



One More Mile July 2002 Information Bulletin

Issue 35,
From Paolo Volpara
Sunday, July 28, 2002

Do you want to receive the Bulletin in Turkish? To further improve our contribution to safe and enjoyable riding we will issue from September 2002 a Turkish version of our International Bulletin. The riders already in OMM Bulletin List (Turkish and International) can select to receive the Turkish version by returning the form at the end of this issue. It is a good opportunity to send the Turkish Bulletin to your biker friends all around Turkey. Simply type name, family name and e-mail address in the second part of the form. The first issue of the Bulletin in Turkish will be sent to them with a request of confirmation.

A View from the Cockpit

Evaluation of a third kind: did you have enough accidents? This is the fourth article of OMM ARA course 2002. The previous ones are available at OMM web site under the section "Read and Ride"

"On a twisty road where one turn leads into the next, it's important to keep your cranial computer working as fast as your speedometer... If you do not think far enough ahead, you'll be making quick panic corrections as you suddenly awake to where the line should have gone. And quick corrections gobble traction. If you cannot get your cranial computer up to bike speed, the other option is to slow the bike down to your processing capacity"

David L. Hough

During OMM – ARA courses we often repeat a quote from our friend **H.H. Diltney** (BMW Instructor) "Strive for a realistic self evaluation of your own riding style and ride within your limits" as the prime rule for safe professional riding. We all know (or we all should know) how to realistically evaluate our own level of skills and experience, we can occasionally evaluate the performance of our bike and use a vehicle that reflects our style and ability but we often forget a third kind of Evaluation. The realistic evaluation of the Situation that we are facing while riding or, if you prefers, the realistic self-evaluation of risk-taking. This third kind of evaluation (biker, bike and situation) came into clear evidence recently while discussing an accident

involving Rider and Passenger (few broken bones but still able to tell the story). Before we start getting lessons let us fix the scene of the accident: a narrow country road descending on straight line for 150 meters turning first left and, after 80 meters, sharp on the right. Visibility is good with no trees or obstacles: from the top of the straight you have a full view of the incoming bends, before entering the first corner you can clearly see that an unmarked and unprotected rail road cuts the second corner. After coming out of the left bend the entry to the right bend is clear, but then you cannot see the rails crossing the road. Mr. Rider and his passenger failed to negotiate the last left corner, the pilot sped out of options and crushed on the left side after a long tumbling skid.

One of Mr. Rider friends returned to the scene of the accident to analyze and understand what happened: he wrote to us: "My friend (Mr. Rider) is a very capable guy on his bike. We have done many rides and "adventures" together. He also knows his great ability and his self-confidence maybe let him down, this time. He was in hurry for wrong reasons focusing on objectives outside the specific riding moment. From the scene we can take some teaching from all riders:

- *Observation error: The rider did not scan the road ahead or he was at a speed that made difficult to scan. The railroad could have been noticed before. He should have observed the next obstacle way in advance.*
- *Position error: Being in the correct position after coming out of the first bend, from the center, he would have seen more of the next bend to the right.*
- *"Fixed Vision" error: When the Rider realized he could not make the bend he fixed himself on the field out there. With that fix he braked and they fell before leaving the road. The marks on the road show that they slid 4-5 meters on the asphalt. The basic rule of "you go where you look" came into effect here. He should have looked to the exit instead of the field.*
- *Protective gear: If the Rider had knee protection and his passenger boots and proper riding gear instead of slippers, they would have walked away from the accident."*

It sound like a cool, impassionate analysis of "the day after" proving once more that experience is the worst teacher: it always gives the test first and the instruction afterward. It may sound like this but, knowing the friend who wrote the analysis, it is not. It is just a sad remainder of the need for saturation training: "You do it until you don't have to think about it"

Lack of concentration on the task at hand, excessive self-confidence, observation error, position error, fixed vision, excessive speed... a perfect cocktail for the disaster to happen and simple points that any bike training course covers at exhaustion. I passed on the scene of the accident few minutes before it happened and I found the corner crossing the rail-road quite demanding: not only you have to negotiate a sharp bend but also the road momentarily disappear under the wheel when, turning right, you jump over the cambered rails. In convoy we covered the same itinerary the day before the accident and I made a mental note of the obstacle a risky by all accounts, an even riskier one in Turkey where road maintenance is not so punctilious and where heavy vehicles create loose gravel in proximity of bumps. This is a combination of cornering, negotiating a negative camber, rolling over a bump and cut trough loose gravel. What kind of evaluation do you apply to this situation? Taken one by one none of the elements above are insurmountable: Mr. Rider is familiar with countersteering and he can negotiate safely sharp corners at sustained speed. Still a negative camber makes hard countersteering problematic if the rider does not counterbalance the motorcycle to reduce the lateral "down and outside" skidding. Mr. Rider knows how to negotiate a bump when the contact patch of the tire suddenly shifts forward jumping ahead of the steering axis: he knows that he must maintain the bike as perpendicular as possible to the line of the bump. Still, the bump is on a corner and the bike is already banked. Mr. Rider has seen a lot of white roads and he is able to conduct a bike on forest trails. He knows that when you hit gravel standing on foot-pegs separates the bike center of gravity from the pilot center of gravity offering more control and better maneuverability. Still he has few seconds for the decision and ... literally on top, he has the dead weight of a passenger. Too many problems to take care at the same time ...

Question for a new article.
How many times do we take care of briefing the passenger, before a ride, on “what to do” from the back seat?

and not enough time to separate them. While the “cranial computer” rapidly searches for a solution, the road moves even faster under the (now) unstable wheels. On the bumpy surface the front suspension compresses, few more meters and the corner is there... untrained instinct goes for the simple: grab the brakes. More compression on the front, sudden transfer of weight from the back wheel and the little gravel start playing havoc on traction. The back initiates an “out of the camber” skid: panic sets in followed by a jerky correction on the handlebar: now the front has too much to do (braking, steering, swerving, keep line and clear the gravel): the unfaithful front wheel under this unacceptable set of commands goes on

strike and the rest is (medical and mechanical) history.

Avoidable incident? At that speed and in that situation, maybe not. But the question remains “why place yourself in such situation?” or better “why moving fast than the speed of thinking?”

When in January 1981 the **Hurt Report** (Motorcycle Accident Cause Factors and Identification of Countermeasures) came out, it registered that 74 percent of the bike’s accidents were due to “multi-vehicle collision” i.e. accident where at least one vehicle crashed against another. Only 26 percent of accident were registered as “single vehicle” as in case of running out of space in a corner. But, when in the 80’s the American magazine **Road Rider** did a survey on bike accidents they registered an higher number of single-vehicle accidents and a great percentage of them were caused by surface hazard, animal strike and cornering errors. The reason for the discrepancy may be on the fact that most of these types of accidents are normally un-registered: the biker in these cases can often collect the broken parts, fix the damaged gear and take the road again. When surface hazard or cornering errors (I omit here animal strikes not so frequent in Turkey) are at the prime reasons for accident we must question not only “the capacity of the biker to realistically evaluate his own skills” but also the capacity to evaluate the overall situation in which the biker operates.

An immediate comment from a friend of Mr. Rider after the event was “*He did not have enough accidents*”. I was struck by the strange expression: after all when the number of accident is enough to qualify you as “expert”? I also considered the strange fact that some riders can spend years on the saddle without a crash while others seem to attract the asphalt or other vehicles with magnetic force.

I believe that the capacity to evaluate the potential for risk that a given situation presents is essential for safe riding: this does not mean that we have to ride with a permanent obsession for an impending accident but it invites all of us to consider the respect we pay to the situations on the road.

Seamen will tell you that, despite years of experience, they still have a respectful fear for the power of the sea and this “fear” keeps them alert. Same may apply to the road: anticipating the hazard of a situation does not ruin the pleasure of riding; it only makes our behavior more responsible, our mind more alert, our reactions prompter. In a distant OMM course (it was year 99) **Mick Wheeler** opened the theory lesson for few riders by writing on the chart a stunning question: “What can hurt me today on the road?” Mick introduced years ago a little voice in my mind and since then I created a personal mind-game that I play almost every time I ride. The game is to presume all road riders and all road situation committed explicitly to kill you: you start playing by saying inside the helmet “That corner has been placed there to hurt me, they (the imaginary enemy) placed that loose gravel or that slick of oil just to make me fall” Objective of the game is to beat the enemy in intelligence and determination overtaking the obstacle in full safety. You may call it “a kind of obsession” but I find it pretty useful for the appalling road conditions that we face in this Country. With this game developing you become quite aware of the dangerous situation in front of your tires: railroad crossing is always problematic, you have to approach with a lot of reserve in your speed, traction and balance. Looking into the situation is not enough, scanning ahead may not be sufficient, gaining an effective vision could be useless if we cannot evaluate what our eyes bring to the brain. Even when the message is analyzed and catalogued by our cranial computer we may still miss the parameters for comparing this situation with previous ones. Taken into a Sahara dune and asked to climb it at sustained speed, I would be lost in evaluating the sources of danger. Comparisons with (for me) familiar situation can, in that case, be misleading: I may judge steering as the prime concern while I should instead focusing on gear and speed. This is where “having had enough accidents” comes to help. Not because an accident is “per se” a teacher but because to an intelligent and learning rider an accident (or somebody else accident) could be a powerful source of experience.

“Seeing the problem is only part of the process. Think about the time it may take for our minds to compare this with other problems. We need to assess the criticality and to weigh the options of what we might do. With training, knowledge and background as experienced riders we probably can process this information quite quickly. But as speed increases, processing information becomes more critical.”

Motorcycling Excellence MSF USA

One week ago, a was riding along the south coast of Turkey enjoying the first fresh air of the evening and anticipating the next hour on the road without “blue” company. On a long and climbing right bend I was silently complimenting my countersteering, with the bike solidly planted “in the cone”, when the lights of an incoming car shined over a portion of the road looking wet. In this part of the world, it is common for the asphalt to slightly melt in the heat of the day: it still maintain good grip and I failed to “evaluate the situation”. A second later the front of the bike jerked violently while the back started sliding on the outside and the bike took a panicking incline toward the inside. It was, after all, “Demon Diesel” and I should have evaluated that situation better: but I have been in similar conditions before and my (little) cranial computer had several files at disposal for immediate analysis. The “automatic response” was “do nothing... let the bike regain traction... if ever”. Fortunately the front was able to locate grippy asphalt and the telelever of my GS took me out of troubles. A missed accident is as good teacher as an actual one: I parked on the side, took a good look at the new moon on the sea, I cleared the mist splashed by fear on my visor, I closed all fingers in a tight fist and started banging my head repeating *–Evaluate the situation before running into it–*. For that night, I had enough accidents.

Combined with realistic evaluation of our own skills and with a correct evaluation of our machine, the evaluation of the situation is an essential tool for safe riding. This evaluation of the third kind comes from a proper scanning with enough time for analyzing the data received by the eyes.

More important, this evaluation requires an inner “file” of experiences (not necessary accidents) that the brain will use for selecting the appropriate action. Riding with a learning attitude creates that file, reading from experienced riders makes the file

richer, listening to other rider experiences expand it, going to courses and experiencing in circuit the limits of the machine provide important material.

Finally, training the fast connection brain-muscles is the essential of "saturation training". No good to scan properly or to have a fat references file if we have to lose precious time in going through the archives while the "situation" runs fast into your face. : "You do it until you don't have to think about it" is the system used in professional armies and it is the way we must train ourselves: practice swerving at any safe opportunity, explore the limits of your front brake, take that "white road" and feel the gravel under you. We cannot wait for the need to occur to develop the skill: training is not a choice.

With a small file of experiences we must give our brain more time: actually giving more time by selecting appropriate speed is good for all file sizes. **Never let a motorcycle take you somewhere your brain didn't go five seconds earlier.**

OMM Rides & Travels

A new magazine for bikers "MOTORIZED" is now available in Turkey. Thanks to the editors for dedicating space to OMM in this first issue.

It was a quite busy month on the road or, better, off the road. Based in Gocek, on the south coast of Turkey, I have at my disposal miles and miles of forest roads covering the triangle Denizli, Finike and Mugla. **Riding off-road** is sincerely the best way to acquire skills and keep the body in acceptable shape. To these benefits you may add the incredible scenery of forests, lakes and mountains really unspoiled by the human presence. Turkey is quite unique in this aspect: few miles from a "civilized" coast and you are on your one riding for hours without a single sign of modern life and without one soul on sight. The price you pay for this experience can be quite high if you ride alone: one mistake can put you on trouble away from any immediate help. Still, in my opinion, it is worth the risk and, in many areas, the mobile phone can still catch the network: the small villages on the path are normally friendly spots where the locals go long way in hospitality and help.

If you have not an off-road bike in your stable it is worth considering: with all our friends in Europe and USA complaining about the limitation to the rights of way we, in Turkey, can enjoy a freedom almost absolute. A second hand bike of 125cc is what you need to discover the pleasure of a new way of biking: talk to **Suleyman Memnun** (s.memnun@superonline.com) the master of this sport and he will be more than happy to provide lessons, bikes and equipment.

Off-road but not so off... was the Rally organized on July 4-5-6-7 by our friends of **EMOK** (www.emok.org) at Inli near Kutahya. The work of EMOK members is quite unique and the Rally was a "unique opportunity" to meet riders and friends in a forest camping. With my fellow Rider Ian Worrall on Suzuki Djebel 650 the decision was made to reach the Camping site using only secondary roads: we crossed the mountains behind Gocek (Dalaman) on hard off-road paths (the winter disrupted most of the forest roads) to reach Arpacik, where we connected with the paved road to Cameli and Dariveren (some portions of unpaved are still under construction). As soon as we touched E87 (Denizli - Antalya) the search for a short cut to route 320 started: this time we got lost on secondary roads following the itinerary Apa, Yesilyuva, Akbas. We reached 320 on Kocabas turning left at Kaklik for a nice crossing to Isabey, Cal, Suller, Bekilli, Ulubey, and Usak. Nice roads with interesting villages: at Usak we rode right on 300 direction Banaz, Dumlupinar and Altintas. This area is a national Park in memory of the Independence War and the ride is very pleasant on good roads. Few kilometers after Altintas the route 650 moves north to Kutahya. With the help of a local boy at the petrol station we abandoned immediately route 650 for a real off-road adventure; the name of villages are not important but the nature here is quite exceptional: if you want to try here is the route: from 650 direction Kutahya turn right at Aykirykci (30 K before Kutahya) and follow dusty paths through Sevdigin Koy, Kizilcaore Koy, Cavus Koy, Ahiler Koy, Coguler Koy, Belkavak Koy, Kayrnaca Koy, Urunlu Koy, Yumakli Koy, Bayat Koy, Cobanlar Koy. The **EMOK** camp appeared as a well deserved oasis for two dusty riders. Well organized, with Aprilia, BMW and Yamaha bikes for testing the camp reflected the friendly but efficient spirit of the Club. **Hakan Erman** and his friends had also a surprise evening show: after a 30K of riding (magnificent vision of almost 100 bikes in line moving on the night) we sat on a natural amphitheater overlooking Phrygian caves. Now, if someone will tell you that you are going to see a "ballet" of kids carrying torches and moving in a field at 300 meters from the spectators you would prepare yourself for one of "those boring folkloric dances". Still I cannot tell you why, but the show that the kids of the local village organized, under the supervision of an artist living on the area, was charming and fascinating: the ancient rite of the man, the fire and the caverns. For Saturday **EMOK** organized a "Historical and Cultural Rally" passing through the famous spots of this rich region. We left in the morning when bikers were still pouring into the camp (at the end they will exceed 300). A quick stop to visit Aizanoi famous temple and then a hot return to Gocek via (new) secondary roads. **EMOK** proved once more to be a valid club capable to attract different type of riders for a good bikers meeting.

Rides and Events Ahead

OMM – Advanced Riding Academy Course Nine September 2002.

Since 1999, ARA aims to improve road safety and biking pleasure for all Turkish bikers. While Producers, Importers and Dealers remain indifferent to the training needs of the rider's community (with the exception of the work done by Suleyman Memnun) we continue our mission within the limits of our resources. The objectives are clear:

- To promote in the Country training facilities and studies on safety developing in this way the image of "responsible rider".
- To set up and maintain in Turkey international standards for the evaluation of rider's skills. (see attached document)
- To produce and distribute printed and audio-visual material on riding techniques.
- To organize and run training Courses from Basic to Advanced Riders
- To develop national and international courses organized outside of OMM and in line with the Group's standards of quality.
- To prepare Instructors for the diffusion of Advanced Riding in Turkey.
- To invite experienced riders from the worldwide community to share experiences and learning.
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These objectives guide the OMM activity in training pushing toward highest standards of education:

- OMM brings for each course highly qualified Instructors from Europe
- We follow the “Motorcycle Roadcraft System” (The Publication Center PO Box 276, London SW8 5DT, Phone orders +44 171 8739090 Fax orders +44 171 8738200) brought to perfection by the UK police in the last 50 years
- OMM applies controlled benchmarks of evaluation of the riders, offering the opportunity to move from “Basic” to “Expert” and progressing further with one of the most demanding examination: the IAM test.
- At July 2002, ARA organized 9 Full Road Courses, 4 Theory Courses, 4 Courses abroad with over 300 participants and qualifying to Advanced Riding more than 120 Turkish bikers.

We are proud of the work done but we do not plan to seat on our past: keeping high standards is becoming more important today, when Groups and Clubs open in Turkey searching for ways to improve skills and safety.

The September 02 (ARA 9) Course will be a new attempt to raise the quality of OMM tuition: a new system based on two and half days on the road, advanced theory lessons on circuit, radio communication between student and trainer, three qualified instructors with knowledge of the Turkish environment. You are invited to join the training course **on Friday 21, Saturday 22 and Sunday 23**. Entry forms can be obtained from the OM Rider organizing the course: Apo Hekimhan at bukalemun@turk.net

OMM History Ride to Syria and Beirut.

The ride is scheduled for **October 4-5-6** and it is open to members of OMM association and friends. OMM will move the participant’s bikes from Istanbul to Adana by truck using wooden palettes made on international sample. Riders can also select to move directly to Adana taking into consideration that the distance to cover from Istanbul is 915 Km. and from Ankara 480 Km. Short and hard this ride covers the essential visiting sites: Castle of Krac de Chevaliers, Beirut, Damascus, Palmyra and Aleppo. If you are interested contact one of your friends Member of OMM and check if there is still “room” in the group

Date	Action	Notes
2-Oct-02	Bikes leave by Truck from Istanbul	Bikes delivery
3-Oct-02	Bikes arrive in Adana	
	Riders fly to Adana	TK 454
	Riders arrive in Adana	Collect bikes
	Riders depart from Adana	
	Riders at the TK/SR border	Km.225
	Riders leave the TK/SR border	Pass/Visa/Carnet/Insurance
	Riders arrive at Krac de Chevaliers	Visit 1
	Riders leave at Krac de Chevaliers	
	Riders at the SR/LB border	Pass/Visa/Carnet/Insurance
	Riders leave the SR/LB border	
	Riders arrive in Beirut	Hotel Dinner
4-Oct-02	Riders visit Beirut	Visit 2
	Riders leave Beirut	
	Riders at the LB/SR border	Pass/Visa/Carnet/Insurance
	Riders leave the LB/SR border	
	Riders arrive in Damascus	Visit 3 - Hotel Dinner
5-Oct-02	Riders leave Damascus	
	Riders arrive Palmyra	Visit 4
	Riders leave Palmyra	
	Riders arrive Aleppo	Km.346 - Hotel Dinner
6-Oct-02	Visit Aleppo	Visit 5
	Riders leave Aleppo	
	Riders at the SR/TK border	Pass/Visa/Carnet/Insurance
	Riders leave the SR/TK border	
	Riders arrives in Adana	Bikes delivery
	Bikes leave by Truck from Ankara	
	Riders fly to Istanbul	TK 471
	Riders arrive in Istanbul	
7-Oct-02	Bikes arrive in Istanbul	Collect bikes

Read and Ride: the training line

If you are looking for good riding tips and if you are a lover of long wheel base machine www.haley-davidson.com is a good place to look at: under the program "Rider's Edge" H.O.G. presents a large set of courses covering all the needs for safe "cruisers" riding.

When you are **riding in group** it helps to know few rules for a safe convoy: you can download articles on this subject (Turkish version available) at "Read and Ride" section of www.ommriders.com. You can also take good lesson from Inspector Kevin Fitzpatrick in UK on his article "RIDING IN GROUPS" at <http://www.bikesafe.co.uk/Bikesafe/Bikesafe2000/rideouts.html>

Advanced System Training at <http://www.ast-training.com/index.html> offers several tips for safe riding: the instructor answer to the question "Can you show me how counter-steering works?" "Yes I can show you how counter-steering works, both practically and technically, but first you need to understand where and when you might want to use it. most people believe that you can only use counter-steering when you reach a high speed. This is not true. You can use counter-steering at any speed, however the slower the speed the less force is required to make the bike change its direction, and the more care must be taken not to overdo it. · The benefits of counter-steering will be best experienced when traveling at higher speeds through a sequence of bends. It enables the rider to change direction much more quickly by forcing the bike both into and out of the required angle of lean to negotiate each consecutive corner. Further it removes the necessity of the rider throwing his body about the machine with abandon. · Counter-steering should not be confused with weight-transference (you know, when the racer slides across the seat and hangs off to the left or the right). Weight-transference alters the centre-of-gravity of the rider/machine mass. When applied in a bend it allows a higher speed than would normally be the case. The reason for this is that the machine needs to make less of an angle with the road surface (because the centre-of-gravity is closer to the road) at any given speed, and thus permits the rider to increase his speed until the bike is at its maximum angle of lean. The trade-off with this is that the rider has less time to react to, and set himself up for, the next bend! This is precisely when counter-steering comes into its own. It is the rate at which the input can be made (and the reaction experienced) that makes it the ideal means of steering at high speeds through a series of tight corners."

Riding the Web

Signaled by Derek R Packham (pdobjective@superonline.com) is www.dsa.gov.uk/mockpaper/theoryintro.htm a link to the DSA (Driver Standards Agency) UK. This link allows riders to take the mock theory test on a timed basis, 35 bike related questions to be answered in 40 minutes. Give a try and test your knowledge.

Umit Afyoneri signal new changes at the Mototas web site with the possibility of renting bikes on-line. Click at www.mototal.com.tr/

For long time OMM recommended MPS as one of the best catalogue for accessories and spare parts: www.thefastone.com was also famous for reliable service. As usual, things change and for parts ordered in April OMM received no answer for two months and a letter listing billing problems in July. **Alan Stephenson** (N. Ireland) complains for bad MPS service on the last issue of "Ride" magazine. "I sent off my order and heard nothing. I thought I ring and I found that the number on the catalogue was wrong (the correct one is +44 8707 777333). When I finally go trough MPS said that they were no longer at the address on the Freepost envelope provided with the catalogue. After all this I asked for the jacket I ordered and the reply was "Sorry but it's not in stock"

So be careful The Fast One is not anymore The Fast One and certainly not the Most Courteous One.

An interesting (and large) web site dedicated to Bikers in UK can be found at <http://www.all4bikers.com/index.php>

Again, a great issue of **Horizons Unlimited Motorcycle Travellers' e-zine**. For the best reading on bikers and bike's adventures do not miss the June bulletin. It is for you, *if you are interested in bad breaks in Laos, blinding sandstorms, mud, deep water and the ETA in Bolivia, abducted by aliens in Australia, UK to end of Oz in 10 days, somersaulting over your handlebars in Sénégal, marriage proposals in Iran, Greg's fourth RTW, running barricades in Bolivia, the Krak de Chavaliers in Syria, playing football on the Equator, Devils Marbles and Corroboree in Australia, encounters with: dogs' bottoms, pigs and flying golden retrievers with hooky beak and claws, clever thieves and torched armored tanks in Morocco, and much more. Get your copy at www.horizonsunlimited.com*

"Inventor, sculptor, architect, writer, filmmaker, poet, humanist, and world-traveling motorcyclist: they don't make men like Robert Fulton, Jr. anymore. Fulton's legendary journey began in 1932 when he set out on his Douglas twin motorcycle for an eighteen-month odyssey that included Turkey, Syria, Iraq, Afghanistan, India, Sumatra, Malaysia, Siam, Indonesia, China and Japan--challenging destinations that, even today, would give pause to the most world-weary traveler." Order the Fulton book "One Man Caravan" at <http://www.whitehorsepress.com/OnlineCatalog/Sections/ProdData/FULT.HTM> and start dreaming.

OMM Ring of Riders

On the June issue of OMM bulletin we discussed the values of **choosing a motorcycle** well suited to your own needs and riding skills (Vehicle Realistic Evaluation). **Hakan Erman**, EMOK rider and actively involved in the training program of OMM writes: "I believe that we have yet to learn about "km and cc". Let us put down two slogans: "Ride your bike for ten thousands or even hundred thousands of kilometers" and "Bigger is not necessarily better for bikes" Whenever somebody insists that it is time for a change (and they do that a lot), with few friends I say "I am happy with my bike". Dear riders, do not go for a bigger bike unless you can give honest answers to these questions:

- Why do I want a bigger bike?
- Is it to give my bum a better rest in my not-so-frequent long rides?
- Power? How much power do I need? Can I use and control more power?

- *Or is it because I need better looks? (Better looks often motivate warm blooded people like bikers. We and the society push to consume more than we actually need and we should learn to fight with this trend at any opportunity)*
- *Can I totally control my current bike? Do I know everything about riding it before moving to a heavier/faster machine?*
- *Will I be still happy in city traffic where I am riding everyday?*
- *Did I evaluate the advantages of my lighter machine? It is cheaper, consumes less, easier to control. If I drop it I can lift it with no problem, I can make up for a mistake more easily..."*

OMM friend Feza Haznedar ([Goldwing and Touring Homepage of Turkey](#)) was in Italy this month with his faithful Gold Wing and with **Ertugrul Bitlis** on BMW R1150RT: as usual they send us a **list of useful information for long distance riders planning a ride to Europe**. The route they followed reads: Istanbul, Thessaloniki, Veria, Kozani, Grevena, Metsovo, Ioanina, Igomenitsa, Ancona, Portofino, Genova, Geneva, Luzern, Interlaken, Basel, Freiburg, Konstanz, St.Anton, Innsbruck, Bolzano, Trento, Padova, Lido Degli Estensi, Ancona, Patra, Pireaus, Kos, Bodrum, Istanbul. The five thousand kilometers were covered in 20 days. Here the notes:

1. New Turkish Custom Office buildings in Ipsala are under construction and going to be opened soon.
2. From Greek border to Xanthi and from "Veria Pass" to Grevena the itinerary is now covered by motorway.
3. Kavala ring road is completed avoiding the difficult and long crossing of the city.
4. Superfast Ferries bought Strintzis Line (Blue Star Ferries). This merger gives to passengers more flexibility in choosing ferry departure or arrival times. Discounts for roundtrip tickets are applied by both companies disregarding which of the two lines is used.
5. Eurowing (major service center for Gold Wings and Choppers) moved to its newest place in Lido degli Estensi.
6. Do not forget to buy Autobahn Tags (Vignette) for Switzerland and Austria otherwise you have to pay big penalties in case of control,
7. When you go to Ancona via Brenner pass, if you do not like motorway ,take the first exist signed Trento (after Bolzano) than follow the direction Padova, offering a fantastic alternative way throughout an unspoiled valley.
8. Ancona - Patra - Pireaus, Kos / Bodrum or Chios / Cesme, or Mitolini / Ayvalik can be the good way back home avoiding hot roads and heavy seasonal traffic..

The favorite places for **Feza** were: Black Forest (Schwarzwald) in Germany with a short pause at Tittisee, St.Anton, Imst, Fussen, Reutte, Lech, Zurs, St.Anton loop.

Ertugrul added: Fussen in Germany to visit Neu Schwan Stein Schloss, Chateau d'Oux road in Switzerland with interesting corners and the Vorarlberg pass in Austria.

Importantly Feza indicates a new alternative to reach Europe from Turkey. "Optima Express". This is a German vehicle-carrying train connecting in 30 hours Edirne in Turkey to the city of Villach in Austria (South of Salzburg). The train goes through Bulgaria, Serbia, Croatia, Slovenia and Austria. For detailed information call +90 284 2352629 or log in at www.optimatours.de

Can Doganacan, H-D Road King Rider and master of HOG web site (www.hog.com.tr) was with us in the last ARA Course and, after the experience, wrote to OMM: *"I would like to thank the OMM group to give us the opportunity to meet the OMM-ARA instructors. When I first decided to purchase a bike, I spend a lot of time to choose the bike right for me and for my soul. After three months of search I decided to buy a touring with a classic style. So I bought a Harley Road King. The only riding lesson was taken from an individual who instructed on how to start and stop the bike and to ride on a straight line. I took my bike, rode it to my garage alone and on the first day I went to Sariyer and second day to Polonezkoy with my daughter at my back. Without a soul purely addicted to ride, you can never do this. At today I rode more than 22.000 kms and I attended the ARA course. Now I can say that my riding soul was only the beginning. Thank all of you for now knowing what riding means... now I can get more and more pleasure everyday from riding... now I know in what kind of dangers I was before... now I can recognized most of the hazards. I would ask from every biker to take this course BEFORE they make thousands of kilometers (like I did)"*

Despite the uncertain weather, several **Members of the European Parliament (MEPs) took part in the traditional MEP Motorcycle Ride held on Wednesday 3rd July 2002, departing from the European Parliament in Strasbourg**. This year, the event was supported by a cross-party representation of MEPs and the High Patronage of Pat Cox, President of the European Parliament. This annual event, organized by the **Federation of European Motorcyclists' Associations (FEMA)** and the Strasbourg section of its French affiliate FFMC, is gaining more and more success amongst the MEPs and Parliamentary staff. The theme of this year's MEP Motorcycle Ride was Urban Mobility. In many European cities mobility is a growing problem. FEMA wished to show to the Members of the European elected body why so many people are turning to Powered Two-Wheelers as a solution to improve their mobility in congested towns. Read more on this event at www.fema.ridersrights.org

Watch That Corner

*"... So what you do is , and I learned this on "Terminator", how to put the bike down, - said **Arnold Schwarzenegger – You put the rear brake on, it slides out, you go down with the bike and you slide with both wheels into the car"***. On the last issue of **AMA Magazine**, **Ron Shepard**, coordinator of motorcycle safety education for the State of Idaho, hopes to get Schwarzenegger to attend one of his safety courses. If he does Schwarzenegger will learn some real safety tips: scanning ahead four seconds will help you spot dangers; practicing swerving and braking, and constantly looking for an escape route will allow you to avoid many accidents. And, if a collision is inevitable, you'll slow down faster and maintain more control by keeping the bike on its tires and braking hard than you will by sliding on the road. *"**Laying a bike down is never a solution – says Shepard – You never avoid an accident by laying a bike down. That is an accident"***.

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

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

You all know about the **Darwin Awards** - The annual honor given to the persons who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way. The winner of this year award is (or better was) a road user you do not want to meet on your ride:

"The Arizona Highway Patrol came upon a pile of smoldering metal embedded in the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene. Police investigators finally pieced together the mystery. An Amateur Rocket Scientist had somehow gotten hold of a JATO unit (Jet Assisted Take Off, actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. He attached the JATO unit to the car, jumped in, got up some speed and fired off the JATO! The facts as best as could be determined are that the operator of the 1967 Impala hit the JATO ignition at a distance of approximately 3.0 miles from the crash site. This was established by the scorched and melted asphalt at that location. The JATO, if operating properly, would have reached maximum thrust within 5 seconds, causing the Chevy to reach speeds well in excess of 350 mph and continuing at full power for an additional 20-25 seconds. The driver, and soon to be pilot, would have experienced G-forces usually reserved for dog fighting F-14 jocks under full afterburners, causing him to become irrelevant for the remainder of the event. However, the automobile remained on the straight highway for about 2.5 miles (15-20 seconds) before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of 125 feet leaving a blackened crater 3 feet deep in the rock. Most of the driver's remains were not recoverable; however, small fragments of bone, teeth and hair were extracted from the crater, and fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel. Epilogue: It has been calculated that this moron attained a ground speed of approximately 420 mph, though much of his voyage was not on the ground."

Ride in Gear

The right tool makes the work easy and perfect. Take a look at the **ingenious tools from HAZET** (Germany) at the comprehensive website <http://www.hazet.de/eng/index.htm> . The tools are imported into Turkey by YARDIMCILAR Otomotiv Tic. ve San. Ltd. Sti. Dolapdere San. Sit. 13 Ada No: 51 Ikitelli 34670 Istanbul (Mr Vakur Yardimci) Phone: 0090-212-5496020 Fax: 0090-212-5493733 E-Mail: yardimcilar@turk.net

Compact, attached to the side of the helmet, waterproof and powerful, the **Collett Communicator 900** assures clear voice contact between bikes and pilot/passenger. It can be connected to Radio, CD players, radar detectors and cellular phone. Get a demonstration at http://www.collett.mb.ca/frame_900.htm

A **system for the removal of helmet in case of accident** is presented at http://www.hatsoff.info/hatsoff_productinfo.html . We did not have the opportunity to test **Hatoff** but, from the well documented procedure presented on this site, it looks like a professional tool answering to a critical problem. Edward B Becker - Executive Director Snell Memorial Foundation- says: *"...the helmet removal system seems to represent a simple and ingenious means to expedite emergency treatment for a crash victim without risking further injury"*

Night light for big-twins (Harley and similar bikes) can be ordered in Internet at <http://www.theniterider.com/lights.htm> . *"Twin 37.5 watts of halogen (75 watts total) illuminate poorly lit or unlit roads. Lights were designed to reduce glare and increase depth of field focused light to the horizon line, increasing visibility and reducing glare to oncoming traffic because of the design, there is greater coverage to the right and left, far superior to the standard light."*

Most of what you want to know about helmets (including how to save money in ordering directly) can be found at <http://www.helmetharbor.com> The site offers also gear and accessories for road and off-road riders.

"Oil's well...big ends well" is an **informative article containing all you need to know for the proper use of oils** in your bike Published on "Performance Bikes, October 1996" can be found at http://www.motorcycle-dk.com/en/articles/mc_art07.html . This site also reports on the fatal accident of Jørund Seim at the Nürburgring, Germany on Sunday, July 7, 2002 Jorund was a good friend of Jon Taylor and an acquaintance of OMM riders.

Ride and Think

"If our lives are dominated by a search for happiness, then perhaps few activities reveal as much about the dynamics of this quest – in all its ardour and paradoxes – than our travels. They express, however inarticulately, an understanding of what life might be about, outside the constraints of work and the struggle for survival. Yet rarely are they considered to present philosophical problems – that is, issues requiring thought beyond the practical. We are inundated with advice on where to travel to; we hear little of why and how we should go- though the art of travel seems naturally to sustain a number of questions neither so simple nor so trivial..." Aalin De Botton opens his book "The art of Travel" with this consideration that we may want to appropriate when preparing a ride. We would like to get your comments to contribute to the creation of an "Art of Riding".

For more information about OMM visit our web site at www.ommriders.com or contact **OMER KOKER** (omer@insan.net) **TANER CELIK** (sales@vildizas.com) **HAMIT ABBASOGLU** (hamit@seratarim.com.tr) . In Ankara contact **SELIM DEMIREL** (sdemirel@alterna.com.tr).

