



One More Mile May 2002 Information Bulletin

Issue 33 Monday, May 17, 2002

("Keep the Throttle wide open" This pictures from Shaker Asiri - Dhahran, Saudi Arabia- is the winner of Aril OMM Photo Competition)

A View from the Cockpit

Be Prepared: the bikers Parade in Istanbul on May 13, 2002.

The bikers who met in the late morning of Saturday May 13 in the parking lot at the Fenerbahce Stadium probably did not care about standing near the site of the ancient city of Hieria where the Emperor Justinian built a "holiday palace" for his wife Theodora. All they cared about was to find the "right" spot of their own group. **HOG** (Harley Davidson Owners Club) in one corner, **Chopper Club** (the best in their colors and group maneuvering) in another, **EMOK** in a section of the section of Enduro Club Riders, **Sport Bikers** across the street, **Super Eva Riders** in one slot, **Turks MC** (new and very colorful) in another, few OMM riders wandering around... and so on. This part of Istanbul was one of the favorite resorts of the Byzantine Imperial Court but, in this warm spring morning, nothing was left of the ancient splendor. Just the smell of vegetables and cheeses from the nearby market and then the sound of hundreds of bikes patiently waiting to start the Parade closing the week dedicated to road safety. I do not like Parades of any kind: after all "parading" is the favorite pastime of infamous dictators around the world and the idea of being regimented in my movements does not appeal to my biking spirit. Still "parade" comes from the Latin "*parare-to prepared or to be ready*" and we must support the efforts of the Turkish biking community to "be ready for action". Looking at the hundreds of bikers the question "Why are we here?" was probably on everybody's mind. Around us, the people of Istanbul sometime curious, sometime indifferent most of the time irritated by the aggravations that this strange people on two wheels were bringing to the heavy Saturday traffic. Police on wheel at its best: cooperative, courteous with confused ideas on how the handle such great multitude of bikers. At the end, in small or big groups we all crossed the bridge and that was it. Prepared for what?

We must work united and hard to create a positive image of bikers and to present biking as a good answer to traffic congestion, pollution and chaos. Using two wheels in cities makes a lot of sense and it is our responsibility to show the convenience and pleasure coming from a day-today use of the bike (for work and for fun). Additionally the sport-touring activity of bikers can be a contributing factor to the expansion of Turkey's Tourist Industry, growing an internal market and attracting bikers from abroad. Few simple steps must be discussed with the Turkish Authorities for modification of the existing laws:

- **Revision of National Traffic Rules aligning motorcycles above 250cc to cars.**
- **Mandatory training (theory and practice) to be introduced in line with the European legislation.**
- **Creation of Insurance policies especially designed for bikers.**
- **Reduction of taxes for purchase of bikes below 600 CC. and introduction of annual road tax for bikes above 600 CC.**
- **Authorization for motorcycles to use preferential lines now reserved to public transport vehicles.**
- **Creation of parking areas for bikes in city centers.**

OMM Rides & Travels

The week of April 15 was quite heavy for the OMM bikers: we spend three days preparing the seventh **ARA Training Course** on Wednesday 17 riding the entire itinerary of the event to check the status of the roads and the places for stops. On the 19th we had the Theory Lesson and on 20/21 we took the road for Observed Rides. The **Advanced Riding Academy Courses** started in the now distant May 1999 with a small group of riders inviting **Mick Wheeler** from UK for a two day set of lessons. Since then we had more than 150 participation to our training session with more than 100 riders qualifying as "advanced". It is a small drop in the large group of Turkish riders (estimated today between 6 and 8 thousands) but it is probably the major contribution that our group made to the promotion of motorcycling. With **Jon Taylor** from UK we invited this time a new instructor from Germany. We met **Ibrahim Dolan** as trainer at the Nurburgring Riding School last year and we decided to take advantage not only of his superb skills in riding but also of his Turkish origin making him fluent in Turkish language. The course took the challenging roads above the Iznik Lake and south of Bursa. The bad weather was a constant companion going from cloudy to miserably wet and foggy: hard but good conditions for learning new techniques. **Honda Turkey** made their test circuit available to the course on Saturday morning and we thank **Savas Balaban** and the entire **Honda Turkey Management (Kiyonori Miyata Coordinator, Enver Dodanlı Sales&After Sales manager, Ismail Sumer, Production manager)** for this essential and intelligent contribution. The 24 riders attending ARA 7 gave to OMM a new challenge: how to extend and improve the Training Program of the group involving more riders at different levels of riding ability and making the entire program more accessible. These questions, coming out of the group's discussions, are now moving OMM toward a more intense program of training. We revised the criteria for evaluation and we updated the evaluations of the students who took part in our previous courses (by the way, if you trained with us in the past and you did not returned the questionnaire sent to you it is time to do it now). In cooperation with Turkish Biker's Clubs we designed a Program called "ARA FORUM" designed to raise the commitment to riding education (more info next month), we are introducing the IAM (Institute of Advanced Motoring, U.K. <http://www.iam.org.uk>) examination soon hoping to qualify some riders at this demanding level, we plan a translation into Turkish of the "Motorcycle Roadcraft" book and we are examining new riding schools to include in ARA programs.

OMM is not a club of riders but a group at the service of the biking community: the April training course helped us in better focusing this important part of our contribution. **David Maden** (madend@tycohealth.com.tr) sent us a note after the course "I would like to thank you for organizing the OMM training activities. I have bought my first bike in December 2001. I have read nearly 20 books on bikes since then. Most of the books were related to riding skills and I have attended the ARA Theory lessons. But..... Something was missing. Rain or shine, I have ridden more than 3000 km in three months but something was still missing. ARA 7 was my first group ride. It was also my first riding training other than the obligatory course that teaches only how to start and stop the bike. After two days with the three trainers and 30 bikers, I seen found the missing part of the puzzle. It was the spirit of motorcycling. I have met and talked to other bikers. Shared the excitement and the bike culture with them. In the OMM April bulletin, you question whether the recipients read the OMM bulletins. I can not make comments on other people behalf, but I look forward to receive it every month. A big portion of my little knowledge about biking is from your bulletins." A great thank to all participants and to all the OMM Riders who provided safety on the road.

Cemil	Akyurek	Honda	Transalp
Tuncel	Alacayir	BMW	R1150GS
Cevdet	Basacik	BMW	F650GS
Alp	Beyce	BMW	R1100GS
Hilmi	Cuhadaroglu	BMW	R1150GS
Selim	Demirel	BMW	R1150GS
Mithat	Gurdal	Honda	Africa Twin
Kursat	Teker	Honda	VFR 800
Hakan	Erman	BMW	F650
Aykut	Gucer	BMW	R1150GS
Emin	Gursoy	HD	
Mithat	Korkut	HD	
Ugur	Polat	HD	
Avi	Salmanovich	HD	
Fuat	Sumer	Honda	CBR 600
Rasit	Tutuncu	BMW	R1150RT
Arslan	Haravon	BMW	R1150R
Nezir	Icgoren	Yamaha	XT600
Omer	Kuyucu	Ducati	Monster 600
David	Maden	BMW	F650GS
Cenk	Olcunsenler	HD	
Suat	Ozel	HD	
Ishan	Yesil	HD	
Ibrahim	Yurtlu	HD	

May 14 we welcomed **Kevin and Julia Sanders** to Turkey in their attempt to beat the Guinness Record "Around the World on Motorcycle" **Apo Hekinham, Fuat Domanic** and I we rode to Ipsala where around 21:00 the couple arrived straight from Igoumenitza: after a brief interview with **Fatih Turkmenoglu** , an extremely competent journalist from CNN Turkey , we took the road to Istanbul where **Omer Koker** prepared a "welcome to Asia" stop after the bridge over the Bosphorus. Here more journalists had the opportunity to meet and talk with Kevin and Julia before they took the route to Anatolia. They wrote to us five days later: "We write this from Bandar e Abbas in Iran - cannot send this e-mail from here as there is no signal for the mobile phone! Arrived here at 7pm last night and the clock stopped for this stint. Iran was very hard to travel through. Words cannot describe how hot it was - over 45 degrees. The air was so roasting that opening your visor meant a blast of air hotter than from the oven. Keeping cool was impossible. Drenching water over your head and the bike seat provided short relief. Shade was so precious that whenever a patch was thrown across the road, trucks jostled for a small parking spot to cool off. Some 30 miles short of Abbas, we had to stop because I was so faint and dehydrated. It was as hot as hell and felt like it. World record timing wise, we are running in line with our plan and around 5 days (unofficial time) ahead of the equivalent timing for the current record. Anyway, will stick more details on the web site. We are now fine and sail to Sharjah in UAE tonight on the overnight ferry. Also, just to let you know that the tracker cannot register us in Iran as Iran has no reciprocal agreement for GMS and has a delay on it so that it does not keep up with our latest position (we move so fast!)" Keep track of their progress at www.globbusters.com

Rides and Events Ahead

Around the world, for the last 10 years, July has been the month to celebrate the Ride to Work Day. On the 17 July of this year several million motorcyclists are expected to commute on their bikes to help demonstrate: A) That motorcyclists are from all occupations and all walks of life. B) That motorcyclists can reduce traffic congestion in large cities. C) That motorcycles are for transportation as well as recreation. D) That motorcycling is a social good. OMM invites all Turkish Bikers to take the road on July 17 going to work on motorcycle.



Riders interested in joining **OMM Association** and ready to help with personal contributions the entire Turkish Biking community are invited: we have arranged two dates for meeting some of the bikers that make up OMM and ask your questions about what we are all about. We hope to offer a clear understanding on what OMM membership is and what it aims to accomplish. The meeting dates and times are as follows:

May 28, 2002 at 19:00 Boxer Cafe - Kurucesme (BMW MC)

June 4, 2002 at 19:00 Cafe Meya - Bebek (100m before the BP station on the shore)

From 21 to 23 June 2002 OMM is conducting the ARA 8 Training Course open to Riders who did not take part in previous training sessions or to ARA Trained Rider with Basic (Minus and Plus) qualification. Conducted by **Jon Taylor and Dave Bruguier** (new Instructor from UK), ARA 8 will start at 16: 00 on Friday 21 June at Boxer Café' at BMW Kurucesme. This session will make the students familiar with "Riding the System" procedures as presented in the "Motorcycle Roadcraft: The Police Rider's Handbook" and with the ARA "Safe and Efficient Riding" method. This session is freely open to all riders including the ones who will not take part in the course for the following days. Saturday and Sunday will be dedicated to Circuit Training and to Observed Rides in the area of Bolu. Details on the course and availability of places can be obtained from **Taner Celik** (sales@yildizas.com) or from **Apo Hekinham** (bukalemun@turk.net)

End of May is the last opportunity to reserve your place in the **OMM Grand Tours of East Turkey** conducted by **Selim Demirel** (Ankara) and **Yakup İcören** (Istanbul). This is a good way to visit the east and southeast Anatolia with its vast historical heritage. This tour combines our passion for biking with visiting famous historical sites such as **Hattusas , Ani, İshak Paşa Saray , Ahlat , Hasankeyf, Midyat , Mardin , Urfa , Nemrut and Cappadocia**

The tour will depart from Istanbul on July 19 and from Ankara on July 20th . Overnight stays in Sivas, Erzurum, Doğubeyazıt, Ahlat, Mardin, Kahta, Kahramanmaraş and Nevşehir. Arrive in Ankara July 28th and in Istanbul the day after. The hotel reservations are made with an option until May 30th . **Riders who want to participate are required to pay 240 USD until May 28th to the account of V.Selim Demirel, Finansbank Ankara Şubesi Account # 5906779.** Riders from Ankara can contact **V.Selim Demirel** sdemirel@alterna.com.tr while riders from Istanbul can contact **Yakup İcören** yicoren@barwil.com.tr

The second **Enduroclub Festival** is fixed on **6-7-8-9 June 2002 on Kutahya/ Inli Village** (Frig Valley) (GPS Coordinates of Inli Village: 39 46 988 North, 30 21 935 East Distances: From Istanbul 345km, From Ankara 320km, From Izmir 360km) There will be signs placed on the Kutahya-Eskisehir road. Events: Day trips to historical sights, Visit to ceramic workshops, Local gourmet tours, Cinevision show by Kutahya Tourism Office, Slow race, Enduro bike show by Turgay Sulu of Antalya. BMW Yamaha, Honda and Aprilia will be present to the event. **All details and information at www.enduroclub.org**

Read and Ride: the training line

The tips of this month come from the **British Colombia Safety Council** (<http://www.safetycouncil.bc.ca>)

"Invisible Rider. *Years behind-the-steering wheel prepares you for 2-wheel traffic, doesn't it? Not always and here's why:*

When you get on your motorcycle you become invisible! At least to drivers who aren't paying much attention, which seems to be a lot of them. Here's where basic black isn't a good fashion statement - brighter colors for your leathers and helmet actually make you stand out! Motorcycles are narrow, single-track vehicles. Perception testing has proven that they are indeed much more difficult to spot in a busy traffic situation. And even if the other driver does see you - he or she will probably estimate that you are further away than you actually are, and that you're going slower than you really are! These two scenarios account for about 60% of bike-car crashes! In both cases the other driver either didn't see the motorcycle, or thought it was further away and/or going slower than it really was.

Scenario 1 - a car turning left just as a motorcycle approaching in the opposite direction enters the intersection.

Scenario 2 - a car pulling out from a side street (to cross, turn left or right) just as an approaching motorcycle enters the intersection.

Tip 1: Assume You Are Invisible *When approaching an intersection, expect the oncoming driver who wants to turn left to actually do it - just as you enter the intersection. Expect the driver on the side street to pull out right in front of you. Their perception, even if it's wrong, is their reality and they act on it.*

Tip 2: Be Prepared. *Don't worry about who's at fault - you don't have a steel cage to protect you - only your wits and your skill (and a loud horn won't hurt either). Prepare for possible confrontations in intersections, slow down, cover the brakes and look for an escape route. The time to learn emergency maneuvers is not when you're in it. You need to understand what response will work best, and why. Not to mention how to execute it properly. Most riders involved in crashes don't use the correct technique for the situation. Those that try to do the right thing often don't do it properly, usually because they wait too long and/or they don't reach the necessary performance level. These are scary events that require nerve and precision execution to escape from. Developing skills takes time and hard work, and lots of practice. That's why professional training programs are so effective for new and experienced riders both."*

Riding the Web

Selim Karadag is one of the founders of OMM Riders group and his committed work created what is today the OMM Training Program. From March this year **Selim and his wife Sina** left Istanbul and moved to Göcek on the south coast of Turkey. This month they announced the opening of "Montenegro" an unusual concept of Hospitality reserved for the selected group of people running away from the madden crowd while keeping all the comforts of civilization. Discover more about all they have to offer to old and new friends by visiting Montenegro web site at www.montenegro.com.tr or call Selim at +90 (0) 252.6440181. In the coming season you have a new place with old friends on the Göcek bay.

Leave the web and walk... **Sina and Umit Afyoneri of Mototas** (www.mototas.com.tr) just opened a new motorcycle shop in Akaretler / Maçka. Elegant, modern and welcoming all bikers the shop has all the range of Mototas products and it can be found at the following address: Akaretler Spor Caddesi No: 77 / E Beşiktaş - Istanbul Tel: (0212) 2588240 - 41. While walking get a look at the **Ducati at Bebek** shop: just at the beginning of Kucuk Bebek Cad. Some exotic bikes (including now-disappeared **Bimota** and **AGV** helmets)

Rahmi Barutcu, good OMM friend and excellent rider (BMW R 1100 GS) is presenting a line of bike accessories produced in Turkey. Under the name **Lamatech** (does it remind you of something?) you can browse through the catalogue at www.lamatech.com or talk directly with Rahmi at (0212) 617.22.75.

Ron Ayres is not only a legendary biker but also a successful writer: "Against the Wind", his first book is the chronicle of a ride outside (the Iron Butt Rally) and inside (the thinking of the rider completing the grueling event). His second book "Against the Clock" is the story of Ron's record shattering ride visiting the 48 USA States in 6 days and 31 minutes. In August this year Whitehorse Press (www.whitehorsepress.com) is publishing his new book "Going the Extra Mile" sharing advices with riders who are planning to extend their range on motorcycle. **Ron** is a good friend of OMM and this month wrote to us: "Dear Paolo, I've recently started an adventure touring company (Ayres Adventures) which is described on my home page (<http://www.ronayres.com>). I've put a few trips together specifically for Iron Butt Association members, and there is info under "what's new" at www.ironbutt.com. I would appreciate it if I could have the company listed in your list of tour companies on your links page. Also, since there are some tours specifically for IBA members, I'd be happy to send a suggested announcement if you think it would be appropriate to have it on your web site. Mike Kneebone and I were in South America together for some riding a few months ago... Perhaps I'll have the opportunity to get to Turkey some day, for a tour or otherwise". Take a look at Ron new enterprise and read his books. On our side we invited Ron to come and meet the Turkish bikers sharing experiences, excitements and roads.

A good Bike Directory and search engine at <http://www.motoguide.com/>

Michelin Travel Guides, Maps and Services are probably the best set of information you can get for European traveling. Design your itinerary on interactive map at <http://www.viamichelin.com>

OMM Ring of Riders

Taking advantage of Orthodox Easter holidays a group of around **200 bikers from Greece** visited Turkey under the organization of **Moto Mag** Greek Magazine (<http://www.mototech.gr>) and **EMOK Riders Club Turkey**. **Vassilis Karachalios** wrote on the magazine just before the beginning of the ride: "This has never happened before! In Greece, it has never have happened again to gather so many people for a trip, and actually for a trip abroad. Who else could ever do such a thing except of Moto Mag readers of course? So to every one a "bravo", you all deserve it... According to our opinion, the building of a friendship and collaboration between people can play a part in the improvement of between two countries relationships. And if anyone has found a better way to do so, we're sorry but we haven't yet seen it yet. Yes, as bikers we're just a small percentage of the general population but if everyone could do as well as we do between us, there would be no problem any more... I was really impressed with the level of the gravity, the reliability and the organizing of the EMOK members. With an internet site, stickers on their helmets with details for the person wearing it, with a person in charge for training (they even pay for instructors for riding seminars) and an enormous willing for learning."

Our friends in **EMOK** made a fantastic job in organizing this event to perfection: from escorting the group from Ipsala to Istanbul, to organizing daily tour around the City, to celebrate friendship in two big parties on the Marmara Sea, their generosity and dedication never faltered. **The Turkish biking community can be, for good reason, proud of such bikers.**

The ARA 7 training lesson of April 17 was open to all riders (not only the students taking part in the full course). We want to thank the riders of "**Chopper Club**" who were present in that afternoon: **Murat Cengizalp** (Board Chairman), **Ibrahim Özeler** (Board Chairman Assistant), **Ahmet Pakin** (Social Activities), **Hüseyin Durmuşoğlu** (Board Member). More information about this Club (Istanbul Klasik Motorsiklet Derneği) can be found at www.klasikmotor.com

Nick Sanders just finished an "Around the world" ride on Yamaha R1 and he is coming in June to Turkey to put the final touches to his **Motorcycle World Challenge** starting in the summer. Read his diary and his plans on www.nicksanders.com

Taner Celik reports: "Between April 27 and May 5, a total of 17 Harley Davidson riders from Turkey attended the 12th. European HOG Rally, following different routes and 10 of them rode through Bulgaria-Serbian and Slovenia road to reach Italy and some returned via Brindisi-Igoumenitsa (Greece) to Turkey. Following is the short story of a 9 days trip done by **Avi Salmanovich, Aydin Mutluyazar, Rafael Behar, Taner Celik** and **Yigit Ikiz** (HOG President).

24.04, Wednesday. Departed for Erenkoy customs clearing area at 11.00 am. Met all the other bikers at the customs zone and preceded with the customs formalities. Ro-Ro of UNDC costs 150 USD one way plus 29 USD port tax to be paid only in cash. The written procedure takes approximately one and half-hours after which you have to zoom to Haydarpaşa port within the given time, which is 30 minutes. After having completed all formalities, Ro-Ro allows you to load the bikes until 17.00 and sails at 23.00, arriving in Porto Nuovo in Trieste at 9.00, Saturday (3 days). 27.04, Friday. Took the early morning Alitalia flight to Trieste via Malpensa, Milano on Friday at 6.30. However, in our case the flight from Malpensa to Trieste was cancelled for no given reason and a courtesy coach of Alitalia took us to Trieste. 27.04, Saturday. Under the pouring rain we collected the bikes and proceeded to Firenze on the Autostrada. Our initial plan was to ride down to Forlì and then take the S67 winding road through Passo del Muraglione. However heavy rain made us to change our minds to take the Autostrada to be on the safer side. Late afternoon we arrived in Firenze and checked in a Hotel near the Duomo. It was fantastic to discover Florence at night and to have the first opportunity to taste the famous Toscana dishes. 28.04, Sunday. Once we were in Firenze, we should have also seen the Ponte Vecchio, which we did on a sunny Sunday morning. Around lunchtime, we packed the bikes and headed towards San Casciano. We took the road S2 towards South and stopped at Piazzale Michelangelo, with the best panorama high over Florence. To enjoy more the Tuscany's countryside we decided to leave S2 and took the side road leading to Greve in Chianti on S222. Passing through Montefioralle, we found this nice antic restaurant called La Castellana on top of the hill and few minutes from Greve in Chianti. The food was superb and we highly recommend it. Passed through Badia a Passignano and Sambuca finally we arrived at our Farmhouse Villa S. Andrea in Montefridolfi (San Casciano). This Villa was located in the middle of Toscana (22 Km from Firenze and 40 Km from Siena) and has 1500 acres of land covered with San Giovese Vineyards and thousands of olive trees. The Farm has two lakes and produces DOCG Chianti Classico wines, Grappa, Vin Santo and olive oil. The Florentine Boudelmonti family built the Castle in the 11th Century. Each of us had very large separate bedrooms with bath and toilet and did not use most of the parts of the house, as the Villa was big enough for 12 people. We were very pleased with

the warm welcome of Mrs. C. Lindner who runs the farmhouses at the estate and arranged a tour for us through the wine cellars including wine tasting. I advise if you organize a motorcycling tour to Toscana, Villa S. Andrea should be on top of the list of places to stop, which is capable enough to host more than 50 bikers in 3 different antic villas and apartments (recently renovated) with private swimming pool and barbecue areas. You will with no doubt enjoy your stay there. To contact and for more info visit their site at www.villas-andrea.it or mail for further information at info@villas-andrea.it 29.04. Monday. We took S2 once again and headed to San Gimignano via Tavarnelle, Barberino (beautiful little village), Poggibonsi and Colle di Val d'Elsa. Superb roads with lots of corners and hills... Visiting the beautiful town San Gimignano took most of our time and we returned to Villa S. Andrea in the evening. 30.04. Tuesday. This was the day where we had the longest route in Tuscany (300 Km.). Departed from Sambuca (nearest town to the farmhouse) and went to Castellina in Chianti through S. Donato. The road (S429) between Castellina in Chianti and Rada in Chianti was a dream, as it had hundreds of curves and fantastic scenery. From Rada in Chianti we followed the route (S429) to Monteverchi (beautiful road as well), Terranuova, Loro, Castelfranco, Pian di Sco', Reggelo, Valombrosa. The road to Consuma from Valombrosa is a Forestry area and you climb as high as 1050 meters where you should stop at the biker's café right on top of the mountain before to start crossing Passo di Consuma. Fantastic road... From Consuma we rode down the hill (S70) to Poppi and turned North to go to Camaldoli. We were very much impressed to see the Hermitage and Monastery of the Camaldolese religious order, built in the 11th Century in the depths of the Casentino Forest. The winding road from Poppi took us to this little village consisting of some 20 small houses enclosed by a wall. After having visited this interesting place, we rode down to Bibbiena (S71) then proceeded back to Villa S. Andrea via Talla, La Crocina, Loro S. Giovanni Valdarno, Figline(S69), Dudda, Greve in Chianti, Badia Passignano and Sambuca. 1.05. Wednesday. We took the road (S2) down to Castellina in Chianti and joined (S222) to take us to Siena. Enjoyed the whole day in Piazza del Campo and walking through the narrow roads of this antic city. On the way back, riding the road between Castellina in Chianti and Poggibonsi was a great joy for all of us. Curves, hills, vineyards, olive trees, you name it, it was one after the other... 2.05. Thursday. It was the day to say good bye to Toscana. We left our Villa in the morning and reached Firenze just before noontime. In Firenze we took road S65 a "biker's dream" road leading to Bologna through Mugello and the famous Passo della Futa. Famous among bikers this curvy road would have been more enjoyable without the rain that started near the Pass. Crossing Bologna we reached our final destination Lido di Cavallino 40 Km from Venezia. The reason going to this "Alanya type" town (no character at all) was the 12th Annual European Harley Davidson (HOG) Rally 2002. Always an experience to see more than 10.000 Harley Davidson roaring in the area 24 hours a day, to meet bikers from around the World and to enjoy the meeting's entertainment."

Dimitry Murygin rider from Moscow was this month in Turkey and he contacted OMM to have some help on the route: at the end of his ride Dimitry wrote to us sending also nice pictures: " I made it. Thank you so much for your help and route. Everything is all right. At first one and half days Moscow-Sochi - 1550 km. One day - waiting for ferry. Third day from 12.00 till 20.30 Trabzon-Urgup. One Turkish rider advised me to use "new" road through the mountains and gain 100 km. I followed the suggestion make it good but I have got some moments when my Honda BlackBird told me that it's not an enduro and , please, turn back immediately! Fourth day - 4 hours - taking pictures, underground city and go, go sea. Nice autobahn. After 1200 km in Turkey I almost decided that you have no Police... when they got me: stopped nearby old castle with a fine of 40,700,000 TL. From Kemer, Sea. Sea. Sea. One more penalty ... Then 8 hours to Istanbul. One more 40,700,000 TL. One day looking around and chasing a ferry to Odessa. Thank you again, Paolo "

From Ireland to Vladivostok. Our friends **Mike Kneebone** (F650GS Dakar) , **Bob Higdon** (R80G/S) and moto-journalist **Greg Frazier** (Kawasaki KLR650) are riding this June the Trans-Siberian railway from Moscow to the end of the line. We will keep you informed if Bob will not be too lazy in writing his good reports.

Enduro India. In under a year 125+ individuals from all walks of life will participate in their own personal challenge and to help others less fortunate than themselves. Their aim is to complete a grueling 7 day motorbike ride across Southern India covering some of the most formidable terrain this stunning area can offer. They will travel long distances across mountains and desert plains, through protected wildlife reserves and ancient forests. Each will have raised £3,000 to get there. Set amidst some of India's most stunning scenery, this challenge offers you the opportunity to explore the diverse regions of Kerala and Tamil Nadu on a Royal Enfield 350 Bullet. All details and participation forms about the Enduro India 2003 challenge can be obtained from **Fiona Shapcott** (Fshapcott@bopenworld.com) or on the web site <http://www.enduroindia.com/>

On 13th May 2002, **Ralph Dixon** (an MS suffer) and his partner, **Fionnuala Livingston** rode out of Sydney, Australia on their BMW F650, riding around Australia before flying the motorcycle to Singapore and then riding overland to London UK. They plan to visit national MS Societies in 25 European countries to participate in various fundraising activities along the way and to raise awareness of MS amongst the general public on an international level. The Ride is fully endorsed by the **Multiple Sclerosis International Foundation**, and all proceeds raised in Australia will go to the Trish MS Research Foundation . Follow the ride on their web-site <http://www.weride4ms.org/>

Watch That Corner

HorizonsUnlimited (check the newly improved web site at www.horizonsunlimited.com) offers an advice coming from **Kirsten Latimer** (Round the World on Triumph) on how to use a Turkish keyboard without generating strange messages (with the i replaced by a ý. (That's a y with an accent over it.) The keyboard layout is as follows: from top left (i.e. the Q) in lower case:

qwertyuýopđü
asdfghjklþi
zxcvbnmöç

And again in upper case:

QWERTYUIOPĐÜ
ASDFGHJKLÞÝ
ZXCVCBNMÖÇ

Most importantly, the lower case i is just left of the enter key, and the upper case I is where it should be right of yu and left of op.

Just for fun we asked riders and friends to select the **Top 10 Places “must be seen” in Turkey**. Here are (according to the number of votes) the results for your comments: 1 ISTANBUL. 2 CAPPADOCIA. 3 NEMRUT. 4 ANI. 5 EPHEBUS. 6 ASPENDOS. 7 SUMELA. 8 URFA. 9 DOGUBEYAZIT. 10 ANKARA.

Omer Koker, OMM Rider (BMW and Ducati), Internet Guru and excellent photographer launched two months ago a **picture’s competition among the readers of OMM Bulletin**. He reports: *“Even though the number of entrants to OMM’s first picture contest was not many it was by far not a bad start. It was interesting and a proof to OMM’s regional reach to see that this months winning picture was from Dhahran, Saudi Arabia. Titled “Keep the Throttle wide open” it’s a beautiful picture of what most of us would prefer to be doing right now. Shaker Asiri wins an OMM t-shirt and hat for this picture. Whether he shall be splitting up the prizes with his photographer is up to them (Shaker, send us the mail address and we will mail the items) I would also like to congratulate Selim Demirel (from Ankara) and Bruno Meier (from Gocek) for their entries. Remember that all pictures submitted to the monthly OMM Photo Contest will also soon be featured in our web site together with notes from the entrants. So come on now and send your pictures (and related details) to catch your chance at the spotlight of this dedicated crowd of bikers. Send your photos in JPG/JPEG (or any common) format to me (omer@insan.net) with the subject line of “OMM Photo Contest”.*

Ride in Gear

No doubt: big **“Enduro Bikes”** are the best suited kind for Turkish bad roads. Originally designed for dual purpose, these models are now definitely “Touring” and just very skilled riders can take them on off-roads. The market, after some years of silence, offers today a large choice of machines: **Aprilia: ETV 1000 Caponord. BMW: F650, R1150 GS. Honda: Transalp, Africa Twin, Varadero. Yamaha: TDM. Suzuki: DL 1000 V-Strom. Triumph: Tiger.** Motorrad (28 March 02) had a comparative test of five of them placing at the top (surprise, surprise from the German magazine) BMW R 1150 GS. Place of honor were given to V-Strom (second) and Varadero (third). OMM friend **Mike Parry**, from UK has a large experience on this kind of bike and writes to us some “from the road” comments on his new **Honda Varadero**: *“The Varadero, not a bike for the faint hearted. Over the years I have had many big trail/dual purpose bikes. Several BMW GS’s, two Africa Twins, Cagiva 900 Elephant, a Transalp, and assorted big singles such as Honda XR/XLs and Kawasaki KL650. I exchanged my last BMW, a R1100R, for the Varadero in early March, when the weather in England can still be wet and hostile. In 3 years ownership I had done a couple of foreign trips on the BMW and lots of miles in the UK. It was a trusted friend, but the time had come for a change. BMW’s have featured largest in my biking life and I feel totally at home on any big BMW flat twin. They may not have spectacular power or top speed, they may not appear to have all the latest gizmos or racing successes behind them (apart from a small matter of the Paris Dakar of course!) but they are dependable with a big D. They have shaft drive, the build quality is very durable, just see the effect of British winters on other makes if you don’t believe me, and generally they go around corners pretty well. I don’t get left behind very often. Most importantly in a quirky kind of way they look functional, especially the GS range. They look as if you could jump on; turn the key and ride, in my case, from UK to Turkey, taking any tough roads you could find on the way, without any worries. As we know lots of people do just that. What I was looking for in a replacement was no more weight, better weather protection, comfort, more exciting power delivery and reliability. In the Varadero what I have got is: a) Around the same weight, but more intimidating. It seems to sit higher up and if you don’t have long legs you really have to watch slow speed maneuvers, if you don’t want to end up in a heap in the road. This especially applies with a full fuel tank. b) Better weather protection around the head and torso, especially with the addition of an excellent MRA screen (<http://www.mra.de>). This is much quieter and I can do 100+ mile journeys without earplugs. It needs some extra protection to keep feet dry. c) Wonderful engine. Lots of torque, faster than BMW it replaces, great noise from the exhaust and that Honda feeling of durability. d) Poor fuel consumption, at least 15% down on the BMW. Apparently this range of Honda V twin engines is renowned for being thirsty. However the tank range is good at over 300k. e) The handling is good, but I still haven’t got totally used to it. It seems to drift wide on the corners and has less ability to be thrown deep into tight corners, without the embarrassment of having to scramble out the other side. Perhaps it’s me and too many miles on BMW’s in the last few years. For most purposes its fine and perhaps a different, more road oriented front tire would help. f) The seat is better than the Africa Twin it succeeds, but not good enough for me for 3 hours in the saddle. Riding position is excellent. g) The controls are typical Honda. Light, easy to use and all in the right place. This takes some getting used to after years of the eccentric BM system. h) Overall appearance. Striking in the black and silver of my bike. Horrible in the others, particularly the black and gold version. How could they! The instrument panel is well designed and clear, rear shock adjustment is easy to get at and chain adjustment is easy. Overall The Varadero, after the first 2500kms, has confirmed the rightness of my choice. I love riding it, it is more exciting than the BM, the engine is more relaxed and has more engine braking and the gentle growl from the twin exhausts is fun. On balance I would say it ties with the BM GS overall (the BM scores on durability and shaft drive) and is ahead of the other dual purpose bikes I have owned. However, I would not fancy taking it on any serious off road journey, especially with a full tank.”*

During the last OMM ARA Training Course we had the opportunity (thanks to the generosity of **Motomax Aprilia Importer**) to use for almost 1000 K in really serious weather and roads conditions the **Aprilia Caponord** and we were really impressed. The bike is solidly designed, very ergonomic in position and controls, extremely comfortable. Through the twisties of Harmancik, Tasvanli and Domanic Caponord revealed a very sporty character unusual for this type of bike: easy to lean on the corners the bike stays “on the cone” with ease and confidence. The power on exit is the best I experimented in this class and the Aprilia engine was happy enough to push, on the way back home, on the motorway at the same level of the sister “Mille”. Good protection and easy-to-read cockpit complete the exceptional package: this one was in mat grey but my favorite is the blue configuration.

From Colorado (USA) the legendary range of **Wolfman Bags** (all bikes but... especially for Enduro) has a new line called “Millennium”. Millennium Series bags combine durable Cordura nylon with a heavy gauge, Propex ballistics weave fabric. Take a look at <http://www.wolfmanluggage.com>

Everybody seems to have a theory on what the Scotts wear under the kilt but.. what should you wear under your leathers or under your “Stich”? The **LDComfort** has the answer with a brand of riding shorts specifically designed for the motorcycle rider. Take a look and place your “intimate” order at <http://www.ldcomfort.com/desc.htm>

For 30 US\$ you can stay cool while riding in the Turkish summer. **MiraCool® Poncho or Vest** Crystals work in combination with the evaporation process. When worn against head, neck, or body, cooling sensations are passed to pulse points and carried throughout the body. At <http://www.ridecool.com/>

OMM will test the **Vixien** intercoms and bike-to-bike communication systems during next Training Course. You can get information about this highly recommended product at <http://www.intercoms.co.uk/>

Ride and Think

Andy Ibbott is the Director of the UK Branch of “California Superbike School” the legendary training Company founded by Keith Code. Presenting the school program (www.superbikeschool.co.uk) he gives a concise lesson on the difficult art of Cornering.

“Cornering - Learn the skills, Discover the Art. There are five things you continually assess when you corner and you only have to have one of these five things wrong and you will have a corner that is less than 100% confident. Every time you corner you will be thinking about the following things:

1. *Traction. Is there going to be enough grip to allow me to use the throttle as I want?*
2. *Surface. Is the surface going to affect my current and future traction?*
3. *Lean. Have I got too much for the current surface and traction levels? Lean and traction are linked*
4. *Speed. Does this have any effect on traction, or lean angles? Does it affect your line through the turn?*
5. *Line. Where you are and where you want to be in the corner. Will the other four attention grabbers affect your line?*

As you can see you only need one of the above five things wrong and the other four will follow. For example: You notice half way around the corner that the road surface looks a little lacking in grip. So you alter your line to suit which in turn affects your lean angle, which affects your traction, which affects the surface which affects your speed which affects your line. No wonder we only get 3 to 4 corners right out of ten!

We also have to control the motorcycle and we have six control actions to perform. Do you know what they are?

- *You use the throttle to adjust your speed*
- *You use the gearbox to adjust your speed*
- *You use the handlebars to turn left*
- *You use the handlebars to turn right*
- *You use the front brake to adjust your speed*
- *You use the rear brake to adjust your speed*

*So, there are really only two things to take full control of using these six actions. Speed and Direction. Just two things. That should be really easy shouldn't it? But when we combine the five attention grabbing attributes to riding then the simple task of speed and direction gets harder to become accurate, after all we (humans) were designed to travel at 11mph when running so a 100-mile per hour corner has it's own set of problems on that level alone. Understanding these simple principles is the beginning of cornering with confidence and an insight to the cornering technology that **Keith Code** has discovered, developed and refined over that last 20 years”.*

ON OMM web site more articles on training, traveling and meeting OMM. Serex generously supports our site and some of the activities. Information about this Company can be found at: <http://www.seratarim.com.tr/>