

From strength to strength Kemal Merkit in Dakar

Kemal Merkit conclude the **Dakar Rally 2003** in 23 overall position, sixth in the Marathon Group. An outstanding result for Kemal, improving his already good position in the Paris-Dakar 2002. Surely next year Kemal deserves an official bike with the support of an official team: he is the

best ambassador for the Turkish bikers around the world. **omm**

<http://www.dakar.com/2003/us/>



Year on the Saddle Award

On January 16 OMM awarded the riders at the top of YoS friendly competition for covering more kilometers in 2002. Prizes were offered by Aprilia, BMW and Mototas in a brief ceremony during the second ARA-OMM workshop. Here the top ten riders of the year: **omm**

Pos	Name	Family Name	Bike	Total
1	Rahmi	Barutcu	BMW	35,092
2	Timucin	Kanatli	Triumph	27,956
3	V. Selim	Demirel	BMW	26,285
4	Kenan	Vural	BMW	23,500
5	Sinan	Ozgen	Aprilia	23,108
6	Cevdet	Basacik	BMW	20,700
7	Tunc	Baruonu	BMW	20,330
7	Fuat	Domanic	Yamaha	20,322
8	Yakup	Icgoren	BMW	16,134
9	Yavuz	Doğan	BMW	15,547
10	Taylan	Kalkavan	BMW	13,800

Less is More: Who controls your bike?

When Father Winter hits the roads of Turkey and Mother Traction takes holidays to Florida, sitting tight on the bike it is the moment to consider whether the over 200 kg. under the saddle are the best solutions for enjoying riding.

We ride for fun and controlling the bike is the major (and unique) source of fun. If control goes fun goes. If bike takes controls, if most of the biking time is spent in fighting with the "partner" where is the fun?

Time to think basic: one can really learn how to ride and continuously perfect the skills only on a nimble, agile motorcycle capable of responding with a level of docility to the orders of the pilot.

In addition, why risking expensive plastic or chrome on the muddy roads of Istanbul? Why fighting with sporty geometries when darting

around the crazy traffic of our cities? A basic bike, a simple bike, a small bike, a bike with no problems and no "pretensions" is the solution.

But... the Turkish market is not so generous when it comes to bikes of medium/small size. Models that are great success from Europe are not imported: because biking is mostly an "image activities" reserved to the "rich few" we have Hayabusa plenty but not GS500...

OMM Riders asked all importers of Turkey to list good bikes cheap and reliable to be used as commuters, first only bike for city and short week-ends or second bike for fun and winter. Ducati, Suzuki and Vespa did not even bother to answer, Kawasaki does not exist in Turkey anymore (no bikes, no service), Harley is obviously out of this league: here it's an ideal list based, only, on OMM experience.

Aprilia with Scarabeo 100/200 (and soon 500),

Atlantic 500 and Pegaso I.E 650

BMW with two Rotax engines for two different bikes: CS Scarver 650 and F650

Yamaha with Crypton 125, Versity 300 and XT 600 and Fazer 600

Honda with the "classic" Titan, the new NX400 and the Transalp 600

Kanuni www.kanuni.com.tr with the "ever-lasting" MZ 251 and 301 two-strokes and the recently introduced Sejan 125 four-strokes

Peugeot www.kuralkan.com.tr with Looxor 100,

Obviously we are talking of two, maybe three, categories of bikes. First the big scooters or scooters with big wheel.

Although scooters have a long tradition of long distance riding and great fun we eliminated from this selection bikes with less than 14" wheels: under this size, in City roads conditions, it is, in our opinion, very risky to go around: he scooters at 12" are too sensitive to the surface irregularities so frequent on our roads. If you are into scooter check;

<http://www.istanbulvespa.com>
and <http://www.scooterlife.net>

But the concept of scooter evolved from the original Vespa: Piaggio imports Beverly 200 a maxi-scooter that can do touring in great comfort and safety, Suzuki created the maxi category with Burgman 400 and Honda reached (as usual) the top with the Silver Wing 600. Today's maxi scooter can travel in company of big bike without any inferiority complex: easy to use, with great pilot protection and ample passenger space.

Big Wheel Scooters are an Italian invention to answer to the urban jungle with the same stability of a bike: the father of all them is the Aprilia Scarabeo one of the most elegant, powerful and practical solution for commuting on two wheels. Take a look at the Scarabeo cockpit, light, suspensions, brakes and integrated luggage carrier and you will agree that it is perfectly designed for the city and for good weekends.

Then you have in this selection the 600 CC. Although perfects for starting a biker career these bikes are "Full power bikes" designed to cross the city and the world. Unfortunately, in Turkey, these bikes are seen as "beginner bikes" to be changed for "mine is bigger image" just few months after learning the basic. Honda Transalp, Fazer 600 and XT 600, BMW F 650 are probably the best bikes for riding in Turkey with the right ratio power-weight, supreme suspensions and easy handling.

We asked Ian Worrall (OMM rider with 30 years of biking experience mostly off-road) to test once more the trustful F650 kindly offered for trial by Borusan. His report is rightly titled: **In Praise of the Smaller Bike in the City.**



I have long been an aficionado of small and medium sized motorcycling ever since I coaxed an antiquated Jawa 250 over the Himalayas from India to Tibet. Like a lot of European bikers it took me 20 years to progress from a Mobylette to Superbikes incrementally. I am not saying my bikes grew by 50 c.c.s a year but then...you get the idea. In other words I'm nostalgic for smallness and maneuverability in various two wheeled guises.

I borrowed an F 650 GS BMW from Borusan ostensibly to test and compare relative benefits of a smaller bike in the city of Istanbul. I'm a fraud; I have already decided it's a great idea.

Downsizing always feels terrific! (excepting bank accounts and other "accessories"). Like changing diving boots for ballet shoes. Wow, who turned gravity off? I'm pirouetting around the streets and traffic of the City ...even giving the courier's a run for their money. After all, by comparison my bike still kicks enough asses to

mildly frighten the more ardent Gore-Tex covered knight of the road.

Parking is sublime. Hey, you can actually lift it! It pivots on its stand, you can reverse while seated pushing back with your feet - it actually moves! We have all experienced the Sisyphean futility of performing the above mentioned maneuvers on 1200 cc. behemoths - with dignity intact...

Do I protest too much? I enjoy riding astride too many horses as any testosterone injected boy of questionable maturity. But call me old fashioned - larger machines just don't duck and weave in quite the same way in the wrestling match that is Istanbul traffic, causing our urban hero to wet the inside of his Gore-Tex more than the outside as god and Dupont never intended. Bear with me while I labor the Point for optimum performance! Larger machines are of course fab. In every technical, performance and design detail. Hey it's a competitive industry...!

But consider the equation: big c.c + city = Newton apple gravity = Need a supply of cheaper fuel sometime soon from an undisclosed mid eastern dictatorship. Alternatively use a smaller bike, it not only helps avert world conflict, but your mother will sleep at night assuming you, have become sensible! While still retaining enough horse-power to plow Moldavia. Downsizing does not mean downgrading: my borrowed F65 GS boasts every conceivable refinement one would expect from cunning Teutonic perfection freaks in Berlin.

I felt like a certain film hero as the kind people at Borusan (BMW) familiarized me with the gadgets: "now pay attention dubloseven...." this is how you turn the A: B: S on. "Should you encounter chemical agents on the seven slippery Hills of Constantinople" etc. I will not bore you with all the specs. Read the brochure! Suffice at to say like smaller bikes of quality, handling and performance are superlative for the city and elsewhere. Possibly why bikers today struggle to add intelligent criticism to products of design perfection. "I think the seat should be green". etc

Another thing occurred to me as I drove improbably fast from Europe to Asia and back (easier than it sounds in Istanbul) as bikes have relative high performance compared to cars, opting for a smaller bike in a city is not unlike favoring a Porsche turbo for compact maneuverability over say an F1 Ferrari!

So go on, use a smaller bike! You know it makes sense at rush hour, and someday who knows you might use fifth gear. I almost did on several occasions.

On the other hand of this selection we have a bike that, because favored by couriers, is frowned upon by "elegant and incompetent" bikers: The Honda Titan was produced in Turkey till last year and it makes a really sensible commuter. Omer Koker (master of elegance for OMM and Ducati rider) submitted himself to the "humiliation of test" of a well used Titan loaned by the people of Honda Turkey. His report is titled: **Maneuvering like a butterfly and the incoming Volvo**

I picked the Honda Titan from a garage thanking the Fate for the nearby down-hill from which I could jump start it. It was well used with a weak battery but quickly picked up pace and I did not need to use the included kick start.

At first it felt oddly discomforting as its shorter handlebar and considerably lower power plant did not fit my riding style. Of course it was my mistake to try to treat this as my little Ducati but it took me a few minutes and overtakes to get used to.

There are very few feelings worse than committing to an overtake and realizing that not only you don't have the necessary horsepower to speed past the vehicle in front of you but it is actually pulling away effortlessly (did I mention the oncoming Volvo?). This brings us to what I think is the major lack of an otherwise fun entry level bike. The Titan lacks power. While the Titans engine can go up hills (such as the Kucuk Bebek) without much complaint, it does not provide the bike with enough response. What that means is that it takes some time for you to throttle and the bike to actually get there. When it gets there I think the realistic top speed for this bike is around 100km even though it has a considerably higher number showing on the speedometer.

However the lightness of the bike makes it a fun bike and lets one understand why the Couriers of Istanbul continuously maneuver like a butterfly, in erratic behavior, because it can!

The bikes lightness and overall balance had me trying turns at angles which my other bikes would have been proud of even though the Titan has a much thinner wheel base. The balance and lightness also makes the bike an overall easy bike to manage for people who have to ride 8 hours a day in a city as well as for newcomers into biking.

The switches for the Honda Titan are almost identical to those Honda's of much more expensive models (actually the Ducati Monsters also use the same set, they must be really mass-produced) where the only evident difference was the lack of a kill-switch. Maybe because I did my first stoppie on them (I'm not sure whether Honda should be reading this) my favorite part of the bike was its brakes. The single front disk brake combined with what seemed to be cheap front shocks actually provide an extremely healthy feedback and stopping effect even for some one my weight (don't ask). Such healthy feedback results in an increased predictability of a bikes motion which I think is the critical connection between a rider and his/her bike.

PROS Good brakes. Balanced. Predictable. Cheap

CONS Lack of oomph (hp), Lack of a steering lock.

The Honda people knew that an OMM rider with good experience would have been complaining about the lack of power in a Titan: for this reason they offered for test a new entry (will be presented at the March Moto Show in Istanbul) the **Honda NX 400**: four strokes, single cylinder of 400 cc. with 5 gears and 15 liters in the tank.

Onur Meral (OMM rider and BMW-GS expert)

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rode the bike in Istanbul during a very heavy weather week. His test can be called **Riding on the rain, on the snow, on the mud**. Here is what Onur had to say:

PROS

- The bike is great in handling. With a good power to weight ratio you can practically jump from road to pavement.
- Optimum selection of tires. The standard rubbers performed well both on dry and wet asphalt, satisfactory on gravel, cutting on mud.
- The bike is well accessorized: good to have a "side-stand" light and fuel indicator on dashboard.
- Pushed up to 160 KM/h, the bike is stable and quite with no disturbing vibration (under 40mph north wind).
- Start motor/throttle functions well, no problem starting even in a snowy day.
- Good torque, good uphill performance.
- Good braking performance in spite of single disc front brake.

CONS

- Front fork too soft, and gives in under sudden braking. Bike dives too much under sudden stop.
- Acceleration poor, but the torque compensates.
- Side-stand angle too steep. Side stand base too small, it can disappear on mud, gravel (and I suppose on hot tarmac).
- Gas tank cover too complicated to open/close.

Onur conclusions? "I think it is a great bike especially for the young, new bikers and for ladies. It made me wonder why I am riding a BMW GS 1150 when I am not touring long distance"

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Bike Markets: USA sales are still growing

(From Motorcycle Industry Council (MIC). Because year-to-date sales through October 2002 were up a remarkable 10.7 percent, the United States motorcycle market can celebrate ten consecutive years of rising sales. In 2001, motorcycle sales topped 788,000 in the fourth straight year of double-digit increases, but figures will show that the strong demand for two-wheelers will result in the industry beating that mark by 2002's end. (final data not available at this time).

Through October, total motorcycle sales for

2002 were more than 742,000. The sales figures compiled by the Motorcycle Industry Council (MIC) are based on sales registration data for 14 reporting manufacturers and distributors.

"The expanding popularity of motorcycling and a growing desire for new and ever-better products offered by the manufacturers has kept the industry healthy and growing for an entire decade," said Tim Buche, president of the Motorcycle Industry Council. "And so far, even during uncertain economic times, Americans still want new motorcycles."

Unit sales of street motorcycles accounted for more than 62 percent of the market in 2001, with off-road machines topping 31 percent. Scooters and dual-purpose machines account for the rest. Among the on-highway models, cruisers continue to lead the market, posting well more than 50 percent of unit sales. Sport bikes come in second with more than 20 percent of on-highway sales.

Regionally, the South accounts for most motorcycle sales, followed by the West, then Midwest and East. April and May remain the strongest sales months of the year.

With new models arriving in dealerships late in the year, December has traditionally been a strong sales month. Unit sales were more than 69,000 in the last month of 2001. If the industry sees similar November and December (2002) figures, sales for 2002 will top 850,000. omm

Advanced Riding: Who do you get from your training

Around the world the Driving/Riding examination fixed by law is all you need to legally ride a bike on public roads. Training and examination vary from County to Country but once you have shown a capacity of mastering the bike controls and the knowledge of the traffic rules you are on your way to biking.

Advanced Riding Courses are becoming more and more popular but these courses although conducted by expert and qualified trainers do not provide for the students any legally valid document. A certificate of participation is all you get: some private institutions (like I.A.M. and RoSPA in UK) fixed standards of advanced riding; still their certificate is just a decorative piece of paper whose value reside on the commitment of the rider to uphold higher standards.

The same situation applies in Turkey: when you take an advanced riding tuition it is just a personal desire of improvement that gives sense to your efforts: the law does not recognize any document beyond the regular driving license.

The European Community opened a project on Advanced Driver/Rider Training and in October 2002 a Final Report was presented at an Information Meeting in Brussels. FEMA was present to state the views and concerns of motorcyclists on the conclusions reached in the Project which was undertaken by CIECA, the International Driving License Examiners' Organization.

"The Final Report of the officially called "Advanced" project is making recommendations for advanced driver/rider courses. It also proposes the development of a voluntary European Quality Label for advanced courses.

FEMA is not questioning the value of improving advanced training schemes, but having read the content of the Final Report and the conclusions drawn by CIECA, we believe that the concerns raised by us at the launch of the project two years ago, were justified.

The project overwhelmingly concentrated on the car drivers' post-license training and FEMA

believes that it has failed to adequately address or propose measures to improve the present situation for riders. With the specific needs of riders receiving little attention, FEMA fears that this will result in the solutions proposed for drivers being imposed on riders.

FEMA views with great concern the Advanced project's promotion of compulsory post-license training, as has been introduced in Luxembourg. The Final Report contains "Guidelines for countries wishing to introduce obligatory second phase training". FEMA is against the development of such arrangements at the European level, one of the reasons being that there is no evidence supporting their road safety benefit.

FEMA also believes that addressing the issue of Advanced training at this stage is putting the cart before the horse. European motorcyclists have serious reservations about focusing on experienced rider training while there are still so many problems with basic rider training in Europe.

Bob Tomlins, FEMA Assistant General Secretary, said: "We recognize that many riders are not getting value from the advanced training that they pay for. Unfortunately the position is unlikely to improve as a consequence of this project. FEMA is committed to improving initial rider training in Europe. When that has been done we will have a sound foundation from which advanced rider training can be developed." omm

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Riding Tips: Training works but it does not pay

Sometimes we at OMM get into deep depression: it happens when some bikers spread bad word about our commitment to training; some of them call us "joy-killers" some other "stupid fanatics". Some talk about the richness we make in conducting our workshops envious of the work done by the OMM volunteers. Few, in Turkey, take into consideration the hours given by OMM members in preparing courses, writing articles, checking routes. Few remember that every year hundreds of bikers get free theory lesson... every month a free bulletin with (we hope) good tips. Our commitment is there to be evaluated: in six year of activity nobody has been sent away from an OMM event for lack of money and our voluntary contribution just barely covers the costs of a workshop... Sometime in the OMM group we get into depression but then a voice comes from the Master of all Trainers: **Keith Code** is the worldwide school Director of the "California Superbike School" based in USA, Australia and UK. <http://www.superbikeschool.co.uk> Keith trained more riders (over 100,000 Worldwide); more champions (dozens of them) over the past twenty years, than anyone else in the world. In addition, his three books (Twist of the Wrist I and II, The Soft Science of Road Racing) and the videos on the cornering arts are the best selling, most widely used texts on the subject in the World.

OMM riders are planning to attend his school this summer and here one note from Keith preaching the value of Training. It is titled **Rider Improvement: what there is to learn.**

There are two lists here. The first is the six categories of riders and how they regard the idea of training and rider improvement. The second is a list of results, the kinds of things we look for and you should expect from training.

The Six Categories of Riders

1. *Ones that have tried to improve, failed at it and lost interest. They're basically locked-up on the whole subject of rider improvement, they don't want to know about it.*

2. *Riders that say there is nothing to learn. This category of rider often says that seat time will handle it. They'll change the subject or politely dismiss what you have to say about riding technique.*

3. *Those that actively speak against learning. Hey, you just get on the bike and do it. I don't crash, what is there to learn...don't waste your money on a school buy a nice pipe instead. Schools suck. These guys are antagonistic.*

4. *Those that have a vague desire to improve but lack information about how to. They have a want but it goes unfulfilled. For one reason or another this rider just doesn't take the next step. They HOPE it will get better.*

5. *Those that become interested in learning more. They will talk about improvement. They will listen to advice but still remain passive. This might be the most dangerous of all the categories because this rider will listen to just about anything. They might hear, "you don't know how fast you can go until you crash", and actually try it!*

6. *Riders who do something to improve. Here you find the rider who reads articles, goes to track*

days in search of answers or comes to a school. They make a commitment to improve and take definite steps to do it.

All riders are in one of those categories on the subject of rider improvement.

It's no secret that I am in the business of training riders. I do it because I know it works and over the past 27 years of doing it I've noticed a few things about riders who take the plunge to improve. Here is what we see in our students:

1. *Once a rider is trained, they can begin to handle cornering problems and situations on their own. They understand and make sensible corrections that actually correct.*

2. *Many riders talk about getting rid of their bad habits. Trained riders look at it from the other perspective; the perspective of improvement. The first is based on losing the second is based on gaining.*

3. *Riders who are trained can read the feedback the bike is giving them easier than those who are not trained. They can tell you what the bike is doing.*

4. *Trained riders can actually offer constructive help to others who are interested and want to improve. If a rider is turning in too early or too late, has poor throttle control or is rushing the corners and making it worse, it becomes obvious to them.*

5. *Trained riders can spot what is wrong and tend to not make the same mistakes over and over. Their understanding allows them to apply what they know.*

6. *Trained riders gain an appreciation and an even greater respect for what professional riders can do because they can see what the pro is doing and why.*

7. *A trained rider can apply their understanding to any riding situation. Understanding of the key skills allows them to be applied anywhere, anytime.*

8. *Riders who are trained are safer. Safety is more a state of mind than it is a situation and trained riders can maintain their control over situations. That is as safe as you can get.*

9. *Once a rider improves, and knows what and why they have improved, it opens the door to virtually unlimited improvement. Confidence comes from knowing that the bike will do what you want it to do when you want it to do it.*

10. *Having a plan on how to apply specific riding techniques demonstrates a rider's expertise to himself and others. Learning the skills gives them real tools to handle real situations and you can see it.*

11. *Training creates proficiency. Becoming proficient at the things we love is one of the great joys of life.*

12. *Training brings about control over the "knee jerk" reactions that cause riders to make errors which can be dangerous. Knee jerk reactions only happen to riders when they don't have the*

right skill or technique for the situation.

13. *Whatever skill level a rider is at, training brings about a solid certainty of ability. Training helps to stabilize their level of skill providing a foundation to advance from.*

14. *When a rider understands and can apply workable riding techniques their sense of well-being is increased. This is the part you feel in your guts.*

15. *While seat time can give riders the sense that they can handle it the "next time", training brings about understanding and the ability to handle things as they occur.*

16. *Training gives riders a solid foundation of skills and the knowledge and certainty that their riding won't get worse. They can make mistakes and it doesn't defeat them.*

17. *Riders who are trained tend to get along with motorcycles and motorcycles tend to get along with them. That is the natural result.*

18. *Once you can apply key riding skills you have successfully overcome the instinctual fears in that area of riding. At that moment you have control.*

19. *When a rider feels he can control the motorcycle he has fewer frustrations with it and has the sense that he can coax it into cooperating with him, even in emergencies. This is another gut level feeling you'll get from training.*

20. *Riding itself is fun. Training lets you know why it is fun and how to increase the fun.*

21. *By understanding the technology of riding you can at last begin to develop your very own style. Riders become more fluid and begin to look natural on the bike.*

22. *Unsuccessful efforts to improve result from a lack of understanding. That is the only reason.*

23. *The answers to HOW and WHY that results from training put a rider in control. Making the bike do what you want it to becomes easy.*

24. *You can sit around and desire to be better but training is the only guarantee that your urge will be fulfilled. That is the true beauty of training--you WILL improve.*

25. *Riders put out a lot of physical and mental effort when they are trying to improve. Training lets them know how much of that effort is actually helping to achieve their goals.*

26. *With training, all corners can become your friends. You really do grin when you see one.*

27. *Riding is one of the things that becomes more interesting and more exciting and more fun once it is understood. This is a no-brainer, it's so obvious.*

28. *Training makes riders noticeably more aware of their surroundings. This is a pleasant and usually unexpected result but it happens all the time.*

29. *Trained riders don't continue to have mysterious things happen to them when they ride. They know why the bike ran wide, how to get a better line, if it was too much speed, if it was too much braking or too little, etc.*

30. *You could wear out 10 motorcycles and countless sets of tires to get the improvement available to you in one single day of training. We've*

seen it ten thousand times.

31. Seat time is good but understanding makes the seat time far more worthwhile. The only problem with seat time is that most riders spend it practicing their mistakes.

32. Because trained riders have certainty on what should happen and how to get predictable results with the bike, it shortens the time it takes to react in tense situations. It feels like you were already prepared for the emergency before it ever happens and it usually never does.

33. A trained rider can tell when things are going well. They know what needs to be corrected and when to correct it or when to leave it alone.

34. Getting trained is less expensive in the long run. Probably in the short run too.

35. Training strips away confusions and complexities. When riding feels simple, control is simple. When control is simple any rider has confidence.

36. Trained riders look as though they were part of the bike. Riders who look uncomfortable are uncomfortable, training turns that around. My riding instructors are trained to observe these points and the really amazing thing is we see changes like these in every student.

Effort or Training. Truly enthusiastic riders do have the urge to improve. Unfortunately, 99% of them waste their riding time and their money hoping that seat time will handle it. That doesn't mean they aren't going to improve, it means that it will take longer, cost more and the results will be sketchy. Most likely there will be a lot of effort involved. What are the possibilities besides training or trying harder? Will experience alone sweep away those uncertainties? Will more effort get you the next five seconds, will it get you the level of control you want? Training works.

Recently Keith opened what is called the **"Code Wheelie School"** and Jason Roberts went to test the tuition writing a splendid article that we can reproduce here just in part. It is titled **"Gettin' it up with Mr. Code"**

"Dear readers, I must confess, in the interest of full journalistic disclosure, that I have an erection problem. Yep, I have difficulty, err, getting it up... Ahem. What I meant was, I can't wheelie. My stunt skills aren't up to hooligan par. Despite owning a Suzuki Hayabusa for three years now I've never quite mastered the trick of lofting the front end (voluntarily, at least) So I jumped when I got the email from Keith Code's California Superbike School announcing their new learn-to-wheelie class called, strangely enough, *On One Wheel*. "Doing wheelies ranks high on the list of the most frivolous and decadent things in the history of Mankind! Want to learn how?" read the pitch.

Here's the deal: Code provides the bike, a Kawasaki ZRX1200 machine, fitted with an adjustable wheelie bar, which controls front-wheel altitude and prevents dramatic looping over backwards and subsequent crash nastiness via a mechanical arm that applies the rear brake, and a cam-triggered micro switch that cuts two of the ignition coils. Instructors coach the poor wheelie-impaired suckers as they make passes up and down the Irwindale Speedway parking lot. All this and more for \$495.

I always thought that learning to wheelie is much easier on light, tall and torquey dirt bikes. Why isn't Code using one to teach this class? "We wanted to use a multi cylinder bike cause it fits the image," he asserts, without defining what that "image" is (hooligan sport-biker, I'd venture). "Also, a single cylinder engine couldn't be controlled by a rev limiter."

My turn comes. I'm kinda reluctant to whack the throttle open as hard as I should, so I get only a little bity air. The bike feels alien too, what with

the tork's compression set high (and no rebound damping) to achieve maximum bounciness, thereby aiding the lifting process. The coach tells me to roll off slightly, or "blip" the throttle at, then "feeder more gas and don't be afraid cause that big ol' wheelie bar out back is gonna save your ass if you overdo it." Sure buddy; easier said than done. The natural impulse is to chop the throttle when the front pops up, so that takes some unlearning to control. Then there's the urge to lean forward as the bike accelerates, also counterproductive. "Can_t you get it up more than four inches?" says a frustrated Sean, who's trying to photograph me in a near-loop situation. Hmm, have I heard that one before?

After lunch I get my (second) turn. A couple runs later and my airtime increases. YES! "Pinch the tank with your legs and slide your butt back to the rear of the seat" says coach. Doing this, I achieve much better control and don't flop forward on the bike as it rears up. This results in instantly better wheelies (and sore thighs the next day, as I discovered).

Twenty-five mph is the magic number to begin the lift, Code advises. "Once the bike is going faster you must work much harder to lift the front wheel. And, at slower speeds it isn't as stable." Several turns later and I was raising the front high and keeping it there for several hundred feet, although I was still working on keeping the throttle on.

Weak, for sure, but erect. And reaching the balancing point. Landings were still a bit rough, though, bouncing me out of the seat several times. Must control throttle! As the sun drew lower in the sky, I figured that was enough for one day; more practice would have to wait until I got back on my own bike. I now know where my mistakes were, and I have a solid lock on basic wheelie technique, though I would have preferred a bit more formal instruction from the class. What about clutch wheelies? Apparently there wasn't time for that lesson." **OMM**

Riding Tips: Responsibility is Response-Ability

From: Paul P r1100rs@worldnet.att.net "I work at the police academy in Oregon. During this last year we changed the name of the class taught to basic police students from "motor vehicle accident investigation" to "motor vehicle crash investigation". In my PowerPoint presentation I use in MSF, I have a "THERE ARE NO ACCIDENTS" slide. This supports MSF's concept of Rider Responsibility: "Nobody can possibly be responsible for what happens to you

while you're on your bike besides you." Makes for interesting discussions in class, including the folks who bring up the all-too-common meteor strikes that are in the headlines everyday as proof that accidents DO exist, and then they'll bring up the deer that jumped in front of their buddy, etc.

But I just let them talk it through, and they usually get to the heart of the issue: personal res-

ponsibility. They start to see that if they had trouble avoiding the deer, they were most likely riding a little too fast for the conditions (limited visibility at roadside), not leaving themselves Time and Space to respond to hazards, etc.

Some folks live roller-coaster lives, riding the rails that others lay for them, reacting to everything around them, and living "accidentally". Others act as producer, director, and star of their personal movie, exercising their personal Response-Ability. There's no right or wrong way... but I personally prefer the latter approach."

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Riding Tips: Riding with "Potatoes"

Following the article on the December issue of OMM Bulletin Omer Koker wrote: "The instructions for the passenger reported in the Bulletin invite the co-rider to lean in harmony with the pilot. In my opinion this is actually dangerous because it pushes the passenger to come up with a sense of needing to balance (him and the bike) which in turn can confuse the front rider! If in a curve the biker has taken the correct angle and the passenger tries to balance this can generate dangerous situation. I think we should say that the passenger should sit like a "sack of potatoes" without trying to lean in or out. This

way the rider in front can have one less x - factor to compensate for and act as if the passenger is just a part of the bike".

First let me say on behalf of all co-riders that "sacks of potatoes" are boring and potentially dangerous when carried on the back seat. The passenger is a co-pilot and as such must second the movements decided by the pilot. Still I understand Omer point coming, maybe, from bad experiences with ultra-active passengers. When the passenger tries to impose his own motion from the back the door is open for major

disaster (think about a passenger leaning in a corner at the opposite side of the pilot!) So, what the solution? Here some simple suggestions:

- 1) the passenger must be briefed before the ride with clear instructions of what the rider expect from him/her
- 2) the passenger can take an active role on the ride keeping aware of the conditions of movement
- 3) the passenger can be responsible for maintaining stability during acceleration and braking moments by securely anchoring legs and arms.
- 4) the passenger can second the leaning angle selected by the pilot: the best and safest way is to keep the body relaxed without excessive changes of position just placing the head on the side internal to the corner. **OMM**

OMM Itineraries: OMM Every Sunday

For several OMM riders Sundays of Winter are the good time for honing riding skills and keep the friendship on the road. The (relative) mild temperatures of January invited, in Istanbul and

Ankara, larger than usual groups riding with pleasure and discussing the situations met along the ride. It is a good way to "Ride to Learn" and all of you are invited to join us.

In Istanbul contact
Fuat Domanic fuatdomanic@turk.net and in
Ankara Selim Demirel sdemirel@alterna.com.tr

Here some of the rides done recently:

1 January Mad Hun for the First Day of the Year (Ankara and Istanbul)

5 January Ride from Istanbul to Kiykoy (Trace)

12 January Ride from Ankara to Çubuk, Şabanözü, Orta, Çerkeş, Kızılcahamam and Çeltikçi

19 January Ride from Istanbul to Orhangazi, Iznik, Karamursel **OMM**

OMM Itineraries: First Circumnavigation of 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 Circumnavigation 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 Rus-

sia, 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
and he will provide all details.
OMM

Biking in Turkey: Ralph Dixon and Fionnuala Livingston riding for Charity: Gallipoli

On 13th May 2002, Ralph Dixon (an MS suffer) and his partner, Fionnuala Livingston rode out of Sydney, Australia on their BMW F650 motorcycle, riding around Australia before flying to Singapore and then riding overland to London UK. They plan to visit national MS Societies in 25 European countries to participate in various fundraising activities along the way and to raise awareness of MS amongst the general public on an international level. In Istanbul they were hosted by Turkish Ms Society www.msif.org/de/intl_portal/turkey.html giving interviews to TV and Newspapers. You can read about the trip at www.weride4ms.org Here Ralf's notes of the visit to Gallipoli.

Saturday 31st August 2002

We meet up with our Aussie friends (Leo Julie and Lesley) who have just returned from Gallipoli. It is worth a visit. I look the map and see that a ferry service runs between Istanbul and Bandirma. This takes 2 hours and it would be nice to have a boat cruise, so we decide to do it. The ferry terminal is only 1km from the hotel so it makes sense not to ride all the way back through the city to the highway. We check out after saying our goodbyes and are on the ferry at 12.30pm. 2 hours later we are in Bandirma. It hasn't been a smooth trip down below...

When I get on the bike to leave the ferry I notice one of the mirrors is missing...then I notice one of the panniers has been ripped off its brack-

ets. It doesn't take a genius to work out the bike has fallen over during the voyage. I get the attention of one of the crew and let him know what I think of Turkish ferries. He calmly tells me that this ferry was built in Australia! After a short but very heated argument he agrees that indeed the bike has fallen over. The best he can offer in the way of fixing the bike is to give me a lashing strap to tie the bike on securely. Thanks Mate!

We leave the ferry terminal and head off to Gallipoli. When we arrive a hotel takes my eye instantly, the Anzac Hotel.

Part of the appeal of this hotel is they show the movie Gallipoli each night at 9pm. We watch the movie with Turkish guests who don't speak English, wondering what they think of it.

Sunday 1st September

Up early...the feeling that we are actually going to Anzac Cove is surreal. The trip to the actual spot where the Aussies landed is about 30Kms ride. When we get there we are speechless. You can actually feel the spirits of all those soldiers who were killed here. The funny thing is that the Turks also lost a lot of men here. It is just as sacred for them as it is for us. There are a lot of Aussies, Kiwis and Turkish people walking around the cemeteries quietly contemplating the absolute waste of young men in their prime. As we look at the graves one thing strikes us: the vast



majority were under 25 years old. I must say that this place affected me more than I would like to admit, still I am glad I came.

We leave with a feeling of absolute sadness and head west to Greece. When we cross the border we are struck by the casual attitude of the Greek Border Guards. We spend the night in Kavala at a camping site. It is the first time we had used the tent and it must have looked strange to all the other happy campers watching me read the instructions on how to erect a 2 man tent! Eventually it is up, not quite as per diagram, but good enough... **OMM**

Biking in Turkey: A new bulletin from www.ikiteker.org

January 15 saw the birth of a new communication media for bikers in Turkey (and in Turkish). The "Two wheels – İki Teker" virtual group issued six ages of useful tests of bikes in this Country: no "producer's press releases", as most

of the content of Turkish Bike Magazines, but real worlds from real bikers in real conditions. Aprilia Caponord, Kawasaki KLR650, Honda Africa Twin are presented by the owners together with good tips for GS maintenance and in-

formation for everyday biker's life. Posta may become a regular publication if the readers continue to contribute to the content. Get your copy at the İkiteker web-site. www.ikiteker.org
OMM

one more mile

www.ommriders.org

Biking in Turkey: OMM in Ankara



OMM work in promoting competent riding in Turkey relies very much on the contribution of the Ankara team. Around Selim Demirel (sdemirel@alterna.com.tr) an impressive group of good riders take the roads almost every Sunday to improve skills, explore new roads and have fun.

Selim wrote few notes on the history of the gro-

up: "I was searching on Internet for biking activities in Turkey when I discovered the website of OMM Riders. The site attracted my interest, I put my name into mail list and the contact with the most interesting bunch of riders in this country was established.

In May 2001, I met Paolo, Fuat, Cemil, Selim K.

and Heşit on their tour to Black Sea coast with Court Fisher. We arranged to join the ride in Sinop spending a foggy night in discussions about bikes.

From this first encounter until to this day, things happened very fast and with an intensity quite unusual, even for me. In August 2001 I took my first ARA Course (ARA 6) and, on 2002 I participated to the wet & cold ARA 7.

On September 2002 I rode as scout rider for one of the groups of ARA 9 and, finally, in November of last year we managed to organize for the first time in Ankara a Riding Workshop (ARA 10).

A group of more than ten riders from Ankara took part in OM training activities: Kursat Teker, Baran Kaya and I are now considering applying for IAM test.

The three of us and Nuri Danişman are coordinating OMM presence in the Capital. We meet for weekend rides, mostly not under 500 K, applying the training principle of the "System" and we organize excursions in this part of the Country: the Grand East Tour of 2002, Election Day Ride, the MadRun in 2003, Black Sea Coastal Ride from Sinop to Amasra, Taurus Ride... In Long Distance we created the "**Sunrise to Sunset**" ride on the solstice of summer crossing in one day Anatolia from Sinop to Anamur. The 2003 calendar is as well busy: we invite all riders of Ankara to get in contact with us to spread around the message of competent riding." **omm**

Ring of Friends: The interruption ARE the journey

For many of us **Ted Simon** is the legend of riding around the world.

Mark Briant leading the groups supporting today Simon writes: "A quarter of a century ago, Ted rode his motorcycle alone around the world. At a time when long-distance motorcyclists were a rare breed Simon found himself on an adventure at times funny, harrowing, poignant and ultimately, life-changing. It was a triumphant four-year, 78,000-mile circumnavigation of the earth. While the experience changed Simon himself, the book he wrote about the journey changed the lives of thousands of others as well. Jupiter's Travels ranks as an all-time classic yarn of travel and adventure. It is the most re-

cognized and widely read motorcycle travel book ever written - even though the subject is more the spiritual journey than the motorized version. Ted Simon has decided to go over the same route again, still alone, in an attempt to locate the same villages, and reconnect with the same people he encountered and wrote about on his first voyage. During the original trip, from 1973 to 1977, he made it an obsession to stay remote and unconnected to the familiar, to lose himself in lands and cultures he had never known. This time, through the magic of the Internet, you can go with him, trace his progress, and hear his accounts of adventures almost as they occur. United Nations volunteers, eager to acquaint the world with their efforts, have asked him

to carry their torch as a Goodwill Ambassador in this Year of the Volunteer".

You can read Ted fascinating reports at www.jupitalia.com: we are expecting Ted in Istanbul toward the end of this summer. Meanwhile you can also support his new ride. Ted wrote to us: "I have posted a few more pages from Australia, and am now in Indonesia on my way to Singapore. Anyway, folks, it's time for me to bite another bullet. My band of loyal supporters has dwindled to a very few - too few. If you are one of those anonymous ones who enjoy what I write, now is the time to kick in. Just press the Supporter button at the bottom of my home page.

From those who have already given I want nothing more. Really. I mean that most sincerely." **omm**

Ring of Friends: The Balkan from Viking Land

Ilija Rosic ilijarosic@yahoo.com writes to OMM from Sweden: "Happy New Year to all the OMM members and friends in Istanbul. I am following the development of OMM and I must say that I

have relived my young days as motocross and Enduro enthusiast in Turkey with Suleyman and his crowd. Please send my special regards to Hamit Abbasoglu and Suleyman from Stock-

holm. I am still an all-year-round rider though here I in Sweden I have to use the thermo stuff and the full gear list, for real. If any of OMM friends are passing by in Stockholm or Sweden let me know if I can do something... if nothing else meet up and have a chat and a coffee and a tour of Stockholm my hometown. To all of you... ride like the OMM's and be proud. You are all doing an awesome job" **omm**

riding is a way of thinking @ www.ommriders.org

Ring of Friends: The dreams we have inside cannot die

Stefano Mangini rode from China to Italy via Pakistan, Iran, Turkey, and Greece for a total of 25.000 kilometers in 4 months.

Pictures and brief notes of his ride are available at www.horizonsunlimited.com/tstories/restless-travellers

We asked to Stefano to give to OMM Bulletin readers some impression of his trip: It was not just about a trip. The idea to undertake such a trip and the decision I made one day that it was time to do it was my answer to a force that I feel inside me. It is the desire of knowledge, of exploring living in contact with people and cultures so far not only from us but from our perception of reality. It is the restless traveler that was somehow born in me along side with the force to escape the trapping daily life that someone become just too heavy to bear. So one day I decided to take over the adventure and to set a de-

parture day. A plan made a few years ago, a dream left inside my heart, was brought to life once again when I opened that little box. Inside I had all the maps and all the notes I prepared a few years before in India when first I had this idea.

I remember the emotion; a little shoe box was containing a dream... and I was open it once again.

The idea was "per se" simple. From Shanghai I wanted to come back home by motorcycle along a simple line that one city after the other, one country after the other would have taking me across China, Pakistan, Iran, Turkey, Greece and finally home: Italy.

It was amazing to see how a simple black line can cross over the maps any boundary to discover old cities and fascinating memories.

In this trip I would have crossed five of the most beautiful civilization ever existed: the Chinese empire of Jenjish Khan, Persia, the Ottoman Empire, and the Greeks before landing in the ancient Roman Empire. A ride to see first hand how these civilizations are coping today with the 3rd millennium.

On the road this "simple black line across a map" is full of surprises pleasant and difficult: sandstorms or snowstorms highway robbers and break downs sometime seem to push the rider back.

But traveling is never about going back. So I always tried to take the best from each day and to live to the end each experience. Traveling is a way of being. It is a force inside you that detaches you from the idea the end of a trip.

There is no end in the journey of a restless traveler. And this brings me to fully live each event of the journey with positive energy. Besides during this trip I was never alone. Many traveled with me with their spirit. Many followed me along the way and sent me their energy when I was in trouble. I could feel them. (© stefano Mangini 2002) **omm**

News January 03: If you have a 15\$ brain... ask for discount

In the bowels of Istanbul full face helmets can be obtained for less than 25 Millions TL (15 US Dollars). The one we bought was branded (sic!) SAFEBET and it managed to place together in fancy decoration the American flag, Marlboro

Roof Top and Ferrari prancing horse. You could, without major effort, crash the helmet with your own hands while the locking system is entirely made of cheap plastic (in quick release version). No indication of where the helmet was ma-

de and no warning "this is only a toy". The Helmet is road legal according to the Turkish regulations. In a country where every single step is regulated by several laws is simply a scandal that such items can be legally and openly sold. If safety on the road is really what the Traffic-Police worried about, they can take few men from speed controls and police the sales of fake helmets.

omm

News January 03: Grand Prix Dates

It is time to mark in your new calendar the dates of 2003 Grand Prix as recently published in

Date	Grand Prix	Circuit
Apr, 6	Grand Prix of Japan	Suzuka Circuit
Apr, 27	Africa's Grand Prix	Phakisa Freeway
May, 11	Gran Premio de España	Jerez Circuit
May, 25	Grand Prix de France	Le Mans
Jun, 8	Gran Premio d'Italia	Mugello Circuit
Jun, 15	Gran Premi de Catalunya	Catalunya Circuit
Jun, 28	Dutch TT	Circuit Van Dreenthe
Jul, 13	British Grand Prix	Donington Park Circuit
Jul, 27	Motorrad Grand Prix Deutschland	Sachsenring Circuit
Aug, 17	Grand Prix Ceske Republiky	Brno Circuit
Sep, 7	Grande Premio de Portugal	Estoril
Sep, 20	Rio Grand Prix	Nelson Piquet Circuit
Oct, 5	Pacific Grand Prix of Motegi	Motegi Circuit
Oct, 12	Malaysian Motorcycle Grand Prix	Sepang Circuit
Oct, 19	Australian Grand Prix	Phillip Island Circuit
Nov, 2	Gran Premio de la Comunitat Valenciana	Comunitat Valenciana

www.motograndprix.com a very good site for all information on racing champions. With Rossi, Biaggi and Ukawa (top three 2002) on Honda it will be a good battle to watch.

omm

Watch that Corner: The only way to go!

The thing about dying is you really don't get a say in your funeral. One may not desire to be shifted to the cemetery in the back of a fancy stretched Volvo estate. Enter the Reverend Paul Sinclair, who has the only enclosed motorcycle sidecar hearse in the world. Complete with a Clergy Biker! The sidecar was specially

designed by the Rev. and David Hancock, the former Norton F1 engineer, and is connected to a Triumph Speed Triple. The Rev says that he's "Respectful of all traditions, customs and open to 'unusual' requests" which should cover those bikers with a different lifestyle. **omm**



Long distances riding Wait a little longer

The next issue of the bulletin will be dedicated to the old art of Long Distance Riding. Meanwhile if you cannot wait for that 1500 miles in six hours ride go to webmaster10.com/ldr/index.html for all you need (accessories and parts) when planning a LDR.

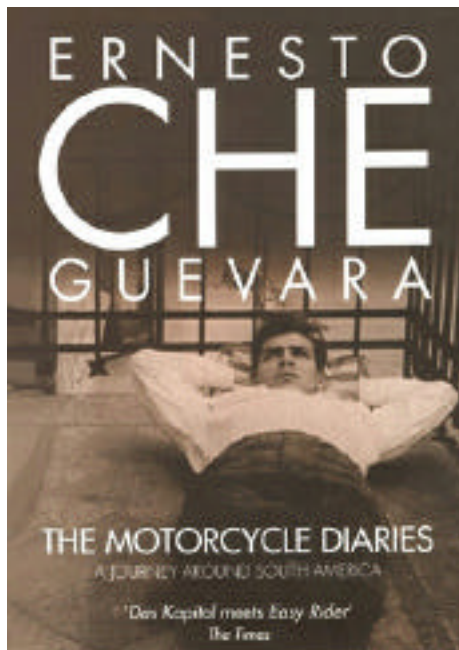
Gear & Equipment Mark your BMW GS

It is raining and dark and, on your way home in the middle of the country the riding lights stop working. Obviously a problem with the relay: you stop, remove the saddle, reach in your GS the relays box... but which one is which? Not the best time to open your Owner Manual. Lamatech www.lamatech.com has a simple solution: a pre-cut sticker to place on the inside covers marking clearly the position of each relay (in Turkish and English). At Lamatech web site you can find, at really good prices, a large selection of accessories for BMW and items for bikers including the new wheel lifter and the revised neck protector. **omm**



OMM Books Ernesto Che Guevara: Motorcycle Diaries. A Journey around South America

Full of high drama and comedy, The Motorcycle Diaries is the story of a remarkable road journey in the words of a 23-year-old medical student known as "Che". There are fights, parties, and serious drinking. There are also moving examples of Guevara's idealism and solidarity with the oppressed, in this vivid record of what



for others would have been the adventure of a lifetime. No biographical study or understanding of Che Guevara is complete without the reading of his diaries recording his thoughts as he journeyed around South America. (Midwest Book Review) **omm**

Web riding:

A site in Turkish dedicated to the glory of Aprilia: the Caponord http://sualti.net/caponord/teknik_ozellikler.htm

Time in Helsinki? Check www.worldtimezone.com/time-europe.htm for all you need about time zones.

One of the most interesting and elegant Bike (and car) Rally in Europe: all the information about "Festival of Speed" at www.goodwood.co.uk/

Hit-Air, the original air-bag system for riders is coming to Turkey: www.airjacket.com

Yes, you know that BMW produces as well four wheels vehicles... take a look at this www2.motorrad.net/modelle/mnet.php

One More Magazine on line? www.motorcycledaily.com and www.motobykz.co.uk/

An absolute must for bike's fanatics: A collection of more than 500 high quality motorcycle pictures in full-color format. Do not miss the show at Motorcycles of the 20th Century <http://home.planet.nl/~motors-20th-century/motors.html>

Do you leave your bike on open air? The bike barn may be a solution: www.thebikebarn.co.uk www.motobykz.co.uk

Ride and Think "Love your Bike"

"A skittish motorbike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties and the hint, the provocation, to excess conferred by its honeyed untired smoothness ... because (my bike) Boa loves me, he gives me five more miles of speed than a stranger would get from him" T.E. Lawrence **omm**

OMM BULLETIN ISSUE 42

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one more mile

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