



One More Mile Information Bulletin

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From Paolo Volpara (volpara@homemail.com)

A View from the Cockpit

This is the sixth article of OMM ARA course 2002. The previous ones are available at OMM web site under the section "Read and Ride". This article opens the section on Riding skills.

The subtle difference between skillfulness and stupidity: talking of speed.

Ride vb. Rides, riding. 1.
To sit on and control the
movements of (a horse or
other animal, a vehicle)

"I cannot control myself when I see those racers looking cars speeding up. I just go by them at 220-230km per hour, shift to 6th gear and slow down way ahead watching their faces."

Nice attitude, expressed recently by a biker in a Turkish chat room: wonder if ... the same rider when driving a car gets a kick from overtaking a truck at

150 K per hour slowing then (possibly just in front of the moving vehicle) to admire the "surprised" trucker face. Bikers talks always cover speed, speed and speed... the speed you reached, what happened when you reached it... how brave you were in avoiding disaster... how marvelous you were in handling the situation. Very difficult to find bikers in a bar boasting about sense of responsibility or safety techniques. We all live in a frustrating society and bike is one of the easy ways to escape from banality, to show macho bravado. Unfortunately, with modern bikes the question is never "How fast can you go?" but "How fast can you stop?"

Don Sucher in an article titled "**Safety and the Single Motorcyclist**" and published in DUC (for Ducati) web site (www.duc.org) writes: *"It's been said that speed does not kill; and, that is true. But, hitting something at speed does. And, we have to admit, the likelihood of our "hitting something" is at least somewhat dependent on speed. It is important to understand why. Newtonian Physics tells us that 'an object in motion will stay in motion unless acted upon by an outside force.' We all memorized that phrase - or at least the concept - in school. But our school science teacher likely never applied the theorem to motorcycles. If he had it might have saved some young lives. What we as motorcyclists need to understand is that as speed increases, the amount of force necessary to make a change in the motorcycle's course of motion increases exponentially. This is so for slowing, stopping, steering, accelerating, and emergency swerving. Take this common example: A car is backing out of its driveway into our path. If we are toddling' along at a mere 40 KPH when that event occurs we likely can come to a stop in only 10 or 15 meters. But, what if our speed is twice that? Does the braking distance then double? No! It quadruples. More than a few motorcyclists have seen the inside of an ambulance because this simple fact of physics caught them by surprise."*

First lesson against stupidity: never ride at a speed you cannot stop within the distance you see to

be clear... a distance you see... not a distance you imagine to be clear. To learn in action this lesson one need to first get a good feeling of the speed and second a good understanding of the braking and stopping space. We should always consider that to the real braking space we have to add the reaction time (time needed by the brain to transmit an order of action to the muscles) and space. For an average rider this reaction time is 0,7 seconds and at 50 km/h this time is equal to 10 meters. Try to apply the first lesson on the next ride: estimate your speed and then check the real one in your speedometer... keep do it till you match your "speed sense" with the real speed of the vehicle. Secondly check the situation in front of you, what you imagine to be a clear road and play the game "What if?" Interesting game this one. It can save

In recent safety campaigns it has been shown that in an impact speed with a vehicle at 70kph the likelihood of survival is 10%, yet at 50kph this rises to 50%, and at 30kph it is 90%! This is surely an incentive if ever there was one to practice our braking skills and that includes in ALL the circumstances you are likely to come across in your everyday riding. When the need arises you won't get the chance to practice a few times prior to it, virtually all your concentration will be taken up with the situation itself. It will be hard enough in the time given just to come to a decision as to what action to take, let alone reducing speed sufficiently to avoid serious injury, so unless your braking skills are so well rehearsed beforehand that you can do this instinctively, your chances of survival in the worst case scenario will be down to luck. (J. Taylor "Braking")

a lot of embarrassment and bruises... Yes the road ahead appears to be clear but what if, from that parking lot 100 meters ahead, a car comes out without checking? Yes the horizon is clear and

uncluttered but... what if that placid cow 70 meters ahead on the left field starts stampeding in the middle of the road? Is the road clear or is your mind playing tricks? But, you may say, this game kills most of the fun: we will ride around obsessed by what could happen. What we recommend is not an obsessive attitude but an alerted scanning of the situation around your bike. One of our best teachers Mick Wheeler was always starting his advanced riding classes with a big question on the board: "How can I get hurt?" Scanning is different from seeing: it is seeing with an objective. Scanning at 360 degrees constantly around your bike allows you to maintain a speed adequate to the circumstances. When you scan (look with an objective) you also actively work in predicting and anticipating the developments of the situation you are riding into. Maintain an objective mind, analyze correctly and your movements on the bike becomes fluid (fast).

Second Lesson for fast riding: Never let your bike take you anywhere your brain hasn't been already. The word "unexpected" is the good companion of the bad rider: remember when you started riding: everything was coming to you as a big surprise in a mixture of excitement and terror. While your brain was traveling around the mastering of controls and the secrets of balancing on two wheels, reality was rushing at you "unexpected". Then we got control of the machine but our eyes were still glued at what was passing under our wheels twenty meter ahead: the look was down and short. Keeping a good posture, rising the eyes to the distance, avoiding target fixation, scanning around and ahead takes the mind where the bike will be and make the ride faster and safer. (Check during hard braking... the vision area must stay high and far even in this emergency situation).

Malcolm Palmer on the Cooper Biking Training web site (www.cooperbikettraining.org.uk) writes: *"Crashing into a car isn't a good way of staying fit and healthy, so it must be worth considering any way of reducing the severity of injuries which you could suffer in an accident. It takes the average car driver four or five seconds to arrive at a give way line, check that the main road is clear, rev the engine, set the clutch to biting point and then accelerate away - possibly into the path of an average motorcyclist. If you are that approaching motorcyclist, then you have four or five seconds at best to remember, consider and implement any attempt at avoiding an accident - and all under considerable mental pressure! Quite simply, a rider may be too close for emergency braking to guarantee success and will probably have too little time to swerve around the emerging vehicle. The rider's fate seems certain as the options available are very limited."* The same

Riding a Motorcycle involves a good level of Risk generated by various elements

- your machine limitations
- road features and road conditions
- other road users

No need to add the "Pilot" to the list of Risks

rules apply to other way of crushing your bike: a corner taken to fast, a guard-rail closing to sudden, any unexpected obstacle appearing on that road that you imagined clear. In this situation we have **"four or five seconds at best to remember, consider and implement any attempt at avoiding an accident"** This is when a good training in advanced riding can make the difference. If you can gain more time to remember **and consider** while having at your immediate disposal an ample selection of riding tools to **implement** crashes can be avoided or minimized. Nothing is more stupid that putting yourself in a situation (biking or not biking) without the necessary knowledge to cope with it. So, lass training you have slower

you have to move: you need more time for **remember, consider and implement**, you need more time for select the few tools you have in your limited experience. Being well trained is not a license to speed up, only a way to enjoy adequate speed well evaluated.

Further lesson for separating skillfulness from stupidity: Just because you can doesn't mean you should! Today's bikes allow a monkey well trained to reach speed in excess of 200 K/H, still you would not like to be on the seat behind that monkey. **H. Erman**, an OMM rider quotes an old Turkish proverb his father was often repeating: *"If you have a hammer in your hand, you look for a nail to pound"* He continues with a simple observation: *"When you have a bike with the power of 200 K/H you need a similarly strong will power to control yourself and the bike. Key here is to choose a bike that will suit you"* My friend **M. Parry** in UK goes even further taking pleasure from bikes (classic bikes) that can be taken at the maximum speed without braking the too numerous laws. Knowledge, Experience, Fatigue, Physical conditions & Fitness, Weather situation, Status of the road, Conditions on the traffic, Presence of other road users are the real laws limiting the speed.

At the end the real rule separating skillfulness from stupidity is quite simple: do not ride at the speed that places you out of (real) control. Expert weight trainer will tell you that the weight is not as important as the "form": when you start weight training the temptation of lifting heavy loads (to place you among the machos of the gym) is quite irresistible: the result is that instead of training the selected muscles you "cheat" calling to action other major muscles. Your weight training is totally wasted by stupid presumption of big weights.

The same apply for biking: you should select a speed that allows you to maintain a proper style, to select the right line to be safe, smooth and systematic. When you are riding controlled by speed you enter a limbo of ignorance and incertitude. You pass control to the laws of physic: and this is not funny. Bikers love speed and speeding is great part of the fun in biking: enjoying speed is only possible when the rider is in (real and not imagined) control. **Test yourself.**

OMM Rides & Travels

OMM ARA Training Course September 2002. The ninth ARA course closed with the Award Dinner on Monday 23rd of September. 23 Riders took part in this training session under the tuition of Jon Taylor, Paul Thompson and Paolo Volpara.

Bulent	Boytorun	bulent@zapmedya.com	YAM. THUNDERCAT 600
Taner	Çelik	sales@vildizas.com	HARLEY DAVIDSON
Baran	Kaya	baran@ventura.com.tr	HONDA VARADERO
David	Maden	madend@tycohealth.com.tr	BMW R 1150 GS
Kürşat	Teker	kursatteker@yahoo.com	HONDA VFR 800
Alp	Berker	aberker@superonline.com	DUCATI MONSTER
Tuncel	Alaçayır	tuncel@alacavir.com	BMW R 1150 GS
Murat	Balcı	mbalci@isvicre-sigorta.com.tr	BMW R 1150 GS
Levent	Ağagil	agagil@e-kolav.net	BMW F 650 GS
Namik	Akin	namikakin@superonline.com	BMW R 1100 R
Hagop	Çak	kuara@superonline.com	HARLEY DAVIDSON
Cenk	Ölçüşenler	cenk@promar.com.tr	HARLEY DAVIDSON
Vahe	Bağdatoğlu	vahe_bagdatoglu@hotmail.com	BMW R 1150 GS
Levent	Kirişcioğlu	lkirisocioglu@ixir.com	BMW R 1150 GS
Nuri	Danışman	nuridanisman@hotmail.com	BMW R 1150 ADVENTURE
Bulent	Vural	bulent@vuralbaski.com	YAMAHA TDM
Okan	Tarhan	Okan.Tarhan@GTECH.com	HONDA TRANSALP
Arslan	Haravon	cinah@superonline.com	HONDA PAN EUROPEAN
Emre	Muratoğlu	muratoglu@turk.net	BMW R 1150 GS
Hakan	Pekmen	hakanpekmen@yahoo.com	HONDA SHADOW 750 C2
Özan	Türe	ozanture@yahoo.com	HONDA TRANSALP
Turhan	Nazikcan	turhan-n@superonline.com	HARLEY DAVIDSON
Hakan	Onmuş	honmus@platomed.com.tr	BMW F 650 GS
Evren	Özpeker	ozpeker@ovakbank.com.tr	YAMAHA FAZER 600

The Ninth course introduced some novelties in the ARA system: we met at Hazerfen airport facilities at midday of Friday and we combined in an afternoon session the Theory lesson and the Slow speed maneuvering/steering and braking exercises. The Theory lesson was different for Advanced Riders and for Beginners. Jon Taylor presented new tuition material including the newly released video "What If?". Paul Thompson and Paolo Volpara developed the ARA 2002 basic course. Overall the experience was a positive one although the facilities were quite inadequate: the strip surface was of poor quality, the space assigned to riders too limited and the lesson rooms poorly equipped. We will look for better and more permanent location for the 2003 courses while we plan to take the entire day of Friday to give the riders more experience in a controlled environment. The Itineraries of Saturday was too long for riders at the first experience with ARA and the System. Contrary to our safety rules some groups had to ride for two hours at night: for this inconvenience and for the late arrival at the hotel we sincerely apologize. Measures have been already taken with Scouts and Safety riders to further strength safety for future rides. Sunday ride was perfectly in line with the plans and by 18:30 all students were safely back to the Ferry Station in Yalova. Two female pilots took part (free of charge) to the Theory Friday session: please remember that all riders are invited at no cost to this portion of the course but it is necessary for discipline toward other students to book your presence in advance. One of these two pilots expressed the desire to participate to the entire course but, after serious consideration, we had to refuse the last minute application. The reasons are quite clear:

1. Accepting new students hours before the starting of the course requires a complete revision of the groups and this can create problems with the Instructors already assigned to each team.
2. The bike of the pilot in question was not in line with the safety ARA requirements: the thread of the tires was too thin and the steering bearing had a noticeable default.



We invite both riders to apply to one of ARA courses for 2003: we had in the past several female pilots in our training sessions and we support with all our strength the creation in Turkey of a female riders group: years ago we also contacted "Women on Wheel" hoping to open a similar group in our Country. <http://www.womenonwheels.org/> Following the course (as usual) we received several comments from participating riders:

Levent Agagil wrote: "We have completed the ARA Training starting from September 20th and ending September 22nd covering about 1000 km without any accident. Vahe Bağdatoğlu and Bülent İyigün from EMOK were also present and in the same group as myself. Paul Thompson from England was a very nice person and he conducted a superb training session..."

I am probably the most novice rider of all participants , with a biking background of only six months. I attended the ARA 8 in last June with only a few km's on my tachometer. I had much profit from ARA 8 and the last one ARA 9 helped to improve my

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control of the bike and made me more conscious about biking. I did about 11.000 km's in 3 months between ARA 8 and 9 and I could see what difference the ARA training can make. My intention is to participate in future ARA

Trainings as much as possible to improve my ability for safe biking and gain right experience. I suggest to everyone to participate in theory session, which is free of charge. In my opinion , every rider , no matter of how experienced he might be, should take part in one of ARA courses at least once to see the faults in his riding and to correct these faults . You have only one chance for a major mistake and the consequences are not good."

Vahe Bagdatoglu sent us a conclusive note: "It does not matter how long or how many km you have ridden. The difference of the course is striking. The instructors know their business very well. Serious and not boring course. The cost might be high but you can be sure that you will get your money's worth... There were all sorts of bike types in the course and there was good cooperation between them."

Rides and Events Ahead

OMM – Advanced Riding Academy Course Ten October 2002. Places still available for Riders from Istanbul.

We are please to announce that the OMM Group in Ankara is organizing the first Advanced Riding Course in the Capital opening to local riders the opportunity to join the 10th OMM ARA Class.

ARA 10 will start at 16: 00 on Friday 18 October to close on Sunday 20 October with the award Ceremony. The OMM group in Ankara has selected and scouted two days of demanding riding along good itineraries.

While the places from Ankara Riders are entirely booked, we have still positions available for Riders from Istanbul. An OMM Safety rider will lead the group from and to Istanbul in the morning of Friday 18 and on the evening of Sunday. If you are interested please contact Apo Hekimhan at bukalemun@turk.net

The long week-end of October 4/5/6 offers an opportunity to ride take part in one of the best ARA Observed Rides.

This one is open only to bikers who attended previously one of OMM – ARA Theory Courses. **You should confirm**

immediately your participation to YAKUP ICGOREN (yicgoren@barwil.com.tr): we only have eight places available.

Your OMM Observers will be Yakup Icgoren, Apo Hekimhan and Paolo Volpara.

Friday 4 October meeting at 08:00 at Eskihsar Ferry Station, crossing to Topcular and beginning of the Observed Ride session on the route to Tavsanli. From Tavsanli the riders will move in convoy to Simav, Salihli, and Odemis to reach Sirince in the evening for overnight in this traditional Greek village. Overnight in hotel at Sirince.

Saturday 5 October Paolo Volpara will join the group in Sirince and we will move at 09:00 with destination Gocek (Dalaman). The observation route will last from departure till Fethiye in two periods separated by the visit to ancient Aphrodisia. Riders will be split in three groups for three Observers getting the opportunity to receive at list two additional observations. Saturday night we will celebrate the conclusion of the ride with an "OMM Gala Dinner" in Gocek. Overnight in Hotel in Gocek.

Sunday 6 October is a free day dedicated to (for some) the return to Istanbul and (for other) to the holiday time in Gocek. The return is not planned as a group but is left to single rider decision.

On this ride we will not have the Safety Riders as in all ARA courses: this is an individual ride with opportunity to be observed by competent riders and to discuss the refinement of riding skills.

Read and Ride: the training line

Nick Ienatsch began his career in the motorcycle industry at Motorcyclist magazine in 1984. He began racing just for fun at Willow Springs International Raceway in 1986. He went on to win the Willow Springs Motorcycle Club Overall #1 plate in 1989 and 1990. Nick went on to head up Sportrider magazine, and left Petersen Publishing to pursue an independent career in the industry. Nick is famous in the biking community for the creation of a road riding system he called "The Pace". He writes: "*A year after I joined Motorcyclist staff in 1984, Mitch Boehm was hired. Six months later, the Pace came into being, and we perfected it during the next few months of road testing and weekend fun rides. Now the Pace is part of my life - and a part of the Sunday morning riding group I frequent. The Pace is a street riding technique that not only keeps street riders alive, but thoroughly entertained as well. The Pace focuses on bike control and de-emphasizes outright speed. Full-throttle acceleration and last minute braking aren't part of the program, effectively eliminating the two most common single-bike accident scenarios in sport riding. Cornering momentum is the name of the game, stressing strong, forceful inputs at the handlebar to place the bike correctly at the entrance of the turn and get it flicked in with little wasted time and distance.*" Read more at [http://caferacers.edithispage.com/stories/storyReader\\$1257](http://caferacers.edithispage.com/stories/storyReader$1257)

THE PACE PRINCIPLES

1. Set cornering speed early. Blow the entrance and you'll never recover.
2. Look down the road maintaining a high visual horizon will reduce perceived speed and help you avoid panic situations.
3. Steer the bike quickly. There's a reason Wayne Rainey works out - turning a fast-moving motorcycle takes muscle.
4. Use your brakes smoothly but firmly get on and then off the brakes; don't drag 'em.
5. Get the throttle on early starting the drive settles the chassis, especially through a bumpy corner.
6. Never cross the centerline except to pass crossing the centerline in a corner is an instant ticket and an admittance that you can't really steer your bike. In racing terms, your lane is your course; staying right of the line adds a significant challenge to most roads and is mandatory for sport riding's future.
7. Don't crowd the centerline always expect an oncoming car with two wheels in your lane.
8. Don't hang off in the corners or tuck in on the straights sitting sedately on the bike looks safer and reduces unwanted attention. It also provides a built-in safety margin.
9. When leading, ride for the group Good verbal communication is augmented with hand signals and turn signals; change direction and speed smoothly.
10. When following, ride with the group if you can't follow a leader, don't expect anyone to follow you when you're setting the pace.

Riding the Web

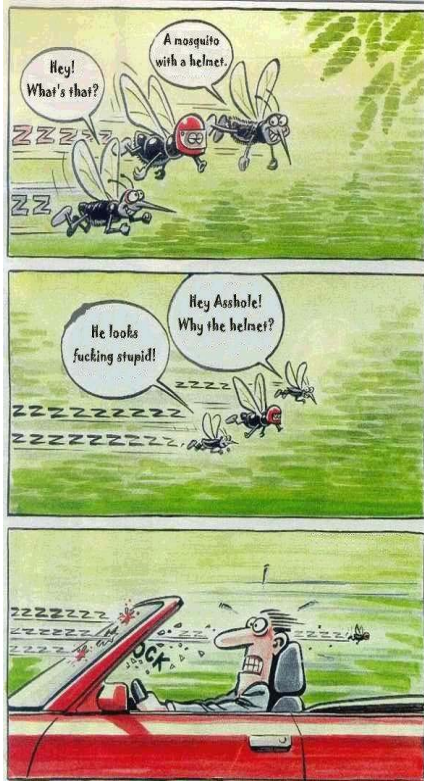
Good reading, tests, gear tests and intelligent articles on biking at Motorcycle Online: you have to subscribe for the modest price of 12 dollars but you get a free coupon of the same value for future purchases. Log in at www.motorcycle.com Also here the first rapid report on Munich 2002 Intemet Show.

The use of Radar Detectors is illegal in Turkey but accepted by laws of several European Countries. In our opinion nothing can replace an attentive scanning of the road ahead and a safe keeping of the speed. If you are interested in equipping your bike for European rides with such devices check at <http://www.radarshop.com/co/home.htm> for special detectors designed for bikers.



Some of OMM Riders are working to put together the Ducati Owners (Ducatisti) of Turkey. If you own one of the "magic" machines from Italy contact Omer Koker at omer@insan.net and we will come back to you with ideas and proposals. Meanwhile log into <http://www.duc.org/> and read carefully (not only Duke Riders) the section "Riding Skills"

OMM Ring of Riders



Jim Parr (jimp@mwt.net) joined the OMM group touring the south east of Turkey this summer: originally booked for a "Four Corners of Turkey Rally" Jim decided to join us when the Rally was cancelled in a more sedate ride. Presenting himself before the ride Jim wrote: "Single, Age 48, I have a herd of 45 Salers cattle (originating in France) and own about 300 acres (120 hectares) of land. Ranching provides a poor income here in the US so I also drive a truck three days a week for an organic food cooperative. We have a governmental district here (a county) and I am serving my third term on the board of supervisors. It is a very rural area with a population of about 27,000 people. I also serve on the local school board of supervisors. Both of those positions are elected. I like to study history. I am not a scholar by any means and details, dates and names elude me. But the overall story is fascinating. So, Turkey fascinates me. The Country has the most impressive ancient history in the world--with records!! I have a genuine appreciation of the accomplishments of Ataturk. His legacy overshadows any of the current events we pass through today. I hope to visit Anit Kabir. I almost forgot to mention that I do ride motorcycles, too! I have a Yamaha Road Star and a Suzuki Hayabusa. I have signed up for a couple of rallies this summer. I never entered a rally before. And I haven't ever entered a competition like the Iron Butt Rally but I have documented some rides for them over the last two years. A BBG (1500 miles in 24 hours), a SS2K (2000 miles in 48 hours) and a BB (1500 miles in 36 hours)."

After completing the tour (mastered by Selim Demirel) Jim wrote a splendid report on his experience for publication in USA. Here we report the diary of the first days when American Rider meets for the first time Istanbul traffic.

"In the fall of 2001 the OMM Riders group invited friends of the group from around the world to join in a tour of Turkey. I did a little research on Turkey and learned that it is full of ancient historical sites including Biblical sites that we have heard of from our childhood religious education but never really knew where they were located. Then I did a little review of the modern history of Turkey and learned that the country has stood by the United States loyally for the past seventy-five years.

That not only includes the recent Desert Storm and Iraqi problems but also the Cold War years when Turkey shared a border with the former Soviet Union and was courted by that country. I was intrigued and determined to visit. What better way to see the country but on a motorcycle accompanied by Turkish riders?

Over the next few months I corresponded with members of the OMM Riders group Paolo Volpara, Yakup Icgoren, Selim Demirel, and Kazim Uzunoglu and also with the Iron Butt Association whose leader, Mike Kneebone, had recently visited and toured a part of Turkey. He strongly recommended that I go. So I arranged for over two weeks of vacation, and began to learn all that I could about the country. Finally in April the plans were made for the tour to be held from July 19 through the 29th and it would feature the eastern part of the country, a part of Turkey that has been troubled by war and terrorism until the last few years. Later I found out that few Turkish citizens from Istanbul have ever been to the East because of the problems and the road conditions and the expected welcome was as unknown to most of them as it was to me. I boarded the Turkish Airlines flight in Chicago on the 17th and settled in for a non-stop eleven-hour flight to Istanbul, Turkey. The flight was uneventful but the taxi ride from the airport to my hotel in the heart of the city was very exciting. If the driver wasn't full on the accelerator he was standing on the brake while everyone around us blew horns and jockeyed for position in bumper to bumper traffic. The stop signs seemed to be invisible to the cab driver and he barely slowed down for any of them. Stop lights and traffic circles would cause the cars to leave their lanes in a mass jumble as they all worked for advantage in the confusion. The horn blowing was nonstop. Pretty soon I ignored the peril of the driving and was engrossed in the sights. To my right was the Strait of the Bosphorus. Ferries and freighters flying flags from around the world were steaming along or anchored awaiting a dock. When we turned off of the main road the sidewalks were full of people milling around in the bright, hot sunshine. The kaleidoscope of people displayed a wide array of dress styles ranging from full-length jackets and varied headdresses to the finest looking women I have ever seen in my life dressed in the latest western summer styles. The backdrop was the miles long ancient fortress walls of Istanbul, huge magnificent mosques, centuries old storefronts and sidewalk stands selling everything you could want. Mainly

displayed were the fresh vegetables and fruit but clothes, household furnishings, books, tools and anything else could be found, too. Motorcycles were zipping in between cars bearing couriers and commuters. Most of the bikes belched blue smoke and were single cylinder of a make I had never seen before. I was later told they were Russian built. There were also plenty of Honda 125 cc models but no large bikes, none! In less than an hour I was going to be involved in this traffic on a BMW R 1150 GS Adventure that I had absolutely no experience on at all. If I could have foreseen the future it would have been a relief to know that my first day in Turkish traffic would be my worst day in Turkish traffic. All I knew for sure was that I would be renting and riding a bike here. I wondered if I would survive intact to tell the story.

The cab driver turned and looked over his shoulder and said in Turkish that we were where I told him to go and he couldn't find the hotel. Did I have the street address? I grunted and pointed at the trunk of the car. Mercifully he pulled to the curb and I dug through my luggage in the trunk and found the specific address. Minutes later we were in front of the hotel. I paid him twenty million Turkish Liras (about thirteen dollars) for the half-hour ride which included a small tip. This seemed inexpensive to me. All of the everyday expenses including hotel rooms and restaurant meals were similarly inexpensive. The only exception was the cost of fuel, nearly four dollars a gallon. Luxuries such as motorcycles, motorcycle rental and higher end hotel rooms often are priced in euros and cost about the same as they would in the United States.

A note was waiting for me at the hotel desk with a phone number to call for a ride to the bike rental shop. Kazim picked me up in his car and we worked our way through the mid-afternoon traffic to a bridge over the Bosphorus that connects the European to the Asian side of the Istanbul area. The R 1150 GS Adventure was parked in front of the shop already fitted with hard side bags and a top trunk. Having recently ridden both the Hayabusa and the Yamaha Road Star I didn't think the BMW would be difficult to get used to but the bike felt uncomfortably heavy at a standstill and the handlebars were much higher than I was accustomed to using. Brush guards in front of the brake and clutch levers seemed to be in the way and I removed my leather gloves to get a better feel of the bike. Kazim told me to keep his car in sight and he would lead me back to the hotel. We dived back into the mad traffic. My plan was to drive strictly according to the posted speed limits and offer the same courtesy to my fellow road users that I was used to receiving in the United States. I would keep a safe distance from the car ahead of me, signal all lane changes and travel at a sedate pace until I got used to the bike and the layout of the city. This was impossible. The smallest gap in front of me would instantly be filled by a car edging in only inches from my front tire. The driver behind me would blast his horn to get me to speed up and I could see that I was losing sight of Kazim's car already. He pulled to the side to wait for me and I edged into the right lane. Maybe it would be better here in the right lane since the traffic could only cut me off from one direction. Wrong again. The gap between me and the car ahead of me would be filled not only by cars drifting in from the center lanes but by cars worming their way into traffic from the side streets. Again the horns of the cars behind me were blasting. I decided to try my luck in the far left lane and worked my way through the center lanes of bumper to bumper traffic (but not stop-and-go traffic, just go-go-go) until I was in the fast lane. Again I tried to maintain a safe distance from the car ahead of me but if I didn't stay in the center of the lane a car would crowd in beside me, inches from my leg, and try to pass with me still in the lane. I stayed in the very center of the lane to keep them away and felt I was doing OK. Then I felt the front bumper of the car behind me hit the plastic rear fender and rear tire of the GS. I was being shoved. A shot of adrenaline showed me the escape route. I cracked the throttle of the bike and shot ahead to keep from becoming road kill and I began to squeeze through traffic with a combination of lane splitting and close passing. Amazingly it worked. The other drivers would maintain their speed reliably to let me through and I was able to make good progress through the traffic. Kazim had pulled over to the side again to let me catch up and from now on I was able to keep up with him. I was confident and doing just fine until I came up on a hard right bend in the road a little too fast. I was sure that I would go a little wide on the corner and cross the centerline. The oncoming cars were flashing by and the car behind me was too close to allow me to brake as much as I felt I needed to make the corner safely. All I could do was drastically counter-steer and lean into the corner to save my life. The BMW handled perfectly as I kept my eyes on where I wanted to go and away from the sharp fenders only inches from my beloved left knee. Soon we were at the hotel and Kazim turned into a narrow brick paved side street with what seemed to be a forty-five degree downhill slope. A narrow gap between parked cars led into the safe harbor of the parking garage. I passed this final test and, greatly relieved, set the bike up on its center stand and took the hard bags up to my hotel room to begin packing for the Grand East Tour which would begin tomorrow. That night, for the first night in several weeks, I didn't worry about the rumored poor road conditions in the East of Turkey. I didn't worry about meeting the same deadly fate that thirty seven thousand residents of that troubled region had met in the past fifteen years through terrorism and guerilla war. Kidnapping and being held for ransom never crossed my mind. I had to get an unfamiliar fully loaded bike back up that brick paved steep side street and navigate Istanbul traffic to the meeting place on the toll-way to Ankara. I slept an hour and paced an hour over and over through the night. Eager, I guess, to start the Grand East Tour."



Cliff and Jenny Batley (www.twowheeltrekkers.com) from UK to New Zealand, report on www.horizonsunlimited.com about the crossing of Turkey

"From Greece the Turkish border was really friendly and surprisingly easy to cross. It took around an hour and a half but that seemed reasonable. We went to all the wrong offices first but were pulled past queues and sent to the correct offices. We finally managed to get someone to understand that we needed to get insurance for the motorbikes and purchased this - 15 Euros for both of us for one year! Just after getting past the Greek border and before the Turkish one we met a couple of army guards on the bridge who asked that we stop - they waved me to stop along side Cliff on the wrong side of the road. On stopping they asked where we were from and immediately produced a camera - could they take photos? We were in a near state of shock - guards that actually seemed nice. They held up all the traffic coming in either direction until they were happy that they had all the photo's they needed - I managed to get one of them also. Istanbul is definitely the place where East meets West. The mixture of cultures is amazing. The city itself is busy and friendly. The highlight of Istanbul (although at the time a little scary) was being advised by the local traffic police that the easiest way to get to the Youth Hostel was down the tram line! Passing the commuters on the platforms (which were at head height) was strange but I suppose it probably brightened their day also - mad tourists again. We came across a strange (to us anyway) requirement of the Islamic religion - feeding people. Apparently it is part of their faith that if they are eating nearby to another person they must offer to share their food. Whilst on the ferry from Eceabat to Canakkale we parked our bikes next to a mother and



son who immediately jumped out of their car to offer us watermelon and water. We said thanks, a little shocked, and ate. Then there was a shout from the fella - did we want bread, cheese, ham etc - we declined as we were not really hungry. Then the coach driver in front of us appeared with a bottle of Fanta and two cups"

Watch That Corner

From Omer Koker (OMM Rider) a close encounter of a strange type: "Today while riding back from the Asian side to the European side on the first bridge I had to do an emergency maneuver. A Honda CBR 600 rider going about 30-40m in front of me, just after the bridge, decided to stretch his legs dropped them to the sides and back in a typical style. His right shoe flew off of his feet: the runner shoe flew for a couple of meters after landing on the road. I was trying to contain myself when I realized that it would be better to avoid the object then laugh at the event. At that speed distance moves extremely quickly but I managed. The CBR rider had a grey athletic shoe on one foot and a white sock on the other as he decided to leave the shoe behind and escape with what was left of his dignity... So Ladies and Gentlemen beware of objects on the road and what you wear while riding on it!"

Check your Internet server. The OMM Bulletin is sent to a large group of Riders in Turkey and abroad: what makes our work valuable is that each rider asked for receiving the Bulletin and, when a rider wants to get out of the list, a simple message to us obtains the desired effect: we do not mail the bulletin to "purchased or shared lists of addresses" and we do not share our list with any other company or organization. Still, Hotmail and Turknet often reject the Bulletin and do not distribute it to their users evaluating it as "spam" (unwanted messages). On the last issue of Horizons Unlimited bulletin we discovered that the problem has wider implications: **"Hotmail users ALERT! Spam-ridden Hotmail is at it again, taking new steps to clean out the accounts of its free users. Already, Hotmail was bouncing e-mail that put you over its 2MB limit, which of course was reached because of all the unsolicited e-mail jamming accounts, in spite of Hotmail's much-promoted but Carteresque filtering tools. It also promised to cut off your service if you didn't check your account once a month -- and delete all your e-mail to boot. All of this is part of a not-so-subtle ploy to get users to fork over \$20 a year for extra storage space, or get lost. Its most recent move is particularly maddening, however: The service is deleting all "sent items" older than 30 days. This could almost be considered reasonable but for the fact that Hotmail, unlike any e-mail system actually worth paying for, makes you tell it to keep sent items. So the stuff it is now deleting is stuff it was specifically told to keep. For one woman interviewed by CNET's News.com, this meant losing notes she sent to friends while traveling in Laos and China -- notes she had hoped to turn into a travel book."**

Users of Hotmail and Turk-net should send messages to the server requesting a prompt modification of this policy.

Ride in Gear

Too lazy to check your tires pressure at the beginning of a ride? Technology, as usual, can partially provide for human stupidity. Check Smart Tire at www.smartire.com/fl/products/index.html a special tire cap that visually informs you when something goes wrong with the pressure.

Turgay Avci, pilot from EMOK, sent us a summary of the available ferry. Print it and keep it handy.

TEKİRDAĞ- CUMA 17:00 - MARMARA ADASI-19:30 - AVŞA- 20:15
MARMARA ADASI -PAZAR 13:45 - TEKİRDAĞ- 16:30
ERDEK HERGÜN 11:00 - AVŞA 13:30 - MARMARA 14:20
ERDEK HERGÜN 16:45 - MARMARA 20:45 - AVŞA 21:30
GÖKÇEADA-ÇANAKKALE 08:00 - ÇANAKKALE-GÖKÇEADA 17:00
KABATEPE-GÖKÇEADA 11:00 - GÖKÇEADA-KABATEPE 18:00
BOZCAADA-GEYİKLİ 07:30, 12:00,17:30,23:00 (CUMA,CUMARTESİ VE PAZARLARI 23:00) - GEYİKLİ-BOZCAADA 10:00,14:00,19:00,24:00 (CUMA,CUMARTESİ VE PAZARLARI 24:00)
ECEABAT-ÇANAKKALE SAAT BAŞI (02:00'DEN SONRA 04:00 VE 06:00) - ÇANAKKALE-EVEABAT SAAT BAŞI (03:00'DEN SONRA 05:00 VE 07:00)
GELİBOLU-LAPSEKİ SAAT BAŞI (01:00'DEN SONRA 03:00,05:00,06:30,07:15,08:15,09:00) - LAPSEKİ-GELİBOLU SAAT BAŞI (24:00'DAN SONRA 02:00,04:00,05:45,06:30,07:30,08:15)
İSTANBUL-MARMARA ADASI 08:30 HERGÜN (CUMARTESİ HARİÇ)
İSTANBUL-ARMUTLU CUMA 19:00 - ARMUTLU-İSTANBUL PAZAR 19:00
İSTANBUL-İZMİR CUMA 17:30 - İZMİR-İSTANBUL PAZAR 14:00
İSTANBUL-ZONGULDAK-SİNOP-SAMSUN-TRABZON-RİZE PAZARTESİ 14:00 - RİZE-İSTANBUL ÇARŞAMBA 14:00
ÇEŞME-BRİNDİSİ PAZARTESİ 23:00 VARIŞ ÇARŞAMBA 07:00 - CUMA 10:00 VARIŞ CUMARTESİ 19:00 - BRİNDİSİ-ÇEŞME ÇARŞAMBA 11:00 VARIŞ PERŞEMBE 23:00 - CUMARTESİ 23:00 VARIŞ PAZARTESİ 10:00

Powerlet – Highly Integrated Power Outlet Products can be found at <http://www.jastek7.com/products.html> "For years BMW has been using the same plug and socket format that the Powerlet product uses. Recently, Ducati & Triumph started using this plug on some of their sport touring bikes. Similar to the "cigarette lighter" for autos, the Powerlet connector allows you to access the battery without disassembling the bike. This form factor is quickly becoming the industry standard motorcycle connector. Today, more than ever, there is a need for a standardized power port on motorcycles. A bi-directional port is necessary to take full advantage of new "appliance" products such as battery chargers, heated vests, cellular phones, portable music players, radar detectors, GPS units, camcorders, heated grip wraps, etc..."

Ride and Think

From our American friend Javier Castro we got this Editorial of The Daily Rider on the Bikers Rights.

Quite important in defining a social role for motorcycles, it is titled: **More Than Equal Rights**

"Transportation planners and the public at large understand motorcycles as thin, unstable cars. And toys. Everyone grew up absorbing well crafted educational campaigns about how motorcycles have equal road rights. ... Motorcycles are seen as risky single track automobiles and as toys because of their roughly similar transport characteristics (speeds, load capacities, infrastructure requirements, individual private ownership, etc...) and because they have long been grandfathered into road laws and vehicle codes... But motorcycles are clearly as different from cars as they are from bicycles, commuter trains or



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