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The OMM Web Site is the virtual meeting point of all Riders interested in Turkey. Updated every month, it offers suggestions for rides in this part of the world, advises on the way to ride in the Country, offers reading material on the Technique of Motorcycling and reports on group activities. The OMM Riders Group is committed to serve the Turkish Biking Community and to help in any form Clubs, Associations and Groups in this Country. Information on OMM Group spirit, organization, financial policy and history can be found on the section "**Meet One More Mile Riders**" in three articles: **The Spirit of OMM, OMM History and OMM Financial Support.**

A View from the Cockpit

Read and Ride with OMM. I have taken that corner zillions of times: exiting the motorway, crossing the bridge, petrol station on my right and this long wide left handed corner introducing to a stretch of fast, straight road. In winter the corner is always wet from the overflow of a stream parallel to the road.

So, no surprise last evening when, coming home in the dark, I saw the shining reflection of the asphalt in front of me. Water on the road, with good tires, is not a dramatic obstacle. Just be smooth, control the leaning and keep the throttle pumping in.

This is what David Gorham warns you about in his article "**Gored by the horn of complacency**": reported in our "read and Ride" web section, this is an article I should have read more often. You see, the reflection on the tarmac was not, yesterday evening, water but a new good mixture of diesel from one of the broken down trucks lurking on the side of the road (no light of course and no broken-down signal).

The nose told me first that something new was in progress then the front of my Kawasaki ZX1200 R sent a more precise message "Pal, you are in trouble". I was lucky... both signals came seconds before a committed leaning and I managed to lift my ass from the seat, take a more straight line, reduce speed and stop (painting) on the gravel just off road.

I have just been gored by the horn of complacency, I was too pleased with myself, to sure of the situation, too confident to pay attention.

David writes: "*Complacency is a constant riding companion. With you at every turn and every mile, as close as your tank bag or passenger. As a driver/rider in control, it is your responsibility to recognize your own complacency, fight it, and overcome it. As motorcyclists, there are many things we have no control over. Therefore, it is only right and fair that we control everything that we are capable of controlling. Complacency is controllable - whether you are on the other side of the country, or the other side of your neighborhood.*"

It training and practice are the best tools for improving riding, the good pilot also knows that a third source of knowledge is, sometime, the real teacher: experience from other Riders.

Like anglers comparing the size of lost fishes, the conversations of riders can exaggerate at the boredom performance and events (you know... my Suzuki above 350 kph tends to shake a bit the front fork...). Still I never leave a chat with a biker without knowing a little more about my

riding or my bike. Another good source of learning are the publications dedicated to bikers: unfortunately today's motorcycle magazines are more than often a platform for Company press releases. Check the reports on the introduction of a new bike and the number of similar phrases used will surprise you. Still some publications have sections on Riding Techniques worth serious study.

The OMM web side "Read and Ride" section aims to collect the best of these articles from all around the world. This objective was marginally forgotten by all of us but in the last months we extended the selection and we pledge to continue our search for good sources in the future.

Unfortunately we are limited by our knowledge of languages and the English based publication get a lion share. **Our readers must come to help signaling to us articles they would like to be inserted here.** This month invitation is to get a fresh look at the list and to spend some time in reading (before riding): the list of articles covers a wide range of subjects and it can help riders of different levels of experience.

The "**Biking in Turkey**" article is a "classical" of OMM offering a comprehensive list of data and tips for safe riding in our Country. We update this title every six months (December/ July) and we report on it all our experiences of long "Turkish" miles. For riders traveling with large groups we adapted the Gold Wing Road Riding Association suggestions for **Convoy Riding** adding two additional articles on the Convoy Riding Files. If you do not have intercom bike to bike, a look at the **Hands Signal** code may make messages to your pal clearer and more effective.

For the ones of you starting this exciting sport a visit to the articles on "**Dressing**" can be beneficial saving on the purchase of elegant but ineffective gear (the web section "Equipment" also contains our indication for appropriate clothing). The **OMM ARA Training Program** has been going on for three years following a Theory Course prepared by OMM members in 1998. This is the only Training program available in Turkey based on International standards: the Course has been completely revised at the end of last year and we started to publish the content of the twelve lessons. Chapter One and Two are already available. If you believe that Concentration and Awareness are the essential tools for sharp, safe riding you will find plenty of tips in the articles marked "**Mental**": just the reading we need to switch the brain into gear before dropping clutch. Finally on "**Riding Skills**" you will get the opinion and training of top riders (and writers) on **Braking, Cornering, Position, Lines, Safety**: all the material you need to set up a Riding Plan improving the technique of bike handling. We also included **Stephen Karlan** tips on "**Specialized Repair and Inflation Tools**" to help you to get home when the tire goes down.

There is no reason to be "Gored by the horn of complacency": a good use of the "Read and Ride" section will tune your skill at any ride bringing more pleasure and safety. This is a good reason for reading and the article from Ride to Work Group "**Do More Riding**" will offer hints for riding all year around.

OMM Rides & Travels

The Road To South Coast : OMM Riders explore alternative routes on October 2001.

For long time we complained about the traffic, the boredom and the frequent controls upsetting the Road to South, the connection between Istanbul and the centers of the Aegean Coast. This itinerary is the "Turkish Route 66" constantly used by local and foreign riders and therefore it

demanded our attention. If you plan to reach a sea resort along the South Coast between Bodrum and Antalya you have traditionally three choices:

- The Anatolian Route.
- The Izmir Route (with or without Istanbul Bandirma Ferry Boat)
- The Coastal Route via Canakkale, Izmir.

Taking as point of reference a middle-place center such as Fethiye the Anatolian Route will cover 850 Km., the Izmir Route (no ferry) 830 Km. And the Coastal Route 970 Km. (AutoRoute Express calculation).

The Anatolian Route (850 K)

This is the fastest Route from Istanbul down South and it is also a quite pleasant one to ride on the last part. Several variation are offered to the pilots from the beginning: leaving Istanbul on the TEM E80 (motorway to Ankara) the rider can take the exit Bayramoglu after 40 K and then connect by high-way with the road 100 following the sign “Ferry Boat” at Darica. Here a 45-minute ferry (running every hour) connects to the Topcular station on road 150 to Yalova. A fast (but heavy trafficked) highway (575) leads to Bursa.

Route 200 connects in 100 K Bursa to Bozüyük; it is a pleasant ride on well-paved twisty road with moderate traffic but abundant speed traps. At the exit of Bozüyük the pilot must take road 650 south to Kütahya.

The alternative, leaving Istanbul, is to stay on Motorway TEM E80 till the exit Sakarya (Adapazari). At the exit the rider takes route 650 south that, via Osmaneli and Bilecik, connects again with Bozüyük. The gains of a longer and faster portion of motorway are regularly upset by the traffic and speed traps on road 650. This is a really bad section for trucks, corners and no-overtaking long sections. Crossing Bilecik adds more time and pain.

Overall the option Ferry-Bursa- Bozüyük is faster and much more pleasant to ride: still caution must be applied for traffic and frequent speed traps. After Bozüyük boredom set in with few portion of interesting riding till Afyon. In this part of the ride traffic becomes lighter but speed traps are still in action especially in proximity of urban centers. At Afyon the itinerary takes a decisive dive south following the indications Denizli, Isparta and Burdur. Reaching the Dinar roundabout pilots moving to Marmaris and Bodrum will turn west toward Denizli on road 320. Flat route with occasional good landscapes till Denizli: it looks like an invitation to make time but speed traps are frequent. After Denizli the riding improves turning south on road 585 to reach the Kazikbeli Pass at 1250 meters and turning here on route 320 to Tavas, Kale and Mugla. A very good road for riders with reduced chances for speed traps. In Mugla, right for Bodrum (road 400 to Yatagan, road 330 to Milas and Bodrum) and left for Marmaris (road 400 through the Sakar Pass).



The pilots aiming to Fethiye or Antalya at Dinar keep road 650 turning left and following the indications Burdur. Until this center the road is quite flat and straight with light traffic and fewer speed traps. At Burdur fun starts for everybody: the riders moving to Fethiye stay on route 650. This is probably the best portion of the ride: the road climbs to Celtikci and winds through the mountains till Antalya, the air turns milder and the forests make good company. After the Gubuk Beli the road takes the characteristics of a highway for the last rush to Antalya. There is an alternative by continuing with the riders on the road to Fethiye and living them at Sogut. The riders going to Fethiye have the best of all: good roads, mountain scenery, few speed control and reduced traffic. Pass Burdur

by keeping the lake on your right side and turn on Route 330 direction Tefenni. 20 K after at Cavdir left on Route 585 takes the rider to the Comaklibeli Pass at 1460 meters to descend then on Sogut. Here is a last opportunity to change your mind. If Antalya calls, Route 350 southeast to Korkuteli and Antalya offers 100 K of splendid panoramic rides. For Fethiye we continue southwest after Sogut on route 350 direction Kemer (the one in Fethiye). The Karabel pass (1300 meters) brings the first scent of the Sea and the rapid descent toward Kemer ends on Route 400 the coastal road. Here pilots must take a good look at the speedo: traps galore along the coast. Right on 400 to Fethiye, Gocek, Dalaman, Dalyan and Marmaris; left to Patara, Kalkan, Kas and Kale

The Izmir Route (850K without Istanbul Bandirma Ferry Boat)



Years ago a sign appeared on the Fethiye road advertising “Istanbul in only six hour drive”. It was announcing the opening of the speed-ferry service between Istanbul-Yenikapi and Bandirma across the Sea of Marmara (get the schedule and prices in English and Turkish at [IDO](http://ido.com.tr), Istanbul Fast Ferries Tel. +90 212 5161212). This service saves a good portion of boring road: Istanbul – Bursa – Karacebey. This road is the most trafficked road of all

Turkey connecting the market of southwest with the capital: almost a continuous line of busses and trucks, heavily patrolled and speed trapped. Still is a safe road offering services (stops and repairs) unavailable on other routes to south.

Leaving Istanbul on the TEM E80 (motorway to Ankara) the rider can take the exit Bayramoglu after 40 K and then connect by highway with the road 100 following the sign “Ferry Boat” at Darica. Here a 45-minute ferry (running every hour) connects to the Topcular station on road 150 to Yalova. A fast (but heavy trafficked) highway (575) leads to Bursa. Leaving the city on Route 200 (direction Izmir) 70 straight kilometers take you to the Karacebey junction where you take Route 573 south till the junction with 565, 18 K after Mustafakemalpaşa. Here, at the village of Yahyakoy, the riders who took the ferry from Istanbul to Bandirma and left Bandirma on route 565 south, rejoin the itinerary. Balıkesir, Akhisar, Manisa: route 565 plunges south to Izmir. Pay attention to the crossing of town: Izmir traffic and indications can waste a lot of your energies. Entering into town from the Sabuncubeli Pass go under the overpass and on the round bound turn left direction (green signs) Ankara and Aydin. If you get it right you will connect in three kilometers with the highway bypassing Izmir and leading to Selcuk (Ephesus) and Aydin (E 87). At Selcuk you may want to leave the motorway first to visit Ephesus and second to chase boredom. Exit E 87 and take route 550 to Ortaklar: here you have the choice of Route 525 to Milas and Bodrum or route 550 to Aydin (where the motorway from Izmir actually stops) and then Cine, Yatagan and Mugla for the riders moving to Marmaris or Fethiye. Both roads are well paved, pleasant and offering good rides. Especially the section along the Bafra Lake to Milas on the first option and the Cine Valley on the second. The 550 on the Cine Valley (from Eski Cine to Yatagan) was famous for spectacular views and demanding corners. The new dam on River Cine is placing the old road under water but the new one is extremely fast and challenging. This itinerary has supreme opportunities for sightseeing and stopping; be careful, especially on summer, you are on the Turkish “Route 66” and blue lights are vigilant.

The Coastal Route via Canakkale, Izmir. (970 K)

Only Long Distance Riders or lover of Historical sites must apply. The route from Istanbul to Eceabat (where the riders take the Ferry to Canakkale) is one of the most boring and

uninteresting itinerary of Turkey. Nevertheless here we go: leave Istanbul on the motorway to Edirne (E80) and exit at Kinali (exit 10). The coastal road 110 along the Marmara Sea is a catalogue of urban disasters with cheap villas constructed without art or knowledge for the “pleasure” of Istanbuli citizens. Tekirdag is a good spot for a stop (famous meat balls/kofte and Raki) and meditate the 100 K ahead. Long, boring straight lines to Malkara and Kesan beat by strong and frequent wind, disseminated with abundant speed traps. If, gored by boredom, you miss the Kesan junction you will find yourself in Greece: do not do it. Turn instead left on 550 toward Kavakkoy and Gelibolu.

An easy off road (on dry weather) alternative to add some spice to the transfer is staying on the sea side at the exit of Tekirdag taking a “stabilized” road along the coast crossing Barbaros, Murefte and reaching the asphalt at Sarkoy. From Sarkoy route 120 connects to route 550 at Kavakkoy. From Gelibolu to Eceabat the road aligns itself with the Dardanelle Straights and it becomes more interesting in landscape and riding thrills.

Eceabat is the base for visiting the places of the Gallipoli War and the places where the Ferry takes you in half hour and cheap fare to Canakkale. Boats are frequents and run on the half hour. Canakkale-Edremit on 550 is not bad: good asphalt and good cornering sections. Opportunities to visit Troy and Assos. From Ayvacik to Kucukkuyu a steep climb offers chances to refine cornering techniques. Still you are on a heavy traffic-tourist road, busses and cars are under good control of Traffic Polis. Route 550 continues from Edremit to Izmir and there is no reason to use this road except for adding miles or visiting Bergama (Pergamon). The itinerary is almost a continuous summer resort (bad quality) village and speed must be kept under control due to the heavy traffic.

Entering (and try to exit) Izmir from Route 550 could be one of the most dramatic experiences in a lifetime: try to be there not at peck time and pray your God. All you have to do is to follow the indication in green “Ankara” and attempt to reach the motorway Aydin-Ankara. If the traffic does not get you, pollution will.

Safe on the motorway you go back to the previous itinerary.

The OMM alternative

An OMM ride was organized in October 2001 to trace an itinerary from Istanbul to the South Coast of Turkey avoiding traffic and “blue spots”. Cemil Turker (Honda VFR) and Armagan Ak (Yamaha FJ 1300) left Istanbul in the evening of Friday, October 26 to spend one night in Bursa. On the following day, under a severe cold weather, they took road 16-61 from Bursa to Orhanli and Harmancik. Here they joined route 230 to Tavsanlı moving then south on 43-78 to Orencik and Cavdarhisar, The great temple of Zeus at Aizanoi (Cavdarhisar) was the planned meeting points where the two riders from the north should have met the two riders from the south: Paolo (BMW R1100GS) and Ian (Suzuki Djebel 650). We left Gocek (Dalaman) in the early hours of Saturday, October 27 under a severe storm. Rain mixed with snow was a surprise for this time of the year on the south coast and it made the first portion of off-road quite difficult. We planned to cross the mountains facing the Fethiye Gulf on forest roads via Gokceovacik, Karacaören, Gokmen, Arpacik: here we took road 48-27 from Fethiye to Cameli and Dedebagi reaching route 585 at eight kilometers east of Acipayam. At this point, wet and cold, we tried to find a local cut between route 585 and route 320 (Bozkurt). We wondered around in search of information ending up in Yesilova on the Salda Lake. From here, crossing the Sogut Mountains on local roads via Orhanli, Calti we finally reached route 320 at Cardak to discover once more that the German technology of BMW was not so reliable. While stopping for petrol we noticed the remarkable absence of the back bag that was there (I swear, officer!) early in the morning.

Because of the heavy rain all major belongings (wallet, phone, documents) and the usual tools (including GPS) were in it: nothing to do but to trace my route back. After 40 K, disseminated on a tract of 100 meters all the lost items (and a broken case) were luckily found. BMW claims that the trunk is not designed for off-roading and this definition includes (by necessity) Turkish road. Search for the right roads and recovery of case made us late at the appointment and we had to call our friends in Aizanoi moving the rendezvous further south. Cemil and Armagan left Aizanoi on 240 to Eski Gediz and Abide taking here route 240 to the junction with route 300 turning east to Usak and then south on 595 to Civril. From Cardak we took 320 west and after 8 kilometers we turned north toward Dutluca, Baklan and Dogal reaching 595 at Hadim. After 30 Km at Civril the two groups met: cold and wet but we a new road on our experience. The roads are generally good for Turkish rural standards: sometime speed must be reduced to cross short tracts of unpaved surface, bumps and holes are always with you but not in a disturbing way. The entire route is panoramic, full of authentic Turkish views, devoid of traffic and interesting. The last portion of 20-26 from Arpacik to Fethiye is a newly built road with emotional corners and splendid views. This route may serve riders going to the south coast between Bodrum and Antalya. The ones with destination Bodrum – Marmaris should leave this itinerary at Acipayam moving north on 585 and then south-west after Serinhisar. The Kazikbeli Pass at 1250 meters opens to route 330 to Kale and Mugla (with an opportunity to visit the splendid remains of Aphrodisia). The riders moving toward Antalya coast must keep route 585 south at Acipayam joining route 350 at Sogut. From here Antalya is 90 kilometers away. The riders going to Finike and Kas can use the road the group covered on October 28.

October 28 Sunday morning. The sun is shining, the temperature is up and the road is calling for One More Mile. We decide to “do a loop” Fethiye to Fethiye on the Ak Mountains. From Fethiye to Kemer cross the Traffic Police reigns: 80 kilometers speed limit is strictly enforced. We turn north on the well-paved and large route 350 (direction Sogut-Burdur) leaving this road 40 kilometers after Kemer on the sign for Seki-Elmali. The road climbs toward the Gulubeli Pass at 1852 and today the visibility is limitless: good road, good panorama, good bikes, good company. At Elmali we stay for 6 K on route 635 south and we then turn on route 07 53. This is a superb Roller Coaster climbing to 1500 meters of Avlanbeli Pass and plunging to sea level on Kas. One of the most demanding rides available on the coast and really enjoyable. From Kas to Fethiye the opportunities to sight seeing are abundant: Patara, Xantos, Letoon, Pinara and Tlos.

The Road to South

From	To	Route
Istanbul	Bursa	Ferry to Yalova
Bursa	Orhaneli - Harmancik	16-61
Harmancik	Tavsanli	230
Tavsanli	Near Emet	595
Near Emet	Cavdarhisar	43-55
Cavdarhisar	Gediz - Abide	240
Abide	Near Usak	240
Usak	Sivasli - Civril	595
Civril	Kaklik	595
Kaklik	Bozkurt	320
Bozkurt	Sogut – Yesilova - Yumrutas	Local roads
Yumrutas (Acipayam)	Cameli	20-26
Cameli	Arpacik	20-26

Arpacik	Fethiye	20-26
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The group rested in Gocek, at the A&B Home Hotel (Turgut Özal Cad. 48310 Gocek Tel: 252.645 18 20 Fax: 252.645 18 43 birkanc@superonline.com highly recommended for comfort, service and for a classic Harley Davidson parked on the side of the swimming pool.

The return road taken by Armagan and Cemil is a “middle way” alternative and we believe, one of the best road down south. Here is provided in reverse order (south to north) with departure from Fethiye.

OMM Route to South (856 K)

On the first part Fethiye Yatagan you follow the Route 550 as describe on the itineraries above. After Yatagan the pilot must turn right on Route 48-81 direction Salkin and Bozdogan continuing north toward Nazilli and route 320. Cross 320 and continue straight north toward Beydag and route 310 to Odemis. From here continue north toward Zeytinik, Bozdogan and Salihli. At Salihli the riders take Route 585 along the Demirkopru Dam crossing Koprubasi and Borlu to reach Demirci.

20 K after Demirci at the crossing of Route 240 the riders turn east toward Simav where they take the splendid 595 to Emet and Tavsanlı. From Tavsanlı on is a well-known itinerary for the OMM friends: Tavsanlı to Domanic and on 295 to Inegol.

If you are tired of good corners and splendid landscape you ac continue on E90-200 to Bursa and from there to Yalova for the ferry to Istanbul.

The “never say die” riders will go along the Goksu River from Inegol to Yenisehir continuing on route 595 to Iznik (Nica). Coasting the north shores of the lake on Route 150 the pilot has a further alternative: continue to Orhangazi on 150 and then connect to Yalova and Ferry on 575. More adventurous (although bad road) the crossing of the Naldoken Mountains from Boyalica to Karamursel along route 595. At Karamursel left on Route 130 for 15 K to Topcular and the ferry. This is a real road for real bikers with good (acceptable sometime) asphalt, plenty of curvy sections, good panoramas and plenty of places to see.

This is the OMM recommended route to South.

Km	Instruction	For
0	Depart Fethiye on Local road(s) (East)	1.2 km
1.9	Turn LEFT (North) onto D400	95.2 km
97.1	Bear RIGHT (North) onto Local road(s)	4.0 km
101	At Karabögürtlen, turn onto D550	2.6 km
118	Bear RIGHT (North) onto D550	6.3 km
130	At Mugla, stay on D550	25.6 km
156	At Yatagan, stay on D550	0.5 km
159	Bear RIGHT (North-East) onto 48-81	17.3 km
176	At Salkim, turn RIGHT (North) onto Local road(s)	4.8 km
204	At Bozdogan, stay on Local road(s)	0.1 km
208	Bear LEFT (North) onto 09-27	11.7 km
220	Bear RIGHT (North-East) onto Local road(s)	1.7 km
221	Bear LEFT (North) onto Local road(s)	5.4 km

232	At Nazilli, turn LEFT (North) onto Local road(s)	1.4 km
267	At Beydagi, continue (North-West) on 35-33	0.5 km
278	Bear LEFT (West) onto D310	17.0 km
295	At Ödemis, turn RIGHT (North-East) onto 35-30	22.8 km
318	Turn LEFT (North) onto 45-29	10.7 km
329	Turn RIGHT (East) onto D300 [E96]	3.2 km
332	At Salihli, stay on D300 [E96] (East)	4.5 km
336	Bear LEFT (North) onto D585	49.4 km
386	At Borlu, stay on D585 (East)	14.1 km
400	At Armutlu, stay on D585	9.5 km
409	At Sayck, stay on D585	8.4 km
418	At Tekeler, stay on D585	8.1 km
427	At Demirci, stay on D585	2.8 km
443	Bear RIGHT (East) onto D240	20.9 km
464	At Simav stay on D595 (North)	13.9 km
493	Bear LEFT (East) onto D595	12.4 km
506	Turn LEFT (North-West) onto Local road(s)	0.5 km
506	At Emet, stay on D585	0.5 km
525	At Ikibasli, turn LEFT (North) onto Local road(s)	9.7 km
535	At Basköy, bear RIGHT (East) onto Local road(s)	9.5 km
544	Bear RIGHT (North-East) onto D595	1.4 km
546	At Tavsanlı, bear LEFT (North-West) onto D230 [D595]	2.1 km
548	Turn RIGHT (North) onto D595	39.9 km
588	At Safa, stay on D595 (North-West)	23.5 km
611	Bear LEFT (North) onto D200 [E90]	8.8 km
620	At Inegöl, bear RIGHT (North) onto D595	26.3 km
646	At Yenisehir, continue (North) on Local road(s)	1.8 km
657	At Pamukçuk, bear LEFT (North) onto Local road(s)	4.9 km
662	Bear RIGHT (North-East) onto 16-09	5.1 km
667	At Iznik, bear LEFT (North) onto D150	17.7 km
684	At Boyalica, turn RIGHT (North) onto D595	27.1 km
712	Turn RIGHT (East) onto D130	2.4 km
714	At Karamürsel, stay on D130 (East)	34.1 km
748	Turn LEFT (West) onto D100	4.4 km
752	At Izmit Bati 2, bear RIGHT (West) onto Local road(s)	1.4 km
754	At Izmit Bati 1, bear LEFT (West) onto O4 [E80]	47.8 km
802	At O4, stay on O4 [E80] (North-West)	29.1 km
831	Continue (West) on Local road(s)	4.5 km

835	At Camlica, turn RIGHT (North) onto Local road(s)	2.0 km
837	At Altunizade, bear LEFT (North-West) onto Local road(s)	2.3 km
840	*Toll road* At Beylerbeyi, stay on Local road(s) (North-West)	2.5 km
842	At Balmumcu, stay on Local road(s) (North)	1.1 km
843	At Barbaros, turn LEFT (West) onto Local road(s)	4.3 km
847	At Caglayan, bear LEFT (South-West) onto Local road(s)	5.2 km
853	Turn LEFT (East) onto D100	3.7 km
856	Arrive Istanbul	

From Munich to Hong Kong on BMW F 650: Last Fall [Frank Campbell](#), good friend of OMM, rode his BMW F650 from Munich, Germany to Hong Kong SAR, China. We already published some of his reports in OMM Bulletin but, **in our web site under Travel you will find the complete collection of the trip highlights.**

One more rider on BMW F650, [Timur Shindel](#), OMM Member, dedicated all Summer 2001 to fulfill one of his dreams. A long, ample and **solo ride across Turkey and the European Continent.** After circumnavigating “the four corners of Turkey” in July, Tim moved to Europe at the beginning of August. **On Travel section you find Timur travel notes.**

Rides and Events Ahead



Ultimate test for Pilots, the **Paris Dakar** (this year Arras, Madrid, Dakar) covers, from the 28th of December 2001 to the 13th of January 2002, almost 10 000 kilometers in 14 stages through 5 countries. In Africa the Rally covered 9.436 km. with 3 898 km of special stages (including 2 stages without GPS). With the longest stage: Ouarzazate - Tan Tan - Zouerat covering 1.541 km this year edition went back to the hard tradition of this classic event.

173 bikers left Arras and only 52 bikers completed the race Without the support of Teams or Producers, [Kemal Merkit](#) completed the entire Rally in 34 position overall, first Turkish pilot to qualify in this international Rally.

Kemal Merkit will present the story of his Race on Wednesday 13 of March starting at 18:30 in DIALOGUE Bar in Park Orman Center in Maslak. He will bring pictures, video and memories. All riders are cordially invited.

More than 50 bikers attended the last three OMM ARA lessons at BMW Boxer Café but only ten were present at all four lessons and will receive the ARA Certificate. They are: Bulent Boytorun, Omer Buyukavsar, Taner Celik, Fuat Domanic, Emin Gursoy, Selim Karadag, Mithat Korkut, Ugur Polat, Richard Tredennick and Temel Yolgecenli.

We decided to give to all other riders a chance to get certified by repeating the first lesson (The Mental Side of Training) on **Wednesday 20 February at 18.30 always at Boxer Café'**

in Kurucesme. At the same meeting we will distribute the certificate to the “Faithful Students” listed above.

On January 29 **Yakup Icgoren** introduced the “**First Aid Course**” to members of the Enduro Club in Istanbul. With the help of a doctor from **TUMER** Organization the structure of the course (the only one specifically designed for bikers and drivers) was explained in detail. For information on the incoming courses you can contact Yakup (yicgoren@barwil.com.tr). **You can also read the report on the first of these courses in our web site.**

OMM Calendar Update

This is the tentative calendar approved by the OMM Riders Group for the year 2002.

From	To	Description	Itinerary
Jan-01	Jan-01	Mad Run	Ist-Sile-Ist
Jan-104	Jan-24	ARA Theory Lesson (2)	Istanbul
Jan-12	Jan-13	First Aid Course	Istanbul
Jan-17	Jan-17	ARA Theory Lesson (3)	Istanbul
Jan-24	Jan-24	ARA Theory Lesson (4)	Istanbul
Feb-20	Jan-24	ARA Theory Lesson (1 rep.)	Istanbul
Feb-22	Mar-03	Star Ride	Italy and France *
March-6	March-6	World of MC Conference	Kemal Merkit on the “DAKAR”
Apr-19	Apr-21	ARA Course MW	Bursa circuit
May-10	May-12	OMM Rally	Aphrodisia
Jun-01	Jun-11	Four Corners Ride	OMM circuit & Bonus
Jun-21	Jun-21	Sunrise to Sunset Ride	Amasra - Anamur
Jul-17	Jul-17	Ride to work day	Turkey
Sep-20	Sep-22	ARA Course JT	Kas Circuit
Oct-25	Oct-29	OMM Ride South East	Urfa, Van
Nov-16	Nov-17	OMM Rally	Assos

Iron Butt. The LDR 500 miles in 12 hours and 1000 miles in 24 hours certified by IBA USA and planned in April are now a free events left to the decision of the riders desiring to qualify. If you intend to enter the elite of LDR all you have to do is to mail to us your plan of ride (550 miles = 800 K and 1000 miles = 1600K), the day and hour of your departure and your desire to

be certified by OMM and IBA. We will send to you the rules of certification, the list of checkpoints and the forms. After completion of the ride you will send to us the checkpoints documents and the forms reporting your ride. We will control the accuracy of your report and we will deliver to you certificates.

More information, rules, reports on Turkish LDR and suggested routes can be found at OMM web-site section Long Distance Rides.

Riding the Web

A newly revised **Iron Butt Store** can be visited at www.ibaestore.com. You can buy here items and clothes reserved to IBA registered riders or in offer to aspiring LDR riders.

A semi-complete list of **Motorcycle Publications and Magazines** can be found at:

<http://www.dropbears.com/bikelinks/magazine.htm>

Nick Sanders is now scouting the route that his group will take on the “Motorcycle World Challenge. The Toughest Motorcycle Expedition on Earth”. Check his diary at

<http://www.nicksanders.com/diary.htm>

A new **Bikers Club in Turkey** with a very good web site at www.superevariders.com

The new importer of Aprilia in Turkey Motomax is building a web site at www.motomax.com.tr

Stay tune for more info and pictures.

OMM Ring of Riders

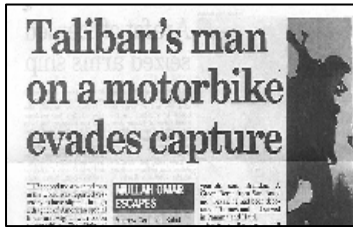


We say Good By to [Randy Rosetta](#), Hog Rider, Iron Butt certified LDR rider and friend of OMM. He is leaving Turkey and writes to us: *“Dee and I will be moving to Germany at the end of this month to begin a new assignment. We have had a wonderful time in Turkey and are going to miss the many friends we have made here. I would like to thank everyone from the local Harley-Davidson dealer and HOG club for taking us in, including us in your events, and making us feel at home. We had many great times and lots of good memories. I would also like to thank Paolo and everyone at OMM and encourage them to continue teaching safe riding and going one more mile. Participating in the Iron Butt ride last summer was truly the high point of my many years of motorcycling. Thanks to Yigit and Taner for dragging me along and going slow enough for me to keep up. We made it anyways! I'm sure we will be joining the HOG club in Wiesbaden, so please look us up if you ever get a chance to come and ride in Germany.”*

Stefan Thiel (<http://www.heartofsteel.de>) is preparing an overland ride from India to Germany and he writes to us *“At the beginning 3rd of April I will start my way back from India to Germany with an Enfield. I will cross Turkey and would be happy to meet some of you guys. According to my rough time schedule I'll be in Turkey around June - do you have any activities during that time that are open for non-OMM-people? I was really impressed from the OMM homepage ... good work!”* We invited Stefan to stop in Istanbul and meet Turkish Bikers.

Watch That Corner

OMM Riders Help Book and the List of Riders taking part on the “Year on the Saddle Award” will be published on the special edition of March Bulletin. We thank all riders answering to our questionnaire and we guarantee good prices for the “Year in the Saddle” winner.



A fighting Kawasaki... a special KLS 650? You bet... this one has a diesel engine! Check at <http://motorcyclecity.com/Military-bikes/M1030Diesel-Kawasaki.htm>



Unseen Gorillas and Motorcycle Safety
Compiled by Lance Oliver and reproduced with permission from American Motorcyclist magazine. For more information on the American Motorcyclist Association, please visit www.AMADirectlink.com.

‘Inattentional blindness’ studies shed light on car-motorcycle accidents

Your headlight’s on. You’re wearing a brightly colored helmet and clothing. The driver of the oncoming car looks right in your direction. And then he turns left into your path anyway. Later, he tells the police officer: “I never saw the motorcycle.” How could that be? Just ask all the people who didn’t see the woman in the gorilla suit.

Allow us to explain.

Recent scientific studies focusing on a phenomenon known as “inattentional blindness” may help us understand why car drivers often end up causing accidents with motorcycles they “didn’t see.” One particularly interesting study was conducted by **Daniel Simons and Christopher Chabris** at Harvard University. In it, subjects watched a video of two teams of three people—one team in white shirts, the other wearing black—passing an ordinary basketball among themselves. Some subjects were told to count the number of passes by either the white or black team (the “easy task”). Others were told to keep separate mental counts of bounce passes and aerial passes (the “hard task”).



During the video, a woman carrying an umbrella walks through the scene. In another version, a woman in a full gorilla suit walks through. In a third video, the gorilla stops in the middle of the scene, thumps its chest, and walks off. Here’s the scary part: Forty-six percent of the subjects did not see the umbrella woman or the gorilla in the first two versions. In the third version, 50 percent didn’t notice the gorilla. Basically, people concentrating on one task do not see something unrelated because they

aren’t expecting it, says Simons, an associate professor of psychology at Harvard. “The intuition people have is that something different like that will jump out at them and they will notice it,” adds Simons. “But their intuition is wrong.” Simons believes it is not a stretch to apply the same thinking to car drivers encountering motorcycles on the street. In a sea of cars, a motorcycle could be that “something different” the driver does not expect, and therefore does not see.

The key, he says, is attention. In the Harvard study, called “Gorillas in our Midst,” the subjects engaged in the “hard task” were less likely to notice the umbrella woman or the gorilla than were subjects performing the “easy task.” The more their attention was focused elsewhere, the less likely they were to notice unexpected occurrences. Simons notes that some of the subjects in the study did not believe a gorilla actually walked through the scene until they were shown the tape again. They were astounded they missed something that was so obvious on second viewing. On the surface, the study seems to be bad news for safety-minded motorcyclists. It suggests that no matter what we do, some inattentive drivers will still miss us. And it has obvious implications for those concerned with the whole subject of driver distractions, including cellphone use. Meanwhile, a study by researchers at Sussex University in England found that experienced drivers were actually less likely than inexperienced drivers to look for potential hazards in unexpected locations. The study, which analyzed eye movements of drivers watching video clips of traffic situations, appears to indicate that years of driving train someone to look for the expected, not what is actually there. But there are useful lessons for all of us that can be gleaned from these “inattention blindness” studies. For instance, although being conspicuous is no guarantee you’ll be seen, Simons reports that it may improve your odds on the road. He cites other studies in which subjects were watching black-and-white objects on a screen and an unexpected red object appeared. Even with the color contrast, about 30 percent did not see the red object. But at least the other 70 percent did. Simons plans to join the faculty at the University of Illinois next year and hopes to do further research more directly related to traffic safety by using the university’s driving simulator. But on the basis of the results so far, Simons suggests that while nothing can guarantee you’ll be seen by car drivers, such attention-getting equipment as modulating headlights (legal in most states), along with brightly colored clothing and helmets, may help. “The goal,” he says, “would be to make things more distinctive.” Remember, though, that just because the driver is looking right at you, that doesn’t mean he or she really sees you. After all, half the people never saw the gorilla. © 2001 by the American Motorcyclist Association

Ride in Gear

We are now moving deeply into winter and this year it has been (so far) a pretty heavy one for Turkey. Every day, with the exception of the brave couriers, notice less and less bikes can be seen on the road. Where are all bikers gone? Maybe to Mexico or maybe to the nearest garage.

Whatever your destination, no need to stay away from biking when temperature drops: just prepare yourself with this [AMA](#) article “How to do Winter Riding Right and Keeping Warm”, read the suggestions of an expert on “[Dr. Murray's Prescription For Staying Warm](#)” and hit the road. (All articles on Read and Ride section).

Finally a good **Road Atlas for Turkey in 1:400.000** scale. Published by “Iki Nokta Bilisim Arastirma Basın Yayın San” this splendid book came to us thanks to Abdullah "Apo" Hekimhan, OMM Riders. Contact him to discover where to buy it (bukalemun@turk.net)

Ride and Think

Biker’s rights can be a premature expression for Turkey but individual riders, clubs and the whole bike industry should start thinking about this subject. Rules protecting four

wheels vehicles are often insufficient in providing safety for bikers. The speed limit fixed year ago discriminate against bikers and do not take into consideration the technological level of modern bikes; car and truck driver are not trained to “recognize” bikes on the road and to give to the bikers space, signals and attention. One More Mile Riders Group intend to open a public debate on this subject in parallel with our effort in improving pilot’s training. The current test for Biker’s Riding License is more a subject for laughing than a toll for real education. All riders should know that, unless we take these issues in hour hands, the future of our rights to share the road with other users is pretty bleak. Here some points for information and action. The [American Motorcyclist Association \(AMA\)](#) has launched a new initiative to battle a major cause of motorcycle crashes: other vehicles violating the right-of-way of motorcyclists. The Motorcyclist Matter Campaign is aimed directly at some of the most common accident scenarios involving motorcycles and cars--cases in which drivers turn left in front of an oncoming motorcyclist, pull into the path of a motorcycle from a side street or cut into a lane occupied by a motorcycle. Near us the [Federation of European Motorcyclists Associations](#) (FEMA) is the only Brussels-based riders' organization working to ensure that the interests of Europe's road-riding motorcyclists are protected and advanced. MAG Ireland provides a presentation of this lobby group. OMM requested in 2002 to be associated to FEMA and we hope to be accepted in this valuable Association. We plan to form a “inter-club” Group active with Authorities and Industry on this subject: if you interested to join please mail to Taner Celik tanercelik@hotmail.com

AMA Motorcyclists Matter campaign.

"Research shows that more than half of all motorcycle crashes are caused by other vehicles violating the right-of-way of a motorcyclist," said Sean Maher, AMA director of state affairs. "By increasing penalties and aggressively promoting motorcycle awareness, we hope to cut the number of crashes dramatically." **Motorcyclists Matter** is a multi-pronged effort aimed directly at some of the most common accident scenarios involving motorcycles and cars--cases in which drivers turn left in front of an oncoming motorcyclist, pull into the path of a motorcycle from a side street or cut into a lane occupied by a motorcycle. The **Motorcyclists Matter** campaign seeks to increase penalties for car drivers who injure or kill motorcyclists, and to raise public awareness of motorcyclists on the road. "Over the years," Maher said, "we've seen countless accidents caused by car drivers putting their vehicles right in the path of moving motorcycles, leaving the riders no escape route. In those cases, the motorcyclist invariably loses. We've tried public information campaigns to try to get car drivers to pay more attention to motorcyclists, now we need to put more bite into our efforts." Under the new initiative, for those drivers who ignore the rules of the road and inflict injuries on motorcyclists as a consequence, the AMA will pursue a get-tough policy with state legislators. "Often, a driver convicted of violating the right-of-way of a motorcyclist gets off with a fine of \$100 or less, even if his actions result in serious injury or death," noted Maher. "The AMA is seeking increased penalties in those cases--\$200 to \$1,000 in fines and a mandatory driver's license suspension of 30 days to six months." In addition, the AMA is asking states to develop a course for offenders, focusing on the vulnerabilities of motorcyclists, bicyclists and pedestrians. This class could be mandatory for right-of-way violators, or could be offered as an alternative to stiffer penalties.

Another component of the project is to encourage the creation of public information campaigns reminding drivers to watch for motorcyclists. These campaigns will include billboards, posters, radio spots, government proclamations and letters to newspapers. The AMA will be working with state and local organizations across the country in an effort to kick off the Motorcyclists Matter program this spring. "May marks the traditional beginning of the riding season and is an ideal time to launch this campaign," Maher said. Clubs or individuals who would like to get involved in this project can get information by going to www.AMADirectlink.com and clicking on the "Protecting Your Right to Ride" button.

Information Sheet on FEMA

Compiled by MAG Ireland. The Irish Motorcyclist's Action Group

The Federation of European Motorcyclists Associations (FEMA) is the only Brussels-based riders' organization working to ensure that the interests of Europe's road-riding motorcyclists are protected and advanced. FEMA is the result of a merger on Jan 1st 1998 between the Federation of European Motorcyclists (FEM) and the European Motorcyclists Association (EMA). FEM was formed in 1988 and at the end of 1997 had 19 national riders' rights organizations and 45 national motorcycle clubs from 16 European countries in membership. EMA was formed in the early 90s and consisted mostly of organizations from Scandinavian countries that were later joined by British, German and Italian groups. MAG Ireland joined FEM in 1989 and is a founder member of FEMA. Why is the FEMA necessary?

The European Union is required by various treaties to establish European standards or norms. Motorcyclists are affected by this process in many ways. The machines they buy and ride, the roads they ride on, the clothing they wear, the licenses they hold, the work they do or have done on their machines, the replacement parts they need, all have received or are receiving the attention of the European Union's lawmakers. This process of harmonization has resulted in many restrictive proposals coming from the European Union. Motorcyclists are often seen as an easy target and their lifestyles perceived as anti-social and dangerous by European bureaucrats. By being where the strategies are developed and the decisions are made we are able to challenge them. This requires constant vigilance to identify measures likely to affect the rights of motorcyclists and, having done so, hard work on an almost continuous basis while they progress through the lawmaking process.



How does the FEMA work? Our policies and strategies are determined by the FEMA Committee of representatives from each of the affiliated national riders' rights organizations and are acted upon by the national riders' rights organizations and the Secretariat. The Secretariat maintains formal and informal contacts with officials of relevant Directorate General departments of the European Commission, Members of the European Parliament, Member States' Permanent Representatives and with appropriate interest groups such as motorcycle manufacturers and road-safety organizations. These contacts enable the FEMA to be aware of developments at the earliest possible opportunity and to follow proposals through all the stages of the legislative procedure. The Secretariat liaises and consults with member organizations and on agreed issues, co-ordinates lobby campaigns on national and European lawmakers to support the motorcyclists' position on European matters. Most of the money required to operate FEMA comes from motorcyclists. Affiliated national riders' rights organizations and motorcycle clubs pay an annual fee that is proportional to the size of the organization. What has FEMA achieved? In the short

time since its establishment, the efforts of the European motorcyclist movement have brought about many improvements to proposed European legislation. European proposals for leg protectors were stopped, as was the 100 bhp Power Limit Directive. The Type Approval Framework Directive was altered to exclude one-off specials and custom bikes. Exemptions for replacement parts, such as exhaust systems, for vintage and classic machines, have been achieved and the proposals to have a three-stage motorcycle license in the Driving License What does the future hold?

There will be European motorcycling legislation for many years to come. Issues such as power limits and leg protectors will reappear. Further reductions to the noise and emission limits contained in the Multi-Directive are already being discussed. Certain national governments favor wider anti-tampering measures. European roadworthiness testing laws are likely to be extended to motorcycles. Motorcycle road bans and limiting the use of vintage and classic machines, are also likely to be considered. Many other areas, such as the harmonization of motor vehicle insurance costs, are also likely to be a threat to riders in the future. Without any doubt there will be the need to have an effective organization representing our interests within the institution of the European Union (and possibly also the United Nations) for the foreseeable future.

More information about Turkey can be found at these selected web sites

<http://www.turkey.org> A complete Country's profile containing essential notes on government, education, tourism and consular services.

<http://www.kultur.gov.tr/english/main-e.html> This is the web site of the Turkish Ministry of Culture covering historical places, museums and events.

<http://www.mfa.gov.tr/GRUPg/gg/default.htm> The Ministry of Foreign Affairs offers a list of Embassies and Consulates of Turkey combined with useful information for border crossing.

http://www.focusmm.com/index_03.htm "Focus on Turkey" is one of the best sources of information for travelers in this country.

<http://www.twarp.com/turkwarp.htm> A well-informed site that offers a list of virtual traveling options. You may want to move in time to the prehistory of Anatolia for a walk into the land of the legends and a multitude of civilizations. Or you may want to visit the top 10 natural beauty of Turkey. Or you may explore the Jewels of Anatolian history.

http://www.csd.uu.se/~pierref/travel/turkey_guide.html Mr. Pierre Flener maintains a "travel guide to Turkey intended to show foreign would-be travelers and residents what Turkey is really like, unbiased by glossy brochures or homepages by Turkish authorities or individuals". This is essential reading for the preparation of a ride.

<http://www.hitit.co.uk> This is a good place for advises to independent travelers

<http://www.naturekey.com> The place for a valid list of outdoor places (and activities) in Turkey

<http://www.worldexecutive.com/cityguides/istanbul> A practical guide about Istanbul with city map, restaurants and hotels.

<http://www.osmanli700.gen.tr> A site dedicated to the Ottoman history.

<http://www.exploreturkey.com> A commercial site offering Hotel reservations, information about important tourist places and good pictures.

<http://www.beyogluweb.com/istanbullshit/core.htm> This is the site of the alternative magazine for Istanbul: Istanbulshit. Go there for something different.

<http://www.ptr.co.nz/turkey> A photographic essay about Turkey with hot spots map of Turkey.

<http://www.ideamerge.com/motoeuropa> This site offers a summary of information for road users in Turkey.

<http://www.great-adventures.com/destinationss/turkey/turkey.html> is the place of Adventures Great and Small offering a well prepared selection of activities in the Country and a large list of links.



Serex generously supports the OMM web site and some of OMM activities.

Information about this Company can be found at:

<http://www.seratarim.com.tr/> <http://www.seratarim.com.tr/>

[Please contact the Webmaster Bora Sezer for any comment about the OMM site](#)

