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A request to all our riders receiving the OMM information bulletin in English or/and in Turkish.

We are updating the mailing list of the Bulletin and we would like to avoid sending mail to riders who are not interested in reading it: if you would like to cancel your name and e-mail address from the list just answer to the message carrying this issue of the bulletin placing in "Subject" the word "CANCEL" and adding "English" or "Turkish" (or both) for the edition you want to unsubscribe. **omm**

View from the cockpit

Happy the biker who can say "I am riding on Turkish roads!"

"What the hell is that..." was probably the last mental phrase before crashing (lightly) on the side of the road choosing a soft spot between a garbage bin and an electric pole. Slow speed and last minute defensive action reduced damages to pride and few plastic bits.

Still my friend was not amused: visiting Turkey for the first time, touring the south coast in a hot August morning he was not expecting "Sahara type sand" on main paved road of a Country thousand of kilometers away from major deserts.

Wrong... soft, powdery sand, the best the Sahara has to offer, is imported and used in Turkey to improve grip over melting asphalt.

You see, bikes do not exist in Turkey ... at least bikes do not exist for the active group of people actively taking measure to actively improve the quality of Turkish road network. So when the hot (very hot) summer weather melt away the poor quality bitumen used to bind together the surface of poorly paved new road active workers, from active trucks, actively distribute sand (the fine one) in generous form along roads and motorways.

Cars, Busses and Trucks bind some of this sand back to the road surface but... most of it forms attractive mini-dunes on the center and at the side of the road: here, occasionally, they meet surprised riders who cannot take the eyes away. This meeting is not always pleasant: as many of the others waiting for bikers along the Turkish network.

After "Sand is good for hot asphalt", here some of the hazards you may find when riding in this (otherwise) lovely Country: they all have origins in poor management of the resources and in the rampaging corruption of the company working for the State.

Do it yourself...because we won't.

This is a type of road surfacing that, in times of economical crisis and political scandals, is becoming more and more popular: when a surface needs re-paving a fluid thick layer of bitumen is sprayed and then loose gravel is deposited on top.

That's it: just add to the recipe the intense traffic and in few weeks you may have a loosely paved road. So simple! The transiting vehicles make the paving work for you so that your company can save efforts, money

and resources with major contribution to the (hidden) profit line.

While not so pleasant for 4wheelers (stone chipping windscreen, loose of traction in corners, heavy dust reducing visibility) the DIY road is often lethal for bikers: from distance it looks like a simple change in the color of the surface but, without warning (see following point on Turkish road signs) you enter a special section of Enduro Rally with, sometime, up to six/eight centimeters of loose gravel under your wheels. One quickly learns the advantages of standing up on the saddle: more difficult to apply with passenger (ever seen a two-up on Paris-Dakar?).

Section like this can last for many (and many) kilometers: you emerge from them quite shaken, with visors and screens chipped, covered in white powder and with a memorable note to book soon an off-road training session.

Parts of the surprises included in the DIY surface system are miles solely covered in fluid tar: grippy, definitely grippy. No, not so grippy to give you good traction: no clean space is left for you to take evasive maneuver, work are done while the road is kept open to traffic, if the tar spraying machine does not get you the spray from other vehicles (in front and on the sides) will do the job.

So grippy that you will have part of your holidays consumed in trying to take it out from your bike, your booths, and your clothes. Some entrepreneurial petrol station offer a cleaning service (water and diesel) immediately after the section: advise? Let them clean you and your bike... it is money well spent.

Additionally you can have tight corners where the gravel grows in thickness and looseness, or reduced (drastically reduced) lane width where other happy road users shoot gravels at defend less bikers, or changes in the quality of gravel (from light grey to yellow) where soil mixed to stones give new meaning to the worlds "traction" and "stability".

One piece at the time: you can't have it all.

This paving system is generally reserved to urban roads or rural lanes but recently (see economical crisis) the system made its appearance on motorways and major networks.

In this system, always to improve to bottom line of construction companies, roads in need of repairs are patched up with minor pieces of new asphalt.

The secret for the application of this method consists in laying the new patches at a different level of the original surface: In most cases theory goes that an elevated patch last longer and makes travelers more aware of a job well done: again without warning you may find in your line fi-

ve/eight centimeters of asphalt protruding from the road: lovers of wheelies may try to use it as trampoline other bikers will simply struggle to maintain momentum while suspension cry well above limits. One may find kilometers and kilometers of patched road, quite pleasing to the eyes, but atrocious for smooth riding. Paving companies can decide that too much of new asphalt is too expensive and, after all, not enough appreciated. In this case the patch is lower than the original surface with specular but similar results on bike stability.

Additional "advantage" of the "patched system" is the creation, around the new patches of good quantity of loose small gravel (normally black at the appearance and slimy at the touch). When placed in corners or in area demanding a change of line or speed this "son of the patch" can obliterate any valid contact between tire and road. Expect it any time you enter a newly patched road.

Advanced Traction techniques: when sand is not enough.

Poor quality of the original surface (again, a pro-bottom-line) and heavy use without proper maintenance inevitably lead to a fast deterioration of the most trafficked roads.

In certain spots the surface turns so shiny that it may reflect distant mirages even in cold weather. Now is time for intervention: trucks, busses, cars and animals are losing grip (bikers are already gone). Conscientious construction companies charged of the well being of the above mentioned road users are tempted of a total re-make of the superficial layer but, in Turkey as in many other Countries, profit finds new solution to old problems. Instead of a proper paving this system simply requires the elimination of the top layer or the addition of "anti-slip" stripes.

In the first case an ingenious machine cuts deep grooves in the asphalt: while in other system this may be the beginning of a road re-surface in this case it is a permanent and long lasting solution. We know of major mountain roads where grooves have been cut years ago and still work to give traction to most of vehicles. This is not the case for bikers: besides inducing a dangerous slow motion wave the grooves (the well used grooves) offer very little support to the rubber connecting you with the reality.

Rails on Roads: let the trucks lead you.

If polished roads or diesel leaks take your bike off track the deep grooves that heavy vehicles carve in the poor Turkish roads will definitely keep you in. On provincial roads or on Motorways the right lane is often reserved for brave Enduro riders with good experience in getting in and out from deep, extremely deep grooves. Normal riders caught unaware by the wavering of the front tire may stop to check tires or can continue to the next truck stop in auto-pilot.

Sweating hot: how grippy is the grip?

This is a dramatic question crossing the mind of many riders in Turkish Summers: when pure bitumen, used to seal surface cracks or to fill patches or to join to strips of asphalt, melt it looks like a standard diesel spill. Bitumen (when not wet) even meted bitumen can offer an acceptable grip but... who would take the risk to discover on situ that ... that bitumen is in fact diesel?

When in doubt presume lack of grip: you won't be disappointed.

Who need signs?

If road signs are normally a constructive dialogue between authorities and

road users the Turkish use of road sign resembles more to conversations in a crowded dinner party. Everybody talks and nobody expect an answer or even a signs of understanding. For bikers the key problems in this area are the two faces of unplanned signalization: sign pollution and sign absence.

You ride along, carefully scanning the environment, cautiously looking for clues of hazards and ... bang! Big yellow/white/red sign imposing 50 K/h followed by an even bigger one bringing down speed to 40 K/h and another 30 K/h, 20, 10 ... As competent and responsible rider you hammer the brakes, reposition the bike ready for a major interruption on the road ahead. And you keep moving carefully waiting for the anticipated hazard... and you keep waiting and scanning... scanning and waiting. The road continues without changes, signs are left there from last year works or placed well in advance for next year excavation: just a simple example but how many sign are placed without meaning, how many limits are posted without the corresponding sign lifting the limit? One start disregarding signs, one rarely knows what is the allowed speed in that stretch of road, one get confused till the next surprise.

Lack of signals? Night, middle of Anatolia: in front of you just a black, deeply black strip of asphalt. No white lines for borders, no white line to signal the separation between the two lanes.

Day, South Coast: dual carriage road turns without signs (and without noticeable indications) into double lane. The middle separation is still there and on your left you can still see the opposite carriage section... still you are now, without signs, in a single track used by two currents of traffic... surprise, surprise!

Sleeping policeman anyone?

Everybody who can call himself Turk can also place a sleeping policeman in front of his house, on a major traffic road, just for the pleasure to see vehicles hitting hard. Position, dimension and height are left to the taste, culture and architectural education of the private builders: it can be a little bump or a small hill (no exaggeration: measured in July outside of Istanbul a road bump of 35 centimeters of height). What is common is the total absence of signals warning bikers (and drivers) of the incoming obstacle. No sign, no light, no paint... the sleeping policeman perfectly melt with the environment and you feel it (oh... you will feel it) only when you are on it.

Same rule may apply for solid separations between lines coming out from dark without any announcement.

What to do?

If you want to keep calling yourself happy while riding on Turkish road the only recipe is based on increased vision and increased imagination. With these two tools riders must learn to read the asphalt: as a good sailor reads the wind from the color and shape of the sea ahead so the riders must predict grip from shape, color and appearance of the asphalt. In case of doubt presumption of danger is the best choice.

The list presented above is just a limited one: to get a full picture you should add to the cocktail holes, cracks, objects falling from trucks and tractors, objects thrown on the street by residents (the famous carpet spread out in the middle of the road to be cleaned by passing vehicle, water and soap from occasional car cleaners, etc. etc.

Imagination and Vision: that's why we call ourselves happy. OMM

I tend to believe in people and initiative in a Pollyanna style till proven wrong and last month I asked from friends at HOG a status of the two years campaign in order to give some publicity via the modest pages of this bulletin.

Emrah Soyuer, current President of HOG, answered with a brief article summarizing the results (so far) of the '**Yol Komsulari**' Campaign. "The insufficient and old Turkish Traffic Law, - he wrote - the wrong attitudes of the vehicle drivers towards two wheel riders, the lack of biking rules and education, made HOG management to launch a campaign, in the early days of 2002. The aim of the campaign was to enlighten the Turkish people on motorcycling and also help to educate the Turkish riders. Therefore the campaign was announced as a 2 year campaign and named '**Companions on the Road**'.

In this campaign HOG received a big support from the other biking clubs

Right to Ride

Companies or what? A Report on the (forgotten) Yol Komsulari Campaign

During the Motorcycle Fair in Istanbul in the winter of 2002 much attention was given to an initiative promoted by HOG (Harley Davidson Owners Group at www.hogtr.com). Under the slogan "Motorcycles have the same rights as Cars!" the initiative supported by most of the MC Club in Turkey was "aiming to educate the public about motorcycles in a very friendly way".

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such as EMOK, Ikiteker, OMM, Vespa Fun, Istanbul Klasik Motorsiklet and SuperEva Riders. A committee has been established with the representatives of these clubs to co-ordinate the activities.

Meantime **Trafik Kazalarini Onleme Dernegi (Turkish Traffic Safety Association)** also played a major role in endorsing the campaign as an official activity. To draw the public attention approx. 1000 bikes of different clubs crossed the Bosphorus Bridge on the opening day of the campaign (11 May 2002). Many programs on radio and TV were made and interviews held with several newspaper and magazines.

During the campaign, every opportunity was taken to show the unity and power of the biking community. Any action towards the bikers was protested or the subject was taken to the media. As an example, bikers' protests caused a long distance bus driver to be punished by his Company, because of his wrong attitude versus an Enduro biker at the Topcular Ferry Pier.

In order to complain about the unfair tariff applied to the motorcycles crossing the Bosphorus Bridges, all clubs representatives protested the situation by gathering together in front of the Karayollari Bolge Mudurlugu.

A meeting was held with the representatives of the Turkish Ministry of Transportation, for the implementation of the new Traffic Safety Regulations related to motorcycling, in conformity with the European Union legislation. The proposals of the clubs were taken into account for evaluation.

Another meeting has also been planned with the director of traffic department and the authorities in charge of traffic, at the Turkish Security Directorate. Outcomes of these meetings are expected to be beneficial for all the bikers."

As I said, I believe in people and initiatives but I was quite surprised by the summary of activities as reported by **Emrah**.

Here you have it: the most powerful and influential MC Club in Turkey, HOG, whose members regularly appear in high society media parading thousands of dollars of hardware and equipment, leading the way for bikers right by protesting the fee of 1 dollar and fifty cents in crossing the Bosphorus bridge.

Here you have it: the association of most of MC Clubs of Turkey finally united in invoking severe punishment against a bus driver "mistreating" a long distance rider at a ferry station.

Here you have it: thousand (approximately) bikers of Turkey getting for

the first time together on the 11th of May 2002 (for the chronicle it was a Saturday) to do what? An act of charity toward the community? An educated demonstration for better training? A civic act of service to improve Istanbul and Turkey roads conditions? No, my friends, none of this: just to create a gigantic traffic jam, during the day when families go out together, to flaunt chrome and leather in a high cost extravaganza.

True: "A meeting was held with the representatives of the Turkish Ministry of Transportation" and "Another meeting has also been planned with the director of traffic department and the authorities in charge of traffic at the Turkish Security Directorate."

Not too bad for an 18 months old campaign. Pity that the biking community and the bikers club, engrossed in a futile discussion about a new Federation, are today totally unaware of the proposal presented and the outcomes of this frenetic set of contacts...

Pity that proposal for the recognition of advanced training programs still sleep in front of the (only available) Motor sports Federation. Pity that bikers remain the favorite target of bossy policemen...

Pity that police on bike still wear basketball caps showing the way to serious protection...

Pity that far-east helmets sold at 40 dollars on the streets of Istanbul, Ankara and other cities are still legally imported and distributed to couriers as head protection...

Pity that petrol station still overfill diesel tanks and we, the bikers, find the same diesel on our wheels...

Pity that no rules are implemented to check the cargo of trucks and the stability of goods so we can freely hit logs and boxes casually spread by irresponsible drivers, pity that...

We are still "Companions of the Road" and the Yol Komsulari Campaign has still six months to go.

As good Pollyanna I hope that all "influential" riders after recovering from the social stresses of an intense summer campaign constantly reported on the pages of Hafta Sonu or Alem, after a good rest from intense meeting in beaches and discos of Cesme, Bodrum or Antalya will finally find the time for to show the unity and power of the biking community.

One More Mile riders keep a simple activity in the biking community open to all riders to practically improve riding skills and rider's protection, to take the best of European initiatives and to share it with Turkish riders, to bring into the country knowledge and experience accumulated over the years in other larger groups, to promote Turkey as riding destination.

We keep doing this searching for unity and disregarding power. **omm**

OMM activities ahead



OMM - ARA 15 will be held in Gocek and it is reserved to members of OMM Association and riders committed to become members. This will be a special Advanced Riding workshop dedicated to riders with good experience and training. 5 Sep. is the transfer day (Istanbul Gocek) along internal roads while Monday 8 Sep. the group will return home. The workshop itineraries are designed around the mountain of Fethiye region. If you want to join us

contact **Apo Hekimhan**.



OMM- ARA 16 will be held in Eskisehir at the end of September open to Ankara (organizing the workshop) and Istanbul riders with Basic up qualification. The starting location is convenient for riders of both cities and we will have group-convoy led from Istanbul and from Ankara. Riders without previous OMM workshop experience and wanting to take part must contact **Selim Demirel** or **Apo Hekimhan** for a test ride.



MotorEast has still places available for the South East Ride and for the Syrian Ride. The first one will cover the major sites of the less-known Turkey while the second one will cross Syria and Jordan Borders till the fabulous Petra. Contact **www.motoreast.com**

Led by Baran Kaya a group of four riders from OMM Ankara will attempt on August 27 the OMM-FirstPain LDR (1000K in 12 hours).

Riders Murat Orhon, Kemal Cakiroglu and Ahmet Akinci will ride from Ankara to Ayder along the route Chorum, Niksar, Sebinkarahisar, Gumushane, Bayburt, Ispir and Rize. Good Luck for this new attempt in LDR of Turkey. **omm**



one more mile

www.ommriders.org

Date	Event	Qualification
1-Jan-03	Mad Run 2003	Open
9-Jan-03	ARA Theory	Open
16-Jan-03	OMM - ARA Theory	Open
23-Jan-03	OMM - ARA Theory	Open
30-Jan-03	OMM - ARA Theory	Open
7-Mar-03	OMM - ARA Theory	Open
13/16-Mar-03	Bike Fair Istanbul: presence	Open
14-Mar-03	K. Sanders Conference	Open
15-Mar-03	Visit to SOS Village	OMM - ARA Theory
16-Mar-03	OMM - ARA FLEX	OMM Association
29-Mar-03	OMM - ARA FLEX	NQ/Basic
11/12/13 Apr 03	OMM - ARA 11 - Ankara	NQ/Basic
19/20 Apr-03	OMM - ARA 12 - HOG	HOG members
27-Apr-03	OMM - ARA FLEX	NQ/Basic
1/11 May-03	Black Sea Circumnavigation	MotorEast Organization
22-May-02	IAM test	Competent>up
23/25 May-03	OMM - ARA 13 - Bursa	Basic>up
28-Jun-03	OMM - ARAFLEX Ankara	NQ/Basic
29-Jun-03	OMM - ARAFLEX Istanbul	NQ/Basic
3/6 July-03	EMOK Rally Kutahya	Open
11/12 Jul-03	Trans-Anatolia LDRide	LDR - Iron Butt
16-Jul-03	17th Ride to Work Day	Open
23-Jul-03	IAM test	Competent>up
25/27 Jul-03	OMM - ARA 14 Bolu	Basic>up
9-Aug-03	OMM - ARAFLEX Ankara	NQ/Basic
10-Aug-03	OMM - ARAFLEX Istanbul	NQ/Basic
15/16-Aug-03	Mid-Summer Saddle Sore	LDR - Iron Butt
16/17-Aug-03	OMM Ank-Ist Camping	Open
27/31-Aug-03	BMW Likya Tour	MotorEast Organization
27-Aug-03	OMM FirstPain	LDR - Iron Butt
3-Sep-03	IAM test	Competent>up
5/6/7-Sep-03	OMM - ARA 15 - Gocek	OMM Riders
8/9/10-Sep-03	OMM CentoPassi Ride	Open
26/27/28-Sep-03	OMM - ARA 16- Eskisehir	Basic>up
18/29-Sep-03	South-East Ride	MotorEast Organization
6/16-Oct-03	Syria and Jordan Ride	MotorEast Organization
15/16-Nov-03	OMM Rally- Abant	Open

The OMM Activities in July

Kursat Teker (OMM Rider- Ankara) was the only rider to take the challenge of the OMM Mid-Summer Saddle Sore. He extended the planned route (Dalaman-Mersin-Dalaman) with start and return point in Bodrum. On Friday 15 August he left Bodrum at 17:20 hours riding to Mersin all along the coastal road.

In Mersin Kursat simply reversed direction and reached Bodrum after 1.865 K (1.160 miles) before the completion of 24 hours. at 17:30 of Saturday afternoon. Full report on the next month but, pending IBA approval, we already welcome Kursat in the short list of Turkey LDRiders.

If you want to know more about the fascinating sport of Long Distance Riding you can log at www.ironbutt.com or read Long Distance Riding material in OMM web site under the section LDR or, finally, contact directly Paolo Volpara. You, alone or with your group of friend can organize a long distance ride following the rules fixed by IBA (USA) and have it certified by OMM Turkey. **OMM**

riding is a way of thinking

@ www.ommriders.org

Date	Rider	Bike	LDR	Miles	KMs	Within
9/10 May 1999	Paolo Volpara (IT)	BMW R1100 GS	BunBurner 1500 Gold	1,507.00	2,426.27	24 hours
19/20 June 1999	Sinan Sezer (TR)	BMW R1100 GS	SaddleSore 1000	1,097.00	1,766.17	24 hours
26/29 June 2000	Paolo Volpara (IT)	BMW R 1100 GS	Four Corners of TR	3,227.00	5,195.47	60 hours
8/9 June 2001	Cemil Turker (TR)	BMW R1100 RT	SaddleSore 1000	1,097.00	1,766.17	24 hours
8/9 June 2001	Ertugrul Bitlis (TR)	BMW R1100 GS	SaddleSore 1000	1,097.00	1,766.17	24 hours
8/9 June 2001	Yigit Ikiz (TR)	HD Heritage Soft Tail	SaddleSore 1000	1,056.00	1,700.16	24 hours
8/9 June 2001	Ian Johnson (GB)	BMW R1000 GS	SaddleSore 1000	1,053.00	1,695.33	24 hours
8/9 June 2001	Randall Rosetta (US)	HD Road King	SaddleSore 1000	1,041.00	1,676.01	24 hours
8/9 June 2001	Taner Celik (TR)	HD Wide Glide	SaddleSore 1000	1,032.00	1,661.52	24 hours
8/9 June 2001	Ugur Saner (TR)	BMW 1150 GS	SaddleSore 1000	1,106.00	1,780.66	24 hours
29 June 2001	Selim Demirel (TR)	BMW R 1150GS	CC. Sunrise Sunset	693.00	1,115.73	12 hours
29 June 2001	Nuri Danisman (TR)	BMW R80 GS PD	CC. Sunrise Sunset	693.00	1,115.73	12 hours
11/12 July 2003	Paolo Volpara	Aprilia CapoNord	TransAnatolia	1,174.00	1,890.14	24 hours
11/12 July 2003	Selim Demirel (TR)	BMW R1150 GSA	TransAnatolia	1,174.00	1,890.14	24 hours
11/12 July 2003	Alp Berker (TR)	Aprilia CapoNord	TransAnatolia	1,174.00	1,890.14	24 hours
11/12 July 2003	Paolo Volpara (IT)	Aprilia CapoNord	SaddleSore 1000	1,000.00	1,610.00	24 hours
11/12 July 2003	Selim Demirel (TR)	BMW R1150 GSA	SaddleSore 1000	1,000.00	1,610.00	24 hours
11/12 July 2003	Alp Berker (TR)	Aprilia CapoNord	SaddleSore 1000	1,000.00	1,610.00	24 hours
15/16 Aug 2003	Kursat Teker	Honda VFR	Mid-Summer SS	1158.39	1,865.00	24 hours

Right to Learn, Learn to Ride

Some of "THE PACE" examples articles on ART of CORNERING braking downhill

Using all of the available lane while entering the corner (square line) provides a number of benefits. It allows you to brake while upright, see farther through the corner and use a later corner apex. With a later apex, you can get on the throttle earlier as you stand the bike up out of the corner. The low entrance line (dotted line) forces you to lean over even after the apex and is a major contributing factor to overshooting a corner. Always give the centerline some room; stay right except to pass.

A tire has a given amount of traction that can be used for cornering, accelerating, decelerating or a combination of these. A tire that's cornering hard won't have much traction left for acceleration or deceleration. Imagine a linkage connecting your rear tire to your throttle hand. As the tire stands up from full lean, your throttle can be rolled open; the tire's traction used for cornering can now be converted to acceleration traction



Using your brakes entering a corner, or trail braking, takes a delicate touch on the lever. As the bike leans in and the tire begins cornering in earnest, there won't be much traction left for braking. Imagine a connection between the front-brake lever and



the front tire: as the tire goes to full lean, all traction will be used for cornering; grabbing the front brake at this point will lock the front wheel.

Riding fast everywhere hurts our image, your license and eventually your bike and body. Set realistic freeway and city speed limits, stick to them and save the speed for the racetrack or drag strip.

A good collection of articles on the ART of CORNERING at <http://pkx.todiefor.com/cars/vfr/misc/cornering/> Riding Down and Up Hill:

Question: If you are riding up hill, does the weight transfer occur later than you ride downhill? If so does that mean that it is easier to lock the wheel riding uphill?

Answer: The speed of weight transfer changes in speed according to the inclination of the road. Going up-hill the transfer occurs later and it should be helped by a body transfer in front. Going down-hill the front is already loaded and the body should be transfer back to avoid sudden front locking; balancing with rear brake is essential.

For cities like Istanbul with steep climbs and descents is important to master the art of stopping on incline. Especially when going uphill and needing to stop one should remember that only the back brake control the sliding back of the bike and it allows smooth restart by loading the back wheel. **omf**

Long Distance Riding

Every other years is Iron Butt time in USA: few lucky (and committed) riders get a chance to challenge riding skills, nerves, endurance and route planning in the toughest event on two wheels run on normal roads.

Organized by OMM friend and LDR generalissimo, **Michael Kneebone** the event has this year an exceptional troubadour: **Bob Higdon**. Bob came to visit Turkey and OMM (in this order) few years ago and we had the good chance to be the object of his sarcastic and intelligent writing. He now writes a daily diary of the Iron Butt Rally and you can read it at www.ironbutt.com. Here the first article reporting on Day Minus Two. Two days to go to the beginning of the Rally.

"Yesterday afternoon, as the temperature began inching up to 175 degrees, I was standing in a gas station in Salmon, Idaho, sweating like a sinner and trying to remember my name. A guy behind me, noting the 85 pounds of Aerostich Darien clothes that hang on me like divers' weights, guessed by the pain in my face that I am a motorcyclist. He asked if I were heading to Sturgis. He referred, of course, to the ritual gathering of the Harley cult in South Dakota.

"No," I sighed. "I'm going to an event that is in many ways even more strange. I'm heading to Missoula and the Iron Butt Rally."

One hundred nineteen riders from thirty continents and four planets have begun gathering in the Holiday Inn parking lot in this western Montana city to begin what will be one of the epic adventures of their lives: surviving the registration process for the 2003 Iron Butt Rally. On Monday morning the actual ride begins, but that is too far into the future right now for anyone to contemplate.

The process is admittedly arduous, worthy of the attention of a time-and-motion expert. Stand in one line to have pre-registration forms verified. Next, prove that your insurance, registration, and driver's license aren't forged. Accompany a tech inspector while he reviews the condition of your bike, with particular emphasis on the fuel system and muffler. In mid-morning Quek Cheng Chye learned that his Two Brothers exhaust had tripped Tom Austin's decibel meter at 107, two notches over the limit. The IBR is sensitive to the motorcycle noise issue. Loud pipes in this event don't save lives; they get you ejected and shunned.

Even Chye, a rookie, knew better than to argue with Austin, the IBR's chief technical advisor, and his nasty meter. Tom has rallymaster Lisa Landry's imprimatur of Total Authority, so argument is not only pointless but holds numerous downside risks. Someone quickly came up with the name of a muffler packer out toward Lincoln (where Ted Kaczynski used to live) and Chye noisily headed off for repairs. The consensus is that a successful result under time pressure will augur a

productive rally for the novice; failure, however, will augur something less happy.

If the bike passes tech, the rider is sent out on a 33-mile odometer check. Return and sit down in front of a video camera to swear that the eight releases you've signed represent your holy will and that the word "sue" will never escape your lips, unless she is a wife or blood relative.

There are then more lines for more paperwork. Say "cheese" for the mug shot. Go to Chris Cimino's seminar on how to handle the press. This is not an insignificant problem for the organizers of long-distance events in a litigious society.

The press seminar was created by Iron Butt Association president Michael Kneebone in 2001 when he grew weary of riders succumbing to the tricks of reporters and boasting about exploits that would be turned into blood-chilling quotes in the next day's paper. "An iron-butted motorcyclist claims that blasting through 34 states in 71 hours on no sleep is easy as long as the hallucinations aren't too severe."

Most of the veterans now understand how the game is played. When Cimino in this year's seminar asked Peter Hoogeveen how fast his FJR1300 would go, Peter replied without a blink, "The speed limit." See? Now that's an experienced Iron Butt rider. Cimino's follow up question might have been, "Could it ever travel faster than that?," Peter would naturally have replied, "How would I know?"

After Cimino's talk the riders finish up insurance business with Ed Otto and receive a final blessing from Kneebone. With the formalities completed, the riders are now free to consider the errors of their ways. That will take the rest of today, most of tomorrow, and, for an unfortunate few, the next couple of weeks.

By 3:00 p.m. all but eight riders had checked in. That left more than five score of hyperkinetic overachievers bouncing around the hotel looking for trouble. The worst of the crew — Paul Pelland, Todd Witte, and Eddie James — are a trifecta of pure mischief from the worst kindergarten class you could ever imagine. Nothing grows where they have walked; no soul has hope that they have touched.

Two years ago, when Warren Harhay was reporting on the rally, he vowed to mention every rider's name at least once. I promise nothing of the sort. I intend to mention only those who have been involved in the most spectacular and the most stupid things that erupt in the next couple of weeks. There will be moments of great glory, terrible sadness, and incredible irony.

There always is. That's the nature of this awesome event.

And somehow Pelland, Witte, and James will find their way into the middle of it." omm

One More Mile on the Road

Camping on Bolu Mountain: OMM Ankara and İstanbul

Baran Kaya, Yakup Icgoren and **Emin Gursoy** put together a good bunch of riders from Ankara and from İstanbul for an impromptu Biking - Camping weekend in the mountain Above Bolu. Here a brief report from Taylan Kalkavan:

"The route to the camp was chosen via Akyazi-Dokurcun-Mudurnu-Seben and, for İstanbul riders, lunch stop fixed at Mudurnu. Mudurnu is a pleasant and historic place to visit: there are a number of restored hotels and old houses. The town is trying to take a share of the tourism revenue and locals are very hospitable. Strongly recommended to visit. Having left Mudurnu following relatively new and wide road with great scenery we passed through Seben and started climbing. These were the roads where some of us have taken our ARA training, bringing us memories of our early days of biking. Our landmark, as per Selim's instructions, was the Jandarma station, where we turned right. Shortly after that our group of four split into two and managed to get lost. The first two (Emin and Murat) arriving to the campsite, met the Ankara group already settled. In the meantime, Yakup and Taylan took advantage of the beautiful scenery around and



scouted all possible routes leading to nowhere before finding the campsite. We arrived shortly before sunset, managed to get the tents up and never found out who gave the wrong directions or who misunderstood them, and never cared about either. Camp site was exceptionally good, special thanks and congratulations to the Ankara OMM for choosing this great and memorable place for us. Another surprise for us was the size of Ankara group and the richness of their cuisine compared with ours. Night was quite cold at 1500meter altitude. Most of us slept well in 10 degree C weather while İstanbul had a hot and humid night. Next morning was breakfast with a small walk around the lake and a ride of 6 km to a creek-side restaurant for tea. Tea stop turned into a two hour village breakfast of pleasure under huge pine trees. After this stop, there was a good ride via Kartalkaya, which reminded many of the Dolomites. We split with Ankara group at the motorway and headed home."

Rider		Bike		Co-Pilot
From Istanbul				
Yakup	Icgoren	BMW	R80GS	Tulin
Murat	Balci	BMW	R1150GS	Zeynep
Taylan	Kalkavan	Honda	VFR800	Hulya
Emin	Gursoy	BMW	R1150GS	
From Ankara				
Ümit	Tuncel	BMW	F650 GS	
Haluk	Cevikel	BMW	F650 GS	Didem
Erek	Göktürk	Honda	XLR125	
Mustafa	Ertem	Yamaha	TDM900	
Halit	Levent	Yamaha	Fazer	Akbaş
Recai	Renceberoglu	Yamaha	Royal Star	
Nejat		Suzuki	Intruder	
Baran	Kaya	BMW	1150GSA	Saadet
Murak	Kösereisoğlu	BMW	1100RT	
Yargı	Kılınç	Yamaha	Virago 535	
Arif	Akşahin	BMW	R1200C	
Selim	Demirel	BMW	1150GSA	Can
Nuri	Danişman	BMW	1150GSA	
Hakan	Özgüle	Suzuki	Vstrom	

We received from **Taylan Kalkavan** a very interesting article on his ride to Central Anatolia completed with good pictures: space does not allow

us to insert the article in this issue but you will have it fully edited and illustrated on the next Bulletin (September). **omm**

OMM Ring of Friend

Bad news from oil Odyssey Friends

Due to the political situation in Azerbaijan and Georgia (elections, etc) and post-Iraq War economics in Turkey, we here at Oil Odyssey Inc have been forced to cancel the 2003 BTC ride. This is sad for a number of different reasons; the deepest and most personal for me being the interruption of the oft-proclaimed 'Paris-Dakar-With-A-Difference' program (infused with cultural content!) that the 2000-2002 BTC ride was on its way to becoming. Perhaps, it will still achieve that goal next year.

<http://www.baku-ceyhan.com/>

All together passionately: A new federation

The fascinating picture on the right shows the whole of the Turkish biking community passionately attending the crucial debate on the creation of an independent Federation for Bikers in the Country.

The power game behind this hot issue dominated the months of June, July and August with enough mail going around to compete with a full Encyclopedia. With almost more speakers than listeners the final-show-down-round-table demonstrated once more the complete detachment between real biking and politics.



The sanders on the way to Trans Americas Record

Kevin wrote: "Just to let you know that we are setting off from Anchorage today on the final section of riding up to the start point. Other than our back tire, all is well. We completed an ancient Indian sweat lodge ceremony yesterday, held for us by one of the BMW MOA and friend, David Baines who is an American Indian. The focus was to give us strength and focus for the journey ahead. Although the weather has turned now to wind and rain (when we arrived Anchorage coincidentally had it's hottest day on record the same day as the UK!), our start date still holds for 18 August. Keep logging on to our updates at www.globebusters.com

Beware of translation: A comic note from Court Fisher

A tortured translation into "Engrish" from 1962 Honda Cub Instruction Manual Riding tips:

1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. When a passenger of the foot, hooves in sight, tootle the horn trumpet melodiously at first. If he still obstacles your passage, tootle him with vigor and express by word of mouth, warning Hi, Hi.
3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by.
4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.
5. Go soothingly on the grease mud, as there lurks the skid demon. Press the brake foot as you roll around the corners, and save the collapse and tie up. **omm**

one more mile

www.ommriders.org

A good honest bike: Moto Guzzi Brevia

It is difficult today to find a good honest bike to recommend to real friends who want to start (or go back) to biking: from one side powerful sport replicas discouraging sensible positions on the saddle and intimidating (beginners and veterans) with loads of unnecessary power. On the other hands bland small bikes that you will soon grow out from loosing money and interest. Moto Guzzi (owned now by Aprilia) is introducing to Turkey the Brevia Model specially designed for intelligent beginners or as sensible commuter bike. **Yossef Schvetz** of **Motorcycle Online** wrote one of the first road reports (the article, published without Mr. Schvetz permission) has been reduced for space reasons.

Seen any new beginner bikes lately? Seen any long queues of new riders in front of the license Office eager to get their riding permits? No? Could the two be related?... Makes you think those producers don't really want any new blood taking up riding. Ducati, with its updated Monster 620, and BMW and its CS650 at least seem more mindful of that neglected minority, beginner riders. And now Guzzi's new Brevia 750 IE joins them. For its first real new product since the Aprilia takeover, the marketing gurus thought it best to try and open up the confines of the classic Guzzi clientele with an entry-level, broad appeal tool that still carries traditional Guzzi traits. The guys from Mandello need a new type of buyer indeed. ... Alas, since the Aprilia takeover, Guzzi are starting to see black ink again in the balance sheets, and so time for a new effort in a different direction. Accordingly, the new 750 carries a symbolic name, Brevia, which is the name of the wind that blows in spring over the Lago di Como, bringing in good weather.

Before swinging even half a leg over the Brevia, my first reaction was like yeah, nice indeed. Extra tasty curves and details give the Brevia a very up-to-date look that's on the other hand quite classical too. The nod towards the classic scene is evident in the choice of metallic colors...

With its visually singular engine in full view and an erect riding position, the Brevia is a true roadster, a do-it-all kind of ride with a pinch of sporty stance. Good to see that under the scrutinizing eyes of the design-conscious Aprilia management, no skimping or half measures were taken on details. Plenty of sculpted cast alloy brackets, a small smoked screen and Brembo Gold series brakes give the Brevia an air of quality not usually found in entry-level bikes.

... On the cycle side of things, the Brevia is again, a mix of old and new. Frame seems familiar but attached to it are very nice pieces, stuff I would've killed for when I was a starving student with a Guzzi V50 III rat-bike held together with duct tape. Nice forks and a hefty single front disk, light looking cast wheels, braided brake hose, and yes! No linked brakes thank God!...

Start the Brevia and it settles immediately into that typical Guzzi rock and roll—shocking if you're coming from an oriental ride but nothing special compared to a Beemer or a Sporty. The EFI and Lamabada thing have

the engine pumping steady right from the word go, and a few twists of the throttle reveal a response that's really quick and requires zero effort—no more heavy-sprung carb slides to lift here. Amazingly, clutch-pull effort has been reduced to made-in-Japan levels, no mean feat for a single-disc auto type clutch. The smooth and easy operation theme continues with sweet-shifting gears.

As it would turn out, this bike is all about sweetness and friendliness. After a few minutes of riding towards the mountains in front of Mandello del Lario shore with quite heavy traffic around, the Brevia conveys a feeling of total ease of operation. It starts with a textbook standard riding position and very light and intuitive steering. Then, with peak torque coming on so early, the Brevia shoots forward nicely with short throttle bursts... Trying to keep pace with the quick local Guzzi road testers that accompanied us journals for the ride, it soon become obvious that on this twisty mountain road the best trait of the Brevia was its agility. A short wheelbase, wide handlebars and narrow tires make the Brevia one quick-steering bike, and even in ultra-tight hairpins I had no trouble apexing earlier to make my move on the other oh, yes you can already guess.... this journo demo ride soon turned into a mini hill-climb race...

After separating from the balls-out riding group, I could take things easier, let the Brevia chug along at a less frenzied pace and even enjoy the view. The seamless pull of the engine really encourages you to do so and even points out that Guzzi have indeed the longest track record with EFI.... For light to medium range touring, the Brevia engine supplies a nice, smooth cruise at 80 mph, with just enough light and unobtrusive vibration to let you know there's a V-twin pumping down there and not some hydrogen fuel cell. With its comfy seat and suspension dialed in at the stiff side of plushy, the Brevia felt like it could be ridden on day-long loops without much strain. The small smoked fairing does reduce wind pressure on the torso, and the straight bar bend puts you in good balance with wind pressure up to 85mph.

The huge front brake that could have had the word "stoppie" rather than Brembo embossed on the caliper was for me a bit of a disappointment—maybe these were not yet run-in pads or maybe hydraulic pump ratios were chosen to prevent newbies from panic-locking the wheel? Whatever the reason, the mother of all stoppies was not to be, and I ended up using the excellent rear more than usual. Only one other complaint: Although gear shifting is now really effortless, a missed gear was picked up every now and then. More precision please.

Guzzi's intentions with the Brevia become even clearer upon looking at the "loaded" version of the bike that was on show. A hard luggage kit hints at touring duties and no less important, there is a "lady's saddle" option which lowers saddle height by a useful 1.5 inches. Hats off for giving the height-challenged—male or female—some consideration... the Brevia might yet turn out to be one of the better deals out there for entry level road riders. In Italy it's going to undercut the Monster 620/BMW 650 price by a few hundred Euros, and it's a much more lavishly finished and equipped machine than the way-cheaper Japanese 500 twins—a classic case of business school strategies put to good use in identifying a market niche, married to good classic looks.

*The Brevia is not going to make anybody's blood boil, it's too refined and elegant for that, but as a groovy machine that you'd be happy to send your young sister/brother/wife on for their first ride, it's hard to fault. **omm***

Brevia V 750 IE Technical Specifications

Engine Type	90° V-Twin, 4 strokes
Cooling system	air cooled
Displacement	744 cc
Maximum power	35,5 kW at 6.800 rpm (48,28 HP)
Maximum torque	54,7 Nm at 3.600 rpm
Fuel system	Weber-Marelli electric injection
Starting system	electric
Exhaust	3 ways catalyzed with sonda Lambda
Transmission:	Gearbox 5 speeds
Wheelbase	1.449 mm Trail 109 mm Rake 28°
Tyres:	Front 110/70 17 54 , Rear 130/80 17 65
Length	2.170 mm Width 720 mm
Height	1.190 mm Seat height 790 mm
Dry weight	182 Kg
Fuel tank capacity	18 litres. Reserve 5 litres



On Your Bike: Excuses for Ride

OMM Centopassi Turkey: An Invitation

The Centopassi Rally in Italy is a long standing tradition for expert bikers: "Cento Passi" stays for "Hundred Mountain Passes" and the Rally rewards the riders tough enough to cover in limited period of time one hundred passes of Alpine quality.

Fascinated by this event, sponsored this year by Ducati for the introduction of MultiStrada model, **Alp Berker** (OMM Rider) placed his 'road mapping' experience to good use and he is now suggesting a good itinerary to test if not hundreds at least some of the nice passes of the Toros mountains. As matter of fact this three days ride takes OMM riders to places where no bike has been before covering regions famous for history and natural beauty.

But... the focus is on OMM roads capable of entertaining the skilled pilots with endless succession of "curvy surprises".

If this is your cup of tea do not miss this ride: starting from Gocek (international meeting point for bikers) the ride to Finike may sound a little short and undemanding: but we will get lost in the Akdaglar covering 12 passes on the first day.

From Finike to Alanya is a good 3 hours by bus: we will take a more "interesting" route touching the two major Lakes of Egridir and Beysehir, landing into Alanya from the heights of the Toros mountains: 5 passes for the day some of them above 1500 meters.

The last day Alanya Silifke and Konya is a heavy dessert completing a good dinner of corners: from Anamur into the Tasely Platosu to Karaman: from there, with three passes, into Silifke, mad turn toward Kirobasi and Mut to take route 715 straight as an arrow to Konya. Seven passes on the last day to complete the Ventiquattro Passi (24 Passes) of this ride.

For the one of you with limited time we can arrange transfer by truck of bikes to Gocek and pick up from Konya. **omm**

The time selected for this OMM ride is from 8-09-03 to 10-09-03 and your confirmation should reach Alp Berker aberker@superonline.com not later then 22-08-03.

Ride and Think

E. Bass, www.motorcycle.com, recently published an extensive interview with **Keith Code** titled "Keith Code 2003: The Epic Interview" In the opening he presents Keith to the few riders who do not know it: "Aardvark" ... That's what you'll find on page one of the Encyclopedia Britannica. On page one of the Encyclopedia of Motorcycle Cornering Knowledge though, you'll find that it begins with "Keith Code." His books, including A Twist of the Wrist Volume 1 & 2, and The Soft Science of Road racing Motorcycles, have been the bibles of motorcycle racing since they first began appearing on shelves in 1982, and have since been translated into several foreign languages, as well as produced in audio tape, DVD, and CD-ROM editions. Since 1980 when his California Superbike School was founded, over 100,000 riders in schools on four continents have trained in Keith's techniques (including yours truly), and he has coached 15 National Superbike Champions including Doug Chandler, Sean Higby, Tommy Hayden, Eric & Ben Bostrom, have I dropped enough names yet? Keith is a constant tinkerer as well and has developed several innovative teaching aids such as the Lean Bike, Slide Bike, No BS Bike, and Wheelie Trainer. Indisputably one of the most fascinating, and historically significant people in the sport, this rather extensive interview is being published verbatim, in its entirety, as a unique glimpse into the world of Keith Code."

The interview cover a wide range of subject, from the art of cornering to Keith's vision of life: the selected dialogue deals with the relax-see yourself attitude in riding.

EB: Because I sort of had a revelation during the last session we went out, or maybe it was the next to last, at your school, where you had instructed us to take at least one turn, but as many as possible, and just once your in it just totally relax, let your arms go loose, and just go with the turn. And as I was doing that around the big, banked, double apex sweeper (at Streets of Willow), one of your instructors had pulled in front of me to have me follow him and was looking back at me, and I took my left hand off and was waving at him as I'm leaned over pretty nicely going around this bowl, and I'm thinking that's exactly the feeling I get when I've dropped into a big wave and found trim, where you're planing across the surface at a consistent speed. And even though it can be a really big wave spilling enormous forces of kinetic energy, and mass, and volume, I've found that harmony with it, and I can take my hand and just stroke the face of the wave, and just relax, and observe it because I've found that spot where I don't need to do anything. You are in harmony, and anything you do can only screw it up. And that was exactly what I was doing when I was taking that turn, was taking that same feeling, that same principle, and realizing, "Okay, I've got the line I wanted. I trust Keith when he says that the bike will do the work if you've got it set up right". So there wasn't anything left to do, except enjoy it, and be there, and feel those forces doing their thing, and wave to the instructor!

KC: That's it! The whole reason why I say, "discover the art". It is an art, and art should be satisfying to the person who's doing the art, you know? Not necessarily the spectator, you are your own spectator. When you can become your own spectator, and you're happy with what you see, right?

*You've gotten outside of yourself just that amount, because you know the technical aspects of what it is that you're doing are good enough, that's when you can separate off, and away, and out of the thing just enough to really be in command of it, you know? That's just a little taste of being in the zone. It's a little taste of how powerful the mind really is, that it'll actually take a situation like that and allow you to experience it as though it was happening at one fifth the speed that it normally happens to you. You see things you never saw before, you experience it in a whole different way. Because you have enough technical expertise at the level that you're doing it, at the speed you're doing it at, you are able to get outside of yourself enough to really truly enjoy it. That's why we teach the technical parts of riding, so that we can get those out of the way in order to have fun doing it. Go fast, go slow, and be in control, right? That is the goal. That is a definite goal. **omm***

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This Bulletin is edited by **Paolo Volpara** volpara@homemail.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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