



One More Mile June 2002

Information Bulletin

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www.ommriders.com

(In the picture: OMM Riders and CNN welcoming Julia and Kevin Sanders at the border crossing in Ipsala. The couple is on the way to set the new record for world circumnavigation on bike)

A View from the Cockpit

Myth and Reality. *This is the third article of OMM ARA course 2002. The previous two ("Ride to Learn" and "Improve your Mental Tools") are available at OMM web site under the section "Read and Ride"*

It has been said that "bikers are the worst enemies of themselves" and often this statement turns out to be true. While nobody will ever consider picking up tennis or archery without spending some time with an instructor, bikers swing over the saddle of powerful machines without ever considering training. After all, the car license allows you to use the road so "what is all this fuss about getting trained?"

In an interesting article (as all the pieces in this site) **Malcolm Palmer** of Cooper Bike Training (www.cooperbikettraining.org.uk Phone: 0118 9563707) reports on the history of Advanced Riding Training in UK. This is one of the most advanced systems available today and it is the method endorsed by OMM in all courses. He writes "Great Britain can lay claim to have originated formal high-standard rider training courses and then spread this training method around the world... This training, developed for the British Metropolitan Police at the Peel Training Centre, Hendon, London, is known as 'The Police System of Motor Vehicle Control' and is described in the 'Roadcraft' manual, upon which almost all British training, at all skill levels, is based. In 1934, the accident rate for London's Police drivers was one in every 8000 miles. The Police commissioner asked the noted racing driver and World Speed Record holder Sir Malcolm Campbell to test Police drivers. He found high standard driving but a lack of special training facilities, so a Police Driving School was formed. The first basic course started on 7th January 1935, with an advanced course for 'flying squad' and traffic officers following later. The 'Advanced' course was based on principles laid down by another top racing driver the Earl of Cottenham: 'Applying basic driving skills to the Police need for maintaining rapid progress in all traffic conditions with the driver always in complete control.' After just four years, the accident rate had reduced to 1 in 22000 miles... The Roadcraft manual was based on the instructors' theory notes and was first published in 1954. A specific motorcycle edition was first published in 1965." **Malcolm Palmer** continues his article comparing different system of tuition and analyzing changes in the new edition of the "Roadcraft Manual": he concludes with a valuable insight: "During the last few years I have been made aware that there are other ways of training riders. Some of these are much better than our own methods, but finding these other methods can be difficult and trying to spread the information around can be frustrating! However, it is worth the effort if we are to continue to improve the courses we offer. This would leave one further problem, which goes back to that word 'Attitude': How do we convince the average rider that they should take our courses?"

The Roadcraft System has now five features, each is considered at the approach to any hazard.

- 1. POSITION.** Choose the correct line of approach, check behind and give a signal if it is needed to warn of the change of road position.
- 2. SPEED.** Adjust speed to negotiate safely the hazard.
- 3. GEAR.** Select the appropriate gear for the chosen speed.
- 4. LIFESAVER.** A last look behind before turning.
- 5. ACCELERATION.** Applied to leave the hazard safely.

This is a crucial question for everybody committed to enhance biker's safety and biking image: it cannot be simply imposed by law but it has to be the result of a change of attitude among bikers. Our "pub/bar conversations" are as famous as the angler's stories and around a biker's table, everybody is a champion always riding "at the limits". Behind this myth is a different reality and it is sufficient to observe a riders at low speed maneuvering (departure or stop) to realize the lack of training for the machine used. At low speed, when the weight of the machine is more perceivable, the biker can questions himself about the level of training and the choice of vehicle.

It all goes back to a Realistic Self Evaluation of our own skills: the element listed by **H.H. Dilthey** as the most important in his "Nurburgring Racing School". Hans said: "Strive for a realistic self evaluation of your own riding style and ride within your limits" This Self-Evaluation exercise has to be conducted in total honesty and repeated every time we swing legs over the saddle. Easier said than done: after all, motorcycling has a lot to do with "macho image" and, when self-evaluating, few are ready to give up in "machismo". Image, the wrong meaning of Image, plays a too large role in our biking and nobody (including your writer) is exonerated from this accusation.

We are blinded by the image we want to project and we cannot sincerely evaluate our skills and our needs: this came to my mind in the last OMM training course where I was offered to ride a BMW 650. On this single cylinder machine, I rode more than 1.000 kilometers in two days covering some of the curving roads around Istanbul and Bolu. The machine was faultless and I managed in total comfort to stay in company of much more powerful bikes: at the end of the day (10 hours of tuition), I was well relaxed and just marginally fatigued. Everything on this bike came easy and natural, maneuvering was well inside my skills and I was able to focus simply on perfecting my movements without worries about bike weight, height and performance. When I stopped, I asked myself why I never consider buying a low cc motorcycle for my everyday needs and the answer was painfully vane. On top of a GS you "look competent" while on top of a 650 you "look beginner"...but it was not always like this. For most of us, old riders, the biking history begun with small machines: in my times 250 cc was a "dream" bike and 500 cc was the staff real men were made of. We learned on 50 cc. and 125 cc and around the world, these categories are still the entry gate to biking. Now, learning low speed maneuvering, balance, cornering and all the tricks on a light, agile bike gives, even today, a sense of confidence and a freedom that big missiles cannot offer.

Realistic Evaluation of our own abilities means to throw away all “image” myths and to look at the reality of our biking with an open mind. It involves the capacity to welcome critics and look for better riders as teaching models. It cannot be done without the strong desire for improvement and the clear goal of excellence. This is the apparently absurdity of “changing attitude”: on one side one has to be ambitious in setting high riding standards and on the other hand, one has to be humble to recognize the need for improvement. This is a lesson that “professional riding” teaches to our entire vision of life and this is, mentally, the attitude that keeps most of us alive on the road. Realistic self-evaluation is fuelled by one of the key tools for learning: Curiosity. The curious biker does not miss one single opportunity to learn from others, from books, from the road. He always searches for a better way to “do things,” for a smoother way to go around hazards. He is always aware of his vulnerability as a rider, vulnerability coming not only from other road users but also primarily from the lack of knowledge as pilot. Nothing can replace this personal attitude: nobody can provide a “how to do it” manual. What is needed is a personal change of mind out of a sincere analysis of our reality. In an article titled “Spring Prep” and published on Wing World (the magazine of Gold Wing Road Riders Association), **Bob Lorenz**, GWRRA National Educator Director, revises all the checks one has to make on machine and gear at the beginning of a new riding season. He continues saying: “*Now all of the hardware is ready, and your companion is eager to go. Have you prepared yourself for the ride? Are you comfortable with the feel of the bike? Can you stop quickly without difficulty? How is your cornering and swerving? Are you mentally prepared to take on the streets and execute your risk management plans effectively? Is your attitude positive and open-minded? Although I’ve used the start of the riding season as the focus of this preparation effort, isn’t this what we should be completing prior any ride? Why is it that we tend to do this check only before the “big” ride, and not before every ride? Do you take things for granted? Are you really prepared? Think about it.*” Hard questions and hard order.

My suggestion is to start from basic asking ourselves if the bike we actually own has been bought with realistic self-evaluation in mind. “*Is this the bike I can control without great physical effort? Would I be more comfortable with a smaller, lighter bike? Is this the safe vehicle for my return (or my beginning in) to biking? Would I perfect my skills on this bike or will I be just worried in keeping it up?*” Moreover, this is not just a question for beginners. Why experience in riding has to go with bigger bikes? The pleasure of tuning a ride to perfection is greater if the rider is the “advantage” element and if hundreds of HP are not available to cover substantial ignorance in taking the right position around a bend. What’s good in accelerating hard on a straight if one has to come to a standstill in order to negotiate a corner? What kind of ability is to push a bike above logical speed on a straight motorway if one cannot perform emergency braking? Do we look good on a heavy cruiser if we have to paddle feet around at any start?

We ride for fun and there is no fun in ignorance. And this is a reality.

Fun Bikes to be considered (some not available except as special imports into Turkey)

- Aprilia. Pegaso 650 IE
- BMW. F650 (in all configurations)
- Ducati. Monster 600
- Honda. Vigor 650, Hornet CB 600, Transalp XL 650V, CBR 600
- MZ Skorpion 600
- Suzuki DRZ 400, GS500, GSF 600 Bandit, XF 650 Freewind
- Triumph TT600
- Yamaha XT 600 ,XVS 650 Dragstar, XJ600 Diversion, FZS 600 Fazer

OMM Rides & Travels

Under the careful organization of **Hakan Erman, Savas Balaban and Emin Gursoy** we tested on the month of June a “**Forum for Riders**” designed to stimulate the need for Advanced Riding Training. After a brief introduction on a specific subject the participants were invited to report their riding experiences and to freely discuss the points presented.

Emin writes: “*We concluded first “ARA Forum for Riders”. Ten EMOK members have attended to this set of meetings and they all expressed positive evaluations on the initiative. We passed and we discussed most of the information and experiences we learned in OMM/ARA courses under following titles: Mental Preparation, SIPDE, Positioning, Cornering, Breaking, Group Riding. We finished the first three subjects on Monday June3 and finished last three subjects on Thursday the 6 of June.. We had a very nice experience from this activity and we would like to thank Mr. Ahmet Pinar who provided a generous hospitality at Euro Plaza Hotel.*” This initiative will continue in the future with an improved format capitalizing on the test experience and linking the theory discussions with observed rides. If you would like to attend future Forums for Riders please contact Emin Gursoy emin@gursoytekstil.com and Hakan Erman herman@santekozmetik.com Forum for Riders Participants were:

Emre	Odabasi	oemre@superonline.com	Yamaha	Fazer 1000
Levent	Firat	leventfirat@superonline.com	BMW	R1100GS
Turgay	Avcı	turg@ixir.com	Honda	Africa Twin
Ugur	Saner	usaner@idolreklam.com	BMW	R1150GS
Zafer	Yangin	z.yangin@veezy.com	Suzuki	Free Wind
Taner	Eraslan	t.eraslan@superonline.com	Kawasaki	NX650
Sahin	Naci	sahinnaci@superonline.com	Honda	Africa Twin
Selim	Ak	sak@barkon.com.tr	Kawasaki	KLR650
Mustafa	Celenk	muteks@muteks.com	BMW	R1150GS

The success of April Course and the fact that we were obliged to leave several riders out of the course pushed OMM members to organize an additional course in June. **OMM/ARA 8** was fully booked by 24 riders despite the excitement for the great performance of Turkey in the Football World Cup. On the side of **J. Taylor** and me as Trainers, we had this time a new face for

the Turkish riders: **Dave Bruguier** from “Rapid Training” UK. Ex trainer of police forces in UK Dave proved to be an exceptional messenger for “Riding the System”.

The road selected was the well known “circuit” going from Istanbul to Bolu via Sile, Kandira, Karasu, Duzce and returning to Istanbul (or better to Yalova Ferry) via Seben, Nallihan, Goynuk, Geyve, Mekece, Iznik and Karamursel. A total short of 1.000 kilometers of interesting and curvy roads putting the skills of riders at good test.

Notes from the road: crossing Kaynarca the explosion of voices in the city informed all groups of the victory of Turkey over Senegal. Apo Hekimhan group tested the new road FROM Kaynarca to Karasu toward the coast and found it in good conditions. The road 010 from Kadikoy to Akcakoca (climb and descent) is still in appalling conditions and “normal bikers” should stay well away from it. Akcakoca Duzce road (655) is under major repairs with continuous interruptions: still it remains a very challenging itinerary. Stop in Seben: the hospitality of the village is legendary and we were unable to pay for the teas and fruits. Tarakli Geyve (150) was until last year the “mother of all roads” in OMM books (recently replaced by Amasra-Inebolu 010). Still it is a good “gym” to exercise biking skills in ever changing conditions”. Finally, never use road 150 from Iznik to Orhangazi: my group made this mistake with the objective of gaining time but it was absolute boredom (especially on late afternoon when the sun is just leveled with your visor).

The course was supported by **HONDA Turkey** that placed the Test Circuit in Gebze at OMM disposal for Saturday morning> HONDA also provided one Transalp for Dave. Additional supporters were **APRILIA MOTOMAX** giving to Jon a splendid red Caponord for the duration of the course and **BMW BORUSAN** that provided my riding tool: a shining black F650.

We also must thank, as usual, **SEREX** the only company that permanently support our efforts in training.

23 riders completed the course (one cancellation at the last moment) without accidents thanks to the exceptional work done by six OMM Riders who volunteered for Safety preceding and following each of the three groups. With J. Taylor, **Fuat Domanic and Orkan Erhan**. With D. Bruguier, **Apo Hekimhan and Omer Koker**. With Paolo Volpara, **Hakan Erman and Emin Gursoy** The riders reunited on Monday 24th of June for the Evaluation/Award Ceremony placing around the table more than 40 friends. A great thank to **Apo** for the accurate organization, to **HOG** and **EMOK** for promoting the course among their riders and to **Jon and Dave** for being such passionate teachers. **The next appointment is for September with OMM/ARA 9 in the Fethiye area.**

Best Rider of the Course was by unanimous decision **Zafer Yangin** who had to change his bike at the last minute (after the circuit session) with a Yamaha Tenere totally unknown to him. The Riders of OMM ARA 8 were:

1	Levent	Agagil	BMW F 650 GS
2	Turgay	Avci	HONDA AFRICA TWIN
3	(Mert	Balci)	HONDA TRANSALP (had to cancel participation)
4	Murat	Balci	BMW R 1150 GS
5	Hakki	Cek	BMW F 650 GS
6	Recan	Dinc	HONDA TRANSALP
7	Can	Dogancan	H.D ROAD KING
8	Hasan	Dogrul	N/A
9	Levent	Firat	BMW R 1100 GS
10	Avram	Habif	BMW R 1100 GS
11	Cem	Kalyoncu	YAMAHA DRAG STAR
12	Baran	Kaya	HONDA VARADERO
13	Omer	Kuyucu	DUCATI MONSTER 600
14	David	Maden	BMW R 1150 GS
15	Emre	Odabasi	YAMAHA FAZER 1000
16	Murat	Orhon	BMW F 650 GS
17	Sahin	Sair	BMW F 650
18	Hakan	Savaser	HONDA CBR 900 RR
19	Fatih	Senyuz	BMW R 1150 GS
20	Okan	Tarhan	HONDA TRANSALP
21	Burak	Tasan	H.D ROAD KING
22	Omer	Tezol	BMW R 1150 R
23	Zafer	Yangin	SUZUKI XF 650
24	Kenan	Yilmaz	BMW R 1200 C

On June 20, 2002, three Riders (**Selim Karadag, Apo Hekimhan and Yakup Icgoren**) were the first in this Country to undergo the **Institute of Advanced Motoring** examination. OMM Riders group agreed to include this examination as the highest level of qualification in advanced riding. The I.A.M. overall principle reads: *“The four S’s of Advanced Driving, (Safety, System, Smoothness and (correct use of) Speed) ensures that the rider makes progress with skill and responsibility and is always at the right place on the road at the right time, traveling at the right speed with the correct gear engaged for that speed and can always stop safely in the distance that can be seen to be clear”*. This is a satisfying summary of our teaching program. After all, *“Advanced Riding is not about rigid rules and spoiling a rider’s enjoyment of his machine. The techniques available will increase the enjoyment you get from your bike whilst increasing your safety. Advanced equals fun”* and observing these three riders during the examination conducted by **J. Taylor** on the roads around Istanbul confirmed in my mind OMM commitment to Advanced Riding. We are happy to report that, pending official approval, all three riders passed the examination. This test is now available to all OMM trained riders with an “Expert” qualification: **to book your exam just send a note to volpara@homemail.com and take a look at IAM web site at www.iam.org.uk**



Rides and Events Ahead

EMOK riders are organizing a four days event (Geographical Camping Trip) on the area around Kuthaya for the days of July 4-5-6 and 7. There are plenty of activities planned, camps site organized and a special Rally full of surprises. For additional information and to book mail to **Hakan Erman** at herman@santekozmetik.com

Saturday July 20 OMM is organizing a **three hours of Observed Riding** on the roads Istanbul, Sile, Agva, Sile, and Istanbul. OMM Safety riders will be available to provide help and suggestions in observing the Riding System promoted by our courses. The participation is open to Riders who took part in previous OMM/ARA courses with any level of qualification. For safety reasons (one observer for four riders) it is necessary to book your place in advance and you can do so by mailing your request to Apo Hekimhan at bukalemun@turk.net



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. Some countries celebrate the same day on June 14 and in Turkey we can have more fun in riding on both days. OMM invites all Turkish Bikers to take the road on July 17 going to work on motorcycle. Read more at www.amadirectlink.com/news/Ridetowork02.asp

Suleyman Memnun is organizing a **Superbike Racing Training Session** at the international circuit of Serres-Greece. The track is in 500 km from Istanbul and very close to Thessalonica. OMM riders Hamit Abassoglu and Fuat Domanic took part on the June session and they highly recommend the experience for advanced training. **Suleyman** is a sure guarantee of not only top experience but also quality teaching.

We have now four sessions available and the number of attendants for each course is fixed at ten riders:

- 1-2-3 July
- 15-16-17 July
- 2-3-4 September
- 9-10-11 September.

For transportation, the participants can use their one bike or they can ship the bike with Suleyman vehicles and then flight to Thessalonica. Space in Suleyman Bus is also available. Course fee: Euro 1.100 not including transportation to and from the circuit. Contact **Suleyman** at s.memnun@superonline.com or **Fuat Domanic** at fuatdomanic@turk.net

Still few places available (from Istanbul) for the **OMM Grand Tours of East Turkey** conducted by **Selim Demirel** (Ankara) and **Yakup İğören** (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, Ishak 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 . Riders from Istanbul can contact **Yakup İğören** ycigoren@barwil.com.tr

Thomas Goltz of Oil Odyssey (5 Old Clyde Park Road, Livingston, Montana, USA 59047. Cell in Turkey: 90-533-7173033 Cell in Baku: +99-450-2212838 best email: goltz@wtp.net or ygoltz@aol.com) is inviting **Turkish and International riders to** get on board Oil Odyssey 2002, and get ready to drop the clutch circa August 20th. The mad ride from Baku to Ceyhan is now a traditional event of the Caucasus region and you can read full reports of 2000 and 2001 (plus news for the 2002) at the newly updated web site: www.oilodyssey.com

You may consider taking part in the EUROPEAN FESTIVAL OF MOTORCYCLING and supporting the work of FEMA for European Motorcyclists' Interests. On September 20/21/22 at KOKSIJDE on the Belgian Coast. This is the second edition of the biggest European Motorcyclists event with great activities and campsite. Tickets & Info at MAG Belgium Social vzw, Hoek 13, B-2850 Boom Tel: +32 (0)3 888 4163 E-mail: bureau@mag.be - Web: <http://www.mag.be>

Read and Ride: the training line

Carpal Tunnel Syndrome

In recent training session I noticed that several riders were complaining about "hands numbness" and I remembered a good article. There is a chapter in the book "Blood, Sweat & Gears" by Flash Gordon (available at www.whitehorsepress.com) that discusses the carpal tunnel syndrome (this is the name of the disease). It happens because the biker rides with the wrist bent back: this squeezes the structures in the carpal tunnel (an area in the wrist that nerves and tendons to hands pass through) and can lead to carpal tunnel syndrome. (pain, numbness, loss of feeling). Remedies: medicines as anti-inflammatory drugs (NSAIDS) and rest. Keeping the wrist in neutral position can also be promoted by the use of a wrist splints. A correct alignment of the handlebar/controls keeping the straight-line forearm, hand, fingers when resting on the levers is the first act to take.

Low Speed Skills from BRITISH COLOMBIA SAFETY COUNCIL www.safetycouncil.bc.ca

Motorcycling is an activity that rewards efforts to improve control skills - through a higher level of enjoyment and increased safety. The better your skills the more fun, but how do you get them? Remember the old advertising adage - first you get good, then you get fast? This is the right order, but most riders don't use it. Motorcycles don't balance themselves, so low speed balance and steering take a lot of effort and constant focus. As speed picks up the gyroscopic inertia of the wheels and other spinning parts makes the motorcycle more stable, and easy to balance and steer. Most new riders avoid going slow to avoid the hard work. If you can't ride in a straight line at a slow walking pace then find a parking lot and start practicing. Keep your eyes up, looking straight ahead and learn to slip the clutch smoothly. When rolling smoothly keep the clutch disengaged, adding power only when the bike is losing its stability.

When you can ride straight lines at low speed, start to work on slalom around large pop containers, reducing the separation as you progress down to about two bike lengths apart (or less). Then move to large circles (both directions), gradually working the size down to about a 6 meter diameter (or less), with an emphasis on a smooth steering path. Look well ahead in the circle, on where you want to go, not on what you want to avoid. Another critical skill is low-speed braking. When you're at a walking pace, the brakes have an excess of power over what you need to bring the bike to a stop. This means you can easily lock up either wheel, which can lead to a spill. This is particularly true of the front brake, so back off it as you come to a stop and let the rear brake do the last bit alone. Avoid applying brakes suddenly with great force - this also leads to lockup - learn to gradually build greater braking force - quickly, but smoothly. When you can do all this under perfect control without losing your balance or steering path, you'll be able to handle traffic jams with ease. A note of caution, though - your clutch can overheat from too much slipping, so work on these skills in 10 - 15 minute increments only.

This technique is one of many taught in the BC Safety Council's renowned Motorcycle Training Program, which has operated in BC since 1971.

Riding the Web

Do not miss the last bulletin of **Horizons Unlimited**. Definitely the "must read" for any bikers dreaming or planning long rides in distant lands. Get the copy at www.horizonsunlimited.com

"The best performance modification you can make to a sport motorcycle is to improve the skills of its rider" This intelligent statement welcomes you at <http://www.bikesafe.co.uk/> a place where you can get good tips about safe riding.

Here one for safely crossing a junction: **"The most common accident type was another vehicle crossing the motorcyclist's path to enter or leave a side road or private drive. At roundabouts, the most common accident type was another vehicle entering the roundabout in the path of a motorcyclist already on the roundabout. TIPS: Plan ahead on approaching junctions:**

-Be aware of vehicles waiting to enter the main road, or approaching it along a side road, and be prepared to stop and take evasive action.

- In urban areas look out for vehicles emerging from driveways.

- Anticipate the presence of drives/side roads concealed from view by bends, vegetation, or vehicles ahead.

Ensure that you are visible as possible to other drivers:

- As narrow vehicles, motorcyclists can easily be overlooked, and can be completely hidden from view by intervening lamp columns, telegraph poles etc. along the other drives line of sight.

Choose appropriate speeds on approaches to junction. A driver emerging from a side road, cannot give way to a motorcyclist who cannot yet be seen, but which appears at high speed before the manoeuvre is completed. This is particularly applicable to slow moving goods vehicles or farm vehicles."

"If you want to learn racing skills, or just sharpen your techniques for more track days, then the Ron Haslam Honda race school, based at Donington, is perfect." Read at <http://www.insidebikes.com/> a full report from Insidebikes.com editor Alastair Walker.

A new address from Honda Turkey where you can contact Savas Balaban EMOK rider and good friend of OMM: Atatürk Mahallesi Turgut Özal Caddesi No.: 123 Şekerpınar 41480. Gebze . Kocaeli. Phone: 0262 6588383 Fax: 0262 6588430-31 E-Mail: savas.balaban@honda-eu.com

The foremost World Adventurer is finally on line. Can it be done on a Gold Wing? Find out. For a site you will not forget click: <http://www.emilioscotto.com/home.html>

Motorcycle Online "The World's Largest and Most-Read Digital Motorsports Magazine" has gone subscription. You can register to MO at <https://secure.motorcycle.com/subscribe.motml> and get free stuff paying back the low price of membership.

OMM Ring of Riders

Kevin & Julia Sanders (www.globebusters.com) wrote to OMM at the end of their successful attempt to the world record: **"We are back home in the UK and have smashed the record. Unofficial yet but here are the facts: GLOBEBUSTERS - AROUND THE WORLD BY MOTORCYCLE: 19, 490 miles in 19 days and 8.5 hours. Many thanks to you and all the OMM riders. We look forward to returning to Turkey and having more time to enjoy the company and country."** Look at their web site for the interesting diary on the experience.

Nick Sanders came to visit us in Istanbul and he took the time and the effort to fly to Dalaman and then Goeck for an interview and dinner with me. Nick is one of the most fascinating riders I met in my life and the time with him flew listening to stupendous stories. Turkey was on the last leg of an "Around the world" exploratory ride on Yamaha R1 to define the organizational details of the **Motorcycle World Challenge** that he is organizing in the summer. We invited Nick back for more time with Turkish riders and we took commitment, as OMM, to welcome the riders taking part in the Challenge when in Istanbul. Read his diary and his plans on www.nicksanders.com

Stephan Thiel was in contact with us at his departure for the **India-Germany ride on Royal Enfield**. He wrote in June: **"Right now I'm stuck in Adana and I will need a spare part for my Enfield. A spoke from the rear tire broke out and ripped away a part of the inner grey cast of the metal where the spoke is connected to the hub. I found a good workshop here run by Enver Akbas (Tel 4289939-4285492). Enver must be one of the few people restoring old BMWs. He will try to weld the part but I think this will not work for long."** Despite his negative approach **Enver** work lasted quite well and Stephan made it to visit me in Goeck and then to meet some OMM riders in Istanbul. He is now on his way to the conclusion of his adventure (if Greek authorities allow the importation of the bike into Europe).

Henry Workman (hworkm@comcast.net) from Nashville Tennessee (USA) writes to us: "I was in the US Air Force in Malatya in 1968/1969. Nice to see on your web site what I could not appreciate then due to being a too young American. What a wonderful country with beautiful scenery and nice people. I met a nice person in Saudi Arabia in 1982/1985 named **Nuri**

Senocak from the Istanbul area, if anyone knows him, please let me know. I ride a Triumph Trophy 1200 (1999) and have an Aprilia Scarabeo 150”

Richard Wolters (www.geocities.com/ricwolt) and his future wife on BMW GS passed to visit me on their way around Turkey: unfortunately we had only few minutes together and then I was unable to re-establish contacts. I hope Richard reads this copy of the bulletin to receive my personal apologies for the poor hospitality.

Watch That Corner



From **Fuat Domanic**, during one of his frequent holidays around the world, comes this funny picture. Taken in Nepal, the sign reads “**You live only once. Live it Full**” Good association with Vespa scooter on the background: it is true: on a scooter you only live once as several tourists renting scooter in Turkey will be (un)happy to testify. Check Vespa activities in Turkey at www.istanbulvespa.com

My article on **FEMA (Federation of European Motorcyclists Associations)** published in the bulletin of December prompted a good article from **Derek R Packham** (pdrobjective@superonline.com) a fellow rider living in Turkey.

His note will be edited in the next bulletin and it is a passionate cry to start a “**Biker’s Right Movement**” in this Country. He opens with a serious remark: “*Mention, MAG and FEMA to most Bikers in Turkey and they will stare blindly on. OMM Riders, have realized the future must be developed and has taken the initial steps by introducing discussion on the subject of FEMA. FEMA being ‘Federation of European Motorcycle Association’ while MAG standing for ‘Motorcycle Action Group’, and it is that middle word that stands Proud. Hence my choice for a similar organization in Turkey must be MAG. Turkey and its Bikers need to Stand up and say ‘Hey what about us’. Nobody is basically looking out for the Turkish Bikers Rights, although some organizations will claim otherwise.*” **Derek** examines the need for such movements in Turkey and he concludes his piece with a warm invitation to act promptly: “*Turkey the Time is now for a Mag associated group: ‘Motorsiklet Eylem Grup Türkiye’ (MEGT). The Time is now for all Bikers to be recognized and so all areas of the Country will / can benefit. It cannot be done overnight, it will take time, it will cost money in many ways, not least legal representation. MEGT will need supporting members, it will need supporting Police, Jandarma, MP’s and the industry.*” We are taking **Derek** invitation very seriously and we will openly discuss with all of you our position. To get yourself in the picture look at www.fema.kaalium.com and at www.mag-uk.org

Ride in Gear

OMM just acquired a set of **Vixen Bike-to-Bike transmitters** to be used during our next Training Course. The sets are quite simple and, tested by **Omer Koker**, efficient. Most important they are self contained and easy to install in any helmet (when passing from student to student). We selected the brand recommended by J. Taylor and you can discover more at <http://www.intercoms.co.uk/>

We are never tired to **recommend the use of earplugs** when riding: the noise reduction facilitate concentration and reduces fatigue. You can have era-plug made to measure by logging in at www.greenleopard.co.uk OMM is now considering the possibility of making this service available in Turkey. Contact us if you are interested in joining the first “group order”.

From FEMA Newsletter June 2002 on Daytime Running Lights (<http://www.fema.ridersrights.org>) “*Daytime Running Lights for Cars Car Manufacturers withdraw... The European Car Manufacturers (ACEA) have withdrawn their proposal to fit hardwired lights on all cars produced for the European market. This is seen as a very successful result of FEMA campaign, which was undertaken jointly with other vulnerable road users. The Daytime Running Lights (DRL) provision became part of the ACEA Commitment with the European Commission to make car fronts safer for pedestrians. This was opposed by the FEMA-led coalition with the federations of cyclists, pedestrians and accident victims. Our concerns regarded the benefits of cars using their lights during the day. European countries already have their national requirements on the use of lights, there is no need for harmonization. The impact on road safety appears to be dependent on the geographical location, with weather and light conditions varying noticeably from Northern to Southern Europe. There is no clear evidence that DRL improve road safety. And where research have been carried out, they show negative effects on the safety of vulnerable road users. These arguments have been heard and accepted, by the automotive industry, and -partly- by the European Parliament’s Transport Committee. They included an amendment to make it possible for the driver to switch his lights off in countries where national legislation does not allow DRL for cars*”

Ride and Think

“**THE BEST LEG PROTECTOR IS YOUR BRAIN** “ This sticker was on bikes when a campaign for mandatory leg protectors was initiated by Euro politicians years ago in Europe and definitely the best piece of hardware for safety is inside our skull: therefore the suggestion to invest in a good helmet (full face) and to bring your brain with you in any ride.

In a recent article on safety devices for bikers, **American Motorcyclist (the magazine of AMA www.amadirectlink.com)** concludes the presentation with this phrase: “Certainly, technologies like advanced braking systems. Head-up displays, puncture-resistant tires and smart headlights could help in the first instance... Meanwhile take our advice: If you want to improve your odds on the road today, sign up for a motorcycle safety course”

For more information about OMM visit our web site at www.ommriders.com or contact
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