



OMM INFORMATION BULLETIN SEPTEMBER 2001

NUMBER 23 OF NEW SERIES

From Paolo Volpara on Thursday, September 27, 2001

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

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

Visit OMM site at: www.ommriders.com

Dear Friends and Riders,

A view from the cockpit

We extend our love and our moral support to all friends and families in USA touched by the recent tragic acts of terrorism. Sharing is a natural part of motorcycling: not the conventional and formal sharing of empty words but the real “compassion” of people following the same route under the same conditions. The word “compassion” coming from the Latin language expresses fully the attitude of sincere bikers. “Cum-patire” means to suffer with, to share the same sufferance. This is what we, the OMM Riders, wanted to do while watching the terrible scenes aired by the international network and this is the sentiment we want to pass to all of you linked with our Group. Sharing is a natural sentiment for bikers and if someone misses this virtue of our sport he misses the best part of it. On the same road, sometime on difficult roads, on places away from our homes, sometime on remote places, on the same type of vehicle, exposed to the elements and to the risks of two wheels, different from the other travelers, sometime alone we learned on our skin the meaning of sharing. It is not only the sharing of information and tools but also a real sharing of sentiments and emotions: this is the cement of the biker’s community. This is the reason for OMM existence: away from bikers who only ride, together with bikers who find the time and the space to share with fellow pilots the experiences, the emotions, the lessons learned and the generous faces we met on the road. Today we share sorrow but, at the depth of it, we also share the unshakable hope that compassionate humanity will prevail.

Help to Riders during the Crisis



From **Grant Johnson** of Horizons Unlimited

(www.HorizonsUnlimited.com) we received the following urgent message:

“Hi to all the members of the Horizons Unlimited Travelers Community and the One More Mile group in Turkey! I have received several emails from travelers heading east, either in Turkey or arriving shortly, and wondering about the current situation to the east, and how to avoid it. I think that this will continue to be a problem for some time to come, so there will be many people needing to fly from Turkey east to India or south to Africa. If you could organize to help travelers figure out the best places to ship from, shipping companies to deal with, where to get crating materials from etc, that would be a great help. Once it has been worked out, it will be much easier for

future travelers and yourselves. Please keep in touch, let me know how you're doing, and let me know what information you gather for shipping via the shipping info submission form at www.horizonsunlimited.com/form/shippinginfo.shtml Any assistance you can provide will be much appreciated! Thanks, and I hope to see you on the road someday, somewhere.”

We are already working for one rider who contacted us and we invite all riders in difficulties while crossing the east borders to contact OMM Rider **Yakup Icgoren** at yicgoren@barwil.com.tr Yakup is placing his experience in shipping and Custom procedure at disposal of the community of bikers.

OMM 2001 Rides

*“All this happened because of a large Turkish family. Back in June, when OMM inserted in the summer calendar a ride to the South East Regions of Turkey, **Tuncay Alacayir** suggested to open this ride with a visit to his extended family living in Malatya. Originally I considered this a good idea: we could make a stop to Malatya then ride south to Adiyaman and from there we could have taken the traditional route ascending to the Nemrut Mountain and Tomb. In this way we planned the Ride covering six days (from Thursday to Monday) and crossing the best places of this area. In the original plan we had Malatya, Kahta and Nemrut, the black walls of Diyarbakir, Mardin and Midyat with the Syrian Monasteries, Urfa and Harran, GaziAntep and the newly discovered mosaics of Zeugma, a touch of the border at Kilis and the crossing of the Taurus at the Cilician Gates. An interesting tour with natural, historical and artistic points of interest capable of satisfying the demanding taste of OMM Riders. Then objections came fast and furious: very few riders could sacrifice three working days immediately after the summer break: the ride must be shortened to four days. Take the map of Turkey and trace a direct line from Istanbul to Malatya and you will cover 900K: now take your bike and ride from Istanbul to Malatya and your odometer will read 1.100K on AutoRoute Express program, in excess of 1.200 in real life. So we knew that for four days it would have been a long ride but we did not called ourselves “One More Mile” for nothing... We decided to plan a four-day ride to accommodate the requests of the riders oppressed by working commitments. We juggled with the map, we eliminated place to visit and we came out we a ride of 2.800K. Not exactly an easy song but a feasible itinerary. It all started going wrong when the same bikers who obliged us to cut the original program forfeited their participation few days before departure: on September 19, 2001 **Tuncel Alacayir** (tuncel@alacayirlaw) on BMW R 1150 GS and **Yakup Icgoren** (yicgoren@barwil.com.tr) on BMW R 1100 GS left in the afternoon Istanbul and on the following day **Harun Ergul** (harun.ergul@veezy.com) on Yamaha DTM and myself on BMW R1100GS left from Fethiye very early in the morning. We met in Kirikkale one hundred kilometers east of Ankara.”*

Read the entire report at “Extreme Nemrut” in our Travels section: a ride full of adventures, with a broken leg of Tuncel, effected by bad fuel served by Petrol Ofisi.

Petrol Warning

To avoid problems like the ones we experimented in our ride to South East we have now sent a letter to the management of **Petrol Ofisi** company. While waiting for an answer that we will publish here and on our web site, we invite all riders to be very careful in using **Petrol Ofisi** fuel and services especially out of mayor town. In this trip we discovered that it is worth to look for **BP** stations: quality fuel, good and competent service, clean toilets.

TO THE ATTENTION OF THE MANAGING DIRECTOR OF PETROL OFISI

Dear Sir,

This is to bring to your attention the bad service received in one of your Petrol Station and to request, at the same time, a deserved refund of part of the expenses sustained as a result of the improper acts of the Company managed by you. Tuesday September 20 four motorcycles coming from Istanbul stopped at the Petrol Ofisi Station in Calis (we are not sure of the location but it was about 40 kilometers before Kayseri and the name of the Station managing Company was "Sinop Petrol": with these indications we are sure you will be able to identify the place). The reason for stopping was the newly installed Corporate Identity of PO: the newspaper informed us that your Company is providing quality service in the recently refurbished Stations. The person working at the station (a young in his twenties) was obviously not interested in our service: after informing us that "unleaded petrol" was not available he reluctantly filled the tank of a BMW R1100 GS motorcycle able to receive Super. Toilet services were closed and no water was available. We left the station and after few kilometers the bike began to misfire: with great difficulties we reached the BP station in Kayseri where attentive and generous staff gave us assistance in emptying the tank. The fuel supplied by your Station was a mixture of dark petrol (probably Normal) on which a deep layer of diesel was visibly floating. Despite emptying the tank, cleaning with good BP Super and refilling it, most of the inconveniences did not disappeared. The bike was still "petrol starving" coughing its way to Malatya. The following day we dismantled the pump and the filter proceeding in Malatya Sanay to a complete cleaning of the entire set of lines. Under these conditions we managed to return with the bike to Istanbul where now BMW Borusan is controlling the entire injection system. We are reporting this incident to all bikers in Turkey and all bikers travelling trough Turkey from abroad inviting them not to use PO Stations: this letter is now published on www.ommriders.com the first web-site for motorcyclists in Turkey with thousands of monthly hits. Copy of the letter is also distributed via OMM Information Bulletin of September 2001 reaching more than 1.000 readers worldwide. The entire ride (visiting the South East Historical sites) was ruined by the irresponsible behavior of one of your Station. We would like your prompt intervention in clarifying this issue, indicating the action taken to avoid such episodes in the future. As soon as the BMW workshop will be able to estimate the damages we will request from Petrol Ofisi a full refund of the expenses for the reparation of damages generated by "bad Petrol Ofisi fuel". Finally we will publish your answer and any information you would like to pass as justification on the web-site and on the October issue of the Bulletin. If you and PO consider motorcyclists as a second class of road users or, if you do not care about the quality of your products we humbly suggest to use the money at your disposal to provide fuel in line with international standard of quality instead of wasting money with the cosmetics of your Corporate Identity. Best Regards

Yakup Icgoren for OMM Riders Group

The seven OMM Riders who went to the **Nurburgring Riding Course** run by H. H. Dilthey on 27/28/29 August (**Hamit Abassoglu, Fuat Domanic, Selim Karadag, Timur Shindel, Cemil Turker, Kerem Unal and Suleyman Memnun**) have not produced (as usual) a report on their experience. You can see pictures of our riders at www.e-photobase.de/phactum/de/album/idx.jsp;jsessionid=0PFQOFYAAAL2XQ

Fuat Domanic writes *"Click on the small pictures and they will become large. For the people who was not there: The Red Honda CBR is Cemil, the Fireblade no 127 is Fuat, the BMW 1100 S is Selim, the Yamaha R6 is Kerem, the BMW 1150 R is Hamit, the Honda VFR is Suleyman, the Honda yellow CBR is Ibrahim (the Instructor born in Germany from Turkish family), the Suzuki GSX-R 600 is Timur. The Suzuki GSX-R 1000 is Hamit again before he destroyed it in a corner now named after his name "Del Hamit". Finally the archaic BMW GS 100 is Reinhardt (the Tail Instructor) who would easily overlap us if he wanted..."*

Our friend and teacher **Jon Taylor** was, as usual, one of the Instructor at the same course. He writes: *"My Nurburgring course was rather more eventful than I would have hoped for. I had quite a fast group (140 through Wippermann on the first day and never overtaken during the course) and after a wet start in the morning the track was beginning to dry quite nicely. I had just started upping the pace a little when I caught a damp patch coming out of Bergwerk. I was high-sided (reminded me of that slide I show of Wayne Gardner getting it wrong!) at about 150Kph and luckily both myself and the bike went along Kesselchen without actually hitting anything. (We had already left Bergwerk when the bike let go so were actually on the straight section) Amazingly, for such a high speed, the bike was only cosmetically damaged and I was able to continue instructing after having been checked over by the Doctor. That's the first time I've come off while instructing in over ten years and it would happen to be in front of all my Turkish friends! Needless to say there was much merriment at the end of course meal when all the crashers were invited up to get their little helmet brushes. I was then kept on stage and given a T shirt signed by all the Dilthey-Training staff and many other little "treats". Still, one has to expect that if you mess-up in such a high-profile way! HH was very good about it at the instructor's meeting on the first day. He asked around the other instructors "Who else has been in a similar situation?" and about half the room put their hands up"*

Coming soon on the roads near you

OMM Advanced Riding Academy cancelled the Course planned for October 24 and 28 in Kas with Mick Wheeler. We still plan to have a last course before the end of the year and you will be informed as soon as the details are finalized. The Riders who booked the course will be contacted directly by S. Karadag. We regret this change of plans and the cancellation of a special session on the South Coast but we hope that our Pilots will understand a situation outside of our powers.

OMM "Ride to South" October 2001

To replace the planned ARA Training Course in October and to take advantage of the "long week-end" **Cemil Turker** is organizing for OMM a Ride to the South Coast of Turkey following a less used path. The Group from Istanbul will leave at 17:00 on Friday 26 October from the parking place after the ticket toll on the Istanbul Ankara Motorway. We will spend the first night in a comfortable Hotel in Bursa. On Saturday 27 the Group will trace an alternative route to the south sea via Inegol, Domanic, Tavsanlı, Orencik and Cavdahişar (Aizanoi Temple of Zeus. Here the Istanbul Group will meet the group of

riders coming from the south. We will then continue toward Gediz and Usak to take the direction Denizli: Skirting the city we will move to Serinhisar, Golhisar to stop for the night in Fethiye. More than 600 K of quite roads, interesting panoramas and historical sites. The return will be taken along the coast with a stop in Selcuk. From there the south group will return home while the Istanbul team will continue in the interior toward Bursa and the Ferry. Estimated arrival in Istanbul 18:00 of Monday 29 October. **The ride is open to a maximum of ten riders with good experience and reservation should be done with Cemil Turker at cturker@mutlu.com.tr.**

Distance	Instruction	Road	Dir
0	Depart Istanbul	100	NW
25.5	At Anadolu Oloyolu, go onto	O4 [E80]	E
70.4	At Eskihisar, take the Ferry	Eskihar-Topcular	S
70.4	At Topcular, take the	130	W
82.8	Bear left onto	575	S
148.5	At Bursa - Stop 1 HOTEL	200 [E90]	E
	At Bursa turn left onto		
194.2	At Inegol - Stop 2, stay on	200 [E90]	E
203	Bear right onto	595	S
235.3	At Domanic Kozluca stay on	595	E
268.1	Turn left onto	230 [595]	SE
270.2	At Tavsanlı bear right onto	595	S
270.9	Bear left onto	43-78	SE
288.6	At Akçasehir, turn left onto	Local road(s)	E
310.9	Turn left onto	43-55	SE
311.9	At Örencik stay on	43-55	SE
321.6	At Aizanoi Temple of Zeus return on	Local road(s)	E
321.7	Turn right onto	43-55	SE
322.4	Turn right onto	240	SW
349.6	At Gediz stay on	240	S
366	Turn left onto	595	S
397.1	Turn left onto	300 [E96]	E
411.1	At Usak stay on	300 [E96]	E
414.2	Turn right onto	595	SE
469.2	At Çivril stay on	595	SW
531.6	At Asagidagdere turn right onto	320	W
556.8	Turn left onto	330 [E87], [585]	S
579.2	At Serinhisar stay on	330 [E87], [585]	SE
588.9	Go onto	585 [E87]	S
618.8	Turn right onto	15-55	W
639.9	At Gölhisar turn left onto	Local road(s)	SE
655.9	At Altinyayla stay on	Local road(s)	S
673.3	Turn right onto	350	W
718.5	At nr. Kemer stay on	350	W
720.5	Bear right onto	400	W
743.3	At Fethiye - Stop 2 HOTEL	Local road(s)	E
	At Fethiye- turn left onto	400	
840	Bear right onto	Local road(s)	N

862.6	Bear right onto	550	N
875.1	At Mugla turn left onto	330	W
933.9	Turn right onto	525	N
937	At Milas stay on	525	NW
998.9	Turn right onto	"09-55	N
1035.3	At Tuzburgazi	Local road(s)	E
1045.8	At Priene return on	Local road(s)	SE
1056	At Yenidogan, bear left onto	525	NE
1060.5	At Söke, turn left onto	Local road(s)	W
1080.9	At Kusadasi stay on	Local road(s)	NE
1098.9	At Selçuk - Stop 3 HOTEL	550 [E87]	N
1110.1	A Selcuk bear right onto	35-36	E
1137.5	At Tire stay on	35-36	E
1149.8	Turn left onto	Local road(s)	N
1167.8	At Ödemis go onto	35-30	NE
1190.5	Turn left onto	45-29	N
1204.3	At Salihli turn right onto	300 [E96]	W
1213.2	At Çökelek, turn left onto	555	W
1266.5	Bear right onto	565	N
1266.9	At Akhisar stay on	565	N
1270.5	Turn right onto	45-12	NE
1323.7	Turn left onto	555	N
1343.4	At Bigadiç stay on	555	NW
1371	At Küçükbozancı	565	W
1380.5	At Balıkesir, turn right onto	230 [565]	E
1381.5	Bear left onto	565	NE
1430.9	At Yahyaköy, turn right onto	220	E
1463.4	Turn right onto	200 [E90]	E
1526.9	At Bursa turn left onto	575	N
1592.6	Bear right onto	130	E
1605	At Topcular, take the Ferry	Eskihar-Topcular	N
1605	At Eskihisar, take the	O4 [E80]	W
1649.9	At Anadolu Oloyolu, go onto	Local road(s)	W
1675.4	Arrive Istanbul		

OMM 2001 Rally in Canakkale Peninsula and Assos NOVEMBER 17 AND 18, 2001

To bring to a happy conclusion the Rides and Activities of this year, OMM is inviting all Riders and Friends to an Informal Rally to the Canakkale Peninsula and Assos. The place is full of historical, artistic and natural points of interest and we hope to have with us OMM Rider **Sinan Sezer**, an expert on the history of Gallipoli War, to show us around. Accommodation will be available in Hotel at Assos. This is a short and pleasant ride for the weekend with just the pleasure to meet old and new friends. It can be an opportunity for the ones of you interested in knowing more about our OMM to spend time with us in a relaxed atmosphere.

Saturday night we will present and discuss the Plans for rides and training for the year 2002 including some exciting adventures like the new “Four Corners of Turkey” and the planned Tour of the Black Sea. Off course we will also talk “bikes & gears” with the possibility to see and test some new machines. The program is totally informal: with small groups moving on Saturday morning from Istanbul and Ankara at the Peninsula in the afternoon and then moving for the evening to Assos. We plan to leave Assos in the first hours of Sunday afternoon. We need to plan in details the logistic (accomodation and food) and for this reason we kindly ask to send your request of participation (passenger co-pilots are welcomed) well in advance to **Taner Celik** (tanercelik@hotmail.com). The ride will not involve any OMM fee and you will pay only for your personal expenses.

Calendar Update

2001	Category	From	To	Km.	Riders	Notes
1-Jan	Day Ride	Istanbul	Kiyikoy	301	1	Kiyikoy and Cave Monastery
7-Jan	Day Ride	Istanbul	Armutlu	297	11	Armutlu Coast and Iznik
12-Jan	Day Ride	Istanbul	Igneada	450	1	Saray, Demirkoy Igneada
3/11 Mar	Europe Ride	Istanbul	Sicily	4500	3	Epyrus, Calabria, Sicily, Puglia
18-Mar	Day Ride	Istanbul	Domanic	550	4	Karamürsel, Iznik, Inegol, Domanic
23/24 Mar	Training	Istanbul	Korfez/Izmit Circuit	300	60	ARA Circuit H. Dilthey
6/8 Apr	Training	Istanbul	Bolu	850	22	ARA2 with J. Taylor
4-May	Conference	World of Motorcycling			30	Meeting with C. Fisher and T. Goltz
5/6 May	History	Istanbul	Amasra-Ankara	1800	7	Ride with Court Fisher
8-Jun	Conference	World of Motorcycling			50	Meeting with M.Kneebone /B. Higdon
8/9 Jun	LDR	Istanbul	Istanbul	1600	5	OMM IBA 1000X24H
15-17 Jun	History	Istanbul / Ankara	Cappadocia	1600	12	Ride with M. Kneebone/ B. Higdon
11/12 Aug	Training	Istanbul	Bolu	850	24	ARA3 with J. Taylor
24/31 Aug	Training	Istanbul	Nurburgring		7	Nurburgring Riding Course
20 to 24 Sept	History	Istanbul/ Ankara	Urfa			Malatya, Nemrut, Gazi Antep
25/28 Oct.	History	Istanbul/ Ankara	Fethiye, Selcuk			Ride to the South
17/18 Nov.	Rally	Istanbul/ Ankara	Abide Canakkale			OMM Riders and Friends meeting

Riding the Web

Interactive Motorcycle web site is one of the most intelligent places where to find articles on our sport: Two new features, "The Ironic Cross" and "Crunch Time," have been posted to the main page. Read them at <http://www.activebike.com>

Techical data and information about a large number of bike models can be found at <http://www.motofiches.com/>

At www.motoregitim.com (in Turkish) all the information about the training courses organized by **Haydi Melih**.

News from OMM friends biking around

Our Friend Rider **Bulent Boytorun** (bulent@zapmedya.com) is coming back to biking after a long year without two wheels. He want to recover the lost time and he recently tested himself on a Long Distance Ride": *"On Friday, August 31, I have had my very first 1k-in-a-day experience ever. This has been the largest distance that I ever covered on a bike or any other moving machine and has thought me a lot of things. The route was excellent and the trip was almost solely on the fly, meaning there was no preparation at all. I have traveled from Istanbul to Ayvalik via Bursa and came back via Canakkale - Tekirdag, with a deviation in the beautiful mountains around Canakkale, visiting Bayramiç and Çan. The trip itself is not so much important as the lessons I learned from the experience. It really is a mental game. I was on the bike for a total of 12 hours, and my bike, the KLR650, is not the most comfortable machine to do that. But it behaved, perfectly making the ride a fun experience. I have been an enthusiastic reader of OMM biking experiences ever since I have met you all, but having traveled this distance gave me a completely new point of view and made me appreciate achievements such as "The Four Corners of Turkey" a lot more than I did before."* We have been very cautious in promoting LDR outside of the small circle of OMM Riders: it is a strange sport... a taste not exactly for all palates and it involves a certain amount of risks just for the sake of it. It is a pleasure nevertheless to discover riders who, alone, push themselves to the discovery of new mental limits. Bulent will be with us on the next round of IronButt attempts.

Dan Baciu (danbaciu@totalnet.ro), the Romanian Rider who visited with friends Turkey this Summer, writes on our request some warning for bikers crossing Bulgaria: *" 1. the roads in Bulgaria are not bad except few kilometers of deviation from the main road because of repairs. 2. I think that is safe to pass Bulgaria daily time. Two friends of mine came to Turkey, nighttime and they were advised by the police to do not stop on the road in not populated areas. 3. There are radar (speed) checks especially at the exit (entrance) in the cities close to the borders. In case when the police catch you for over speed limit, you can give them 10 DM as tip instead of paying around 60 DM at the border. The Police will ask you for 20 DM tip but you can make them to accept 10 DM.*

*4. Some times police abuse. It happened to me. The police stop me and they told me that I was over-speeding without the presence of any Radar machine. Of course I refused the charge and I asked them to show me the radar machine. The policeman gave me the answer: " I am the Radar"*5. *At the entrance border in Bulgaria, the custom officer should give you a certificate (card) for the vehicle (bike). When we pass the border to*



Bulgaria from Romania, the custom people do not give us any card even I asked for it. They mentioned the bike on our passports. Because they do not give us this card, at the exit border, the custom officer wanted to turn us back to Romania. We asked to speak to the Custom chief and after one hour we was able to exit Bulgaria and to enter Turkey. Net: the Bulgarians are always looking for tips (police and custom people) and it is not recommended to

pass Bulgaria during Night time” It sound like most of the Countries we are used to and we should now start using the cross Bulgaria-Romania to transfer to Europe.

We helped **Francesco Cannalonga** (Secretary Salerno, Italy HOG Chapter) and his girlfriend in planning a ride to Turkey this summer. Harley riders, Francesco has been well assisted by the HOG Turkish Chapter and he reports (with the help of my translation from Italian) on the experience: *“The usual problem? Where to spend the summer Holidays? Which road to take? Initially I was in doubt between France and Spain but at the end I selected a destination a little unusual for the Italian Riders: Turkey To be honest I was curious of visiting Istanbul, accepting the invitation of the friends in the HOG Turkish Chapter who came to visit us for two years on the row on their way to the Amalfi Coast. I left Battipaglia (Salerno) with my girlfriend Gabriella on August 10 and in the same evening we boarded the Ferry in Brindisi to Igoumenitza (Greece): the fastest way to reach Istanbul. In the morning of August 11 our adventure started: the first 300k (Igoumenitza Kalambata Meteoras are quite difficult to ride. The road climbs along splendid mountains but you cannot take your attention away from the road: sharp corners, no guardrails and a surface not exactly smooth. After this segment we crossed the city of Trikala and Larisa with the scenery improving 50K after this city: coastal road, scenic cliffs and picturesque villages perched on the hills. We crossed Thessaloniki and we decided to stop for the night in Kavala: it is eight o’clock and we have still 200K to the Turkish border. In the morning we leave early for Kipi the last Greek village before the border: Customs procedures are quickly accomplished on the Greek side (we are still on United Europe) while going slower on the Turkish line. Not only you have to check and stamp your passport and visa but also you have to run trough two/three offices to fulfill a set of controls to the bike. Not too bad, in 40 minutes we are in Turkey where Taner and Ihsan (members of HOG Turkey) welcome us. We stop at 50K from Istanbul on the Marmara Sea: dinner at Ihsan home and, after a weak resistance, we accepted his invitation to stay in his home for the night. The following morning we reach Istanbul and book in a comfortable Hotel few steps from the Blue Mosque owned by a friend of Ihsan. The price: let say it was a favorable, very favorable one. The first night we were hosted by One More Mile Rider Club (OMM) a Turkish Bikers Club dedicated to safe and professional riding. Among the founders an Italian, Paolo Volpara residing in Turkey since the beginning of 90’s. The Group has been very helpful in planning our trip and in advising the best itineraries: for the riders who would like to know OMM better or to get help and information for a ride to Turkey the best thing to do is to visit the web site at www.ommriders.com or to write to Paolo at volpara@homemail.com. Istanbul kept us fascinated for a week. The beauty of this City encompassing Europe and Asia is really enchanting: history on the European site and a modern city on the Asian shores, mosques everywhere and two enormous bridges across the Bosforus. Classic is the picture under the sign “Welcome to Asia” receiving the travelers crossing the first bridge. The main danger in town is, as usual, the chaotic traffic: taxi drivers skidding tires at any start on traffic lights. After this unforgettable week with Hog members we moved to the South of Turkey on the splendid beaches of Bodrum (800K from Istanbul). Here Yigit Ikiz (President of HOG Turkey Chapter) was ready to welcome us. He already reserved a very nice hotel at a very special price (they maybe realized that our money was running thin?). In Bodrum we relaxed for few days in the sun on the Turkish beaches so near to*

the Greek Islands of Rodhos and Kos. The sea is incredibly transparent with school of fishes playing near the coast among the swimmers. It is really impressive to swim in such "alive waters" especially for people like us used to the clean waves of the Amalfi Coast not so rich of fishes. The Bodrum nightlife is as "vital" as the fish population: several clubs and discos offer to the English and Germans tourists entertainment and abundant occasions for drinking. Italians are not so present: we met a handful of compatriots some of them on bikes. The returning road took us to Cesme (300K from Bodrum) where we boarded a Turkish Ferry reaching Brindisi in 36 hours and saving almost 2000K of difficult roads. The boat is mainly used by Turkish workers returning to Germany with the family. Looking at the dignified attitude of these emigrants we felt at the same time lucky and miserable. While they were leaving their own Country for a long period of work abroad, we were returning home from 15 days of holidays, our major problem being where to get a decent Espresso. Coffe was in reality the first priority at our disembark. Immediately after we tried to change Turkish Liras with Italian ones to discover that Italy does not accept the Turkish currency. We have now 280.000.000 of Turkish liras (400.000 Italians) that we will use in a next trip. So, the 26 of August was the "good By" day or better the "See you again" day because we are determined to go back to Turkey maybe organizing a ride with Italian friends. It is a friendly country: where people are welcoming and generous, where at the petrol station you get free tea for the rest, where the cigarettes cost 2.000 liras (that's why one smoke "like a Turk") and the Harley Davidson booths 100.000 liras, where you can smoke the classic water pipe (good for relaxation) and where we met so many friendly bikers we will never forget".

On the last issue of the Bulletin we reported about the bad episode occurred in Antalya to **Antonio Giuliani** (antoniogiuliani@tin.it) riding on Honda Gold Wing with his wife from Italy. Antonio wrote to us saying that the episode was not so important and it did not change his good opinion of Turkish hospitality. ("They stole my tapes, he says with a good sense of humor, but in other country they would have stolen my bike maybe leaving my tapes"). Antonio sent to us a brief souvenir of his trip: *"This is not a simple report of a ride but a collection of feelings and pleasant surprises we experienced in a Country called Turkey where splendid people live. I reached Istanbul almost by chance in 1987*



when I was travelling without a specific plan with my Honda 550 across East and South East Europe: Hungary, Yugoslavia, Bulgaria, Greece and Turkey. Those days spent in Istanbul stayed as the best souvenirs brought home from the ride and, before time cancels all my souvenirs I planned to go back to this Country and to this People with my wife Nicoletta. I always try to prepare myself well on the traditions, history and habits of the visited country and my wife started learning Turkish to facilitate our meetings with the inhabitants. For two months before our departure I was in contact by e-mail with Feza Haznedar (feza@haznedar.com and the web site at <http://www.haznedar.com>): I met him on the Internet thanks to his web page dedicated to travelling on Gold Wing. From the way Feza answered to my question I realized how generous and kind he was. The desire to meet him and his wife Berrin grew strongly from

the departure day till our meeting in Istanbul. Here we spent two days mixing with the people in the street, bars, restaurants always impressed by the open spirit of the Turkish. We met Feza and Berrin on the last night and the kindness and hospitality demonstrated to us confirmed the impression received on the net. We dined in a splendid restaurant and we had an interesting evening: we only hope to be able to return the hospitality during Feza and Berrin visit to Italy. After Istanbul we rode to Cappadocia: in the fascinating scenery of Urgup we met a special person Suha Ersoz (suha@esbelli.com.tr) owner of the Hotel Esbelli Evi (www.esbelli.com). We did not stay in this unique hotel but Suha was very kind in providing suggestions and information to visit the area. We then continued toward Antalya and Bodrum meeting on the road, at petrol stations, in villages friends who share time and pictures with us: we are now sending them the photos we took. It is the first time I came back from a ride in a foreign Country with a strong desire to go back immediately to renew friendship with those special people. In conclusion we like to thank, together with all people we met, Feza and Berrin Haznedar, Suha Ersoz and Paolo Volpara (volpara@homemail.com) of the One More Mile Riders Group”

Antonio gave hospitality to **Feza and Berrin** when they rode to Italy in September and he is inviting all Turkish Riders travelling to Italy to contact him for information and help (in exchange of Turkish lessons to the wife!).

Watch that corner!

From **Ginny**, Illinois - Red/Burgundy '99 Nomad 1500 VROC 2825, Iron Butt, AMA, ABATE webpage: <http://members.aol.com/zippyio/> come an interesting set of intelligently humorous notes titled: ADVANCED RIDING RULES AND TIPS. Do not only laugh but also consider each one on the serious side:

Counter Steering: If you push the left bar, the bike goes left. If you push the right bar, the bike goes right. That is, unless you keep pushing the right bar all the way, then you will probably go left while the bike swaps ends.

Crashing: Remember riding isn't inherently dangerous...crashing is.

The Sidelines: It's always better to be on the sidelines wishing you were on the track than on the track wishing you were on the sidelines.

Fuel: The only time you have too much fuel is when you're on fire.

The Rear Wheel: The rear wheel is just a big fan used to keep the rider cool and his butt relaxed. If in doubt... watch. When it locks up or slides out you can actually see the rider start sweating and pucker marks are left on the seat.

Too Slow: No one has ever hit something too slow.

Rides: A 'good' ride is one you can walk away from. A 'great' ride is one you can walk away from and use the bike again.

Getting Hit: They can't hit you if you're not there.

Mistakes: Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Side Stands: You know you've left the side stand down when all left turns are Bat-turns.

Center Stands: You know you've left the center stand down when you're in top gear at 4000 rpm going nowhere.

Traction: When traction is sparse, the probability of survival is inversely proportional to the angle of lean. Large angle of lean, small probability of survival and vice versa.

Your Brain: Never let a motorcycle take you somewhere your brain didn't go five seconds earlier.

Fog: Stay out of fog. The single red taillight you think is another rider ahead that you can catch, might be the red starboard light of a docked boat.

Parking: Always try to keep the number of times you park the bike equal to the number of times you've ridden it.

Luck & Experience: You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Mirrors: If all you can see in your mirrors is the direction you were previously traveling intermingled with sparks, and all you can hear is commotion from the passenger riding pillion; things are not at all as they should be.

Other Objects: In the ongoing battle between objects made of metal, rubber and plastic going dozens of miles per hour, and the ground going zero miles per hour, the ground has yet to lose. Same holds for cars, trucks, walls and most animals. Draws don't count.

Judgment: Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.

Going Forward: It's always a good idea to keep the headlight end going forward as much as possible.

Looking: Keep looking around. There's always something you've missed.

Laws: Remember, gravity and centrifugal force are not just good ideas. They're laws not subject to repeal.

Ride in gear

When you shut the trottle and reduce gear the bike goes under a severe deceleration sometime harder than normal braking. You reduce speed but your stoplight does not indicate this fact to the following vehicles. Yakup has found a special braking light that react to deceleration: you can read and order at

www.analog.com/publications/magazines/accel_news/issue6/5.html

Ride and Think

The quote of this month has been captured on the Internet from a group of Long Distance Riders.

"Cars lie to us and tell us we're safe, powerful, and in control. The air-conditioning fans murmur empty assurances and whisper, "Sleep, sleep." Motorcycles tell us a more useful truth: we are small and exposed, and probably moving too fast for our own good, but that's no reason not to enjoy every minute of the ride."