on **Saturday 30 of June** starting at the official sunrise time from Sinop and it must be conclude before sunset official time in Anamur. OMM Riders will be in Sinop and Anamur to certify Departure Time, Arrival Time and record of odometer.

From	To	Partial Km.	Total Km.
Sinop	Kastamonu	196	196
Kastamonu	Çankiri	133	329
Çankiri	Akyurt	77	406
Akyurt	Ankara	73	479
Ankara	Kulu	83	562
Kulu	Konya	155	717
Konya	Karaman	112	829
Karaman	Mut	74	903
Mut	Gülнар	61	964
Gülнар	Anamur	86	1050

All riders interested in taking part in this event must register by e-mail to **Murat Acar** ([muradacar@superonline.com](mailto:muradacar@superonline.com)). The riders should be in Sinop not later than 21:00 hours on Friday 29th of June, and they should collect by that time the Proof of Passage forms and the road book at the **Hotel Dijojen** (phone 0368 2618822, fax 2601425). The start of the ride will be given at sunrise of Saturday 30 of June from the same Hotel.

Riders must collect proofs of passages in the form of credit card receipts for petrol at the following points: Cankiri, Ankara, Konya and Anamur. The proof of passage in Anamur will indicate the time of arrival and the end of the Ride. Riders concluding the ride in Anamur by sunset time (00:00) will receive **the “IBA OMM SUNRISE/SUNSET TURKEY AWARD”**. Riders concluding the ride within 12 hours from the certified departure time will receive **the “IBA OMM SUNRISE/SUNSET TURKEY GOLD AWARD”** The Riders concluding the ride in the allocated time will be registered in the OMM Long Distance Riders List on OMM web site. **For the certification of the ride OMM will apply the same rules used for the certification of International Long Distance Rides: tips, rules and the spirit of Long Distance rides are well presented in Iron Butt web site at [www.ironbutt.com](http://www.ironbutt.com) and in One More Mile web pages.**

### Looking ahead.

The second “Ride on the Sky” scheduled for July 13/14 /15 covering the area of **Bin Bir Kilesi** around Karaman has been cancelled. New date for this ride will be announced in the next Bulletin.

**Two opportunities for training with OMM opening ARA (Advanced Riding Academy) courses 2 and 3 in the year 2001.**

**ARA 2/2001 will take place in August 10/11/12 following this program:**

**Friday 10 at 16:00** Theory Lesson till 20:00 with J.Taylor and P.Volpara

**August 11, Saturday.** Riding Course on Bolu Area following the same route of ARA 1. We reintroduce two hours in the morning for "Slow speed Maneuvering". And we modify our Bolu circuit from Adapazari taking the motorway to Bolu. Overnight in Bolu Thermal Hotel.

**August 12, Sunday.** Riding Course Second Day following same route of ARA1. Return to Istanbul in the evening.

**August 13, Monday.** In the evening Award/Evaluation ceremony with Riders of ARA2. We have still place available for Group one Expert and Group two Advanced. Contact Selim Karadag.

**ARA 3/2001 is open only to advanced riders and it will take place in the area of Kas from the 25<sup>th</sup> to the 28<sup>th</sup> of October.** The two transfer Rides from and to Istanbul are done under Observed Riding Conditions and are part of the training program. The location and the roads are perfect for improving Riding skills above standard level and we will have back with us Mick Wheeler as instructor from A.R.T. (UK). Last year we had serious problems being obliged to reject last minute applicants. We invite all of you to book well in advance contacting Selim Karadag.

### Calendar Update

Date	Category	From	To	K m.	Ride rs	Notes
1-Jan	Day Ride	Istanbul	Kiyikoy	301	1	Kiyikoy Village and Cave Monastery
7-Jan	Day Ride	Istanbul	Armutlu	297	11	Armutlu Coast and Iznik
12-Jan	Day Ride	Istanbul	Agenda	450	1	Demirkoy forest and corners. Igneada beach
3/11 Mar	Ride Abroad	Istanbul	Sicily	4500	3	Epyrus, Calabria, Sicily, Puglia
18-Mar	Day Ride	Istanbul	Domanic	550	4	Karamursel corners, Domanic forest
23/24 Mar	Training	ARA Circuit H.Dilthey	Korfez/Izmit	300	60	Lesson at Boxer Café, Korfez Circuit, Izmit
6/8 Apr	Training	ARA with J. Taylor	Bolu Ride	850	22	Lesson at Boxer Café, Bolu circuit
4-May	Conference	World of Motorcycling		850	30	At Boxer Café with C.Fisher and T. Goltz
5/6 May	Ride	Istanbul	Amasra-Ankara	1800	7	Ride with Court Fisher
8-Jun	Conference	M.Kneebon			50	Lessons from IBA experience

		e/B.Higdon				
8/9 Jun	LDR	OMM IBA 1000X24H	LDR log book		5	Long Distance Riding
15-17 Jun	In the Sky	Ankara	Cappadocia	160 0	12	Ride with M. Kneebone/ B. Higdon
11/12 Aug	Training	ARA with J. Taylor	Bolu Ride			
13- Aug	Training	ARA Circuit J Taylor	Korfez/Iz mit			Circuit reserved for OMM Riders
24/31 Aug	Training	Istanbul	Nurburg			Nurburgring Course
25/28 Oct.	Training	ARA with M. Wheeler	Kas			Lesson at Boxer Café, Kas circuit
7/11 Nov	In the Sky	Adana	Adana			South East Turkey

### Riding the Web

**Want to Ride around the World on motorcycle?** This is the chance to make your dream come true. **Nick Sander** (Guinness record holder for the fastest man around the world on Daytona Triumph 900 circumnavigating the globe in 31 days and 20 hours) is accepting entries for the **Motorcycle World Challenge**. 36 riders will cross 4 mountain chains, 5 continents, 7 deserts, 27 countries for a total of 18.000 miles. The price of participation is high and you definitely need to find a sponsor.

Get all information at [www.nicksanders.com](http://www.nicksanders.com). We will not be able to find the money for taking part but we offered to Nick all the help he may need to organize the Turkish leg of his adventure. He also asked to meet other interesting motorcycle situations / champions / classic bike people in Turkey and we are planning to organize a meeting when Nick will visit Istanbul.

**Moto Holiday In Bulgaria!** Contact **Lyuben Ivanov** ([ben65bg@yahoo.com](mailto:ben65bg@yahoo.com)) and [www.motoholiday.hit.bg](http://www.motoholiday.hit.bg). Lyuben lives in the city of Varna, situated on the Black Sea coast. Born in 1965, he started riding in 1981 and he owns at the moment a XRV650 AFRICA TWIN. Lyuben can offer all the assistance to plan a trip to this interesting and near country where highways are free of charge and fuel costs vary from 1.40 to 1.60 BGL (1 LV=1DM).

I received this month the promised brochure from **Julie Howarth** ([julie@hukrc.co.uk](mailto:julie@hukrc.co.uk)) of Honda UK, presenting the **Great Escape Tours Ltd.** announced in the last bulletin. The only chance to stay in a Three Stars Chateau in the South of France while choosing among 12 bikes to ride: Yamaha YZF-R6, Aprilia RS250, Aprilia RSC Mille, Ducati S4, Honda F6C, Kawasaki ZX-12R, Ducati 996, Triumph Bonneville, Harley Davidson Fatboy, Yamaha FZS21000 Fazer, Suzuki GSX- R1000. MV Augusta F4. What I see on

the literature is really top class. If you want a copy e-mail to me or to Julie or check the site at [www.greatescapetours.co.uk](http://www.greatescapetours.co.uk)

From our rider/expert in Greece and Adriatic crossing **Feza Haznedar**, good news for riders like me hating every minute in a Ferry. **Now you can go from Igoumenitza to Brindisi is only 3 hours and 40 minutes by speed ferryboat.** Logically no cabins but comfortable seats to enjoy the speed. Check at [www.greekislands.gr/ventouris/index.htm](http://www.greekislands.gr/ventouris/index.htm)

**Worldwide Memorial Ride. A original initiative in the real spirit of Biking comes from Roberto Alonso [zerozerofoto@teleline.es](mailto:zerozerofoto@teleline.es)** It is so touching that I promised I will ride on the day according to his request and I invite all my friends to do the same. **The biking community has no limits.** *“Dear fellow riders: You don't know me personally, but I ask for a minute of your time to read this message. I'm a 31-year-old motorcycle rider living in Northwestern Spain. I'm also moderator for the photo forum at the Horizons Unlimited bulletin board ([www.horizonsunlimited.com](http://www.horizonsunlimited.com)), but please note this is a strictly personal message, and that the Horizons Unlimited web-site, e-zine, or bulletin board are NOT sending you this message or endorsing it. I want to ask you to join our first worldwide memorial ride. Let me explain: July 2nd last year my oldest brother, Freddie got killed in a motorcycling accident. He was riding his TDM 850 back from a small weekend trip with his wife as a passenger when he collided head-on with a car for not quite explained reasons. He died on the spot, leaving two kids. His wife was helicoptered away in a life-threatening coma. Next July 2nd, 2001, we will be holding an anniversary funeral for my brother. And here's where you might want to help. After some hesitation, I got back to riding and must say I've found great comfort in the feeling of freedom we all know so well from riding. Through the bike, and the Internet, I've found many biker friends from around the world. Most I will never really meet, but I can say we all share the joy for life, the thrill of riding, and a passion for the bike as a means of knowing the world, others, and ourselves a bit better. Many of these friends were extremely supportive last summer, and with their help I'm organizing a "memorial ride" of sorts. After the anniversary funeral, we would like to present my late brother's wife - now fully recovered physically- with a list of friends, from all over the world, who on the previous days have ridden their bikes in the memory of my brother Freddie. All we would ask from you is the following:*

- *Decide you want to participate, or tell another riding friend about this project.*
- *Don your helmet, and go ride. Have fun.*
- *Somewhere within your ride, please have a moment to think about someone you never met, who enjoyed life, enjoyed riding, and who will live on in our memories, partly because you're riding for him, along with hundreds of others around the world. Say a prayer if you feel so inclined, but we won't ask that from no one. We just ask that you ride, and have fun.*
- *After riding, and before the week of July 2 finishes, please drop me an email message saying who you are, your nationality, and where you took that ride. The email address is [zerozerofoto@teleline.es](mailto:zerozerofoto@teleline.es) .*
- *That's all. If you have a camera and want to email pictures, or do anything else, so much the better, but this is the only thing I ask: ride, have a thought of camaraderie, and drop me an email message stating "who" and "where". I'm counting on a*

*participation in the hundreds. Will you contribute? Thank you for reading this far, and enjoy the ride.”*

**News from OMM friends biking around**

**Taner Celik** is riding in Italy. He writes: *”I am traveling to Italy with my friends from Harley Davidson: Yigit Ýkiz, Avi Salmanoviç, Rýfat Behar, Aydýn Mutluyazar, Murat Ozturk and Ihsan Yesil. The trip will start this Saturday 23.06 and will finish 31.06, Sunday. I will write about the trip for the July Bulletin when I come back. This is the itinerary we called **Italia Mille Curve**”* (I know most of the road and I can assure that they will find much more than thousand Corners):

From	To	Km.	Date	Road
Istanbul-Meteora	Igoumenista	1.060	23-24/6	
Brindisi	Taranto	70	25.Haz	SS106
Taranto	Cariati	185	25.Haz	E90/SS106
Cariati	San Giovanni in Fiore	73	25.Haz	SS383
San Giovanni in Fiore	Taverna	60	25.Haz	SS179dir.
Taverna	Catanzaro	23	25.Haz	SS109b.
Catanzaro	Tiriolo	25	26.Haz	SS19
Tiriolo	Nicastro	30	26.Haz	SS19d/SS18d.
Nicastro	Rogliano	60	26.Haz	SS109/SS19
Rogliano	Cosenza	20	26.Haz	SS19
Cosenza	Marina di Fuscaldo	42	26.Haz	SS107/SS18
Marina di Fuscaldo	Sapri	95	26.Haz	SS18
Sapri	Vallo della Lucania	55	26.Haz	SS18
Vallo della Lucania	Sorrento	145	26.Haz	SS18/A3/SS145
Sorrento	Napoli	60	27.Haz	SS145
Napoli	Amalfi-Ravello-Sorrento	180	27.Haz	A3/SS145
Sorrento	Bovino	183	28.Haz	E842/SS90
Bovino	Troia	28	28.Haz	SS160
Troia	Lucera	19	28.Haz	SS160
Lucera	San Severo	22	28.Haz	SS160
San Severo	Vieste	110	28.Haz	SS89
Vieste	Monte Sant'Angelo	59	29.Haz	SS89/SS528
Monte Sant'Angelo	S.Giovanni Rotondo	24	29.Haz	SS272
S.Giovanni Rotondo	Manfredonia	23	29.Haz	SS272
Manfredonia	Brindisi	245	29.Haz	SS16/E55
Iguomenitsa-Kavala	Istanbul	1.060	30-31.Haz	
<b>Total K.</b>		<b>3.956</b>		

**Bozceada Rally (45 Harley and 65 people) 1-3/06.**

This report is written by a Lady Rider **Ayse Yumak** good friend of OMM and one of our trainees in 2000. *“Bozceada (Turkish Island on the Mediterranean coast south of Canakkale) would be a nice destination for riders who plan a relaxed and peaceful weekend. It only takes about 220 km. from Bandirma. If you plan to add more action to your trip, you can also take the highway from Istanbul to Geyikli via Tekirdag, Kesan,*

*Eceabat, and Canakkale. This would only take about 375 km. The road is not busy with trucks. However, there is pre-summer construction going on. So, be alert. You would surely gain more time to spend in the island if you take the morning ferry at 7:00 am from Yenikapi. With a quick lunch in Canakkale, you can catch the 14:00 ferry from Geyikli, which is 50 km. from Canakkale. Be careful with timing because the next ferry leaves at 19:00. I could tell by experience that the ferry captain is extremely punctual! In every two hours there is a ferry from Bozceada to Geyikli, but still check the timetable. Bozceada still possesses the traces of Greek architecture. Most of the hotels are old Greek houses or schools. Hotel Ege, close to the center, offers clean rooms and delicious breakfast. If your expectations of a small but cozy island are not high, you can enjoy the peace and the beautiful nature in Bozceada. It is quite small. Nice curvy roads along with the pine trees and poppies turn riding into pure delight. Make sure you visit the vineyards and taste wine made by the villagers. Take pictures by the windmills on the way to Ayazma. The hospitable villagers would welcome you joyously. For swimming, **Ayazma beach** is the best option. White sand and turquoise water will take you away from all the stress, noise and crowd of Istanbul. Nice fish restaurants along the beach. **Salhane** in town is a small bar with a magnificent view of the sea. Staff at the bar is really friendly with riders. Nice music and quick service. For a homemade, delicious breakfast or for an evening drink, preferably wine and cheese try **Ada Cafe** in town. The owner, also a tourism agent, **Melih Güney** would do everything to help you with anything you needed. On the way back, Troy would be a nice destination for those interested in history. In short, Bozceada would be a nice option for those who want to spend the weekend in a peaceful way”*

**Murat Odabasi** has been to one of our meetings and he writes: “ *I had the chance to some of the riding tips edited by yourself. I have found these tips very informative and explanatory. There is no doubt that you are pretty knowledgeable about the sport. All riders must take advantage of those valuable articles. But, why it is only in English? Please forgive me but this side the attitude may well owe to some sort of arrogance. If you want to perfect your efforts I believe you must put out Turkish version as well. Remember that many enthusiastic riders in Turkey are dying for informative material like yours. Many of them apply wrong techniques from very early ages and get into serious troubles for they are unaware of the right applications. Anyway, I am sure we can talk for hours with you on the problems of Turkish riders. There is one think I felt obliged to note here. I am not associated with HOG people or the beemer squad, and I do not think I will. I am a sole sport-biker kind of a rider and I enjoy motorcycling when I am on my own. Socializing with other riders is of course a great thing but I am afraid riding in group is not for me. On the other hand, I ride high performance sport-bikes in the shape of race replicas, which make long distances a pain in the ass - especially if I need to travel in a group with slower but comfortable touring bikes. I am almost 35 years old now and this is not enough to content with the joys in nimble Italian sport-bikes such as great handling, awesome speed, megaphone sound, monstrous brakes, and most of all, gorgeous lines and elegance in details. I am not laid back yet, but when I will in time I am yours with a buffugly beemer or stuff like that.” **Murat** is right about the pleasure of sport bikes but wrong on considering BMW ugly, laid back and good only for old riders. The BMW cup with **Randy Mamola** scraping around the engine heads on famous circuits should have changed his mind and some of Nurburgring teachers will be happy to leave*

him way behind on his awesome Italian speed machine while riding a simple (humble) GS 1100. Friends also know that I do not like riding in group but the **Murat** should not underestimate the pleasure (and lessons) coming from riding with a small team of talented riders. **Murat** is on the point with his request for a Turkish translation of OMM material and OMM rider **Yakup Icgoren** is taking charge of this project. He writes: *“In our last meeting I renewed my suggestion that our website and bulletins should be in Turkish as well. If we want to be any help to the Turkish community I think we should translate a major part of our website to Turkish. I would like to start reviewing the website and make a plan for the translation. I will send a note to the group and ask for volunteers for translation and give them the material. I guess somebody has to be in charge and I will be that person.”* **If you have time to help Yakup please drop him a note at [yicgoren@barwil.com.tr](mailto:yicgoren@barwil.com.tr)**



**Honda-Castrol** ridden by Sinan **Sofuoglu** is taking a dominant position in the **Circuit Championship of Turkey** with good first positions.

Bike (UK) issued a special supplement of his July 2001 magazine titled **“The 100 Greatest Bikes Ever”**. Top five ranking are 5) 1986 Honda CBR600. 4) 1994 Ducati 916 3) 1984 Honda NSR500 2) 1973 Kawasaki Z1 1) Honda CBR900RR Fireblade. Not bad for **Honda**

with three bikes on top 5. First Yamaha in 10<sup>th</sup> position 1998 YFZ-R6. First Suzuki on 7<sup>th</sup> place 1985 GSX-R750. First BMW in 26<sup>th</sup> place 1992 Paris Dakar Racer.

We followed **Carla King** ([www.carlaking.com](http://www.carlaking.com)) ride in India on a Royal Enfield Bullet bike. Now she is informing us that: *“**Obstacles on the Path of Enlightenment** is a story from my trip about riding through India, and is featured now on the front page of Motorcycle Journal at [www.motorcyclejournal.net](http://www.motorcyclejournal.net) . I plan to visit Italy starting in mid-September to ride an Italian motorcycle through the country, and of course I'll be sending dispatches back to the web. Currently the itinerary includes Milan and the nearby community of Damanhur ([www.damanhur.org](http://www.damanhur.org)) to coincide with the Paradox conference ([www.arcosanti.org/paradox/](http://www.arcosanti.org/paradox/)), then to Tuscany to celebrate a new book with the Wild Writing Women (see below), then Corsica, Sardinia and Sicily. A website announcing the trip will be up shortly. My women's travel writing group has been meeting each month for eight years to help one another work on individual writing projects. We have recently finished a group project: our own anthology, **“Wild Writing Women: Stories of World Travel.”** The book will be launched next weekend at Book Expo America in Chicago. You'll be able to buy **“Wild Writing Women: Stories of World Travel”** via the [www.wildwritingwomen.com](http://www.wildwritingwomen.com) website. We're very pleased that the anthology has earned kudos from travel authors and critics Don George, Tim Cahill, Simon Winchester, and Maureen Wheeler, the co-founder of Lonely Planet, who has written the introduction. For more about the book visit [www.wildwritingwomen.com](http://www.wildwritingwomen.com) . I hope you'll buy it, read it, give it. I know you'll enjoy it!”* For more about Carla rides visit these sites: America: [www.americanborders.org](http://www.americanborders.org) China: [www.chinaroad.org](http://www.chinaroad.org) India: <http://www.indiansunset.org>

**Javier Castro** ([stzoom@yahoo.com](mailto:stzoom@yahoo.com)) our friend from Miami and Iron Butt Riders is planning a ride to Spain at the end of August. Many Riders are asking us for indication on riding that Country and we hope to have from Javier a good report. **Mike Parry** ([mparry@globalnet.co.uk](mailto:mparry@globalnet.co.uk)) from UK just got back from a week ride in Spain on the Pico de Europa, one of the best national parks on the north. I will try to convince him to give us some report.

**Selim Demirel and Ankara Riders riding from Ankara to the Coast and reporting.**  
Participants: Hilmi Çuhadaroglu, R1100GS, Nuri Danisman R80GS Paris-Dakar and myself , V.Selim Demirel R1150GS.

We left Ankara for Tasucu on May 19th, 2001, the route was as follows ;

Depart	From	Arrive	In	Km	Notes
9:15	Ankara	11:30	Konya	256	Fuel & Lunch
12:40	Konya	13:35	Karaman	383	
13:35	Karaman	14:30	Mut	456	Break Stop
14:40	Mut	15:45	Tasucu	545	Fuel
	<b>TOTAL</b>	<b>6:30 hours</b>		<b>545</b>	

We left Tasucu for Ankara on May 20th, 2001, the route was as follows ;

Depart	From	Arrive	In	Km	Notes
8:30	Tasucu	9:40	Alahan	655	Break Stop
10:15	Alahan	11:50	Bozkir	820	Fuel
12:10	Bozkir	13:20	Beysehir	905	Lunch
14:30	Beysehir	16:50	Yunak	1081	Fuel
17:15	Yunak	18:30	Polatli	1196	
18:30	Polatli	19:15	Ankara	1272	Home
	<b>Total</b>	<b>10:45 hours</b>		<b>1272</b>	

*(The performance on the return route is quite impressive: an average speed, including stops, above 115 k/h is a blistering pace difficult to match- PV note)*

From Beysehir to Yunak we took the 330/695 to Köskköy then right over Hüyük to Doganhisar. In Argithani on 300 right to Aksehir and then right again on 695 to Yunak. This part , of course Karaman, Mut Silifke section and Bozkir, Seydisehir, Beysehir part were among the most beautiful routes I saw in Turkey, (I saw a lot).

The road was good except two places. First one is between Sertavul Pass and Mut, where the asphalt on the road surface was melted and very slippery ( a bit too early, since it was barely 30 degrees C ) and road construction about 15 km's just before Bozkir, no warning, you ride direct into gravel. In Beysehir good lunch in the garden of **Motel Marti**, exit to Antalya , third place on the right hand side. I got my new 1150 and this ride was the maiden trip. It all went very good, great bike. I bought a bigger windshield from GIVI and I am very satisfied. No wind on long trips and perhaps as important as

well no insects on my visor. I also tried for the first time the Concept helmet of **Schuberth** with an integrated tinted sun visor. Also very good first impression so far

### Watch that corner!

**Horizons Unlimited is the best site for motorcycle travelers. You can find there a great amount of information and reports that will make you dream. Occasionally you can also have some good laugh. On the last issue of the Horizons Unlimited e-zine ([www.horizonsunlimited.com](http://www.horizonsunlimited.com)) I found “One way to avoid a speeding ticket in Australia”.**

*A police officer pulls a bloke over for speeding and has the following exchange: **Officer** May I see your driver's license? **Driver** I don't have one. I had it suspended for exceeding .05 **Officer** May I see the registration for this vehicle? **Driver** It's not my car. I stole it. **Officer** The car is stolen? **Driver** That's right. But come to think of it, I think I saw the registration in the glove box when I was putting my gun in there. **Officer** There's a gun in the glove box? **Driver** Yes mate. That's where I put it after I shot and killed the woman who owns this car and stuffed her in the boot (trunk). **Officer** There's a BODY in the BOOT?!?!? **Driver** Yes, mate. Hearing this, the officer immediately called his back up. The car was quickly surrounded by police, and the captain approached the driver to handle the tense situation. **Captain** Sir, can I see your license? **Driver** Sure. Here it is. It was valid. **Captain** Who's car is this? **Driver** It's mine, officer. Here's the registration papers. The driver owned the car. **Captain** Could you slowly open your glove box so I can see if there's a gun in it? **Driver** Yes, sir, but there's no gun in it. Sure enough, there was nothing in the glove box. **Captain** Would you mind opening your boot? I was told you said there's a body in it. **Driver** No problem. Boot is opened; no body. **Captain** I don't understand it. The officer who stopped you said you told him you didn't have a license, stole the car, had a gun in the glove box, and that there was a dead body in the boot.*

***Driver** Yeah, I'll bet the lying b\*st\*rd told you I was speeding, as well*

**Poor Turkish Rider... it has everybody on the road against him.. and he cannot enjoy the Dolce Vita.**

**Being a biker has numerous advantages but sometimes you have to consider what you are missing by not joining the car community. You see, in Turkey and (I presume) in other part of the world a certain group of Car Drivers really know what the Easy, Sweet life (Dolce Vita) is about. They take the best from the road and they are also paid for doing so. How can you recognize this privileged group? Do not worry! You do not have to look around ... they are on the road looking for you and soon or later you will meet them. They drive normally white cars with clear identification marks but the more exclusive members of this club can ride (better stay parked) in any kind of car model or color. They mostly sit on the side of the road in very secluded and peaceful spots, covered by trees in the summer, near a hot spot in the winter. They spend time reading newspapers or magazines (provided free by the lorry drivers of the publishing houses), drinking tea (free gift of the nearby petrol station) and smoking cigarettes. They are only present in easy**

situations, long stretches of straight road were accident are not regular occurrence at those time of a day away from Dinner, Supper or Night entertainment. They look at the nature, at the passing traffic with a philosophical approach interest only in the equation space/time. The Dolce Vita is reserved to them and unfortunately they do not have two wheels.

### Ride in gear

If you need to polish your visor or the screen of your bike here is an address in Istanbul suggested by **Timur Shindel**

*“Redline Moto, Ahmet Usta is the contact. He will even pick up the part to be polished if the is not too far from Levent. Result is not guaranteed, especially for deep scratches, but probably the cost will be worth a try before replacing the part with a new one. Ahmet Ylmaz, Redline Moto Sultan Selim Cad, Boz sk. no 8, 4. Levent Sanayi, 4. Levent Tel 2681555 or gsm 0532 614 8827”*

Again from **Timur** a good suggestion for washing hands without water after those dirty repairs on the road. *“ Look for PÜREL Susuz Havlusuz Jjeli by Dr.Renaud. It comes in several sizes in gel and spray’*

**On MPS news of Spring 2001**([www.thefastone.co.uk](http://www.thefastone.co.uk)) the **trottle-rocker** used by Cemil to reduce the wrist strain in long journeys goes for 4.99 Pounds. Also available a **lap timer** to place on your grip (he can be use as ride timer) for 24.99 Pounds. Finally, on the crazy side, the Holovisor: a 3D holographic visor that will impress the crowd while keeping optical clarity and reducing 95% of UV light.

**Ride Magazine (UK) tested all available earplugs** for bikers rating at the top “Howard Leight Max-Lite SNR34. Also recommended “Howard Leight Laser-Lite SNR35 and Howard Leight Multimax SNR35”. You can order at Sound Distribution (phone +44 (0) 1942 604616.)

**From Knox** ([www.planet-knox.com](http://www.planet-knox.com)) comes a **foldable back protector** winning the MCN Clothing product Award of year 2000. All Knox product respect and exceed CE standards.

### Open Invitations

The section “Open Invitations” is a remainder of the suggestions we made on past issues: we need your help to finalize them. If you have time and desire just send e-mail to us and we will meet.

- ◆ **The OMM Guide to the dealers/ gear shops/repair points for bikers in Turkey is now an active project. Fuat Domanic is collecting data and information. He would love to listen to your experience. Write to him about your favorite bike shop (or about the less favorite one) at [fuatdomanic@turk.net](mailto:fuatdomanic@turk.net)**

- ◆ **Charity Ride: this idea has now a Leader trying to transform it into a plan. Contact Yakup Icgoren at [yicgoren@barwil.com.tr](mailto:yicgoren@barwil.com.tr) to know more and to pass suggestions.**
- ◆ **Help Yakup in translating OMM articles and Reports in Turkish. Contact him at the address above.**

### **Ride and Think**

The quote of this month comes from a very interesting article written by Guy Procter and published by Ride Magazine this month. We will come back to this article inviting riders not to wait for weekends for riding but suggesting to insert a good ride in any normal working day.

**The truly adventurous man would not travel to the ends of the earth. He will jump over his neighbor's fence"**