

OMM

ONE MORE MILE RIDERS

OMM Information Bulletin July 2001

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From Paolo Volpara on Thursday, October 02, 2008

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

To receive or to send to riders friends the Bulletin just drop an e-mail request.

Visit OMM site at: www.ommriders.com

Dear Friends and Riders,

A view from the cockpit

"Warning: introducing key in this slot and pressing the Start button may seriously damage your health"

Do not be surprised to see this tag around the keyhole of your next new bike. The system has been successfully experimented and it works in many fields and many countries: instead of punishing the outlaws the Governments prefers to create new laws designed for illiterate idiots, to introduce new warnings, new limitations, new useless devices till everybody is finally pushed out of the law or out of action.

Instead of banning forever from the roads drivers, riders and other users incapable of knowledgeable and correct behavior our 'loved and democratic' authorities prefer to oppress the majority of responsible users with an ever growing list of regulations, devices, tricks.

So, welcome to the speed limits with no reason: go around and you will be confronted with ridiculous and absurd deceleration: first sign (white and red) fixes the speed at 70k/h, after 100 meters new sign (white, red on yellow background) slow you down to 50k/h and finally after 50 meters a new sign (again yellow background) place your vehicle on the astonishing speed of 30 k/h.

You, intelligent human and responsible rider, rapidly decelerate expecting a major obstruction ahead or at least a major event like one hundred kids having an educational picnic in the middle of the highway or a politician giving conference at a newly cut corner. But nothing happens... the road continues as before... you look around trying to understand the reason for the existence of those signs and you cannot see any relevant danger. More... the limit fixed at 30 k/h continues indefinitely because no sign of "end of limit" appears as you slowly progress in the absurdity. Maybe tomorrow a roadwork will start, maybe two-week ago a major obstacle was here, maybe somebody with no brain but power just decided to check your reaction... maybe. The final result is that you loose the confidence on signs and the respect for the indications: you try to keep a reasonable speed adequate to the road and traffic conditions: by doing so you are permanently outlaw.

And welcome to ABS, link brakes, self-inflating jackets, de-tuned bikes anticipating a future of mandatory "roll cages", "mandatory lateral wheels reacting in seconds when a too dangerous angle of lean his touched", "safety belts and ejecting seats", "lateral air

bags on tanks” and all similar paraphernalia so loved by Volvo drivers. Designed to take away your responsibility in learning the right skills these “safety improvements” are now on top of the list of major bike producers. They all spend the best of brains to generate powerful engines, mean and fun machines that are then "de-tuned" or "self limited" in order to look politically correct. The last of Kawasaki flops is self-regulated at 285 k/h because this is politically correct while 300 k/h is the open door to new barbarian age. Surely mine is an “old way” to think about motorcycling and all these new innovations are also designed to bring new users to our sport: still it is impossible to take away the trill of biking without killing something inside all of us.

Updating OMM Bulletin Mailing List

We are in the process of updating the Mailing List of OMM Bulletin and, from this issue, we will cancel from the list any e-mail address returning the bulletin as “undeliverable”. From the last issue we are canceling the addresses listed below. **If you know the riders please inform them that they have to send a new request if they want to keep receiving our Information.**

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OMM 2001 Rides

July was the Sunrise-Sunset Long Distance Ride Month: created by the fertile mind of Selim Demirel in June this fantastic trial was announced too late and only two riders were able to complete it.

FROM THE SUNRISE ON THE BLACK SEA TO THE SUNSET ON THE MEDITERANEUM. REPORT FROM OMM RIDER SELIM DEMIREL.

*“Nuri Danisman (BMW R 80 GS Paris-Dakar), and myself V.Selim Demirel (sdemirel@alterna.com.tr) on BMW R 1150 GS prepared our “OMM Sinop-Anamur, Sunrise to Sundown” ride by moving on Friday June 29th, Friday at 10.00hrs from Ankara, via Kirikkale, Corum and Samsun to Sinop. A very nice route indeed, particularly the section between Samsun and Sinop. We covered 611 km’s in 6 and half hours: check-in at the Hotel Dijojen, cool refreshing and relaxing swim in the Black Sea, early dinner for a woke up call at four in the morning. On June 30th, Saturday, the official sunrise time was 04.59. We certified our odometer readings (6.966 km) and finally took proof of departure from the Petrol Ofisi station **in Sinop at 05.11hrs.** Having the rising sun like a fireball in the mirror, the Swiss like landscape in front of us is a feeling very hard to describe. We immediately engaged the first bends and arrived in*

Kastamonu at 07.15 had a fuel stop and just hung around for about 40min. Decision was taken not to try to cover the distance in 12 hours but to stay on the Sunrise-Sundown timing. We arrived at 09.15 in Cankiri, had fuel stop there continued to Ankara (10.50). Refueled and rode further down to Kulu for our "extensive" for (45 Minutes) lunch break and left Kulu for Konya at 12.10hrs. Suddenly we thought that the 12 Hours Option was not so out of question at all and started to give it a try. In Konya (13.30) we refueled and left at 13.40hrs. See the difference in attitude, a bit too late, but never mind we'll try it anyway. It took us 1hr45min from Konya via Karaman to Mut, had a quick fuel stop there left at 15.30hrs and hit the real twisty road to Gulnar, Aydincik and finally to Anamur. After we took the road to Gulnar, I realized that we were too late for the 12 Hours, nevertheless we did not slow down the pace, we thought we will give our best and see what comes out. This motivation was surely one of the reasons supporting my moral after I felt down in an extremely narrow and steep hairpin curve. I tried to take curve inside, at its steepest point, and the engine stalled in 2nd gear. Down I went with a couple of rolls along the hill while the bike, thanks to boxer construction with the cylinder working like a stopper, "parked" in the middle of the road. Here you learn that protective clothing is really a must; I did not have a scratch after a very spectacular "stunt like" fall. Of course it was my entire fault, probably a moment's lack of concentration but it happens. A bus passing by stopped and I had people helping me to rise the bike. I was on the bike when Nuri appeared, coming back as he did not see me in due time in his mirror. It all took perhaps 6-7 minutes and we on the road again.

We arrived at 17.42 in Anamur, as the last fuel stop's credit card slip certifies. We asked the gas station manager to witness our odometer readings (8.081 km). We covered 1115 km's (65 km's more than planned) in 12 hrs 31min from the most northern point to the most southern point of Turkey, from Sinop to Anamur. While perfectly in time for the Sunset-Sunrise attempt and certificate, we missed the 12 Hours Gold Certificate by only 30 minutes, but Nuri said something which I believe reflects the spirit of our ride, "It's OK: we have something to do next year! "

We checked in to Hotel Vivanco in Bozyazi, about 20 km's east of Anamur, took a swim which was a pleasure to our tired muscles. The Hotel is very good, 4 star, with efficient A/C and reasonably priced.

Next day, July 1st, we left Bozyazi at 10.00hrs for Manavgat and took the road back to Ankara, via Akseki, Seydisehir, and Konya. We arrived home at 19.00hrs having covered 2483 km's in three days.

What I felt as we completed the ride was a deep feeling of satisfaction which actually resulted from a state of peace of mind rather than a feeling of success or having completed a task or having won a race. It was not a competition for me, neither with myself nor anything or anybody else. It was perhaps one more experiment trying to check my limits without forcing to expand them but rather trying objectively to define the boundaries. Well, we started and finished a ride of which I hope will be a classic in Turkey, it really deserves it.

A little bit information to the route and road; the first and last 150 km's are with different type of curves of which the last 150 km's is really demanding and in between you have regular roads with no difficulty. There was a lot of road construction activity, namely between Sinop-Boyabat, Cankiri-Kalecik, Kulu-Konya and Karaman-Mut. The morning

in Sinop is quite cool till about Cankiri and after that you have to fight with rising temperature reaching its peak in Mut valley”

Here the Certification Logbook:

Action	Location	Time	Proof of Passage	Odometer
Sunrise	Sinop	4:59		
Departure	Sinop	5:11	Cetinay Petrol Ofisi Station	6,966
Control	Kastamonu	7:18	Ekmekçiler Petrol Station	
Control	Cankiri	9:18	Mesema Insaat Station	
Control	Ankara	10.54	Seyfi Ercan Petrol Station	
Control	Konya	13:40	Yilmaz Petrol Station	
Control	Mut	15:29	Fikri Arslan Petrol Station	
Arrival	Anamur	17:42	Çilingirler Petrol Station	8,081
Sunset	Anamur	20:18		
Summary	Sr/Ss Time	Hours	15:17	
Summary	Total	Hours	12:31	
Summary	Total	Km.	1115	
Summary	AutoRoute	Plan Km.	1050	
Summary	Av. speed		90.5 k/h	

For other OMM Riders July has been a “slow months” with more planning than riding but...some good planning for the time ahead.

- We want to complete in 15 days the Tour of the Black Sea and we are now forming a group of Riders willing to work on this 2002 project. The idea is to take inspiration from a well known Turkish novel titled “**Inatçı Cesur Ada, Stubborn Courageous Lord**” and telling the story of an Ottoman Lord refusing to pay the increased fare to cross by boat the Bosphorus and walking from the European to the Asian side of Istanbul. On the footsteps of Inatci Ada we will circumnavigate clockwise the Black Sea. If you are interested in this ride project contact us by e-mail. (planned in July)
- We are revising the “**Four Corners of Turkey Ride**” After a stop this year this LDR will be inserted in OMM 2002 Calendar at the end of May. Michael Kneebone promised an international participation to this ride combining the circumnavigation of the Country with some exciting “detours” on the style of the Iron Butt Rally. Just a small number of riders will be able to take part and if you are willing to take the challenge you can write to us. (planned in May)

Coming soon on the roads near you

**The Advanced Riding Academy of One More Mile Riders Group
Invites you to the Second Training Course 2001 for Intermediate and Advanced
Riders.**

“Yes, motorcycles are potentially dangerous, but whoever is holding the handlebar grips can significantly change the odds. If you want to avoid pain and lost money, you need to understand what the risk are and take positive steps to control any situation to your advantage/ The proficient motorcyclist knows what troubles look like and has the skills to avoid whatever happens along. The big payoff is that becoming a proficient motorcyclist is immensely satisfying”

(David L. Hough in “Proficient Motorcycling” BowTie Press 2000)

OMM Riders Group in Istanbul opens the second training course of the year 2001. Organized by **ARA** (Advanced Riding Academy), the training department of the Group, this course will be conducted by **Jon Taylor** (Progressive Rider Training UK) and **Paolo Volpara**. The course is open to Competent and Expert Riders and the two groups (max. 10 Riders per group) will be divided according to the level of experience. Unfortunately, this time, we are unable to accept riders at Beginner level.

- **Beginner:** a pilot with less than 3000 kilometers in logbook. The rider is at the beginning of the bike experience having completed only the by law mandatory training courses.
- **Competent:** a pilot having completed at least 6.000 kilometers with rides in any weather and lights conditions. The rider has empirical knowledge of riding techniques having experienced a large range of situations.
- **Expert:** a pilot with more than 10.000 kilometers in his rides having completed the theoretical part of ARA (or similar) course and having been observed and by a trainer in two days ride. The rider has knowledge of Observation, Assessment, Positioning, Planning, Speed, Overtaking, Braking and Acceleration.

The Course program is reported below and we invite all participating riders to respect the rules and the timing indicated for all the activities. The course will start with Theory Lessons at 16:00 of Friday August 10 at Boxer Café’ at BMW Kurucesme. *(The choice of this location is purely practical and due to the fact that no other place has been made available too us. The location of the theory course does not imply any “sponsorship” from BMW nor it indicates any recommendation from OMM on the brand of vehicles.)*

This session will make the students familiar with “Riding the system” procedures as presented in the “Motorcycle Roadcraft: The Police Rider’s Handbook” *(The Publication Center PO Box 276, London SW8 5DT, Phone orders +44 171 8739090 Fax orders +44 171 8738200)*. **The session is mandatory for all riders taking part in the course and it will also include the outline of roads and group riding techniques to follow on the days of training.** During this four hours tuition the riders will also be introduced to the evaluation system and to the two trainers: **Jon Taylor and Paolo Volpara**.

- **Jon Taylor** was born in 1951 in UK where he lives with his family. With a good history of racing in 50/500 and 600cc classes, Jon became Instructor for RAC/ACU in 1978, joined the Star Rider motorcycle instruction scheme and became an Examiner

for the Gold Star test in 1981. The following year he passed the Police Advanced motorcycle test at Class 1 level. Jon is Examiner for the Institute of Advanced Motorists the most prestigious training program in UK and in 1990 he was invited to become an Instructor at the Nurburgring Race Circuit and attended an Instructor's course. Since then, every year, as Chairman of Nurburgring Riders Club, Jon trains groups of riders on the "Green Hell" and other major British Circuits With a large experience in Racing and Road training, Jon toured throughout Europe extensively every year since 1981. He was part of the first group of riders to be allowed into the Soviet Union in 1988. During this trip Jon rode through Berlin, Warsaw, Brest, Minsk, Smolensk, Moscow, Novgorod, Leningrad (as it was then), then North through Finland to the Arctic Circle and from there South along the Norwegian coast to Bergen

The participant riders will be divided into two groups according to the level of competence.

- The Group One (**RED**) will leave Istanbul from Boxer Café on Saturday August 11 at 07:30 sharp.
- The Group Two (**BLUE**) will leave Istanbul from the same location at 08:00 sharp. Riders will be provided with Name and Group Identification stickers.
- The two Instructors will rotate between the two Groups and one OMM Rider will serve as "tail rider" for support on each group.

The rules of the training ride are simple. Each rider in the group will team up with the Instructor for a 15/20 minutes period. In this time the Instructor will lead or observe the selected rider. The remaining riders follow in convoy observing the two leaders. After this first period of observation and tuition the group will stop for discussion with the Instructor. Following this de-briefing a new rider is teamed with the Instructor and the convoy continues in this system along the planned road.

The Log Book of Day One

Distance	Instruction	Road	For
0	Depart Second Bridge Toll Gate	E-80 Motorway	6.8 km
21.4	At Umraniye, turn right onto	20	19.5 km
40.9	At Mahmutsevketpasa	20	30.3 km
72.3	At Sile - Bear right onto	20	0.8 km
95.7	At Agva - Turn left onto	20	0.9 km
111.5	At Akcaova - stay on	20	20.1 km
131.6	At Kandira - stay on	20	15.2 km
146.8	At Kaynarca - return on	650	0.7 km
188.1	At Karasu - Turn right onto	10	0.7 km
225.2	At Akçakoca - Turn right onto	655	1.0 km
259.9	At Düzce -turn left onto	E-80 motorway	1.8 km
261.7	Crossing of Boludagi Gec.	100	40.9 km
332.5	Arrive in Bolu		

The logbook reads 330 kilometers for the first day but the system of Stop/Discuss/Go will make the distance seems longer. We will cover mainly secondary roads with paved but uneven surface. Check that your bike in proper condition (road legal bike only), check

tires (road tires only- no enduro or cross) status and pressure, carry the essential for road emergencies including first aid kit. Riders should have traffic insurance, complete documentation of bike, valid driving license and they should wear professional gear from helmet to boots. Under no circumstances we will allow riding in jeans, casual shoes, T-shirt or without helmet. If you have a mobile phone carry it with you.

Fuelling and Maintenance of the bike is a responsibility of the Riders: **we expect all bikers to start with full tank and we will stop every 200 km. to refuel and checks.**

Departure hours indicated in this note should be taken as “wheels move” hours.

In Bolu we will stay at **The Koroglu & Thermal Hotel** (Tel. +90 0374 2628472 Fax. +90 0374 2628307) where we will conduct the de-briefing of the day (18:30 Lobby with united groups) followed by dinner.

Sunday August 11 we will leave at 07:30 from the Hotel following a different road but using the same Training Ride System. Between 07:30 and 08:30 we will conduct Slow Speed Maneuvering Exercises.

The Log Book of Day Two

Distance	Instruction	Road	For
0	At Bolu onto	100	1.3 km
2.7	Bear right onto	14-25 then 06-84	48.4 km
51.1	At Kibrisik, stay on	"06-84	17.2 km
82.4	At Beypazari turn right onto	140	56.4 km
138.8	At Nallihan bear left onto	"06-81	12.3 km
191.2	At Dedeler, turn left onto	170	16.8 km
207.9	At Göynük bear left onto	160	49.7 km
257.6	At Gölpazari stay on	160	27.0 km
285.1	At Vezirhan -turn right on	650	472 m
305.5	At Osmaneli stay on	650	5.7 km
311.2	Turn left onto	"11-76	6.3 km
317.5	Turn left onto	150	17.5 km
334.9	At Iznik stay on	150	17.6 km
352.5	At Boyalica turn right onto	595	11.7 km
381.3	At Karamürsel turn left on	130	16.6 km
397.9	At Topcular take the ferry		
397.9	At Eskihisar, take the	E 80 Motorway	3.7 km
460.9	Arrive Istanbul		

We plan to arrive in Istanbul not later than 20:00 with the Convoy Disbanding Point the Ferry Station embarkation.

Monday August 13 at 19:00 we will have a Dinner with the Award Ceremony where the participants will receive:

- OMM Certificate of Participation with Qualification
- OMM Evaluation booklet with results of the course
- CD of the course

Dinner will take place on the Luferr Boat crossing along the Bosphorus: the departure will take place at 18:45 from the pier in front of Mea Café' in Bebek.

Contributions. OMM does not receive any financial support from any source: we pay for our activities with money, time and effort. For this 2001 Course we ask for a contribution of 145 US Dollars per Pilot (125 for OMM Riders). This amount covers only the Tuition and Organization Costs (fees for teachers, teacher's bikes running and maintenance costs, transfer costs, teachers food & accomodation costs, course, CD and certificate costs). Fuel, Maintenance, Motorway fees, Lunches & Dinners & Hotel (including the night on the Boat) plus all other costs (including eventual fines) must be paid directly by the Rider. The reports on previous courses managed by ARA/OMM (including the one in April 2001 run by the same Instructors) are available on OMM web site under the heading "Training". In the same site the riders can find a list of recommended reading. **If you are interested in joining the large group of riders trained by OMM, we invite you to act promptly in reserving your place contacting me, Selim Karadag, by e-mail at selim.karadag@teklan.com.tr**

Looking ahead.

We are planning to have the **OMM 2001 Rally** in Abide (Canakkale Peninsula) in the weekend of September 15/16. This will be a good opportunity for all OMM Riders to spend a relaxed two days together and for the new friend an easy opportunity to meet the OMM group.

The program is totally informal with small groups moving on Saturday morning from Istanbul and Ankara meeting at the Hotel in Abide in the afternoon for swim, chats and substantial dinner. We hope to have with us OMM Rider Sinan Sezer, an expert on the history of Gallipoli War: he will conduct Sunday morning a tour of the area. After lunch return home.

This is the first attempt to organize a short ride, just for the pleasure to meet old and new friends and it can be a splendid opportunity for the ones of you interested in knowing more about our group. Send your request of participation (passenger co-pilots are welcomed) to Taner Celik (tanercelik@hotmail.com)

A new opportunities for training with OMM opening ARA 4 (Advanced Riding Academy) in the year 2001.

ARA 4/2001 is open only to advanced riders and it will take place in the area of Kas from the 25th to the 28th 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. (selim.karadag@teklan.com.tr)

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	450 0	3	Epyrus, Calabria, Sicily, Puglia
18-Mar	Day Ride	Istanbul	Domanic	550	4	Karamürsel corners, Domanic forest
23/24 Mar	Training	ARA Circuit H. Dilthey	Korfez/Iz mit	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 Motorcycli ng		850	30	At Boxer Café with C. Fisher and T. Goltz
5/6 May	Ride	Istanbul	Amasra- Ankara	180 0	7	Ride with Court Fisher
8-Jun	Conference	M.Kneebo ne /B. Higdon			50	Lessons from IBA experience
8/9 Jun	LDR	OMM IBA 1000X24H	LDR log book		5	Long Distance Riding
15-17 Jun	In the Sky	Ankara	Cappadoci a	160 0	12	Ride with M. Kneebone/ B. Higdon
11/12 Aug	Training	ARA with J. Taylor	Bolu Ride			ARA 3
13- Aug	Training	ARA Circuit J Taylor	Korfez/Iz mit			Circuit reserved for OMM Riders
24/31 Aug	Training	Istanbul	Nurburg			Nurburgring Course
15/16 Sept	Rally	Istanbul/ Ankara	Abide			Meeting with OMM Riders
25/28 Oct.	Training	ARA with M. Wheeler	Kas			Lesson at Boxer Café, Kas circuit ARA 4
7/11 Nov	In the Sky	Adana	Adana			South East Turkey

Riding the Web

A complete summary of the Hurt Report on the causes for motorcycle accidents can be found at www.ibmwr.org/otech/hurt.html and we thank **Volkan Olgun** (volkan@hadesnet.com) of Enduro Club for the indication.

Lovers of Joe Bar cartoon and characters can find all about it at www.JOE-BAR-TEAM.com or at www.joebart3.com or at the new Italian site www.joebarteam.it

Looking for the right hotel welcoming bikers? Surf www.motorbikes-hotels.com

If you need that special T-shirt to celebrate your ride or if you want to ride your-own colors Kenan Vural (friend of OMM0 just opened a web site where you can order any design or any text for any quantity of T-shirt: www.t-shirtonline.com.tr

News from OMM friends biking around

Kenan (travelling with **Feza Haznedar**) is writing to OMM on his trip to Gokceada Island.

***Transportation:** We took the E-6 (TEM) from Istanbul and the route was Tekirdag, Kesan, Saroz Bay, and finally Adatepe. There are two ferries in the morning. The earliest one is at 10:00, owned by a private company and carrying about 30 cars. It takes about 1 hour and a half two arrive to the island. The ticket is six million per bike (one way) and the passenger included. To return back they have only one trip between the island and motherland, and it is at 15:00 hours. Government also has ferries to the island and they have one trip to the island at 11:00 am, and the ferry is one of those that we travel between Topcular- Yalova. They return back from the island at 18:00 hours. The trip takes two hours.*

***Hotels:** First of all I should say that there are no fancy places around the island. All the hotels are like pensions but they are OK. The one we stayed is one of the better ones located in Kalecik Village which is 7 km. away from the ferry. The room rate is twenty million per room for two persons and breakfast included. The name of the place is Kale Derya Motel. I haven't seen any of the camping but on the way back home we met some old friends on the ferry and they were on the island for wind surfing and they stayed in a camping on the southern coast of the island. They told me it was very cheap and the toilets and the showers were OK.*

***Food:** Food was quite good. The breakfast we had was not the best we had but it had everything and it was open buffet. Next to our hotel there was this sea food restaurant where we had our dinner. Abundant starters and (if more space available) fresh fish. For that wonderful dinner we paid roughly seven million for each person. For lunch Feza took us to place where there was nobody else except us. This place is called Coban Yildizi. Some village people own it. The whole family was very friendly. They grow vegetables in their own garden and when you order something they pick the ingredients right at that moment. It is the freshest food you could get. They do not have a long list. Whatever they prepare for themselves they serve to the customers. Gozleme, avci boregi, and salad ayran: good food and, more important, real nice people. The place is located on a hill with a fantastic view of Samotraki Island. I believe the name of the village is Tepecik (but might recall the name incorrectly). In that village there is this place called Barba Yorgo. Yorgo is a man from Greece who has been living in Gokceada for years. He has a restaurant in that village and he serve some Greek food.*

Occasions: *Honestly talking this island is not too developed but it is nice place to have some rest for the weekend. There is no nightlife but if you like nature and simplicity I would recommend. For divers it must be a good place because we saw many people came to dive. And the activity looks pretty well organized. For surfers it is a good occasion. There is steady wind and not that much waves which could make a wind surfer life easy. Bartalomeo was born in that island and we saw the house he was born. It was in a small village. There is this tiny square where two coffee houses located. Across the street there is this house where he was born. They prepare some kind of Turkish coffee blended in a special way and it is called Dibek Kahvesi. The place is so quite and peaceful. While you drink your coffee you can meet with natives and share some time with them. There are some other beaches for sure but we went to the beach on the south coast of the island called Gizli Sahil (hidden coast). It was several km. long and except us there was absolutely no one. Very quite and peaceful. This beach is about 25 km. away from the hotel. The road conditions were good but be aware of the crazy truck drivers. These are my impressions and my observations about the island: we had some wonderful time with our friends, sharing with Feza the same riding philosophy.”*

OMM Rider **Timur Shindel** is taking the Court Fisher invitation to become a Permanent Traveler seriously. For the last two months (and for the next two) he has been on the road with his faithful BMW F650. Here a report of his visit to Southeast Turkey and some correction to our previous reporting on the section Antalya – Silifke.

“Greetings from Sanli Urfa, South east of Turkey near Syrian border.

I have been on the road heading east since 25th of June, after a few days of beach bumming in Side. The seashore between Antalya and Alanya is almost connected with 4-5 star resort complexes, more so every day. This makes the scenery totally uninteresting and the ongoing construction necessary. The road is a disaster and the construction will go on for minimum a year. It is outright dangerous to travel this road at night. We are talking roughly 130 kms of hell. Although, I have to say, inland is very interesting from historical point of view, also for adventure tours such as rafting. Aspendos, Side, Manavgat falls, Kursunlu falls, Koprulu Canyon, Alanya Fortress and caves around Alanya are some examples.

Once out of Alanya, summer vacation finishes and it is biker’s heaven until Silifke. The road surface is good, except for a 15 km strip in Bozyazi. Here, the road was damages due to a forest fire and is being re-built. It is dirt at this time. Banana plantations on rocky hills start right after Alanya. It is an endless strip off curves, some times at sea level, some times up 1000 meters. The road is well marked, and a joy to ride. The points of interest, ruins, castles, beaches, restaurants, bananas, strawberries are abundant, food very good and very cheap.

Once out of this section of the road, two large cities Adana and Iskenderum and their surrounding industrial areas make for a boring ride. I headed way south to a small resort town serving Adana as a beach especially on the weekends, Yumurtalik. The area is near sea level, covered with farms. In season are melon, cantaloupes, tomatoes, and there are camps on the land for farm workers. They work until sun down and sleep in tents, for around 5 USD per day. During the week the place is a ghost town, I stayed in the best hotel, in a 2 bedroom suite over looking the sea for 17 USD, including breakfast. Other than restaurants and a closed disco, the only possibility for fun was a fair ground, which

would take you back top the 1940's. Local youth, al of 50-60 people were convinced they were having great fun with bumper cars, flying chairs, and a couple of more rides. On 26 June, I visited Iskenderum and Hatay, harbor cities, Hatay being the most southern city in Turkey. In Hatay, I had my first taste of Easter kebab taste. The region is famous with its meat dishes, especially grilled, and its spices. Every thing is hot, very hot. Hot spices, fresh hot onion, hot green pepper, fresh garlic serves with every meal keep you clean of bugs. If this is not enough, then Mýrra, a drink made of root is certain to kill your parasites. I had a taste, and now prefer the risk of parasites. In a small town called Altýnüzüm (golden grape) a large portion of the motorcycles were covered with colorful cloth. They would cover the gas tanks, side panels, and even the seats with matching cloth. Southern and southeastern part of Turkey support the largest penetration of motorbikes, mostly Russian models, scooters, smaller bikes, bikes with side cars, none for pleasure. 3-4 people can be seen on the same bike. I saw up to 8 on a bike and a side car. No protective gear is used, and fatal accidents are frequent (so says my re-constructive surgeon friend who lives in Antep, which I will mention further on). I was to spend next couple of days in GaziAntep, known as the gate way to the south east. An ex-artist of BMG, who is now my friend, Mutaf, is a native of Antep, and is a micro/r.c. surgeon, head of the department at GA University. I ended up staying 5 days, as I got invited to a traditional celebration on Saturday night, June 30. I spent June 27th looking around GaziAntep. New section of the city cannot be told apart from any western town, with all chains, food, clothing.... present. This is now true for all the larger towns. They all, however, have a distinctive old city, with a harbor, of a square, or a castle... as the center piece. In GaziAntep, this is the castle. And expected narrow markets, old Armenian neighborhood with old stone houses, mostly empty (a sample wonderful restored and decorated example for us to see). Armenians from GaziAntep now live across the border 100 kms away in Halep, Syria, after the 1920 independence war. GaziAntep museum finds mention in the papers recently for the ZEUGMA mosaics on display. A nearby ruin, Zeugma was recently left under water to create a reservoir. There was much opposition to this, and mosaics of unequalled detail and expression (they look like paintings) are on display

June 28, I took a day trip to Kilis. The town is known around here for its small village YESEMEK, where the first sculpture workshop in history was discovered. The place provided certain type of sculptures for buildings, and one can see the figures in every stage, raw rock to detailed finish. Near by is TÝLMEN HÖYÜK, a kings grave dating 3000 BC. Anatolia is often mentioned ad 'cradle of civilization'. Southeast is the place in mention. There are cities here that are known by the same name for over 4000 years. Some are ruins, some are now small villages, some like Sanli Urfa are cities with over 1000000 people, and prospering once again due to GAP project. This is a project with has been started in the 80's, one of the largest earth-moving, construction projects in the human history, including dams, channels, to bring water to the whole eastern quarter of Turkey, to stop emigration, and terrorism through development.

June 29th, a day trip to Kaharaman Maras. The city is best known for its ice-cream. For the June 30th celebration, musicians and vocalists were imported from Sanli Urfa.. My friend did the musical part of the organization, and he totally stole the night from the group.

On Sunday July 1, I left GaziAntep for my next stop, Sanli Urfa. During a conversation in Antep, they had told me that on the way there was a tunnel they named 'time-tunnel', and that you would for sure feel the calendar flipping back a few years. Time tunnel was just past the Fýrat River. Fýrat, along with Dicle is one of the two main rivers feeding the GAP project lands. And a time tunnel it was. Everything changed immediately, the land became barren, the language very heavily accented, clothing traditional with hair dress's for men as well, and heavy robes, baggy pants, people became darker, much more Arabic looking, villages with mud houses and straw roofs. I felt either this was not Turkey, or the land behind. In the afternoon I toured around Sanli Urfa, known as an open air museum. The area again is thought to be the very place where for example first bread was cooked, first university was established. It was a green forestland in the old times. And just now with the GAP project underway, the city and the region are finding new riches. Sanli Urfa is also home of Muslim prophets. Parts of old city, mosques, churches, parks, fortress has been restored and enclosed in a walking district. There are three huge connecting ponds with fish. You can throw food to the fish and hold a wish. Small children 9-10 years old hang around with you for a dollar or two and tell you all the legends and history of the place. On the highest hill in Sanli Urfa, as in nearly all the other towns I visited, was the Urfa fortress overlooking the restored area as well as the rest of the city. After a long and hot climb, my guide, Cuma (Friday) took me down an endless tunnel back down. This was the original secret escape tunnel carved into the rocky mountain.

50 kms from Urfa, on the Syrian border is Harran. Harran was called Harran 4000 years ago. It was a wealth city at one time. Now it is a small village. Still, outer city walls 5 kms long, and the inner castle remain. Also under excavation is Harran University, from 700. Of the roughly 100 houses in Harran, %70 are more than 150 years old, square mud buildings with 4-6 domes as roofs. One is open to public, decorated in the old way. In the 42 degree heat, once inside, I felt like I would have to put on a jacket if I stayed for a while. In Harran, the effect of the GAP project is best felt, channels, waterways, fountains everywhere.

The area is so rich with such remains that I had to pass Han-El-Bar, 20 Km. away, a caravansary 900 years old, intact as it was closed yesterday, caves with 25 meter high ceilings, which were actually stone mines, 900 years old. Two more antique cities, other caves etc all within a stone throw away. The richness comes not only from the silk route. The area is actually the eastern frontier of Mesopotamia. I have to say that Harran area was the high point of my trip.

If you could see 170 kms away, you could see Mardin from Sanli Urfa. Mardin is known for its stone houses, and for 3 Syriac monasteries still living, last three in the world.

Nearly all of the 170 kms, a sharp mountain range goes parallel to the road due north. One turns north, and heads towards the mountain nearing Mardin. Until very near, it is not possible to see the city with a population of 680.000. It is high on the mountain, stone houses in the color of the orange rocks. A mixed culture again, people speak Turkish, but they all speak a dialect of Arabic and Kurdish as well.

I visited Dar-ül-Zafeyran, one of the Syriac Christian monasteries, 15 kms from the city, hidden in the hills, looking over the huge Mardin valley. Head priest was overlooking the restoration of the carvings on a doorway, and young Daniel, took 4 visitors on a small tour, areas opened to the public, a cave under the building 4000 year old, from the times

of sun worshipping, where you could see the flat stone used for human sacrifice. A shrine, with 3000-4000 year old object. Daniel also served us cold water pulled from a well in the garden.

On to Diyarbakir, another open air museum, modern outside city walls. Once inside the over 10m and very intact city walls, again mosques, markets, old inns, churches.....The internationally known terrorism in Turkey was never severe in these areas, yet it was present. Between the cities, roughly every 30-40 kms, military posts remain. Set up for road blocks are there but seldom used. I found out that the situation was much the same deeper east, from a lone Canadian tourist who was coming from the area. He said he felt totally safe, was pleased with 7 dollar hotel rooms with AC and TV, and max 3 dollar full meals. This was my first trip to the region, in fact first time passed Adana on the Mediterranean. I felt much safer than the West. Travelling with a bike has been wonderful, yes, hot and tiring at times, but much more suitable for the single lane Anatolian roads where the slow trucks can take you hostage on long hills forever, if you are in a car. Further more, the interested parts of the destinations are the old cities, with narrow streets, better on a bike.

Still, best part of being on a bike was that the bike was a natural conversation starter. every where I stopped, I met some one, got offered drinks, food, in Siverek, where I stopped for a meal, a kid saw me, ran away, came back with ten friend and showed me and said 'here is the guy!' In Mardin, a police name Taryk on a red BMW F650, same as mine, stopped me after a semi-chase, we had tea together, and from him I learned that there was in fact a certified BMW mechanic in Adiyaman, in the region. All police bikes, BMW or not, were trucked to him for maintenance and repairs! In Harran, I met a police officer from Istanbul, who told me he enjoyed a BMG RT 1100 at government expense for 5 years. Now he rides an MZ, made in Turkey! When riding in the West, one gets questions like : how much does the bike cost, how fast does it go, can you lift the front wheel. After the time tunnel, the questions were more like: how much does the fuel tank hold, how many miles per liter!

I am back in Antep now, and will start on a two-week trip back home tomorrow. In the first days of August, I will head west to Europe, main targets being Finland in the North, and Morocco in the South. My sister will join me on September second for a while and we will go to Morocco together. So far I've had 12.000 kms of trouble free ride, no mechanical failures, and other than a near crash due to a front wheel lock to avoid hitting a pedestrian jumping onto a street in Sanli Urfa on slippery asphalt, no mishaps. Wish me luck for the minimum 15.000 kms ahead”

Mike Parry (mparry@globalnet.co.uk) is the Founder of a wild group of bikers in UK calling themselves **“The Bend Swingers”**. The group just visited the Picos de Europa (or Picas0 on the north side of Spain. It is a superb destination for bikers and we report his riding impressions. If you are interested in this area for future rides contact Mike on e-mail and he will provide you with further details on the road and on the hotels.

“The plan was for the 5 Bend Swingers to ferry the bikes down from Plymouth, through the Bay of Biscay to Scamander, spend two days ‘playing’ in the Picas mountains and then ride home through France, taking the ferry home from Cherbourg. Who made up the motley ‘Picos’ crew of five?”

Self appointed leader **Mike Parry** (no one else wanted the job): urbane, witty 56 year old fugitive from mainstream business. Joint owner of vast estate in Dorset. Motorcycle rider for more than 40 years, if you count 2 years on a BSA C15 and 1939 250 Matchless and a sly sabbatical whilst courting his wife. Enjoys slumming it with lesser lights, particularly those who allow him to lead the group (any group!), as it boosts his failing ego.

Bike: BMW R1100R.

Hirsute, vintage enthusiast **Gordon Burge**. (should that be vintage bike enthusiast?) No, vintage enthusiast is spot on. The sartorially elegant member of the group, always the gay blade with trademark shirt collars flipped up at a jaunty angle. Owner of more bikes than the rest of the less fortunate members of the team put together.

Bike: Honda Transalp

Andrew Lund, aforesaid serial holiday booker, international tycoon and archetypal Yorkshireman. Calls a spade a spade even when it is a trowel. Tall, distinguished and leading figure in the loss adjusting industry. Loves living dangerously, by riding bikes with bald tires at over 1000 MPH and by flirting with aging Madame in seedy French hotels.

Bike: Triumph Sprint ST

The infant of the group, **David Parry**, 26, who has been fortunate enough to sit at the feet of his father Mike and learn to ride a bike with a skill well beyond his years. Compulsive Internet shopper for designer toys and motorcycle accessories.

Bike: Honda Fireblade

Last but not least, the elder statesman, **Dian Catcheside**. His skillful and aggressive riding and overall fitness belie his years by at least two score. Always looking forward to the next set of bends. Insists on cornering at Ducati speeds on a heavyweight 10 year old touring machine.

Bike: Honda Pan European

Sunday 27th May was the day for the off. Everyone converged on Plymouth in very dull, cool conditions. As anticipated Andrew, Mike and David arrived in good time. Dian and Gordon, due to Gordon's poor timekeeping and lack of organization, arrived over an hour later in the rain. Served him right. After a good meal the friends retired to bed. Early Monday morning and down to the ferry terminal. What can one say about 24 hours spent on a ferry. Only that Mike panicked, due to leaving his glasses in the Plymouth hotel, the food was quite good and a sinister group of Hells Angels were prowling the boat. The Angels shared the restaurant and later the cinema with the Bendswingers. Only those 3 Bendswingers with strong stomachs watched Hannibal, along with said Hells Angels, who complained afterwards that they thought it was too much like a light comedy.

Tuesday: After a delay of 2 hours the ferry finally docked at 10am in Santander. The Bendswingers rolled off the ferry in bright sunlight, all with a sense of anticipation for the adventure ahead. David, who's first overseas bike trip this was, seemed calm and collected. The 80 mile ride West to the hotel was pretty busy and uninspiring. It did improve for the last 30 miles, on country roads away from the coast. Everyone was impressed by the imposing Parador in Cangas de Onis, when it appeared about 2pm. Everyone took a couple of hours out to relax and avoid the bright afternoon sun, before setting off at 4PM for a search for 'proper' bike riding country in the high hills of The Picos. This first ride did not disappoint! The plan was to do a circular trip..... The

sheer quantity of bends had not been taken into account when the route was planned. The Bendswinging quintet rode ever deeper into the hills climbing sometimes steadily, sometimes steeply into the edge of the Picos Mountains. Even the experienced riders were finding it challenging to cope with the quantity of tight and often unsighted turns. By 6 o'clock a decision was made to retrace the steps to Cangas. There was no way in which the intended route could be completed in time to enjoy a civilized and well-earned dinner. Unsurprisingly, the entire group did full justice to the excellent food and drink. Wednesday: The most intriguing aspect of riding in a new area is that you never really know what to expect. Wednesday was one of those special days that you never forget. The plan was to do a circular route, taking in some of the best (bendy) roads in the Picos. The weather was clear and bright, growing hotter as the day moved on.

First town was Nave, followed by Campo de Casa, Borar, Saberno, Riano, and back along Tuesday's narrow, winding, rock wall lined road to Cangas de Onis. As it turned out the route had everything. Mile after mile of tight bends and wonderful series of long open sweeping turns threading through the hills and past the Riano reservoir. In the late afternoon, at the end of the reservoir section, we stopped for a drink. Everyone's eyes were shining with the excitement of challenging the empty bends at their personal optimum speed. Part of the thrill was due to the freedom from repressive UK policing and the lack of traffic. The other part was the physical and mental challenge of choosing the right lines and the right speed; of riding swiftly and safely on roads that one had never ridden before. In the evening everyone enjoyed a convivial dinner in the Parador restaurant.

Thursday morning came around far too quickly. The courteous staff of this excellent Parador disappeared into the cool misty haze as the group tackled the busy roads through Santander, Bilbao, Gasteiz/Vitoria to Pamplona. The objective was to reach the foothills of the Pyrenees, at some distance in from the western end, by early evening. Sadly, the weather deteriorated. Rain started to fall and the thick mist enveloped the bikes as the Bendswingers climbed the treacherous roads from Bilbao through to Gasteiz. Suddenly Dave's Fireblade started to misfire and eventually cut out completely. The despondent young rider was thinking that his trip might be over when, after 10 minutes, the engine chimed into life again. No doubt a problem with vulnerable electric, which will have to be addressed before facing a British winter. Thankfully, it did not occur again.

At around 12.30, at the top of a mist covered range of hills, a scruffy transport restaurant appeared out of the murk. The group swung across the road for a welcome break involving massive sandwiches and coffee. Thus refreshed, with the sun gradually burning off the mist and warming the riders' backs, the bikes sped on to Pamplona, the last major city before entering the foothills of the mountains. Now, Spanish road signage is not of the best in any circumstances, but in Pamplona it is confusing at best and non-existent at worst. The plan was to take theroad East out of Pamplona across the foothills of the Pyrenees to Jaca. The bikes moved deeper into Pamplona, with no indication of where the right road should be. Then, just as frustrations started to show, a white knight, in the form of a young Spaniard in a people carrier, spotted our distress and volunteered to lead us out of the city onto the right road. What a gentleman! He led us for almost 15 minutes and only waved goodbye, when the right road appeared, clearly indicated at the eastern edge of the city.

After another 2 hours hard riding, much of it on quiet roads and some through quality bend by the lake...we arrived at Jaca. 350 miles done, through rain, thick fog and blazing sunshine in turn. Thankfully, the first decent hotel, the Aznar, took us in and after a shower and a beer 5 tired riders strolled around town, taking in the imposing fort, which sits on the edge of the busy shopping area and has a herd of Roe Deer grazing in the dry, grass carpeted moat. The contented old stag sat serenely against the wall of the fort and surveyed his herd of mistresses.

Friday morning brought fine cool conditions for the wonderful climb through the Pyrenees, over the Col du Somport (2884 meters) into France. The Spanish roads on the ascent were wide, smooth and dry. Contrastingly, the descent on the French side was on damp, sometimes grit covered, narrow lanes. The only thing that spoiled the serenity of the last few miles in Spain was a military roadblock, probably on the look out for Basque terrorists. After a super ride west of Pau to Orthez an uneventful ride north followed, on busy, hot main roads through Bergerac to Perigeux. I said the ride was uneventful, but it was slightly bizarre in that a number of small cars were determined to try and race us. This was the only stretch of the trip where this happened. Perhaps it's a local sport for the youngsters? The last 70 miles to Perigeau were rather wearing and Mike swapped bikes with David to give the nether regions and wrists a rest from this ideal touring bike of choice. What was the Fireblade like? Very fast, very smooth, vary stable, somewhat uncomfortable for wrists and back after more than 90 minutes in the saddle (Add more or less minutes depending on which side of 25 you happen to be!) Still, I can see why the likes of Graeme Lynam are such fans of this blisteringly fast, but docile, modern classic. This evening was the high and the low of Nodrogs' trip. The high was staying in the Hotel Bristol and the low was the fact that his new helmet fell to bits. That warm and balmy evening, we ate in the lively, noisy central square of Perigeau, which was constantly invaded by local bikers, posing as they opened throttles on open exhausts, as they rode across the square.

Saturday: A pleasant, untaxing ride on mostly flat roads with Chinon as an objective for the evening. However the journey was punctuated by a moving visit to Oradour Sur Glane. This small village had experienced the worst of Nazi storm troopers excesses, when over 500 men, women and children were slaughtered in 1943, as a reprisal against local resistance activity. The old village has been left just as it was after the event, and a new village has grown up alongside it. We joined many other visitors in a subdued walk around the deserted, crumbling buildings, punctuated by rusting cars, domestic chattels and bicycles.

As a little light relief, we called at a small local garage to have Nodrog's helmet serviced. Le Patron offered to service his head as well but GB declined his generous offer, despite Dian's offer to pay. We all arrived at Chinon, which is dominated by the well-preserved fortifications along the hill behind the town, hot and tired. Sods law was at work as virtually all hotels were fully booked, due to an unforeseen (by us) public holiday. After a frustrating hour riding around the area we found a kind hotel manageress, Sandra Pitault, who runs the Giraudiere hotel, a member of the hotels de France chain. Sandra made a number of calls and found us rooms in a modest, but fine hotel, just over the bridge from the town center.

Due to the national holiday, restaurant seats were just as hard to come by as hotel rooms. Eventually we managed to find bistro, which served us a massive, and tasty, 4

course meal. Although the restaurant did not seem busy when we arrived, it was teeming with diners within the hour. Sunday arrived in a sharp, bright light. The 5 rode northeast with the 24 Hour museum at Le Mans as an objective. Whilst parking the bikes outside the museum, which is at the main entrance to the circuit, we saw dozens of riders pass through the unattended gates and apparently ride onto the circuit. Not to be outdone everyone jumped back on their bike and followed suit. Sadly, it was not possible to gain the circuit with a pass from the organizers of a Triumph promotional day. Time was short so, back to the excellent museum for a quick look around. The group struck northwest through Javron and Domfront to Fleur, for the last night on French soil. The ride was a pleasant one, through typical French rural scenery. Series of interesting bends threading through the quiet, green (and well-stocked) countryside were punctuated by long, long straight, on which one constantly expected Gendarmes to appear, holding the dreaded radar guns. However luck was with us and the only sign of said police was a traffic check, fortunately on the other carriageway. Another feature of this pleasant journey was a large number of handsome chateaux nestling in the folds of the hills.

As a national holiday was still in full swing we had booked a hotel ahead for Saturday, at Fleur. It proved to be a modest establishment, staffed by a sinister and surly proprietor and his friendly wife. Mine hosts only contribution to our stay was to fussily direct our overnight parking in the garage, after which he withdrew to a gloomy kitchen and spent his time reading the newspapers. That evening, after a suitable period for rest and ablutions the gang of ate their last dinner together, in the good restaurant at the edge of the main square in Fleur. Despite the predictions of the hotelier, about bank holiday crowds, the restaurant had plenty of space. As the evening progressed everyone relived the experiences of the last 6 days and agreed that the holiday had been an excellent one. If it could have been improved it would have been by spending more time in the Picos and less time traveling North through France. That's a thought to store away for another adventure.

All that was left was a 90 mile dash to catch the Sea Cat at Cherbourg. This final ride together took place on mainly straight, empty roads, with an occasional section of undulating narrow country 'B' roads to keep one awake. On one such section, which was liberally sprinkled on the racing line with shallow depressions, Mike's matronly BM grounded its center stand on both left and right. The last few miles were enlivened by the fact that David's ferry ticket was whisked out of his tank bag, by the breeze.

On the boat, as usual, everyone was a little quiet, as they thought about the return to 'real life'. It's always the same, at least for me. Tiresome customers to placate, gardens to fettle, wives or lady friends to earn brownie points from (for that next trip).

Friend and Rider **Kazim Uzunoglu** is clocking a lot of miles on the road and he offer an advise for a Summer Week-End.

“ Was down in and around Ephesus, then Denizli via Tire, Odemis and Birgi this past weekend. The road from Birgi down to Nazilli through the mountains is spectacular, if you have not done it so far”. Taking inspiration from his suggestion, here a nice (and twisty) itinerary from Istanbul to the golden beaches of Kusadasi. Go down this road and enjoy the ride with several opportunities to stop along the road (Bursa, Cavdahisar-Aezani, Sardes, Birgi). You can read details on this itinerary (portions) on the OMM web

site under the following travels: History one 99, Ionian City. The return can be via Izmir, Bandirma and Ferry to Istanbul. A long first day but a short return.

Distance	Instruction	Road	For	Dir
0	Depart Istanbul	100	3.6 km	NW
25.5	At Anadolu Oloyolu, go onto	O4 [E80]	36.4 km	E
64.6	At Gezbe 2, turn right onto	100	2.1 km	W
70.4	At Eskihisar, take the	Ferry Eskihar-Topcular		S
70.4	At Topcular, take the	130	12.4 km	W
82.8	Bear left onto	575	65.7 km	S
148.5	At Bursa -turn right onto	200 [E90], [575]	6.7 km	W
155.2	Turn left onto	16-50	11.9 km	S
167.1	Turn right onto	16-61	61.9 km	SW
229.1	Turn left onto	230	4.0 km	E
233.1	At Harmancik - stay on	230	34.1 km	E
267.2	At Tavsanli -bear right onto	595	44.0 km	S
311.6	At Emet - stay on	595	475 m	SE
354.4	At Simav - turn left onto	240 [595]	37.2 km	E
391.6	Bear right onto	595	31.1 km	S
422.6	Turn right onto	300 [E96]	8.4 km	W
431.3	At Güre - stay on	300 [E96]	227 m	NW
530.6	At Salihli - stay on	300 [E96]	3.2 km	W
533.8	Turn left onto	45-29	27.2 km	S
562.2	At Birgi - stay on	Local road(s)	5.8 km	S
567.9	At Yolüstü, turn left onto	310	10.7 km	E
578.7	Bear right onto	35-33	11.0 km	S
589.6	Go onto	Local road(s)	34.0 km	SE
623.6	Turn right onto	320 [E87]	1.4 km	W
625	At Nazilli - stay on	320 [E87]	74.9 km	W
699.9	At Ortaklar, go onto	550 [E87]	11.7 km	W
711.6	At Çamlık, bear left onto	Local road(s)	11.9 km	SW
723.6	Arrive Kusadasi			

Finally, we designed a new Circuit of Dolomites different from the 2000 one presented on our web site. If you are planning a ride to the Alps you can get your road book by sending us a request by e-mail

Watch that corner!

It is time for the Darwin Award nominations (Award given to the most foolish act) and, as usual, Kazim Uzunoglu is offering a preview of the winners. Among them this is my favorite:

“When his .38-caliber revolver failed to fire at its intended victim during a holdup in Long Beach, California, robber James Elliot did something that can only inspire wonder: he peered down the barrel and tried the trigger again. Happily for most concerned, this time it worked.”

Poor Turkish Rider... it has everybody on the road against him.. the trottle goes in one direction only.

I recently met a friend who told me that he stopped biking because "today's bikes are too fast". But from another friend Serge Broka I got encouragement "*I agree with you, he writes, regarding the discussion about the opportunity to buy a R1150GS as a first bike. Although I agree with the fact that the first 1000 kms riding in the life would better be done on a easier machine (mainly because of the weight of the GS... and the cost - and the sadness - of lying a new bike on the road at 2 km/h ...), I have also bought a GS (R1100) as my first "true" bike many years ago and have enjoyed it everyday. This is not a dangerous machine. On the contrary, its large potential makes it very safe on every kind of roads, most particularly if the ABS option has been chosen*" But, off course, Serge and me are wrong: why buy a bike that can take you on the other side of 180 k/h? As you know these machine are vicious and, without your knowledge, they spend time in the garage thinking how to spit you on the road. Then, one day, without your fault, without even your awareness they catch you while riding and they take you to their favorite speed. This with new bikes: the old models still have on the right a trottle control going both ways.

Ride in gear

Some quick references for gear and accessories waiting for the special issue of OMM Bulletin on the same subject (out on the first week of July).

If you want to protect your sport bike in case of minor accident you should install 'Giant-Sized Mushrooms'. These are protective shock absorbers to be installed on crucial point (first to touch the ground). Quite popular in Europe you can find them at www.motrax.co.uk

9.000 Riders were questioned in USA about the quality and performance of the helmet. (USA JD POWER STUDY). Results place Arai in first place Shoei in second and AGV in third. Still for helmets, you can find all type of visors (even difficult ones) at www.TheVisorShop.com

I just received a Sargent Tank Bag (called the Swiss Army Knife of bags). The quality seams good and I will report about it in the future. Have a look at www.SargentCycle.com

Special sunglasses for bikers with total orbital protection at www.panoptx.com

Finally, if you were looking for gear for your little son or daughter the site to visit is www.bikerkids.co.uk

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**
- ◆ **Charity Ride: this idea has now a Leader trying to transform it into a plan. Contact Yakup Icgoren at vicgoren@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 flight over the simple motorcycle subject. It comes from J. Krishnamurti one of the greatest thinkers of the age.

“Organizations cannot make you free. No man from outside can make you free; nor can organized worship, nor the immolation of yourself for a cause, make you free; nor can forming yourselves into an organization, nor throwing yourselves into works, make you free. You use a typewriter to write letters, but you do not put it on an altar and worship it. But that is what you are doing when organization become your chief concern. “How many members are there in it?” that is the first question I am asked by all newspaper reporters. “How many followers do you have? By the number we shall judge whether what you say is true or false” I do not know how many there are. I am not concerned with that. As I said, if there were even one man who had been set free, that is enough”