

"Throw it over, yank it upright and hang on tight... It is only a video game"

How to keep good people out of biking.

"Over the crest, eyes straining to second-guess lines at close to flat-out. Hard on the brakes, down the gears... The noise has changed from a dull thud to a harsh, nasal roar... Fast kinks are heartstopping, emotions spew thick and fast, my whole being devoted to mechanical gratification and survival..."

Max Biaggi reporting on qualifying session at Suzuka? Jeremy McWilliams testing at Catalunya? Come on, the last word "survival" gives away the game quite easily: just another test rider of another bike magazine talking about another race replica presented at another press conference by another Italian, Japanese, English, American, German producer.

The pilot in reference is not even riding in a circuit... he is just "blitzing the North Yorkshire moors" in bucolic England.

Take top bike magazines in any country this month and count the pictures of "knees down", "wheel up", and "stoppies, jumps"; open your favorite sport channel and check the time given to real motorcycling and the one dedicated to "big air-extreme-dementia". Hooliganism is the new pornography of motorcycling.

All this while in the "training section" of the same magazines politically correct journalists warns you not to repeat such performances on normal road (at least not on North Yorkshire).

Personally I had enough: I can barely tolerate junior riders giving me lessons on fine suspension settings for primitive Turkish roads. I develop internal laughing for conversations pointing to the shortcomings "at the limits" of bikes like Hayabusa, R1, Mille and similia. I am not anymore interested on the results of 1.3mm modification on the rear pre-loading of a Fireblade used on rural roads of Italy. Nor I am curious on the feeling of crossing France Perigord villages at "over the ton" speed.

I think I am suffering from an overdose of "journo cum friend's bullshit" and ultra-tech advanced sportbikes. While an intelligent driver will not be tempted by a car with the ergonomics of Michael Schumacher Ferrari equally intelligent

bikers do not hesitate to spend good money on bikes with chassis, controls and ergonomics designed for an hour on the smooth surface of a racing circuit on the hands of a highly paid and presumably well trained professional pilot.

Rupert Paul on Bike Magazine (May 2003) introduces conundrum: *"We buy high performance bikes because they are exciting, sure - but also because they are the best-developed, the most glamorous. Because they move so efficiently. Because they feel so nice. Yet they also run out of reserve every 130 miles (or earlier), contort your body, cost a fortune to insure (and to crash) encourage you to get nicked, don't let you see over cars and suffer severe problems on bumpy roads."*

From a Turkish point of view (Country at the margins of "advanced Europe") we can add that these machine requires a sophisticated and trained maintenance system, qualified people to look after, smooth surfaces, reliable asphalt, ample supply of parts and tires. (Just to mention some of the shortfalls of this market).

Rupert Paul is right when he continues saying that *"today's bikes that aren't race-bred are nearly all ugly, heavy, dull and compromised by comparison... how many drop-dead gorgeous tourers can you think off?"* Producers with no racers in their list are the best proof of Paul's statement: take a BMW GS at 250 kilos dry and compare it with a GSX at 168 kilos: more than 80 kilos worth of comfort? I doubt, just 80 kilos too many weighting on your legs and shoulders, reducing your ability in traffic and increasing consumptions of fuel and parts.

Additional question is "what can we learn on these machines?" With the exception of few serious pilots racing on circuit it is impossible to test these supersport bikes: you do not test them... they test you and, in most of the cases, they found you inadequate. What the fun of running a R1 or Hayabusa at 30% of machine capacity, scared to death in any corner, worried about survival instead of fine riding? Like a new (or newly born) rider buying as first machine a 300 kilos of metal two balance between (some-time short) legs with a position discouraging

proper learning.

On the June issue of OMM bulletin we discussed the values of choosing a motorcycle well suited to your own needs and riding skills (Vehicle Realistic Evaluation). Hakan Erman, EMOK rider and actively involved in the training program of OMM writes:

"I believe that we have yet to learn about "km and cc". Let us put down two slogans: "Ride your bike for ten thousands or even hundred thousands of kilometers" and "Bigger is not necessarily better for bikes" Whenever somebody insists that it is time for a change (and they do that a lot), with few friends I say "I am happy with my bike". Dear rider, do not go for a bigger bike unless you can give honest answers to these questions:

- Why do I want a bigger bike?
- Is it to give my bum a better rest in my not-so-frequent long rides?
- Power? How much power do I need? Can I use and control more power?
- Or is it because I need better looks? (Better looks often motivate warm blooded people like bikers. We and the society push to consume more than we actually need and we should learn to fight with this trend at any opportunity)
- Can I totally control my current bike? Do I know everything about riding it before moving to a heavier/faster machine?
- Will I be still happy in city traffic where I am riding everyday?
- Did I evaluate the advantages of my lighter machine? It is cheaper, consumes less, easier to control. If I drop it I can lift it with no problem, I can make up for a mistake more easily..."

Rupert concludes his articles wishing for a time when sporting features and advanced technologies will be applied to "everyday, multi use" bikes. I believe we have to be more realistic and look at today's offer and we can find good reliable bikes without contorting the body or without carrying excessive weight. Look at the Aprilia range with the Pegaso, the Futura and the new Falco, Look at the newly introduced Moto Guzzi Brevia (see report on this issue). Consider the BMW F650 stupidly judged by most as "beginner bike" while it can take you safely to the end of the world (and back). Look at the Yamaha range with the successful Fazer 600 and check the 600 new Suzuki.

At the end it is an invitation to go back to the spirit of good, fun biking leaving aside extreme images. Time to go back to simple but technologically advanced bikes, nimble and accurate, light and comfortable. If we do not promote this kind of bikes and responsible pleasurable way of riding we will be reduced to a group of fanatics with contorted limbs and scuffed leathers. Showing chrome, showing power and showing machismo can be fun but riding on today's road is not, after all, a videogame. OMM

OMM activities ahead

The OMM ADVANCED RIDING ACADEMY organizes the 13th workshop (we started on the now distant 1999) open to qualified riders on May 23, 24 and 25. To take part (places limited to 16 riders) you must have a previous ARA qualification at BASIC PLUS or above or take a test ride with an OMM rider within May 15. The workshop trainers will be Jon Taylor and Paolo Volpara: the route will take us on the Bursa region with Saturday overnight at the Hotel Authentique in town. Book your place in the 13th ARA Workshop (and/or your test ride) with **Apo Hekinham** at bukalemun@turk.net

Riders and co-pilots that want to join us on Saturday and Sunday sharing the evening in Bursa without taking the observed ride will have the opportunity of doing so by riding in group to lunch in historical Zeytinbagi and exploration of the area. Book your Discovery Ride with Kazim Uzunoglu at Kazim@motoreast.com

Members of OMM Association got together and formed a bike-touring-company called MOTOREAST to promote mototourism in Turkey and abroad. Based on the ample experience of Kazim Uzunoglu and connected to the MotoGlobal network, Motoreast is presenting the 2003 program in a new web-site www.motoreast.com

The first event is just few days away: 10 bikers will leave in the early morning of May 1st to attempt the First Complete circumnavigation of the Black Sea from Istanbul to Istanbul.

You are all invited to celebrate the safe return of these riders on May 12 at 19:00 in BMW Kurucesme Boxer Café. Court Fisher from BMW Motorcycle Owner Association, Kazim and myself, Paolo Volpara, we will give a first report of the ride with fresh pictures out of the camera. The second MOTOREAST appointment is with the Italian Dolomites for a week of "the best ri-



ding of your life" combined with Alpine scenery and Italian food. The participants will have the opportunity to fly-and-rent bikes in Italy, ship the bike from Istanbul to Trieste or ride to Italy on their own bikes. Places are filling fast and we are limited to 15 bikes. Again book at kazim@motoreast.com

Selim Demirel, generalissimo of OMM Ankara, writes: "Barış Sütken 1150 GS Rider and OMM Friend from Eskişehir invites us to a tour around Eskişehir on the 10th and 11th of May. The Itinerary includes some of the best riding roads on the area and you should contact Selim sdemirel@alterna.com.tr for reservation and further details. **omm**

OMM activities in April

New Colors OMM: T-shirt (dry fit), Sweat Shirt and Polo shirt in high quality production by our sponsor Reebok are now available for purchase with OMM Logo and Symbol (strictly black and white) at Suleyman Memnun Motosiklet shop (Ataturk Oto Sanay Sitesi 2. Kisim 34. Sokak

1404 Maslak Istanbul). If you would like to show the colors of one of the first groups of bikers in Turkey pay Suleyman a visit.

ARA 11. Seven riders and the usual group of OMM safety escorts took the road from Ankara

to Kastamonu on the week end of 12 and 13 of April.

ARA 12 in the Durusu area was reserved to HOG riders and took place on April 18, 19 and 20 with a

Two ARAFlex 29 March and 27 April involved for one day two groups of riders refining skills and improving competence in the area around Terkos Lake. **omm**

Ride to Work Day

Finally the English (and some others European countries) agreed in unifying the "Ride to Work Day" fixed this year by www.ridetowork.org on July 16th. Take a look at the web site and support the work of this organization. Equally important, ride your motorcycle on this day to demonstrate:

- The number of motorcyclists to the general public and to politicians
- That motorcyclists are from all occupations and all walks of life.
- That motorcyclists can reduce traffic and parking congestion in large cities.
- That motorcycles are for transportation as well



- as recreation.
- That motorcycling is a social good.

Organize the day with your Club, with your friends or by yourself: but, in any case, show that you are a biker on July 16th. **omm**

FEMA: Federation of European Motorcyclists Invites OMM to Kavala

From Antonio Perlot Secretary General of the Federation of European Motorcyclists' Associations we received a kind invitation: "OMM Riders Turkey" established contact some time ago with FEMA. At its last meeting, the FEMA Executive Committee thought the time would be right to exchange more information on our two organizations and learn more about each ot-

her's structure and activities. In that light, and given that the FEMA Committee will hold its next meeting in Kavala (Greece), I am pleased to invite OMM Riders Turkey to take part as Observers to the meeting"

We were obviously honored by this invitation: **FEMA** is fighting on the front line of biker's

rights grouping some of the best associations in all European countries www.fema.kaalium.com The meeting is taking place on Saturday 10 May 2003 and **Yakup Icgoren** with **Apo Hekinham** will represent OMM and the Turkish riders. **omm**

one more mile

www.ommriders.org

the following companies generously support OMMbulletin, website and activities >>>



Pace yourself

Hammer on Racetrack. Pace yourself on the street.

Racing involves speed, concentration and commitment; the results of a mistake are usually catastrophic because there's little room for error riding at 100 percent.

Performance street riding is less intense and further from the absolute limit, but because circumstances are less controlled, mistakes and over-aggressiveness can be equally catastrophic.

Plenty of road racers have sworn off street riding. "Too dangerous, too many variables and too easy to get carried away with too much speed," track specialists claim. Adrenaline-addled racers find themselves treating the street like the track, and not surprisingly, they get burned by the police, the laws of physics and the cold, harsh realities of an environment not groomed for ten tenths riding.

But as many of us know, a swift ride down a favorite road may be the finest way to spend a few free hours with a bike we love. And these few hours are best enjoyed riding at The Pace.

A year after I joined the Motorcyclist staff in 1984, Mitch Boehm was hired. Six months later, The Pace came into being, and we perfected it during the next few months of road testing and weekend fun rides. Now The Pace is part of my life--and a part of the Sunday-morning riding group I frequent. The Pace is a street technique that not only keeps street riders alive, but thoroughly entertained as well.

THE PACE

The Pace focuses on bike control and de-emphasizes outright speed.

Full-throttle acceleration and last minute braking aren't part of the program, effectively eliminating the two most common single-bike accident scenarios in sport riding.

Cornering momentum is the name of the game, stressing strong, forceful inputs at the handlebar to place the bike correctly at the entrance of the turn and get it flicked in with little wasted time and distance.

Since the throttle wasn't slammed open at the exit of the last corner, the next corner doesn't require much, if any, braking. It isn't uncommon to ride with our group and not see a brake light flash all morning.

If the brakes are required, the front lever gets squeezed smoothly, quickly and with a good deal of force to set entrance speed with minimum time.

Running in on the brakes is tantamount to running off the road, a confession that you're pushing too hard and not getting your entrance speed set early enough because you stayed on the gas too long.

Running the Pace decreases your reliance

on the throttle and brakes, the two easiest controls to abuse, and hones your ability to judge cornering speed, which is the most thrilling aspect of performance street riding.

YOUR LANE IS YOUR LIMIT

Crossing the centerline at any time except during a passing maneuver is intolerable, another sign that you're pushing too hard to keep up.

Even when you have a clean line of sight through a left-hand kink, stay to the right of the centerline. Staying on the right side of the centerline is much more challenging than simply straightening every slight corner, and when the whole group is committed to this intelligent practice, the temptation to cheat is eliminated through peer pressure and logic. Though street riding shouldn't be described in racing terms, you can think of your lane as the racetrack. Leaving your lane is tantamount to a crash. **Exact bike control has you using every inch of your lane if the circumstances permit it.**

- In corners with a clear line of sight and no oncoming traffic, enter at the far outside of the corner, turn the bike relatively late in the corner to get a late apex at the far inside of your lane and accelerate out, just brushing the far outside of your lane as your bike stands up. Steer your bike forcefully but smoothly to minimize the transition time; don't hammer it down because the chassis will bobble slightly as it settles, possibly carrying you off line. Since you haven't charged in on the brakes, you can get the throttle on early, before the apex, which balances and settles your bike for the drive out.

- More often than not, circumstances do not permit the full use of your lane from line to line and back again. Blind corners, oncoming traffic and gravel on the road are a few criteria that dictate a more conservative approach, so leave yourself a three- or four-foot (1.0 meter) margin for error, especially at the left side of the lane where errant oncoming traffic could prove fatal. Simply narrow your entrance on a blind right-hander and move your apex into your lane three feet (1.0 meter) on blind left turns in order to stay free of unseen oncoming traffic hogging the centerline.

Because you're running at The Pace and not flat out, your controlled entrances offer additional time to deal with unexpected gravel or other debris in your lane; the outside wheel track is usually the cleanest through a dirty corner since a car weights its outside tires most, scrubbing more dirt off the pavement in the process, so aim for that line.

A GOOD LEADER, WILLING FOLLOWERS

The street is not a racing environment, and it takes humility, self assurance and self control to keep it that way.

The leader sets the pace and monitors his mir-



rors for signs of raggedness in the ranks that follow, such as tucking in on straights, crossing over the yellow line and hanging off the motorcycle in corners.

If the leader pulls away, he simply slows his straightaway speed slightly but continues to enjoy the corners, thus closing the ranks but missing none of the fun. The small group of three or four riders I ride with is so harmonious that the pace is identical no matter who's leading. The lead shifts occasionally with a quick hand sign, but there's never a pass for the lead with an ego on the sleeve. Make no mistake, the riding is spirited and quick--in the corners.

Anyone with a right arm can hammer down the straights; it's the proficiency in the corners that makes the Pace come alive.

Following distances are relatively lengthy, with the straightaways--taken at more moderate speeds--the perfect opportunity to adjust the gaps.

Keeping a good distance serves several purposes, besides being safer. Rock chips are minimized and the police won't suspect a race is in progress.

The Pace's style of not hanging off in corners also reduces the appearance of pushing too hard and adds a degree of maturity and sensibility in the eyes of the public and the law. There's a definite challenge to cornering quickly while sitting sedately on your bike.

New rider indoctrination takes some time because The Pace develops very high cornering speeds and newcomers want to hammer the throttle on exits to make up for what they lose at the entrances. **Our group slows drastically when a new rider joins the ranks because our technique of moderate straightaway speeds and no brakes can suck the unaware into a corner too fast, creating the most common single-bike accident. With a new rider learning the Pace behind you, tap your brake lightly well before the turn to alert him and make sure he understands there's no pressure to stay with the group.**

There's plenty of ongoing communication during The Pace. A foot off the peg indicates debris on the road, and all slowing or turning intentions are signaled in advance with the left hand and arm. Turn signals are used for direction changes and passing, with a wave of the left hand to thank the cars that move right and make it easy for the motorcyclists to get past. Since you don't have a death grip on the handlebar, your left hand is also free to wave to oncoming riders, a fading courtesy that we'd like to see return.

If you're getting the idea the Pace is a relaxing, noncompetitive way to ride with a group, you are right.

RELAX AND FLICK IT

I'd rather spend a Sunday in the mountains riding at The Pace than a Sunday at the racetrack, it is that enjoyable. **Countersteering is**

the name of the game, a smooth torcetel steering input at the handlebar relayed to the tires contact patches through a rigid sport-bike frame. Riding at The Pace is certainly what the bike manufacturers had in mind when sport bikes evolved to the street.

But the machine isn't the most important aspect of running The Pace because you can do it on anything capable of getting through a corner.

Attitude is The Pace's most important aspect; realizing the friend ahead of you isn't a competitor, respecting his right to lead the group occasionally and giving him credit for his riding skills.

You must have the maturity to limit your straightaway speeds to allow the group to stay in touch and the sense to realize that racetrack tactics such as late braking and full throttle runs to redline will alienate the public and police and possibly introduce you to the unforgiving laws of gravity.

When the group arrives at the destination after running The Pace, no one feels outgunned or is left with the feeling he must prove himself on the return run.

If you've got something to prove, get on a racetrack.

The racetrack measures your speed with a stopwatch and direct competition, welcoming your aggression and gritty resolve to be the best.

Performance street riding's only yardstick is the amount of enjoyment gained, not lap times, finishing position or competitors beaten. The differences are huge but not always remembered by riders who haven't discovered The Pace's cornering pureness and group involvement. Hammer on the racetrack. Pace yourself on the street.

THE STREET IS NOT THE TRACK - IT'S A PLACE TO PACE

Two weeks go a rider died when he and his bike tumbled off a cliff paralleling our favorite road. No gravel in the lane, no oncoming car pushing him wide, no ice. The guy screwed up. Rider error. Too much enthusiasm with too little skill, and this fatality wasn't the first on this road this year. As with most single-bike accidents, the rider entered the corner at a speed his brain told him was too fast, stood the bike up and nailed the rear brake. Goodbye.

On the racetrack the rider would have tumbled into the hay bales, visited the ambulance for a strip of gauze and headed back to the pits to straighten his handlebars and think about his mistake. **But let's get one thing perfectly clear: the street is not the racetrack. Using it as such will shorten your riding career and keep you from discovering the Pace.** The Pace is far from street racing - and a lot more fun.

The Pace places the motorcycle in its proper role as the controlled vehicle, not the controlling vehicle.

Too many riders of sport bikes become baggy when the throttle gets twisted - the ensuing speed is so overwhelming they are carried along in the rush. The Pace ignores outright speed and can be as much fun on a Ninja 250 as on a ZX-11, emphasizing rider skill over right-wrist bravado. **A fool can twist the grip,**

but a fool has no idea how to stop or turn. Learning to stop will save your life; learning to turn will enrich it. What feels better than banking a motorcycle over into a corner?

The mechanics of turning a motorcycle involve pushing and/or pulling on the handlebars; while this isn't new information for most sport riders, realize that the force at the handlebar affects the motorcycle's rate of turn-in. Shove hard on the bars, and the bike snaps over; gently push the bars, and the bike lazily banks in.

Different corners require different techniques, but as you begin to think about lines, late entrances and late apexes, turning your bike at the exact moment and reaching the precise lean angle will require firm, forceful inputs and the handlebars.

If you take less time to turn your motorcycle, you can use that time to brake more effectively or run deeper into the corner, affording yourself more time to judge the corner and a better look at any hidden surprises. It's important to look as far into the corner as possible and remember the adage, "You go where you look."

DON'T RUSH

The number-one survival skill, after mastering emergency braking, is setting your corner-entrance speed early, or as Kenny Roberts says, "Slow in, fast out." Street riders may get away with rushing into 99 out of 100 corners, but that last one will have gravel, mud or a trespassing car. **Setting entrance speed early will allow you to adjust your speed and cornering line, giving you every opportunity to handle the surprise.**

We've all rushed into a corner too fast and experienced not just the terror but the lack of control when trying to herd the bike into the bend. If you're fighting the brakes and trying to turn the bike, any surprise will be impossible to deal with. Setting your entrance speed early and looking into the corner allows you to determine what type of corner you're facing. Does the radius decrease? Is the turn off-camber? Is there an embankment that may have contributed some dirt to the corner?

Racers talk constantly about late braking, yet that technique is used only to pass for position during a race, not to turn a quicker lap time. Hard braking blurs the ability to judge cornering speed accurately, and most racers who rely too heavily on the brakes find themselves passed at the corner exits because they scrubbed off too much cornering speed. Additionally, braking late often forces you to trail the brakes or turn the motorcycle while still braking. While light trail braking is an excellent and useful technique to master, **understand that your front tire has only a certain amount of traction to give.**

If you use a majority of the front tire's traction for braking and then ask it to provide maximum cornering traction as well, a typical low-side crash will result.

Also consider that your motorcycle won't steer as well with the fork fully compressed under braking. If you're constantly fighting the motorcycle while turning, it may be because you're braking too far into the corner. All these problems can be eliminated by setting your entrance speed early, an important component of run-

ning the Pace.

Since you aren't hammering the brakes at every corner entrance, your enjoyment of pure cornering will increase tremendously. You'll relish the feeling of snapping your bike into the corner and opening the throttle as early as possible.

Racers talk about getting the drive started, and that's just as important on the street. Notice how the motorcycle settles down and simply works better when the throttle is open? **Use a smooth, light touch on the throttle and try to get the bike driving as soon as possible in the corner, even before the apex,** the tightest point of the corner. If you find yourself on the throttle ridiculously early, it's an indication you can increase your entrance speed slightly by releasing the brakes earlier.

As you sweep past the apex, you can begin to stand the bike up out of the corner. This is best done by smoothly accelerating, which will help stand the bike up. **As the rear tire comes off full lean, it puts more rubber on the road, and the forces previously used for cornering traction can be converted to acceleration traction.** The throttle can be rolled open as the bike stands up.

This magazine won't tell you how fast is safe; we will tell you how to go fast safely. How fast you go is your decision, but it's one that requires reflection and commitment. High speed on an empty four-lane freeway is against the law, but it's fairly safe. Fifty-five miles per hour in a canyon may be legal, but it may also be dangerous. Get together with your friends and talk about speed. Set a reasonable maximum and stick to it. Done right, the Pace is addicting without high straightaway speeds.

The group I ride with couldn't care less about outright speed between corners; any corner can twist a throttle. If you routinely go 100 mph, we hope you routinely practice emergency stops from that speed. Keep in mind outright speed will earn a ticket that is tough to fight and painful to pay; cruising the easy straight stuff doesn't attract as much attention from the authorities and sets your speed perfectly for the next sweeper.

GROUP MENTALITY

Straights are the time to reset the ranks. The leader needs to set a pace that won't bunch up the followers, especially while leaving a stop sign or passing a car on a two-lane road. The leader must use the throttle hard to get around the car and give the rest of the group room to make the pass, yet he or she can't speed blindly along and earn a ticket for the whole group. With sane speeds on the straights, the gaps can be adjusted easily; the bikes should be spaced about two seconds apart for maximum visibility of surface hazards.

It's the group aspect of the Pace I enjoy most, watching the bikes in front of me click into a corner like a row of dominoes, or looking in my mirror as my friends slip through the same set of corners I just emerged from.

Because there's a leader and a set of rules to follow, the competitive aspect of sport riding is eliminated and that removes a tremendous amount of pressure from a young rider's ego - or even an old rider's ego. We've all felt the tug of racing while riding with friends or strangers, but the Pace takes that away and sa-

ves it for where it belongs: the racetrack. The racetrack is where you prove your speed and take chances to best your friends and rivals.

I've spend a considerable amount of time writing about the Pace for several reasons, not the least of which being the fun I've had researching it (continuous and ongoing).

But I have motivations that aren't so fun. I got scared a few years ago when Senator Danforth decided to save us from ourselves by trying to ban superbikes, soon followed by insurance companies blacklisting a variety of sport bikes. I've seen Mulholland Highway shut down because riders insisted on racing (and crashing) over a short section of it. I've seen heavy police patrols on roads that riders insist on throwing themselves off of. I've heard the term "murder-cycles" a dozen times too many. When we consider the abilities of a modern sport bike, it becomes clear that rider techniques is sorely lacking.

The Pace emphasizes intelligent, rational riding techniques that ignore racetrack heroics without sacrificing fun. The skills needed to excel on the racetrack make up the basic

precepts of the Pace, excluding the mind-numbing speeds and leaving the substantially larger margin for error needed to allow for unknowns and immovable objects. Our sport faces unwanted legislation from outsiders, but a bit of throttle management from within will guarantee our future.

THE PACE PRINCIPLES

- **Set cornering speed early.** Blow the entrance and you'll never recover.
- **Look down the road.** Maintaining a high visual horizon will reduce perceived speed and help you avoid panic situations.
- **Steer the bike quickly.** There's a reason Wayne Rainey works out - turning a fast-moving motorcycle takes muscle.
- **Use your brakes smoothly but firmly.** Get on and then off the brakes and don't drag 'em.
- **Get the throttle on early.** Starting the drive settles the chassis, especially through a bumpy corner.
- **Never cross the centerline except to pass.**

Crossing the centerline in a corner is an admission that you can't really steer your bike. In racing terms, your lane is your course; staying right of the line adds a significant challenge to most roads and is mandatory for sport riding's future.

- **Don't crowd the centerline.** Always expect an oncoming car with two wheels in your lane.
- **Don't hang off in the corners or tuck in on the straights.** Sitting sedately on the bike looks safer and reduces unwanted attention. It also provides a built-in safety margin.
- **When leading, ride for the group.** Good verbal communication is augmented with hand signals and turn signals; change direction and speed smoothly.
- **When following, ride with the group.** If you can't follow a leader, don't expect anyone to follow you when you're setting the pace.

by Nick Ienatsch / Reprinted w/o permission from Sport Rider Magazine June 1993

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A Reference for Training

If you would like to get more news from the world of Advanced Riding Training mark the following sites and visit them frequently. In most of them Instructors and Riders offer tips and suggestions of great importance.

American Motorcycle Association AMA
www.amadirectlink.com

AST www.ast-training.com

Bikers Rights Online (USA)
www.bikersrights.com

Bikesafe (UK)
www.bikesafe.co.uk

British Motorcycle Federation
www.bmf.co.uk

Canada Safety Council
www.safety-council.org

Class Motorcycle Schools (USA)
www.classrides.com
Cooper Bike Training (UK)
www.cooperbiketraining.org.uk

Country Trax Training South Africa
www.countrytrax.co.za

DART Training (UK)
www.dartsystems.co.uk

Dennis Pegelow Safety School
www.dpsafety.school.com

FEMA www.mag-uk.org/fema/

Freddie Spencer Riding School
www.spencermotorcycles.com

IAM
www.iam.org.uk

K. Schwantz School

www.roadatlanta.com/suzuki.html

K. Code Riding School
www.superbikeschool.com/us/index.shtml

MS_Germany www.ms2.de/en/visi.asp

Motorcycle Action Group
www.mag-uk.org/about/index.html

Motorcycle Industry Association (UK)
www.mcia.co.uk

MSF USA www.msf-usa.org

Motorcycle UK.com
www.motorcycle-uk.com

New York City Motorcyclists
www.magpie.com/nycmoto/

RoSPA (UK)
www.roada.freeserve.co.uk

Stay Upright (AUS) www.stayupright.com.au

Woman Motorist www.womanmotorist.com
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Quality of Training

Following our discussion on the "voluntary" training for advanced riding we received an interesting note from Barry Tinson. Living in England Barry varadero@lineone.net is an old friend of OMM who visited on bike our Country two years ago. He writes: "First I would like to congratulate you on the new layout and design of the OMM bulletin. Your view seem to be that advanced training should bring some form of official recognition and you appear to be disappointed that the FEMA did not support this view.

In the UK, passing an advanced riding test will 'in theory' get you a 10% discount on your insurance premium. But that is all. I cannot understand what form you would like the 'official recognition' to take? A different colored driving li-

cence? Surly becoming more proficient a motorcyclist is reward enough. As FEMA pointed out, there is no evidence to support the idea that advanced training brings any safety benefits. Judgment, anticipation and consideration take much longer to learn than how to handle a motorcycle.

Unfortunately, in the UK, many riders who have taken the advanced riding courses use the skills learnt, just to go faster. Leaving judgment, anticipation and consideration behind! One point in favor of the 'time in the saddle' theory, is that skills are learnt slower - more at the pace of judgment, anticipation and consideration." We fully agree with Barry on the need of miles on the saddle to transform knowledge into confi-

dence and to gain crucial insights on "what if?"

The recognition we were talking about was related to the need to qualify the trainers and of the training programs.

Without an agreement on this issue it is simple to imagine a lot of unqualified riders giving wrong instruction to unprepared students.

OMM adopted as "syllabus" the Roadcraft Manual of the UK police considering this System as the simplest and safest and most comprehensive among the various available. We would like to open a debate with our readers on this need to guarantee "quality instruction", consistent tuition and value for time/money. OMM

one more mile
www.ommriders.org

Do Not Start your Bike without a Correct Pre-Ride Inspection

T-CLOCK is a mnemonic developed by MSF USA (Motorcycle Safety Foundation) for assisting the pilots in doing a comprehensive pre-ride inspection of a motorcycle.

It is easily memorized and very useful. The individual letters stand for the specific areas to check: **T for Tires & Wheels, C for Controls,**

L for Lights, O for Oil, C for Chassis, K for Kickstand.

OMM suggests keeping this list handy on the wall near where you store your motorcycle or in your tank bag, side bags, document holders.

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T — TIRES & WHEELS

Item	Check	Look for	Check off
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, imbedded objects.	Front - Rear
	Air Pressure	Check when cold, adjust to load/speed.	Front - Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" == OK, "thud" == loose spoke.	Front - Rear
	Cast	Cracks, dents.	Front - Rear
	Rims	Out of round/true == 5mm. Spin wheel, index against a stationary pointer.	Front - Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning	Front - Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown outside.	Front - Rear

C — CONTROLS

Item	Check	Look for	Check off
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever.	Front - Rear
	Pivots	Lubricated.	
Cables	Condition	Fraying, kinks, lubrication; ends and length	
	Routing	No interference or pulling at steering head, suspension; no sharp angles, wire looms in place.	
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.	
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.	
Throttle	Operation	Moves freely, snaps closed, no revving.	

L — LIGHTS

Item	Check	Look for	Check off
Battery	Condition	Terminals clean and tight, electrolyte level, held down securely.	
	Vent Tube	Not kinked, routed properly, not plugged.	
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.	
Reflectors	Condition	Cracked, broken, securely mounted.	
Wiring	Condition	Fraying, chafing, insulation.	
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place connectors tight, clean.	
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.	
	Aim	Height and right/left.	

O — OIL

Item	Check	Look for	Check off
Levels	Engine Oil	Check warm on centerstand, dipstick, sightglass.	
	Hypoid Gear Oil	Transmission, rear drive, shaft.	
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.	
	Coolant	Reservoir and/or coolant recovery tank — cool only.	
	Fuel	Tank or gauge.	
Leaks	Engine Oil	Gaskets, housings, seals.	
	Hypoid Gear	Gaskets, seals, breathers.	
	Hydraulic Fluid	Hoses, master cylinders, calipers.	
	Coolant	Radiator, hoses, tanks, fittings, pipes.	
	Fuel	Lines, fuel taps, carbs.	

C — CHASSIS

Item	Check	Look for	Check off
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.	
	Steering-		
	Head Bearings	No Detent or tight spots through full travel, raise front wheel, check for play by pushing/pulling forks.	
	Swingarm		
	Bushings/		
Suspension	Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.	
	Forks	Smooth travel, equal air pressure/damping and anti-dive settings.	
Chain/belt	Shock(s)	Smooth travel, equal preload, air-pressure and damping settings, linkage moves freely and is lubricated.	
	Tension	Check at tightest point.	
Fastners	Lubrication	Side plates when hot. Note: do not lubricate belts!	
	Sprockets	Teeth not hooked, securely mounted.	
Fastners	Threaded	Tight, missing bolts, nuts.	
	Clips	Broken, missing.	
	Cotter Pins	Broken, missing.	

K — KICKSTAND

Item	Check	Look for	Check off
Centerstand	Condition	Cracks, bent.	
	Retention	Springs in place, tension to hold position.	
Sidestand	Condition	Cracks, bent (safety cut-out switch/pad if equipped).	
	Retention	Springs in place, tension to hold position.	

Ring OF OMM Friend

Ron Ayres of Ayres Adventures inform: "An exclusive Route 66 ride designed and lead by Fred Rau, Senior Editor of Motorcycle Consumer News, will be our first North American tour of the year. The Adventure includes some of the finest dining and lodging experiences available on any motorcycle tour, anywhere in the world.

The Route 66 Adventure is an 8-day trip that begins in Orange County, California on April 26. The trip includes such attractions as the Old Route 66 ghost town of Oatman, Boulder Dam, Las Vegas, Zion National Park, and Death Valley." Additional information on this, and all of our North American Adventures, including our Arctic Circle Adventure to Alaska, is available on our web site at www.ayresadventures.com **omm**

Ride in Gear: One More Aerostich Experience

From **Aykut Bayindir** aykutbayindir@rocketmail.com we received a brief report on his (short) experience with Andy Goldfine Aerostich suit www.aerostich.com

"It all began at the OMM Abant meeting. At the briefing by Paolo, I saw his motorcycle suit, and was really interested. I asked him if I could try it on...and kindly enough, he agreed...ok. that was the size...no more questions...all of a sudden I found myself checking the website of "Aerostich" and learning all of the goodies a motorcycle suit must have, and unsurprisingly, "Aerostich" had them all...And then was the time to decide the color of the suit and the ballistics (see, I am a quick learner, and already act like an old Roadcraft suit owner...), red with black ballistics...

I got the address of the firm from Paolo, and e-mailed them, asking a few more questions... With lots of e mails coming and going, the production started... It took like 3-4 weeks for the production. And when it was time for shipping, I faced a major problem... the customs fee in Turkey...

Now, my humble advice to the ones who want to order a Roadcrafter suit... First, if you have a chance, try the suit here, for the correct size... Get necessary information about what kind of alterations you need (such as : forward rotated sleeves, which is a must, I learned more after wearing the suit) and what kind of accessories you need (back and hip protectors, etc...)

If you are in Turkey, keep in mind that you might face a considerable amount of customs fee,...so be careful, and plan your moves ahead of time...at the end, I got mine almost 2-3 weeks ago (most likely, I am the latest and newest Roadcraft suit owner in Turkey) after searching a friend coming back to Turkey

The night a got the suit, I tried it on...result : as predictable.....perfect...the only concern : I look like a duck from the back while I am standing up...so I force myself, either to stay on the bike, or take the suit off, as soon as possible, when I am off the bike.

*My Roadcrafter took its prestigious place in my closet. And my 6 year old son, already booked the suit for his turn in 15 years' of time... **omm***

Ride and Think

From Ömer Köker omer@insan.net OMM rider and valid intellectual we received a consideration on Vision and Anticipation. These two "virtues" are at the foundation of OMM – ARA theory on competent riding. The note is called "The Gaze in Strategy"

The Gaze should be large and broad. This is the twofold gaze "Perception and Sight". Perception is strong and sight weak. In strategy it is important to see distant things as if they were close and to take a distanced view of close things. It is important in strategy to know the enemy's sword and not to be distracted by insignificant movements of his sword. The gaze is the same for single combat and for large-scale strategy. It is necessary in strategy to be able to look to both sides without moving the eyeballs. You cannot master this ability quickly." Interestingly the Stance in strategy is peculiarly similar to what we preach as well... This is from the Water Book a part of "A Book OF Five Rings" by Miyamoto Musashi. Musashi was one of Japan's most renowned warriors during the age of the sword (Kendo). The book was written when he retired into a secluded mountain in 1644, Musashi dies in 1645. **omm**

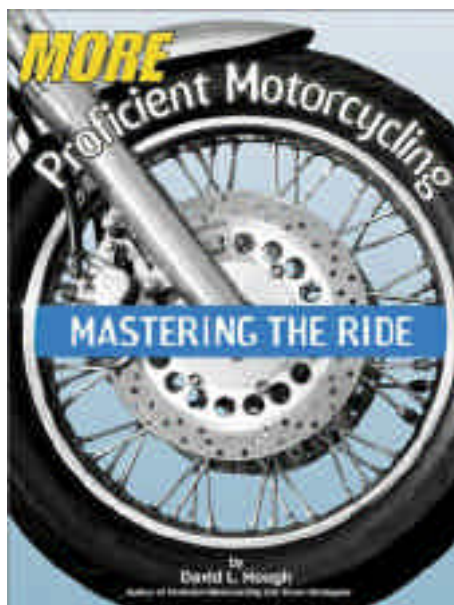
Books and Mottos

Before you criticize someone, you should walk a mile in their shoes.

That way, when you criticize them, you're a mile away and you have their shoes.

Here's a quick note to let you know that David Hough's new book, **More Proficient Motorcycling**, has just been published and is now in stock at Whitehorse Press. Friends and fans of this popular author will definitely want to add this sequel to their collection.

MORE PROFICIENT MOTORCYCLING: MASTERING THE RIDE, by David Hough, 256 pages, b/w illustrations at \$24.95



<http://www.whitehorsepress.com/email.asp?cn=164531&en=en0304a&id=pm2>

As many of you know, generations of motorcyclists have grown up with the benefit of Hough's wisdom, some owing their lives to advice dispensed in the "Proficient Motorcycling" columns he's written, first for Road Rider magazine and then for its successor, Motorcycle Consumer News. Readers report that they are often amazed at how they have improved their riding and gained increased enjoyment just from studying one idea or gaining a new insight from a single illustration. Two-time winner of the Motorcycle Safety Foundation's award for "Excellence in Motorcycle Safety Journalism," we strongly urge riders at all levels to add David Hough's complete work to their knowledge base. **omm**

OMM BULLETIN ISSUE 45

This Bulletin is edited by Paolo Volpara volpara@hotmail.com with contributions from bikers around the world. From November 2002 we also distribute a version of the bulletin in Turkish. You may have friends who ride with you and who would like to get included in the Bulletin distribution list: go to OMM web site and register online.

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