

To all our friends and bikers the best wishes for more miles in the new year

At the end of 1999, we planned to produce a simple newsletter passing useful tips and information to the biking community in Turkey while attracting friends and riders to this splendid Country. The distribution (by e-mail) grew by word of mouth and the thousand readers of today are not a "commercial list" but a group of friends who personally requested to be united by this poor media. From November 2002 we also distribute a version of the bulletin in Turkish: for them we created a new mailing list and the feedback we are getting is very good.

You may have friends who ride with you and who would like to get included in the Bulletin distribution list: your recommendation is the only "advertising" we have. Present to them the OMM Bulletin (in English or Turkish) and send to Yakup Icgoren yicgoren@barwil.com.tr a note with the names and e-mail addresses of the fellow riders you would like to enroll. Please specify if we have to mail the Turkish or the English version (or both).

Your help in enlarging the ring of friends is really appreciated.

One More Year: an overview of OMM activities in 2002

The first snow is on the ground around Istanbul and it slows down the speed of riding: more time to think about the year coming to the end and to what we have accomplished as One More Mile Group.

The snow was on the ground on the first day of this year... and what a snow. It stopped the participation of some riders to the "Mad Run 2002" the ride of the January first morning: from my house in Durusu (50K. north-east of Istanbul) the sky was dark and the temperature 3 degrees below zero. It was clear that Dr. Winter was doing all possible to test my endurance: I managed to cover 10 K in half hour and two falls... then I chickened out returning home "two feet down".

With more courage and skills, seven bikers covered the ride in a day when the couch in the living room had an irresistible appeal. A good 2002 beginning.

In January we opened for the first time a session of **ARA (Advanced Riding Academy) lessons** on the theory of good riding: with a slow beginning the meetings were quite well attended with more than 100 bikers taking part in animated debates: it was a turning point for OMM. Comforted by the good participation and by the interest registered, the members of OMM association decided to reinforce the focus on Training and Education leaving to individual riders, groups and clubs the task of organizing rides, events and social activities.

OMM association should provide opportunities, tools and contacts to all riders (and friends) concerned with advanced riding. With this clear objective in mind we revised our program and we open new contacts in Turkey and abroad. In cooperation with **TUMER we organized in January a First-Aid course** dedicated exclusively to bikers, a course finally dealing with the injuries most frequently related to our sport. This was the first of a series of courses and in any of the training session we had in 2002 we also gave a portion of the lesson to first-aid subjects.

We did not forget our riding traditions and, at the beginning of March, we went to **Italy and France for the third "Andare per curve"** (Chasing corners): these trips are dedicated to the pleasure of riding without too many concessions to sightseeing and gastronomy. We went to the Maritime Alps, the mountains along the French Riviera entering from the Col di Tenda in Italy and riding parallel to the sea till Aix en Provence: good weather and magnificent roads were the rewards for the few bikers who accepted our winter invitation.

March was the month of the **Istanbul Motorcycle Fair** and, for the first time, OMM was present with its own booth supported by Yamaha: today we can judge our presence at the Fair as not particularly brilliant but it gave to the group experience and space to meet new riders. >>>>>>>>>

ARA 7 from 19 to 21 of April was a challenge to the weather and we lost it: a riding session permanently on rain, fog and mud. It was a trial that the 30 bikers took with good spirit and it turned out to be one of the best of our 2002 events. Instructors were Jon, Paolo and Ibrahim Dolan joining OMM courses for the first time from Germany.

Cemil Turker led a group of four riders to South of Italy to cover the exciting roads of the Apennine passes: a ride effected by an accident to Ertugrul in Greece (only bike damages) and by some severe weather condition. Still Cemil and friends went for corners and found them.

On the evening of May 13 we were at the border of **Ipsala to ride with Kevin and Julia Sanders**. Two up on BMW R1150 GS they were on the way to fix what is now the certified record on bike around the world: 19 days, 8 hours and 25 minutes. OMM Istanbul and Ankara offer the little help we could master to facilitate the crossing of Turkey.

Hakan Erman and Emin Gursoy conducted an experimental **Forum for Bikers** in the month of June developing new material for tuition and setting up a valid standard that will be used on future Observed Rides.

Hamit Abassoglu and Fuat Domanic went racing, or better, racing learning under the careful tuition of Suleyman Memnun. **Suleyman School operates from the Circuit of Serres near the Greek City of Thessalonica** and the two OMM riders were just scout for a larger participation in 2003. Fuat wrote: "Suleyman tuition was extremely good: the correct lines, lines selection, body position, cornering, braking. When we first started we were making 2.00 ish track times. We decreased the time to 1.45 then he removed the front brake levers. We had to follow the correct lines with correct speed adjustment. Against our initial fear it was not too hard and we were making 1.42 without the front brake. The track record is 1.22. Hamit's and my best time was at the end 1.39. Excellent organization and great fun"

OMM introduced a higher standard of Advanced Riding qualification in June: for the first time in Turkey Jon Taylor conducted official test rides of the **Institute of Advanced Motorcycle (IAM-UK)**. Three OMM riders, Selim Karadag, Yakup Icgoren and Apo Hekimhan, successfully passed the examination and listed among the first Turkish riders to proudly wear the IAM badge.

ARA 8 (21-23 June) was conducted by Jon Taylor, Paolo Volpara and Dave Bruguier. David was for the first time in Turkey and contributed greatly to the success of this course. 30 riders took the road to Bolu blessed by good weather all along.

After the ride, Apo (organizer of this course) wrote to us: "I remember:
-Fuat; parking his bike on the mountain road waiting for his group to arrive while lighting a cigarette looking like Ogrri of Bike Magazine.
-Orkan; passing with his bike screaming, waving his hand low as though saying 'Hy man,

how are you?'"

-Emin; with a smiling relaxed face on his Harley murmuring pata...pata pat...

-Omer; always hyperactive and with innocent look in his eyes

-Paolo; that big Italian with big hands; always seeming so rigid but so sensitive deep inside

-Jon; so calm chasing the student like a ghost, nearly unable to be seen.

-Dave; so gentle and the look of his eyes in my mirrors...

-And my bike; the engine sound mixed with the wind, being one as body, soul and metal, always managing to take me back home to the ones I love.

Yes biking is just being on the road, traveling but not on the surface of the road, more a travel deep inside the self... And I like to share it with all of you."

July was EMOK Rally: organized (perfectly) in the Phrygian region around Kutahya it was a very friendly and busy occasion to stay with bikers, to talk bikes, to enjoy nature. Several OMM Riders plant tents on the EMOK camp testing bikes from BMW, Aprilia and Yamaha.

On July 17 the large part of the biking community celebrated the "Ride to Work" Day supported by <http://www.ridetowork.org>



Clubs in Turkey decided to support the commercial event with similar name organized by Insurance Company in UK. The Ride to Work Association calls again all Turkish Riders to celebrate the day on July 16 2003. Even better let's celebrate both days with two rides to work. 10 bikers and a long, hot ride. The best of OMM in 2002: organized by Selim Demirel (OMM Ankara) and Yakup Icgoren (OMM Istanbul) the **Grand Tour of East Turkey** was the great event of the year. For the one who missed it a promise of "bis" in the new year. Part of the story has been already published on OMM Bulletin and we plan a full report for the next month.

At the beginning of September we planned to meet the **Baku Ceyhan Oil Odyssey Riders** at the Turkish border but last minute changes (not so rare in Thomas Goltz organization) made the project impossible. Still the high octane ride on Ural (now on its third year of life) successfully reached the Mediterranean shores following the route planned for the oil pipe line. You can read (and see) the entire story at <http://www.baku-ceyhan.com/oo2000/ThomasGoltziss.html>

If ARA 7 was the challenge against weather, **ARA 9 (September)** was a challenge against wrong planning. Expected for dinner at 8 o'clock the last group reached Balikesir at aro-

und 23:00 with a long day on the saddle.

Still the spirit was high and the course closed with more than 25 students qualifying in Advanced Riding. Paul Thompson from England was a new addition to OMM ARA team of instructors: not only an exceptional rider but also a very clear, down to ground teacher very much appreciated by all participants. We introduced for the first time in this course Radio communication between Observer and Observed riders and a new session on Slow speed maneuvering at the Hazerfen Airport

At the beginning of October Yakup and Paolo conducted an **Observed ride from Istanbul to Gocek** along the OMM recommended route to South. With stop for the night in Sirince and visit of Aphrodisia the ride was safely completed by seven riders with a lady pilot among them.

Nick Sanders is a legendary world traveler and holder of several past records for around the world on bicycle and motorcycle. Good friend of OMM, Nick led the **Motorcycle World Challenge: The Toughest Motorcycle Expedition on Earth** in 2002 encircling the globe in 95 days. The route covered four continents, seven deserts, four mountain chains and approximately 22 countries on 25,000 miles. From Delhi

the group flew to Istanbul and on the night of October 22 OMM welcomed some of the participants at a dinner in Park Orman.

Read the Nick Daily Chronicles at <http://www.nicksanders.com>

In November we brought for the first time **OMM ARA Courses to Ankara**. ARA 10 was perfectly organized by Selim Demirel and Friends. The two days rides took ten riders along the scenery route around Kastamonu area.

And finally a large group of Riders met at the Abant Lake on a sunny middle-November week end to review the 2002 activities and to discuss new plans for 2003. The 2002 OMM Rally was a good, friendly conclusion to a good year.

OMM

one more mile

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and activities >>>



From	To	Description	Itinerary
01 Jan 02	01 Jan 02	Mad Run	Ist - Sile - Ist
10 Jan 02	10 Jan 02	ARA Theory Lesson	Istanbul
12 Jan 02	13 Jan 02	First Aid Course	Istanbul
24 Jan 02	24 Jan 02	ARA Theory Lesson	Istanbul
20 Feb 02	20 Feb 02	ARA Theory Lesson	Istanbul
22 Feb 02	03 Mar 02	OMM Ride "Andare per Curve"	Italy and France
28 Mar 02	31 Mar 02	OMM booth at MC Fair	Istanbul
19 Apr 02	21 Apr 02	ARA7 Course	Bursa circuit
19 Apr 02	24 Apr 02	OMM Ride "Andare per Curve"	Italy: Puglia and Calabria
13 May 02	13 May 02	Welcome to Sanders (Guinness Record)	Ipsala Bolu
03 Jun 02	06 Jun 02	Forum for Bikers	Istanbul
17 Jun 02	19 Jun 02	S. Memnun Serres circuit training	Greece
20 Jun 02	20 Jun 02	IAM examinations	Istanbul
21 Jun 02	23 Jun 02	ARA8 Course	Bolu Circuit
04 Jul 02	07 Jul 02	OMM participation to Emok Rally	Kutahya
17 Jul 02	17 Jul 02	Ride to work day	Turkey
19 Jul 02	29 Jul 02	Grand East Tour	Kars, Urfa, Nemrut, Cappadocia
21 Aug 02	02 Sep 02	Oil Odyssey 2002 (Thomas Goltz)	Baku - Tiflis - Ceyhan
19 Sep 02	19 Sep 02	IAM examinations	
20 Sep 02	22 Sep 02	ARA9 Course	Balikesir Circuit
04 Oct 02	06 Oct 02	Observed Ride to South	Fethiye
18 Oct 02	20 Oct 02	ARA10 Course	Mudurnu Circuit
22 Oct 02	22 Oct 02	Welcome Nick Sanders Adventure Group	
26 Oct 02	29 Oct 02	Andare per Curve	Gocek
16 Nov 02	17 Nov 02	OMM Rally	Abant Lake

OMM Competition:

Spot the next classic



Look at European auctions or at the price of classic bikes in magazines and, if you are old enough, you will discover that "the wreck that you sold in 1960" is now worth thousands of dollars. Easy to look back and regret... but what about looking ahead?

Some bikes will become classic for the originality (here Yakup Icgoren Kawa with sidecar for agricultural-off-road use) Here the new competition for our readers and riders: send us an e-mail Omer Koker at omer@insan.net with a list of five bikes that you can buy new today and that will be a Classic bike in the future. The biker that will indicate more of the models selected by all participants will receive a full set of OMM gear. Here a list of possible candidates from some of the OMM riders:

Aprilia RSVR 1000, BMW R1150GS, Ducati 998 and MONSTER 900, Honda Fireblade, Kawasaki ZX 7, MV-Augusta, Suzuki GSX 750, Triumph Speedtriple, Yamaha V-Max

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OMM Itineraries:

Mad Run 2003

The Mad Run is here again: for the fifth year OMM continues the tradition of riding on the first day of the Year.

This year we meet at 10:30 at the Shell Petrol Station in Umraniye moving from there to Sile: if

the weather is fair we will continue for Agva (Sea Road).

In Agva we will celebrate New Year with hot coffee and tea returning to Sile for lunch.

The weather being really appalling (see picture of Mad Run 2002), we will stop in Sile for a group celebration.

We plan to be back in town for 15:00 with some sections of Observed Ride for advanced Riders.

An ancient legend tells that what you do on the first day of the year, you'll do it all year around. Respecting old traditions you should Ride One More Mile in the New Year.

The ride is open to all members of the OMM Association and friends of OMM: just let us know if you plan to attend by sending an e-mail to Emin Gursoy at emin@gursoytekstil.com **OMM**

OMM ARA Theory Course on Advanced Riding

The annual OMM ARA course in four lessons will take place in the month of January 2003 starting at 18:00 and ending at 20:00. The first lesson is scheduled for Thursday 9th at the Boxer Café (BMW Kurucesme). We will talk of good riding trying to develop and learn a system for safe riding.

As Patrick J. Hahn says: "Once you've mastered the mechanical controls and become used to your bike, normal operation becomes almost automatic. As you gain more and more riding

experience, you become comfortable and confident. But this doesn't make you a better rider. It only frees up your brain from the distraction of the controls. This allows you to develop your first line of defense: a mental strategy"

The meeting is open to all riders and participation is free (but we will appreciate a non-mandatory contribution of five million a night to cover the group expenses). It is a good opportunity to meet OMM riders and to share experience with fellow pilots. From "would-be-biker" to "expert

racer" the experience of last year shows that everybody will benefit and most will enjoy the meeting atmosphere. Riders who attend all four lessons will receive from OMM a Certificate of Competence": for new friends an opportunity to explore the system in action and for the old ones a moment for refreshing the theory. We will use new material with contributions from different experiences. Main language will be English but, as usual, we will provide translators.

Mark the dates in your new diary: we sincerely hope to see you. **OMM**

09 Jan 03	ARA Theory
16 Jan 03	ARA Theory
23 Jan 03	ARA Theory
30 Jan 03	ARA Theory

First Circumnavigation of the Black Sea. Pre-booking.

An old legend says that a wise Ottoman refused to pay the increase on boat crossing fare from Uskudar to the Palace and decided to go home from the European to the Asian side of Istanbul

walking along the shores the Black Sea.

OMM and MotoRu www.moto.ru our friends in Moscow, are organizing in May a **First Circum-**

navigation on Bikes of the Black Sea. From Istanbul via Bulgaria and Romania we will meet our Russian friends in Odessa to continue together around the Crimea peninsula, into Russia, Georgia and returning to Istanbul along the Turkish shores.

The ride will take ten days and it is open to a maximum of five Turkish and five International riders.

If you are interested send e-mail Kazim Uzunoglu kazoom@kazoom-moto-adventures.com

volpara@hotmail.com and he will provide all details. **OMM**

Biking in Turkey:

Segregation in the motorcycle family?

Motorcycle Daily at <http://www.motorcycledaily.com> has good reading for all bikers. In November an article by Willy Irvin titled "What Happened to the Family?" raised an interesting point on exclusionary attitude between bikers

using different types of two-wheelers. He wrote: "In my travels, I notice that when I'm on a sport bike, like-mounted riders wave, yet, with the exception of a couple, the cruiser types, along with the "Winners" and other tourer types, act li-

ke I'm not there... The brand you ride, or the price tag or nationality associated with it, or the "exclusivity" of your ownership should not preclude you from waving to the rider going the opposite direction. As a relatively small group of society, we can't really afford the special interest mentality, and the exclusionary attitude that goes along with it.

It's the spirit of motorcycling, and all the challenges and rewards that go along with it that puts us all in the same boat/category.

In general, we all ride for the same reasons, and derive the same enjoyment from being aboard our steed of choice, so why can't the Harley rider/Goldwing rider wave to the sport bike rider, and vice versa? It's all two wheels, engines and handlebars and we're all in it together." >>>>>

The article got ample response among the readers:

"You are absolutely right about the segregation of the motorcycle community - write one of them -I'm "only" 37, but I've been on bikes for 30 years. I remember when everybody on bikes waved to everybody else on bikes regardless of style or brand.

The specialization of motorcycle design (cruiser/sportbike/naked/touring) has created classes of riders who don't see themselves as members of a greater community of motorcycling.

I don't know why people would want to pigeon hole themselves and only associate with one part of the motorcycle community and look down on anyone who doesn't ride a certain type of bike. A real motorcyclist will wave to any other rider and is ready to help any other rider if they breakdown or crash.

Most of the blame, I the answers to the article, is placed on HD riders and on "new born bikers": it is a snobbish attitude coming from people who do not share "passion for the road"

Dear Willy - write another rider - you live in a dream world where you may pass a Motorcycle

once every ten minutes or so and wave in the brotherhood spirit that anyone who has riding for years recalls.

Well, wake up and smell the idiots. Our sport has turned into the well to-do, mine's better than yours "piracy of dunces" we so enjoy today. The roads are so jammed up with these wannabes sporting fresh tattoos and smoking phallic shaped cigars while riding... how about the wheelie riding baggy pant \$200 tennis shoe wearing poseur.

Until the natural purging of these un-individuals from our sport, which seems to occur in twenty-year cycles, takes place we will remain a "dysfunctional family"

Other readers point to the closed and bigot attitude fueled by the numerous Clubs:

"Bikers don't see each other any more, unless you are in the" type-club mentality" that has infested motorcycling today. How sad. Just for the record I don't street ride any more, but I still wave when the dirt-bike is in the back of the truck"

In Turkey bikers rarely wave to each other but the Clubby attitude is slowly taking place: true

to the "political tradition" of Mediterranean Countries Club are often see as a base of power and, with few exception, cooperation among groups/clubs is still far away.

On the Chopper Club web site (now a good arena for interclub debates) **Murat Kizak**, founder and president of the Enduro Club remembers the good old Turkish times when, under the initiative of Levent Baki and Sina Afyoneri, "before the internet, bikers were coming together for the famous Istanbul - Sapanca rides. Hundreds of different model bike groups were being formed for these daily rides. Photos taken would be printed in the next issues of biking magazines and bikers in Anatolia would read the articles with jealousy" Murat continues with a prediction:

"In Europe and United States, bike festivals bring together thousands of people right? What are we missing? As long as we have our iron horses under us, with the participation of all clubs and groups, thousands may come together. Such days seem not so far away to me."

This is the spirit we would like to encourage: Clubs working together to help bikers, to improve the biker's image, to expand the love for our sport. **omm**

New horizons unlimited communities in the country

Hosted by **Grant & Susan Johnson**, Horizons Unlimited is really the "website motorcycle travelers trust".

At <http://www.horizonsunlimited.com/> you will find the best reading on "around the world bike riding", the best information, the latest tips and all the tools needed to plan a long journey on two wheels.

We anxiously wait every month for the new issue of "**Horizons Unlimited Motorcycle Travelers**" e-zine" (you can subscribe freely on the HU web site). This bulletin was first issued 3 years ago to some 200 friends and visitors to the site. Today, there's thousands of riders, people of all races, religions and cultures from some 120+ countries around the world, people traveling and meeting people they might never otherwise meet, and learning about the way other people live.

Grant launched the idea of the Horizons Unlimited Motorcycle Travelers Community two years ago to enable motorcycle travelers, both those on the road and those at home, to meet up with like minded people.

By joining the Community in their area, people at home that are willing to help travelers on the road will receive e-mails on occasion from travelers looking for information on the area, help to solve a problem, or a place to stay and visit. As of December 16, 2002 there are 191 Horizons Unlimited Motorcycle Travelers' Communities in 60 countries around the world: four in Turkey.

Beside OMM, we have in the Country three more HU Community

- ANTALYA Nesin Baykara at kenevir@yahoo.com
- TRABZON Altan Kalafat at altan.kalafat@veezy.com
- ANKARA Kemal Altay at kaltay@tr.net

With **Nesin** we plan to meet in the new year while **Kemal** from Ankara writes "In case someone from HU or not, has a problem/question that can be resolved from or in Ankara, please direct him to me and I will do my best to find a solution/answer. This offer is of course open to any other biker's group in Turkey."



We discover a new friend in Altan Kalafat, very interested in bringing some of OMM training to Trabzon. Altan is 51 years old, living since 1998 in Trabzon. An economist from I.U. Iktisat faculty, he is has been working for long time with Usaş airline catering. Married with a son 16 and a daughter of 13 years Altan is (on his words) "crazy for bikes. It comes from my childhood, as soon as I get enough pocket money I run to rent a Jawa or Vespa. It was early sixties and me and my family were living in Izmir. At that time Vespa was my favorite bike and I promised myself to buy one as soon as I had enough money. So in 1999, living in Cesme, I finally bought myself a Vespa followed in 2002 by a Yamaha Virago 535. Here in Trabzon I am member of the **Trabzon Motorsiklet Kulubu**: we have nearly 25 big bikes here getting together mostly during weekends"

It would be good, this summer, to organize a get-together of all Turkish HU community inviting to the session well-known long distance Turkish riders and welcoming for the occasion foreign riders visiting our Country. It is an idea waiting for reactions. **omm**

Riding Tips: Relax while cornering

Ron Haslam does not need presentation. Not only a superb racer but also one of the best teachers running the "**Honda Ron Haslam race school**" where riders can learn on a high performance bike on a Grand Prix racing circuit.

<http://www.haslamraceschool.com/> He has some tips for good cornering.

"Two things are important. Always make sure that your inside elbow is more bent than the out-

side one and don't take the bike weight on your hands. Use your knees on the tank, you should be able to relax your grip completely in a corner. Do this and it gives you much more control." **omm**

www.ommriders.org

Watch that corner:

Diesel motorcycles and your fuel one fuel.

At http://journeytoforever.org/biodiesel_make.html you will find diesel on two wheels. All models with

pictures and specifications: from Royal Enfield to MZ, from Kawasaki to Dnepr-Hatz.

The site is dedicated to bio-diesel, providing instructions on how to produce it at your home out of your mama used cooking oil. The authors claim: "It's easy, you can make it in your kitchen -- and it's better than the petro-diesel fuel the big oil companies sell you. Your diesel motor will run better and last longer on your home-made fuel, and it's much cleaner -- better for the environment and better for health. If you make it from used oil it's not only cheap but you'll be recycling a troublesome waste product. Best of all is the GREAT feeling of freedom, independence and empowerment it will give you." **OMM**

Training:

Three-time Grand Prix World Champion Freddie Spencer talks about the proper way of steering a bike.

"There's always been quite a debate over the proper way to steer your motorcycle, but here at the Freddie Spencer High Performance Riding school, I teach the exact techniques I used while contesting the 250cc and 500cc Grand Prix World Championships on my way to three world titles.

The year I won both the 250 cc and 500 cc championships, I had to find ways to conserve my energy and strength when running two 50-minute GPs back-to-back, and in doing so discovered that there were multiple ways to affect how the motorcycle steered and transitioned.

It was during that time that I began to exploit the same techniques that I now introduce on the first day of every school: the four ways to steer your motorcycle using countersteering, peg weighting, outside knee pressure against the fuel tank and brake/throttle application.

What we teach our students is that these are not four independent methods to pick and choose from; each method should be used in conjunction with the other. For now, let's take a brief look at each component:

Countersteering Countersteering is the act of pushing on the inside bar (or pulling on the outside) in order to make the motorcycle initiate the corner. Push left, lean left...push right, lean right. The motorcycle's front tire actually turns in the opposite direction of the corner momentarily before falling in and arcing in the direction of the corner. However, a rider that relies solely on countersteering will be at a disadvantage when

compared to a rider that uses the four ways we teach. If a rider relies entirely on the movement of the handlebar/clip-ons to turn the bike, he or she must use muscle at a place where you need feel. Let's use a tight left/right s-turn as an example. In order for the motorcycle to transition through the corner using only countersteering, the rider must use a firm grip, forcing the bars and then relaxing. This not only becomes physically tiring when done repeatedly, but also works to upset the chassis if done abruptly. We teach our students to get away from muscling the handlebar.

Peg Weighting Think of a motorcycle as a big gyroscope, and at speed that gyro wants to continue moving in a straight line. You've got gears turning, pistons, wheels and brakes...multiple moving parts that make turning the motorcycle all the more difficult. However, the foot pegs are set low and act as an inside axle of the gyro, where a rider can maneuver his or her weight and use considerable leverage and pressure to affect how that gyro reacts. But peg weighting is not just about placing the weight there -- a discussion we'll have when you sign up for the school.

Outside Knee against the Fuel Tank Using the outside knee against the fuel tank leads to a tightening of the torso muscles, which in turn allows the rider to take the weight off the arms. Why is this important? Because anything that helps alleviate a tense death grip at the handlebar will help the rider receive better feedback from the chassis and tires. And relaxed arms

and hands are the direct instruments to have smooth throttle, brake and clutch control.

Brake / Throttle The final part of the steering equation we teach at the Freddie Spencer High Performance Riding School involves application of the brake and throttle. We teach that the most important aspect of each corner is the entrance - dubbed Zone 1 in the school - and brake and throttle usage in Zone 1 are essential to successfully navigating the rest of the corner. Both brake and throttle input have a tremendous affect on how the motorcycle steers when used in conjunction with the other methods I've described above. Braking for a corner loads the front tire, compresses the front suspension and tightens rake and trail, allowing the motorcycle to steer quicker. Trail braking well past the turn-in point allows the rider to continue slowing the bike and help it steer, adjusting the line if need be while maintaining the load factor on the front tire. The throttle is used in much the same way; rolling it off and squeezing the brake will cause the motorcycle's line to tighten, cracking the throttle off idle after the brakes are released arrests the bike's lean angle and helps hold the desired line.

One of the reasons we use such a diverse methodology when teaching students how to most efficiently steer their motorcycles is because a rider will use different techniques depending on the situation. On the racetrack, a rider can hang off the bike and use body and peg weighting more than on the street. During street riding, more importance may be placed on countersteering and brake/throttle application. But the important thing is to understand how all of these inputs can be best utilized to help maneuver the bike.

When you sign up for one of our schools, you will not only get a detailed explanation of each of these methods and how they work in unison, but combined with drills and lots of track time, will see how they improve your riding in a practical environment, on the racetrack and in everyday street riding. The many miles I've covered street riding and the years I spent battling it out with riders like Kenny Roberts and Anton Mang have culminated in a series of techniques that I believe in... techniques I look forward to sharing with you at the **Freddie Spencer High Performance Riding School**

<http://www.fastfreddie.com> **OMM**

www.ommriders.org

Watch that corner:

As baby boomers age, more are catching the "Easy Rider" bug.

In the last quarter of this year the venerable New York Times published several articles dedicated to the biker's phenomena. In September Micheline Maynard added a touch of glossy glamour to our machines: she reflected on a change of image going through the motorcycle world. Where bikers, producers, distributors and authorities work for this new biker's image the markets are growing fast.

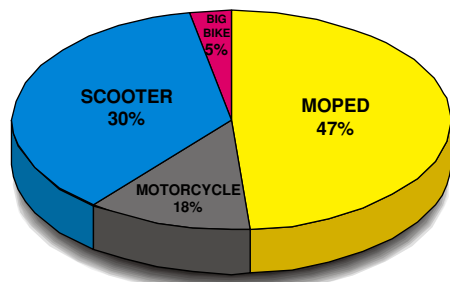
Motorcycles are fashionable — they're hip, they're in," said Gary Christopher, a spokesman for the American Honda Motor Company, which has the largest market share in the United States. He said women, a fast-growing market, now represent 1 in 10 buyers. Over all, more than 6.6 million Americans own motorcycles... Motorcycle unit sales have tripled over the last 10 years, varooming in the last three years. And despite the sluggish economy, they rose 7.8 percent in the first six months this year, thanks in large part to baby boomers who find that they cannot experience the thrill of the road in a hulking sport utility vehicle or even a luxury car.

The primary advice that enthusiasts and industry officials give to prospective buyers is to first enroll in a safety class. In many states, including New York, New Jersey and Connecticut, passing such a course allows a potential cyclist to skip the road portion of the motorcycle license test given by motor vehicle departments. The Motorcycle Safety Foundation, a national, nonprofit organization sponsored by bike makers and distributors, offers its Basic Rider course in all 50 states... Motorcycle dealers also can provide information on local classes by other groups. Some companies, including Harley-Davidson, also offer their own instruction on

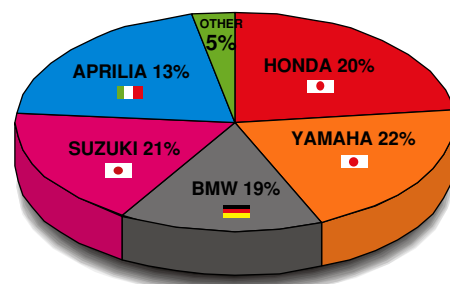
how to handle their particular bikes. Once the commitment is made, the next quandary is how big a bike to buy.

According to Mr. Christopher, potential riders should start small, because spinouts are a common occurrence for new riders. "You have to be able to lift it," he said. Big bikes, however, are the biggest sellers. Riders used to begin on bikes with 250 cc engines, Mr. Christopher said, but in recent years, even fledgling buyers have been demanding more motorcycles with 750 cc and up.

In Turkey? We are still far away from popularity not to mention fashion. Only few work in this country for a real change of biker's image and perception. As usual, importers, producers, dealers and the entire industry (including authorities) seem only interested in "selling metal". How can we expect a "change of image" when even the bikers in the police go around on run down vehicles, run down gear and (in hot weather) no helmet? Get the picture of the Turkish market at November 2002 (thanks to Honda Turkey Marketing Department). **On big bikes category 697 bikes sold this year with Yamaha leader.**



Abroad bikes are becoming "cool stuff" among traditional non-bikers and this is a positive trend supported by all forces. **GQ Magazine** of Great Britain has just published its annual list of the "100 Best Things in the World". The brand-new, stunningly beautiful, 999 cc desmodromic Super bike was selected as the third most beautiful thing in existence. To quote GQ, the 999 is, "The most advanced high-performance, twin-cylinder motorcycle ever produced at Ducati's factory in Bologna ... a monstrously powerful machine, and easily the most lusted-after motorbike of recent times." Already winner of "Best Machine of the Year" by Motorcycle News and of the 2002 Motorcycle Design Trophy, the Ducati 999 now gains bragging rights as the third best thing in the world. You can reserve on Internet your 999R now before sales close on January 5th, 2003 <http://www.ducati.com/bikes/my2003/ducatiModel.jhtml?modelName=999R-03>



If Ducati get kudos for the style and design, **Honda** is collecting the results of producing high quality bikes in any cc or configuration. The Wing-Brand is maintaining the leading position in Europe: these are the sales (vehicle sold) in the motorcycle category covering, England – Italy – Spain – Switzerland – Belgium – Austria (Honda no1), Germany (Suzuki no1), France – Holland – Portugal (Yamaha no1).

Sales of Bikes

Honda	141,667
Yamaha	118,395
Suzuki	97,709
Kawasaki	47,582
BMW	56,771
Harley Davidson	18,657
Aprilia	16,711
Ducati	24,538

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Riding Tips: Riding with passenger.

"Stay Upright Motorcycle Techniques" is an Australian school offering good tips to the students: this one is dedicated to riding with a copilot.

"To carry pillions safely you must: Make sure your motorcycle is equipped and adjusted to carry passengers. Instruct the passenger before you start. Adjust your riding technique for the added weight of the passenger.

You should also adjust the cycle to handle the extra weight. While your passenger sits on the seat with you, adjust the mirrors to the change in the motorcycle's angle. And it is a good idea to add a few pounds of pressure to the tires if you carry a passenger. (Check your owner's

manual.) Then adjust the suspension to handle the additional weight.

1. Instructing Passengers

Don't assume the passenger knows what to do - even if he or she is a motorcycle rider.

Provide complete instructions before you start. To prepare your passenger for riding, tell him or her to:

Get on the motorcycle after you have started the engine.

Sit as far forward as possible without crowding you. Hold firmly to your waist, hips, or the grab rail.

Keep both feet on the pegs at all times, even when the motorcycle is stopped.

Keep their legs away from the muffler.

Stay directly behind you, leaning as you lean.

Avoid any unnecessary talk or motion. Watch you and look where your head is pointed to. Also, be sure to tell your passenger to tighten his or her hold when you; Approach surface problems. Are about to start or stop. Warn that you are going to make a sudden move.

2. Riding with passengers

Your motorcycle will respond slower with a passenger on board. The heavier your passenger, the longer it will take to slow down, speed up, or make a turn - especially on a light cycle. Here's what you should do to adjust for the differences in handling:

Go a little slower, especially when taking curves, corners, or bumps.

Start slowing earlier as you approach a stop.

Open up a larger cushion of space ahead and to the sides.

Wait for larger gaps when you want to cross, enter, or merge with traffic. omm

News November '02:

Friends for OMM.

Fuel Your Passion at the Bike Week 2003! The world's largest motorcycle rally takes place in Daytona Beach (USA) this coming February 28th through March 9th. And it's sure to be one of the best rallies ever with Harley Davidson celebrating its 100th year anniversary and BMW introducing the BoxerCup race series to America.

All the information at www.BikeWeek.com

OMM Friend in Florida. If you are thinking to take a winter break for the Daytona Bike Javier Castro Pompano Beach, Florida stzoom@yahoo.com has a message for you: "If any friend or member of OMM is planning a ride in the US and needs assistance don't hesitate on e-mailing me with your questions, I'll be happy to reply."

I met Javier in Gocek (Turkey) when the Iron Butt sticker on my BMW attracted his attention: since then we have been in contact and he will keep us informed on the BMW scene in USA.

"Week Old Man Winter – Javier writes - has finally arrived for some, here in South Florida it only means that the mercury has dropped from the 90's to the low 70's (that's 30's to 20's for those of you in the real world), and donning the riding gear is no longer the reason for panic attacks or swearing about how hot it is. Florida's BMW clubs take advantage of this to conduct their annual rallies. BMWMOA & BMWRA are the two important USA organizations for BMW riders: BMWMOA <http://www.bmwmoa.org/> stands for BMW Motorcycle Owners of America while BMWRA <http://www.bmwra.org/> stands for BMW Riders Association. Both organizations have an excellent monthly magazine and a national annual rally, BMWMOA had it's first international rally this year in Ontario, Canada. Next year the rally will be held in Charleston, West Virginia July 10-13.

The MOA supplies members with the *Anonymous Book*. The book contains a listing of phone numbers of the members, so if you break down during a trip, you can call a fellow member for help and in some cases lodging for you or storage for the bike. As with most organizations and clubs, internal politics plays a major roll in screwing the fun out of being part of them (Egos and arrogant attitudes should not be combined with any aspect of riding). On the positive side, the great majority of the members are excellent people that simply enjoy sharing their passion for motorcycles. So which club should you join? It doesn't matter if you join a club or not as long as you ride your own ride, what I mean by this is that either if your ride by yourself or in a group do it to enjoy it, ride at your own pace and go where you want to go, don't follow or ride with anyone if you don't feel comfortable with them."

Under the title "**To die another day: from biker to backpacker**" OMM Dutch friend Robert Vanleeuwen rrxvanleeuwen@yahoo.com on his way to Australia writes: "Right now, I am recovering from enormous amounts of stress, at Goa, India. Recovering because I was involved in a head on collision between me and another bike, not far from Bhopal, on the road from Delhi to Mumbai. At an earlier stage, my travel companion Mitchell, had chosen to go to Diu, thus separating us for about three weeks.

As I drove with an average speed of 35/40 km/h I sounded my horn to overtake a bus, to be regarded as the most dangerous and unpredictable drivers on Indian roads. The driver took his hand out and showed me to overtake. When I was halfway the bus, it suddenly made a sharp move to the right pushing me further right.

At the same moment, a small 125cc motorbike with two passengers turned from a farm ground onto the road.

Fortunately our speeds were low, but still high enough to have the BMW rip the small motorcycle to pieces.

In an emerging ball of fire I was catapulted of the bike falling with my chin first on the deck.

Later, I stood up, and oversaw the wrangle; thick smoke was coming from the BMW and pieces of BMW/Kawasaki littered the surface. I flipped my helmet up and spat out a piece of filling, walking in the direction of the wounded. My thumb was in pain but apart from that the clothing and helmet did a good job. Within moments, the place got very crowded, and the bus that caused it all drove onwards. The people were injured and were taken to hospital by a passing bus. I got towed by the police with a small 125cc and was under custody during investigation. One 24 hrs later I was released; there were no reasons to keep me any longer. I arranged transport for the motorcycle, which is badly damaged. After four long days we reached Bombay and had the bike stored meanwhile. I first was in need for recovering mentally and partially physically and got my bag together and jumped on the train, south direction Goa.

Reflecting on the situation I am glad to have survived, and that the others have survived. The injuries are minor and the damage will be repaired in Australia. I am fed up with India traffic, it is very frustrating and although we had kept our speed low and were always careful there was no way to avoid this, not even with SIPDE, Paolo.

In India there is just one rule, he who is strongest, not courtesy or rules, will master the roads.

After shipping I will continue traveling by train and bus in order to catch up with Mitchell. During Thailand and Malaysia might even consider hiring a small motorcycle. Once in Australia I will be surrounded by proper tools and mentality and after repair will tour around Aussie-land, the trip is not over yet.

I hope everyone will have a great Christmas and don't worry about me, I'll be o.k." **omm**

Riding Tips: Most frequent mistakes. Exiting the corner.

In recent times some of OMM riders had hard encounters with the asphalt: invariably the crash occurred while exiting a corner taken "too early and too tight". I reported my comments on this frequent mistake in an article for the *Klasik Motosiklet – Chopper Club* web site <http://www.klasikmotor.com> titled "Go wide Go late".

Jon Taylor jon@progressive-rider-training.co.uk master of OMM training program has been quick in answering to the point. "The last ARA course I did I had great difficulties - Jon writes - trying to convince some riders that on left-hand bends one should hold a position to the right UNTIL vision showed the bend starting to open up unless there was some other reason such as gravel, diesel etc. that meant sacrificing system for safety.

Right up to the late morning of the second day these riders would each time dive for the apex of left-hand bends as soon as the bend started, both saying they didn't like riding close to the edge of the road.

Eventually I said to them "You do it your way then and let's see how it goes" They would once again start to commit to the bend too early and as a result run wide on the exit, except that now by using the radios I was able to point this out to them as it happened.

Then when we next talked I explained how in nearly every case where a rider crashes, it is invariably on the exit of the bend where it all goes wrong. (As I have said time and time again at the Theory lectures) I went on to explain that by keeping wide on the entry to right-hand bends it

gives not only more vision and a larger radius but also keeps the rider away from the edge of the road on the exit.

I further explained that I was going near to the edge of the road on the entrance to the bend where I was able to see any dangers associated with the edge of the road, whereas they were going near to the edge of the road on the exit, where they couldn't see any dangers until they actually got there! By doing so they both FELT they were being safer, not thinking about the effect it would have on their exit from the bend! **omm**

one more mile

www.ommriders.org

Long distances riding Endurance Record.

Lovers of Long Distance Riding (More miles anyone?) should check the **MERA (Motorcycle Endurance Riders Association)** at <http://www.warpages.com/mera/index.cfm> One of MERA members just completed a New World Record. **Bill Newton** started the record attempt on September 30, 1999 in Huntington Beach, California.

The record attempt ended October 29, 1999 in Garden Grove, California. Bill rode **30,179 miles in 30 days!** And this is corrected mileage. He made 91 fuel stops . . . consumed a little over 807 gallons on fuel, and average 37.4 MPG for the entire trip. Not only is Bill the first MERA rider to accomplish such a feat . . . but the record has also been certified by IBA.

He is the first rider in IBA history to have earned THREE (3) 10/10's awards. For those folks that are unaware of what the 10/10's award is: it is for riding 10 1000 mile days back to back. Bill Newton just did 30 of them back to back to back to back to etc, etc, etc. **OMM**

Gear & Equipment Bee seen

Used and tested by several OMM riders in Turkey, the **Hyper-Lite** is a device to warn drivers of a stopping motorcyclist ahead. Extra lights flash in addition to the regular stoplight. Driver awareness to a stopping or stopped motorcycle is greatly improved. When the motorcycle's brakes are applied, bright Light Emitting Diodes (LED) solid state lights flash to draw attention to the stopping bike. A recent innovation is the selectable flasher which allows the installer to choose between continuous flashing, or five second flashing then solid modes. Check the models available at <http://www.sampson-sport-touring.com/hyper-lite.html> **OMM**

Gear & Equipment Steering Dampers

In a sport or sport-touring bike a steering damper can make substantial difference to the riding condition. Especially while covering Turkish road where "irregularities" on the asphalt transmit deep shocks and vibrations to the forks.

A steering damper will control the shaking of the bars and reduce the chances of "tank slapping" in corner exits.

Hyperpro has just introduced a new line and you can see the products at www.hyperpro.com or place your requests at peter@hyperpro.com

Scotts Performance Products has a high tech alternative to standard steering dampers and you can see (and order) at <http://www.scottsonline.com/indexmain.html> **OMM**

Gear & Equipment Segway Human Transporter

Five thousands dollars buy you a lot of power on the motorcycle market: looking carefully on the second hand market, for this price you can get some of the most powerful machine of the decade.



What about 2 horsepower and a top speed of 20km per hour? Impressed?

Then form an orderly cue: **Amazon** is taking order for delivery of Segway in March 2003. Two wheels (although in parallel alignment), requiring only body movements for stop-go orders, the world's first dynamically stabilized, self-balancing Human Transporter claims to easily navigate most walkable areas, including paved surfaces, dirt roads, grass, and inclines. **OMM**

Gear & Equipment Modification to BMW GS for long journeys (2)

Now on its way to Australia after the accident in India, **Robert Vanleeuwen** BMW GS rxvanleeuwen@yahoo.com was one of the best prepared bikes I ever tested.

Robert is an aeronautical engineer, used to work on sophisticated pieces of equipment with large experience in bike maintenance. We asked him to give us the list of his modifications and (after the October issue) this is part Two of his work.

"Planning for the 'classic overland route' from Holland to Australia, I soon found out that the standard R 1100 GS is both poor equipped as reinforced. A summary of the modifications made: Fuel Tank Transfer system (bulletin October), Gearbox reinforcement, Hyperpro spring coils, Twin horns, Corbin Seats, K&N Air charger, BMW handlebar guards, Various Touratech products, Erosion taped surfaces.

Gearbox Reinforcement

Many of you might have heard the horror stories

of gearbox houses which cracked under the heavy and sudden loads the sub frame and attached luggage put on it. During the trip I will encounter roads with plenty cavities, potholes and speed-brakes to put the suspension to their design limits, causing further stress in all related parts.

To deal with these problems I installed Touratech Hard Parts, silver line, as I dislike the obvious yellow color of the standard type. These parts will put an equal amount of stress/force on all bolts which protrude the gearbox/footstep instead of one single bolt. Another great advantage of this product is that when the bike falls over to the right, and for instance hits a rock with the foot peg-attachment, this attachment will not shear all bolts from the gearbox, but rather break the plate (less costly & easy to replace).

Hyperpro Spring coils

When riding my bike under heavy off road conditions I sensed that the suspension couldn't deal with the amount of energy released on the spring coils; they bottomed fully. There are a few possibilities to review upon; you can buy complete assemblies from Ohlins or WP to replace the original Showa's. But as my budget was not unlimited I opted for a budget friendly solution which met my requirements. Already I got many good stories from fellow Dutch GS riders who had the original coils replaced by Hyperpro spring coils, a product of the Anglo-Dutch company Hyperpro Racing. This way they maintained the original Showa assembly but refitted them with other more progressive coils, which are thicker and have 4-5 more windings.

After a test drive with a Hyperpro equipped bike, I was sold. I refitted my bike with the coils (which are purple, hence their slogan 'purple perfection') and truly was amazed; perfect handling with luggage or without, regardless the road conditions or speed. Curving, braking and off-road, no more soft feeling at the front and best of all: no more bottoming of the coils.

Twin Horns

Driving through countries like Iran, Pakistan and India you will soon discover having no brakes is not a problem, having no powerful horn is a problem... One could install an air horn, producing enough decibels to blow them off the road, but air horns have a few disadvantages.

First of all, an air horn installation is heavy, it needs a compressor to drive it. Secondly, it's vulnerable since it uses air hoses. Another problem is the load it will put on your electrical system. The compressor demands a huge amount of amps, so you will need to cut into the original wiring in order to feed it properly. An alteration of the GS's electrical system is asking for trouble, and so I opted for a simple solution. The German company Hella offers two horns which produce 350Hz and 450Hz. They come as a set and produce a sufficient amount of sound. The both of them demand a limited amount of amps so I connected them to the original wiring. I removed the original horn and placed the twin horn underneath the front fender. They are for sale at 25 euro/set

K&N Air charger

The original air filter will last up to 20.000 km under normal (European) conditions. As we will face dusty environments as well as possible sandstorms (with very fine desert dust) the original filter will clog soon and will affect the bikes performance and fuel consumption. We got

sponsored by K&N, which have a reusable air filter which also lets the engine breathe more easily, hence the name air charger.

During operation the filter will trap particles and will (because of that) improve its performance. You can rinse the filter and re-oil it at 50.000 miles... Depending on the country of purchase it is for sale at 50 - 70 euro.

BMW Handlebar guards

Remember the first generation guards on the '94 - '99 GS? They looked like cow-ears and gave no protection at all, a major design flaw. Introducing the 1150 GS, BMW understood what was needed, gave the Acerbi's variant a good look and then designed a neat looking, good fitting guard that will protect levers and master brake cylinder during crash or simply falling over. They are for sale at approx. 50 euros.

Various Touratech products

Touratech offers a wide array of reasonable quality equipment for a competitive price. Of course one can produce it (copy) at home but you'll find yourself hours and hours in your garage.

The products I chose were

Aluminum Boxes (sonder system 38/40 liters), the plastic clamps are useless as the attaching screws will break out of the material during a light crash, as will the plastic burn if the exhaust extension is not tight enough.

Tank bag VP-45

Centers stand aluminum bash-plate

Headlights cover (Lexan)

Gearbox reinforcement (silver line)

Oil plug with hexagonal opening

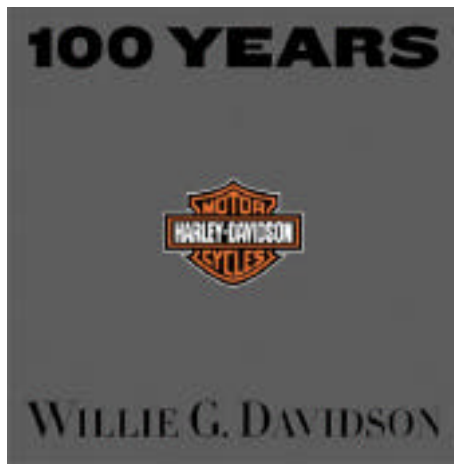
Erosion tape on surfaces

Driving on and off-road, there is no way you can avoid your bike's frontal surfaces being attacked by particles, sand, flies etc. In due time these flying objects will damage painted and coated surfaces to their core. If non protected, these surfaces (front fork, frame, and tank) will be prone to corrosion, thus degrading the worth, looks and possible safety. In the aircraft industry, designers are aware of this erosion damage and they utilize erosion tape on wing leading surfaces and shock struts. I used it on the GS not only to protect metal, but also underneath the tank, to prevent cables from fraying and chafing. This way you can also prevent all sorts of possible electronic defaults in the future. It is sold by 3M and you can get it in various dimensions, it is about 0,7 mm thick and transparent." **omm**

OMM Books

100 years of Harley Davidson by Willie G. Davidson

With sexy full-page photo spreads and plenty of motorcycle lore, this commemorative volume celebrates the centennial of the legendary motor company. Davidson, vice president of Styling at Harley-Davidson and the grandson of one of the original founders, gives a decade-by-decade account of the company and the rise of biker culture. He describes the tinkers perfecting the "motorized bicycle" in the base-



ment of the Davidson family home in Milwaukee, Wisc., in 1903; the role of women riders who were among the bike's earliest enthusiasts and H.O.G. rallies and socials; and, of course, the postwar decades when rebel types "eager to have too much fun" captured the public imagination and forever changed the image of the motorcycle. The book includes two-page spreads of motorcycles for years during which Harley offered a new design, and Davidson shares his own passion for the machines and his memories of the family business throughout.

omm

Links

Do not miss to read **Ron Ayres report "On The Road Adventures 2002 South America Scouting Trip: The First 6,000 Miles Brazil, Argentina, Bolivia, Peru, and Chile"** Extremely well written, an appetizer for the services that Ayres Adventures will offer to its customers. <http://www.ronayres.com/tripreports.htm>

At <http://web16.renert.sitesitting.net/wwbw/page/index.php> a good list of sites for bikers: use this as your "yellow pages" for any search in our sport.

Only for riders fluent in Spanish: a well designed and interesting site at <http://www.actionte-amonline.com> The winter Rally organized by Motociclismo Action Team is called Pingüinos (penguin) and it takes place in January all weather This year to freeze with the riders, the exceptional participation of the champion **Fonsi González Nieto**.

Strange what you find when on Internet you combine "Turkey" with "Motorcycle": have a look at <http://www.turkeycentral.com/Recreation/Motorcycling/index.html>

Ride & Think

'It's a risk that motorcyclist take'

Judge rejects deal for driver in crash.

An Alameda County judge on Wednesday rejected a plea deal for a Clayton woman whose pickup truck slammed into an Oakley motorcyclist earlier this year on a foggy roadway outside Livermore.

Police said Moore was traveling about 60 mph on Vasco Road in heavy fog that limited visibility to about 100 feet.

Kunich was stopped behind several motorists who were merging from two lanes into one when Moore's 8,000-pound Dodge Ram plowed into the 1973 BMW motorcycle Kunich was riding, according to court records.

Kunich was killed instantly and his body was pinned beneath one of the five cars involved, which burst into flames, records show.

Her attorney, Louis Goodman, said his client is "devastated" by the crash and does not deserve a lengthy jail sentence. "It's very appropriate disposition", Goodman said, referring to the promise of no or low jail time. "It's a traffic accident. It's a tragic traffic accident", but "it's a risk that motorcyclists take"

Nice comment from the clever attorney: we all know that bikers like to take risks therefore it is unfair game for other road users to roll over them when they can catch us: traffic lights and any other stop is "authorized" bike hunting territory. Driving at high speed in the fog? Lacking the intelligence to anticipate a stop ahead? Talking on the phone while driving? Killing bikers because of stupidity? All this "does not deserve a lengthy jail sentence". Think, folks, think before you stop. **omm**

OMM BULLETIN ISSUE 41

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