

View from the cockpit

So easy to loose direction

The recent ride "Toros Cento Passi" was one of the best motorcycle moments for long time.

On the south of Turkey, just few kilometers behind a coast becoming more and more vandalized by greedy humans' lies a wealth of nature unspoiled, astonishing and imposing. We had good time but we were not able to complete the planned tour because... we lost our way.

In an era of reliable maps, electronic route planners and deviation-free GPS, in a company of expert navigators we lost our way. Thank God we did it, because we were able to casually discover a rough route of incomparable wildness: when paved and serviced this road will challenge some of the most spectacular alpine passes. Still we lost direction.

In our times constantly pressed by external forces, seduced by vain goals and brain washed by marketing models it is quite easy to loose direction and, while wandering on the Toros mountains, I found time to draw a parallel between us loosing the planned way and the OMM Riders group at risk of loosing the original spirit and the planned mission.

It looks like most of the teaching of One More Mile felt on deaf ears or on hard souls and we, individually and as a group, are now repeating the same mistakes that most of the bikers clubs, associations, groups did in the past. We are becoming an institution loosing the free and simple motivation that made this group so original, fun and constructive.

Geographically, when you feel lost the best think to do is to trace back the road done and establish the current position in respect to destination: it may be worth few lines to start a re-orientation process with all our friends.

OMM originated from a strong belief that "Riding is a Way of Thinking": this vision is not the only "right vision of biking" and every rider can validly set up a group of friends with style and objectives very different from OMM.

Nevertheless, One More Mile started as a group of friend sharing a vision for life.

For the OMM founders bike was only an entry point to gain a better understanding of our existence.

From Biking we learn how to strive for perfection and how to maintain humility, how to balance self-esteem with self-improvement, how to accept a realistic evaluation of our being and work for an ideal and superior level.

It is not "Zen" but a simple road to improve ourselves at all levels. In this line, biking and biking with friend is a disciplined approach to a better self and to a positive role in community.

Excellence in riding, Intelligence in touring and Enthusiasm in sharing were the three tools that we identified at the beginning of our experience: these are our final destinations, the objective we want to achieve personally and, via our example, promote among all friends passionate with two wheels.

Excellence in Riding: this is a never achieved objective. Everyday we discover on the saddle and on the road how much we "do-not-know" and how big is the list of "what-we-have-to-learn". In fact completing an ad-



vanced riding course is just the beginning of a never-ending learning process. In biking, there is not only one way to do things, there is not only one line to turn a corner or only one way to avoid a hazard. We are all Student on the Road as it should be in our entire life. This is theory, good theory but we lost the way sometime ago: OMM riders are often perceived as "presumptuous boy-scouts" ready to criticize and give wanted and unwanted advises left and right. Suddenly we became "experts" and undesirable saviors of the entire biking community. We developed for no reason an elitist's attitude closing ourselves in that exclusive Ivory Tower created by our Aerostich. Riders that at the beginning of this century had no idea of changing gear by foot are now teaching us best lines around any corner. Newly born OMM riders refuse to bike with "unqualified companions" because too slow, too weak or, simply, too unknown.

If some of OMM founders had this attitude six years ago nothing of what we have done will be there, many of the friendships, now so strong, would have existed.

Humility is the road to Excellence and only a down-to-ground, severely-self-evaluating, modest and humble rider can learn and in a perfect way (by example) teach. This is the road we have to regain first.

Intelligence in touring: there is no one way of riding. It looks like over the year OMM rider became synonymous of long distance rider or/and speedy-rider. We project an image (and a reality) of truck driver (twelve solid hours on the road for a well-spent riding day) or racers-dancers (just one sprint on the usual road well paved, full of corners, predictable). So, unless you can corner 90 degrees in excess of 80KpH or you can cover in full joy six full tanks without stopping you are not welcome. Fortunately, Valentino-Rossi-imitations and Iron-Butt-Champions are not the only models for good biking. We live in a Country full of historical, artistic and natural beauties and riding is the best way for discovery. We reduced ourselves to ride with bikes of similar capacities (sport riders with sport riders, tourers with tourers, big-enduros with big-enduros) and this division went deeper and deeper. "I only ride with people who stay in good hotels... with riders who have money to spend... with bikers thinking like me... on road that my bike can afford... on perfectly paved or totally unpaved roads... and so on). The intelligence of discovering new places, new people, new riders, new opportunities is momentarily gone. OMM rides, as group of friend, less and less. The remarkable exception is OMM Ankara Group that managed so far to keep the original spirit alive... maybe because they are just at the beginning.

We need to find the lost road and lead the way in group riding toward new destination: less talking and more riding together must be the plan for 2004 (and what is left of 2003).

Enthusiasm in sharing: there are two types of riders... the ones riding to escape and the ones riding to share. Not necessary one type better than the other. Simply OMM would like to attract the second type. But we do not. Sharing is gratuitous, with no objectives, with no reward: sharing is a natural goodness of the soul. It is not sharing the glorification of clubs as base of power: at the end (when really matter) OMM is just a small, very small thing of no importance and the power offered by a club (any club) is as artificial and temporary as a Viagra pill. Most OMM riders oscillate between glory of carrying the club name and indifference for the fellow riders. No real sharing: just, often, administration, work to be done, show to carry on the road (sometimes called "duty"). In the old times, good biker saluted any biker on the road, hand weaving, light flashing. Even today, I

often change direction or stop to meet a biker during my riding. Not for any reason, just for the pleasure of sharing. Can we look inside ourselves and correctly judge our attitude toward sharing? Easier to evaluate our skills than evaluate our "being". To find the lost road to sharing is probably the most difficult re-orienting activity: it requires a change of soul. Without this spirit, OMM is dead.

Still we lost direction: do not take this as points of a program for the future. I am not so stupid to request action from lost friends. As Gandhi said: "We Must Become the Change We Seek in the World" and this is only a personal plan. OMM

Right to Ride

Yol Komsulari Campaign: Wrong reactions and good actions.

Wow... somebody reads the OMM Bulletin! Here the proof for the non-believers: it appears that my last article "**Companions on what? Reporting on the (forgotten) Yol Komsulari Campaign**" offended the skin and leather of some of the Harley Davidson riders.

Taner Celik (at the same time HOG rider and OMM Member) has been asked to bring forward the unhappiness of the group and he writes:

"Dear Paolo, I was quite disappointed reading your thoughts, on OMM's August Bulletin, regarding the "Yol Komsulari" Campaign initiated by H.O.G.

Soon after the distribution of the Turkish translation, direct or cc mails start dropping into my mailbox, reflecting the reactions of the H.O.G Executive Body. Although the sarcastic criticism stated in the Bulletin totally belonged to you, unfortunately it has created anger towards OMM (not personally to you) by H.O.G. members...

I personally believe that negative criticism de-motivates anybody or any organization.

H.O.G members initiated such a Campaign to correct some wrong issues, attitudes, rules, etc... connected to biking in Turkey. In doing that, they asked help from all the other groups in the same circle.

No matter what you say in the Bulletin, they managed to do certain positive things and they are still doing it.

Therefore, what did you expect as an outcome of your negative accusations? What did it do of good to OMM?

If you ask me, it created disappointment and anger! It killed the good will inside the initiators of the Campaign.

Let me remind you that, H.O.G's mission is completely different to that of OMM. When H.O.G was established in 1983, its only aim was to provide benefits to fill the passion to ride. "Ride and Have Fun" is the mission of 750.000 H.O.G members around the World, who are united to make the Harley-Davidson dream a way of life. As simple as that.

Obviously they will have rides and have fun in Park Orman, Antalya, Bodrum or Cesme Beaches. They will appear on the pages of the magazines you named. Nothing is wrong with that...

H.O.G. initiated something, which was not in its objectives, which was not in its missions either. H.O.G. just had the good will to initiate something, which would have been beneficial for all the biking community in Turkey. I am really disappointed you did not see that...

I hope you will give chance in the next Bulletin to the voices of H.O.G. to eliminate the misunderstanding created."

I am very happy to give to Taner and to any other HOG rider full space in the bulletin: despite my personal e-mail address listed at the end of each

bulletin Taner voice was the only reaction I received; therefore I start from his points.

A group of riders helps me in preparing the Bulletin and each of us is responsible for his own personal opinion: OMM beauty is that there is no official voted position: I trust the intelligence of any members to expose and sustain his point of view. And so it was, just my personal opinion on the efficacy of a Campaign.

Here is the point that our irate friends riding on Harley seems to have missed: "**Companion of what?**" was not in any form an attack to HOG or a criticism to the activities of the group. I personally believe that Harley Davidson Riders in Turkey are the only valid club offering to members social and riding activities of high level. I also said several times in public that HOG riders collectively and individually ride more often, longer and with more fun than any other group I know in Turkey (including OMM riders). And this Bulletin has always been open to sustain any initiative from HOG, OMM - ARA workshop always took into consideration the riding needs of HD bikers, I always promoted the idea that what you ride cannot be a discrimination in favor or against. As such I sustained (personally and collectively) the Yol Komsulari Campaign when it started and OMM got involved in it. If one reads the original text of my article (in English) one will noticed quite clearly that my (maybe poor) sarcasm was not addressed to HOG but to all bikers and biker's Clubs involved in the initiative. I quote: "**the most powerful and influential MC Club in Turkey, HOG... leading the way for bikers right by protesting the fee of 1 dollar and fifty cents in crossing the Bosphorus Bridge ... the association of most of MC Clubs of Turkey finally united in invoking severe punishment... thousand (approximately) bikers of Turkey getting for the first time together on the 11th of May 2002... the biking community and the bikers clubs are today totally unaware of the proposals... all "influential" riders after recovering from the social stresses of an intense summer...**"

The receivers of my personal criticism were not HOG riders but the entire biking community including (and even strongly so) the members of OMM who sustained this Campaign from the beginning. Why HOG feel so insulted by my light humor? The HD riders are not the only ones in Turkey "parading thousands of dollars of hardware and equipment" or having "intense summer campaigns reported on the pages of Hafta Sonu or Alem" or taking "good rest from intense meetings in beaches and discos of Cesme, Bodrum or Antalya"

Sport riders, off road riders, touring riders are all doing the same, spending the same, showing the same, professing the same distant concern for the biking community.

For the respect I have for HOG riders and Taner I deeply apologize if the tone sounded targeting just one category: the whip was on everybody's shoulders (including mine).

Coming then to the points expressed in Taner letter I have some fundamental objections to the method applied in this debate. **Criticism is and it has always been the way humans (collectively and individually) get better:** without criticism there is no change and without change no life. Criticism cannot and will not "kill" goodwill in anybody with a basic level of intelligence. The initiators of the Campaign (and this includes many of MC clubs of Turkey) would have done a better job answering to my light note with a reasonable defense of the good done by the campaign to the biking community. Instead of giving me and the readers' lessons on the mission of HOG (valuable and effective as it may be), it would have been constructive to examine the work done during the Campaign and identify areas of improvement or new areas of intervention.

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After all, I said at the end of my article **"We are still "Companions of the Road" and the Yol Komsulari Campaign has still six month to go"** Please note the use of "we" showing once more all my willingness to help to work together to contribute in any form with my (limited) intelligence.

I do not accept the epitaph written by Taner on the Yol Komsulari Campaign tomb when he says that *"the Campaign would have been beneficial for all the biking community in Turkey"*.

I believe that the Campaign, taking strength from my (ironic) criticism and from this debate, can still have beneficial effects for all us, the bikers.

I am sure I will still list among my friends several HOG riders: the ones who can read without having red "corporate" rage covering the compre-

hension, the ones who are really interested in readdressing wrong issues, changing negatives attitudes, modifying unjust rules that effect the life of bikers in this Country. Finally the ones who do not take a criticism as a joy killer but as a good platform for renewed efforts. To all these friends and to all bikers I present apologies for the form (irony is a cheap tool for attracting attention) but sustained commitment for the content.

The OMM Bulletin is always open to comments on this (and other) issue from HOG members and HOG Board: we asked Taner to pass this note in advance to the group and we will publish in October new points of view as they come.

Dangerous Road signing & marking: FEMA addresses the problem at UN level. **omm**

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Dangerous Road Signing & Marketing: FEMA addresses the problem at UN level.

Road signing issues will be addressed within a workshop organized in September by the Road Safety Committee of the United Nations (UN WP.1). The subject, of high interest for motorcyclists, will be considered in the context of the introduction of amendments to the International con-

ventions regulating Road Traffic, Road Signs and Signals, and related European protocols and agreements endorsing them at EU level. The request of **FEMA** to make a presentation on this matter, emphasizing the additional hazards faced by motorcyclists because of inappropriate road signing and marking, was accepted by the UN Road Safety Committee. The presentation will be illustrated with numerous examples of hazardous road signing. Not surprisingly, it was very easy to collect pictures of them from all over Europe. The outcome of the workshop will be the subject of an article in the next issue of **FEMA newsletter** www.fema.riders-rights.org and it will be reported in OMM Bulletin when available. **omm**

OMM activities ahead



Dates for the **OMM - ARA Flex** of October are not fixed yet but workshops will be organized in this month for riders in Ankara and in Istanbul: if you plan to take advantage of the last of autumn days to improve in one day free workshop your riding skills contact in Ankara **Selim Demirel** and in Istanbul **Apo Hekimhan**. They will be happy to register your name and to provide details on location and timing.



California Superbike School. To "Discover the art of cornering" with some of the best trainers on earth four OMM rider will attend 2 Days Camp on the circuit of Catalunya and Almeria at the end of October. We hope to return from this experience with new ideas and new contacts to move the OMM Training program one step ahead. Full report in November Bulletin issue.



Off-Road Workshop with Suleyman. After almost two years of attempts we are finally organizing an off road workshop dedicated to improve road riding skills. The examples are all around us: the best champions of circuit racing train constantly off-road to learn bike and body control, steering techniques and to acquire a general confidence with the balance (or unbalance) of the bike. The workshop will take place during the long holiday of Seker Bayram concluding the period of Ramadan. Suleyman Memnun designed a special workshop dedicated to bikers with no or little experience in off-road with a special attention given to those techniques that can substantially improve everyday riding. To his exceptional experience, we just added a spectacular place for training. Nested at the feet of the Toros Mountain and just few kilometers from the village of Gocek Montenegro Resort www.montenegro.com is the creation of one of the founders of OMM: Selim Karadag. A top class hospitality unit offering friendly atmosphere and comfortable accommodation in an area with hundreds of kilometers of untouched forest roads. We arranged to have KTM bikes for rent in place and the possibility to get all the necessary gears ready for use. We must limit the participation to 12 riders and we will accept reservations on first co-



me first served basis. The ingredients for a memorable workshop are all set and we hope that you (in Turkey or abroad) will not miss the opportunity of an educational and funny holiday. For reservation contact info@motoreast.com or visit Suleyman shop and Motoreast offices in Istanbul Ataturk Sanay.



Meet OMM and Plan 2004 Rides. It is tradition of November to have the OMM Annual Rally as point of reference for an analysis of the 2003 activities and debate for the plans ahead. Abant Lake is central offering good accommodations in hotels and camping and some interesting routes to ride around. Mark in your diary. We will be there (the meeting point is at the ABANT PALACE HOTEL) from 12:00 of Saturday November 15. A set of round tables are scheduled in the afternoon and in the evening while on Sunday we will conduct a special OMM - ARA FLEX session. The invitation is open to all riders and co-riders following our activities: to book your attendance just e-mail it within October 30 to **Emin Gursoy** at emin@gursoytekstil.com for Istanbul and to **Selim Demirel** at sdemirel@alterna.com.tr for Ankara. Let us know if you want to book Hotel or if you take care of accommodation. Come by bike, bus scooter or car... come walking or on the seat behind, clock one more mile on your Honda, Aprilia, Ducati, Kawasaki, BMW, Suzuki, Yamaha, Harley Davidson bring your good spirit and ideas for the 2004. **omm**

OMM activities ahead

- > OMM - ARA FLEX of October
- > OMM Annual Rally in Abant Lake
- > Off-Road Workshop with Suleyman
- > California Superbike School in Spain

one more mile

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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 - Ankara Istanbul Camping	LDR - Iron Butt
27/31 Aug 03	BMW Lykia Tour	MotorEast Organization
27-Aug-03	OMM First Pain	LDR-Iron Butt
8/9/10-Sep-03	OMMToros Cento Passi Ride	Open
26/27/28-Sep-03	OMM - ARA 15 - Ankara	Basic>up
October	California Superbike School Spain	OMM Members
15/16-Nov-03	OMM Rally- Abant	Open
22/26-Nov-03	Off-road workshop with Suleyman Memnun	Open

The OMM Activities in September

OMM Cento Passi Turkey

OMM CENTO PASSI TURKEY is now a reality. O.K. we lost our way on the Toros mountains confusing Beysehir Lake with Egridir but the adventure was worth all the work done on bad (very bad) roads. And now we know the way (even the wrong one). Next month we will fully report on the ride but be ready for 2004 because we are going to repeat it at the end of next August. The riders:

Alp Berker (Ride Master)	aberker@superonline.com	Ducati Multistrada
Fuat Domanic	fuatdomanic@turk.net	Aprilia ex Mille now Tuono
Tolga Cilingir	tolga@mistas.com	Aprilia Caponord
Gokhan Ozgun	gokhanozgun @cablonet.com.tr	Aprilia Caponord
Paolo Volpara	volpara@homemail.com	Aprilia Caponord

OMM Ankara in Amasya

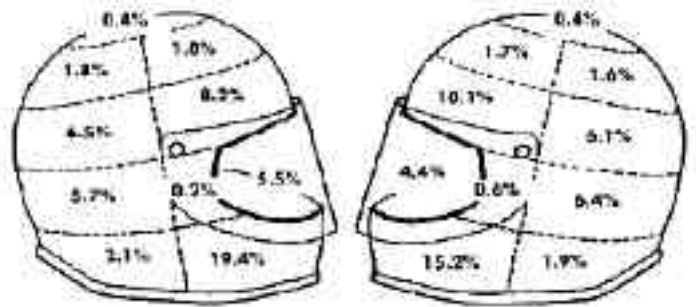
Amasya is a good destination for a weekend ride in autumn: History, culture and nature meets in the "Mysterious City of Crown", a very important city for so many kings starting from 5500 B.C and lately place of education for most of the Ottoman princes. The city is beautifully preserved and OMM Riders from Ankara took it as a meeting point for a ride at the end of August. Selim Demirel reports: "We had a nice weekend in Ankara: Baran, Murat, Kemal and Ahmet completed the 'OMM First Pain LDR 1000/12', in Rize they met Erdinc Eroglu (BMW 1100 GS) an old friend from Ankara now living in Istanbul, and departed on Saturday August 30th for Amasya. Barış Sutken from Eskişehir met Hakan Ozgule in Beyazari at 08.00 and they also departed for Amasya following the road Bolu - Mengen - Eskipazar - Safranbolu - Eflani - Daday - Kastamonu - Tosya - Merzifon - Amasya. I left Saturday at 16.00 for Amasya with Melih Gun via Kirikkale - Çorum and we were the first team to have arrived in town at 20.00, at 20.30 Barış and Hakan came and at 21.00 the Iron Butts. OMM Ankara gathered with nine riders at the Hotel Harşena. Melih and Kemal had birthday and we celebrated in style at restaurant Ali Kaya, overlooking Amasya from the top of the surrounding mountain. Next day, Sunday, after a late breakfast we took a stroll in the city. Visited the Museum, which has been professionally renovated recently with superb objects presenting a cross section of the history of Amasya and a number of mummies dating back to 14.th Century. Another spot which shall not be missed is the Beyazid Mosque and complex build in 1485." **OMM**

Right to Learn, Learn to Ride

“Why should you wear a full-face helmet?”

Dress for the accident not for the ride! A note from **Ian Johnson** came at the right time ... and then **Hidayet Gurdal** (OMM Member and creator of this bulletin graphics) went down. Connection? The need for a full face helmet. Yes, I know, wind on the face... freedom in your spirit and wild rider image... Go to a Daytona meeting and most of the helmets on sale will not even protect you from a peanut dropping from the sky. But then, the IQ of bikers is not always something to be proud of. Turkish authorities, so keen in regulating all aspect of private life, allow the importation of cheap plastic bins that only theater choreographers would call helmets (check the brand “Best” sic!) on the unlucky heads of many couriers in Istanbul). Back to Ian and Hidayet. Ian sent us a flyer from **Jeff Dean** <http://www.bmwdean.net> titled “Why should you wear a full-face helmet?” It reads: “Ask 1.1-million-mile BMW rider Dave Swisher, of Bowling Green, Virginia. That’s Dave’s helmet after he suffered a crash in West Virginia. Dave came out just fine thanks to his full-face helmet. No facial reconstruction was needed. In fact, because of his full helmet, Dave was able to ride home! What would have happened had Dave been wearing a 3/4 or open-face helmet or, worse yet, a shorty or 1/2 helmet? The diagrams above shows the impact areas on crash-involved motorcycle helmets. Note that 35% of all crashes showed impacts in the chin-bar area. This means that if you ride with an open-face or 3/4 helmet you are accepting only 65% of the protection that could be available to your head. If you ride with a shorty or 1/2 helmet, you are accepting only 39% of the protection you could have obtained! And, of course, if you ride wearing a “novelty” helmet or no helmet at all then you have none of the protection you could have chosen.”

Not convinced yet? Maybe you belong to that group of riders buying a flip-open-face helmet to ride while open. Or maybe, as any good dealer in town, you do not want to talk about accidents. After all biking is about fun and what fun can you get from anticipating pain? Maybe you wear helmet, full face helmet only for the “important rides”, only when your plan takes you for hundred of kilometers away from home: but, in full honesty, who can guarantee you that you will not put down the bike in the first 100 meters. Statistically speaking towns and areas around your house are the most dangerous places for riding. Still if you do not want to discuss take a look at the two pictures: Dave Swisher helmet and (carefully looking) Hidayet’s Schuberth. They were both happily riding home after the impact and one could still recognize a smiling intelligent face. Meditate folks, meditate. **omm**



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Long Distance Riding

“First Pain in LDR 1000/15”

As promotion for the Iron Butt Long Distance Rides and for some of the most demanding LDR itineraries set up in Turkey by OMM, we introduced in June this year the “First Pain LDR 1000/15”. This is a ride of one thousand kilometers of Turkish roads to be covered in a fixed time of fifteen hours. If it sounds easy, think again: to keep an average of 65 kilometers per hour for a long period, including refueling and short rest is an attempt as remarkable as a thousand miles in 24 hours: here you have to keep moving without time to loose for lack of concentration or for recreation.

Led by **Baran Kaya** a group of four riders from OMM Ankara completed on August 27 the OMM-First Pain LDR: **Murat Orhon** on Yamaha TDM 900, **Kemal Cakiroglu** on Suzuki V-strom, and **Ahmet Akinci** on BMW F650GS rode a group average of 1.050 K well under 15 hours from Ankara to Rize along the route Chorum, Niksar, Sebinkarahisar, Bayburt, Ispir and Rize.

The leader only comment was “The road from Bayburt to Ispir and from Ispir to Ikizdere has terrible parts which made the trip very difficult for us.”



On pure OMM Ankara style (few words but good action) Zeynep and Ahmet AKINCI invited all riders to celebrate the successful completion of the event at barbecue party. **OMM**

OMM LDR Register

The ride has been certified by OMM and submitted for registration in the IBA LDR register: the four riders enter with all rights and honors in the list of LDRiders in Turkey.

If you would like to try this demanding by exciting way of biking you can select one of the rides available, design your own itinerary, register it with **OMM** and start riding One More Mile.

On our side we plan for the late August 2004 the organization of a Long Distance Rally of Turkey covering some of the best areas of our Country. **OMM**

OMM LDR Register

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
27Aug 2003	Baran Kaya	BMW R1150 GSA	First Pain 1000/12	652.17	1,050.00	12 hours
27Aug 2003	Murat Orhon	Yamaha TDM 900	First Pain 1000/12	652.17	1,050.00	12 hours
27Aug 2003	Kemal Cakiroglu	Suzuki Vstrom	First Pain 1000/12	652.17	1,050.00	12 hours
27Aug 2003	Ahmet Akinci	BMW F650GS	First Pain 1000/12	652.17	1,050.00	12 hours

Paolo's memories of the First Trans Anatolia Long Distance Ride July 2003

1

It is the right Hotel ... for the last three hundred kilometers I have been thinking about shower, air conditioning, cold water. To get to the Starting point of OMM TransAnatolia LDR I woke up at four o'clock in the morning to reach the meeting point in Cesme in time for a further six hours of rest. 16:00... two hours to departure. Riders eating around a small pool, good spirit but the tension is quite visible. In front of us miles and miles of the worst of Turkish traffic. The owners of the Hotel Arinnanda www.arinnanda.com are all around us supporting with a newly discovered friendship the determination of the riders. Again the question: why? Long Distance Riding is a passion without reason and in the eyes of the non riders (and of some riders) a folly with no justification. Water, water again, the last cigarette... pictures... check the bikes once more... have the departure document signed... and we are on the Road.

2

18:00 Forgot anything? Too late for regrets. Selim is romantic: he wants to start from City Center so, down to the beach and the summer's pleasures (fumes, traffic, noises with suntan cream perfumes). The popular resort of Cesme is in bathing suits and shorts; we cross the holiday people with Aerostich, Rukka and Dainese protective armors. A laugh and a sweat. The clock reads 9274 kilometers. Time to talk with your Angel pretending you are not so stupid.

3

The facts: OMM TransAnatolia LDR runs between the further west point of Turkey (Cesme) and the east limit of the Country: the village of Gurbulak at the border with Iran and near the city of Dogubeyazit covering an estimated 1.880 K (1.160 miles) in 24 hours. Three riders, three bikes (two Aprilia Caponord and one BMW R1150GSA) and a very hot week end of July 2003.

4

Pass Sardes the ancient capital of the Lydian Empire home of the sadly rich King Croesus, the long evening seems to last forever with the sun setting in a dramatically orange show in my mirrors: it would have been a good picture but no time to stop, no time to take the camera out. Selim, leading, pushes at the limit trying to make good progress in the fading light: Kula is just a petrol stop on route 300 from Izmir to Ankara, it's eight o'clock and no time for chatting: clean the visor, gulp some liquid, Ankara we come. So far... so good I feel relaxed in front scouting for the last of speed traps before dark. It is night in Afyon and no light or time to spot the high castle of the market of opium: just petrol station with busses downloading passenger in restaurants and toilets.

5

Next will be a boring section and in Gomu (second petrol refill) is time for Alp to take the lead: Sivrihisar, Polatli the route 200 to Ankara is full of trucks serving the need of the capital... vegetable, fruits and more busses. Ankara is a yellow glow on the east horizon: Selim is just back home where he started this early morning. Ankara citizen he takes the lead to skirt the city in the fastest way. Good-by ancient citadel with the Caracalla baths, the Ulu Mosque and the Temple of Augustus: Romans, Byzantines and Ottomans stranded in the high plateau of Anatolia. No time to appreciate the short portion of circular motorway: the roller-coaster of Elmadag road is now in front of Selim strong (and special) xenon light.

6

Petrol again (the odometer reads 10.020). If my Aprilia instrument is accurate we are almost at mid-point with more than 750 K done. The station is deserted and the temperature drops unexpectedly, time for an extra layer under the suit. Time to wake up the brain while fatigue settle in. it is one o'clock in the morning and we have another tank to burn before the sun rise. Companions are silent, Selim walks, Alp dreams and I eat ice cream. After Elmadag, the road turns twisty and bad, corners come out from nowhere in an endless black strip. Time to think: where is the kirik (broken) kale (castle) of Kirikkale?

7

Time to think: is Long Distance riding fun? Why passing broken castles without investigating? While riding when good people rest? What is that dark shadow? A trick of the mind or... a truck without light? Countersteering pays when heavy vehicles save on electricity. The sense of solitude

is enhanced by the (almost) constant absence of lines on Turkish road. At night only your instinct and the lights of other users tell you where your lane begins and where it ends. Sign? Few or too many... but always at the wrong place, at the wrong time. You are the only one to comment the road: no aids, no suggestions. Look at that light turning left with a sharp sweep, prepare for the corner, feel the gravel under your tires, you moved to far in your lane... radio is back and it beats television.

8

Worth the risk? Of course my answer is biased. I have been riding against time and space since my old and now dead friend Mike was organizing 1000/24 rides in UK. A Magni Moto Guzzi let me down one night near Oxford and I had to ride an additional 200 miles to get a new bike. I did the first Iron Butt in Turkey with blessings from Michel Kneebone himself year ago and the friend that volunteered to ride with me went home after 150 kilometers. Of course I am biased; I love it. A form of meditation, disciplinary exercise, sacrifice rolled in adrenalin and skills. No lies, no bar-talks: you and the road in a very long embrace. Self-evaluation, self-education, self-motivation: the brain is focused, the spirit is free and the road sings.

9

Signs of the sun turning to our direction. It cannot be too long for the night to pass.

They have to write the name of the place in my note book: Akdagmadeni midway between Yozgat and Sivas, a good petrol station: no tea, no coffee and no unleaded. Turn back few kilometers: still no coffee, no tea but a very unfriendly unleaded. Selim has a thermos with coffee filled nine hours ago. Great taste with a sniff of warmth left in. It is cold, summer and less than ten degrees temperature, summer gloves and cold hands. The body refuses to move not to disturb the bubble of air inside the suit: I slam hands on legs to restore circulation and I envy Selim with heated grips and feet comforted by two hot cylinders. My Aprilia reacts with jealousy: a never ending engine with power to annihilate any long distance: 1000 Kilometers gone.

10

It is back. As a kid I never felt very sure that the sun would have come back after the last rays of a sunset. But is back, announced by a cold, whitish dawn and then exploding low on the horizon on the top of the visor. You need a hand in front to protect your eyes and to gain marginal vision. Reduced vision coincide with unpaved roads: predictable. A long stretch of "road in construction" is a good alternative to breakfast. Dust and Bacon... sorry no bacon. Where are the dogs of Sivas, the brave Kangals of Karabas (black head) lineage? Just waking up and gathering the flocks. Where are the Cift Minarets of the Mehmet Pasa Mosque and the Islamic school built by the Mongols? Just on your left, pal... but do not look... keep going.

11

Refahiye: a dot on route 100. Even now few days after the event I cannot remember: a petrol station, another tank. The faces of my partners in this adventure are tired but satisfied: the night is gone, the sun is shining and the temperature rises. Anatolia smells of grain, cut or to be cut. The smell is of good bread and the air is yellow with dust. Busses with Iranian registration crawl under the weight of excessive luggage. Arsin Transport has offices in Istanbul, Frankfurt and Teheran.

12

They cut threes, to enlarge roads and these great giants lie dead at the side of a hot line: in the good times they were creating shadow for the travelers: modern brains can resist heat. I am making mental calculation to the next point on my log book: how many kilometers to Dogubayazit? Can we maintain the average speed (quite good) kept so far? Traffic is light and we should be able to... Selim and his GS are just a flash passing, speeding, overtaking a Castrol Oil car, swerving and signaling, stopping the car. What happens? As an old (good) man I do not rely on GPS, prefer to stop and ask questions, loving the sense of progressively getting lost. But Selim and Alp are GPS masters and the infernally precise (thanks to USA power) machine just clocks 1610 kilometers. One thousand miles is one objective within the objective of the OMM TransAnatolia LDR: you see, Master Kneebone of Iron Butt does not care where you ride and how difficult is the road: Saddle Sore registered long ride is 1.000 miles to be covered in 24 hours. If you do this on Canadian motorway, on German autobahn or on Turkish mountain roads 1000 miles has to be and 24 better be. We made it: champagne at the end. Now we only have time to thank Mr. Sadettin Yilmaz of Castrol, have him signing time and mileage. Thank Castrol ...time to go.

13

We know it: Pasinler is the last of the tanks: it is hot and a little confuse. The castle, built by Armenian and restored by Ottoman is high on the horizon; lower a stupid replica of little Turkey with mini Cappadocia in offer. We drink in silence staring into the yellow plains ahead. The great Canyon introducing Horasan arrives by surprise: rocks in shape of human faces and bodies, outlined on the sky way above the small bikes; funny corners too. At Horasan the road turns south. I have been here several times before coming down from Kars and the Armenia city of Ani. Now we ride toward Krakose: the landscape turn almost desert with stones and stones and stones. On the left elevations and mountains: and then in front the pyramidal shape of Mount Ararat. I have been waiting for this vision for many hours: snow on the top balanced forms of a perfect Mountain... the sacred Mountain where the tradition lands the Noah, the Ark and all his pets.

14

Cobandere Kopru: it is an appointment for the return route. Now is just a glimpse of elegant bridge with Selcuk bas-reliefs, red in the red plateau. Dogubayazit: (from the local brochure) is a gate opening from the past to today with its single-"storeyed", mud brick houses that reflect the traditional Eastern architecture.

Dogubeyazit: (in reality) straight out from MadMax setting, the forgotten spot of the entire world with miserable dwelling, dirty street, chaotic traffic, dubious traders. Misery made city and an insult as welcome to Turkey for the traveler crossing border from Iran. Dust, garbage, unfinished cement buildings, animal and people served hot and smelly. We will have time to enjoy the cocktail later. Now we have to rush to the border.

15

When misery meets misery. A small barrack a line of trucks cooking under the sun, no shelter, no protection: just a gate, some flags, away on the hill "Once Vatan... The Nation First" written in white stones and fading back to nature. People around, kids touching hot bikes: "do you want to go to Iran?" "No, thanks, we arrived" Arrived where? Is this transit point a destination? Not for anybody but serious long distance riders. Picture: do not take picture... we are in military zone... but we left Cesme yesterday! The sound of the Mediterranean seems to refresh the place and the spirits. Really from Cesme? How many hours? We look at the clock and we close it in Let say within the 24 hours. You know, we always respect the very reasonable speed limit of 70 Km per hours.

16

The story is well received: an officer not only certifies time and mileage but also allows us to take pictures. Shake hands, how much you Aprilia cost? How fast it goes? I do not have answers, time or will. Protected by my ignorance of Turkish and Farsi I leave the PR to my friends: I look from far at the three bikes: they took us for 1873 K (1.163 miles) without problems. Hot, dusty and covered with a thick layer of insects, bikes are the real protagonists of this ride. As usual, at the end of a hard ride I have a sentimental "élan" toward the machine as they were humans. Must be the sun.

17

The Facts: On Friday 11 at 18:00 from the Hotel Arinnanda in the center of Cesme (Latitude 38°19 58' North Longitude 26°18.24' East) three riders members of One More Mile Association started the "Trans-Anatolia Ride" crossing Turkey in west/east line. This Long Distance Ride has been approved and registered with IBA (Iron Butt Association USA) the most prestigious entity certifying Long Distance Rides in the world. The three riders completed this event to promote in Turkey the "Ride to Work" international



day on June 17, 2003. The riders reached Gurbulak (Latitude 39°23 91' North Longitude 44°23 67' East) in the afternoon of Saturday 12th of July. This continuous ride covered 18 degrees of Longitude for a total of 1.891 K (GPS registration). The riders taking part in this event were: Alp Berker from Istanbul on Aprilia Caponord, Selim Demirel from Ankara on BMW R1150 GSA and Paolo Volpara from Istanbul on Aprilia Caponord. This was the Long Distance Riding event of the 2003 promoted by OMM in association with IBA: in the last three years 10 Turkish riders entered in the elite group of IBA long distance pilots having certified rides of 1000 miles (1600 K) in less than 24 hours. The rides are individual, not organized attempts in full respect of the Turkish Traffic Laws testing the skills and endurance of expert bikers.

18

Can you come to Dogubayazit without visiting Isak Pasa Palace, the second largest palace after the Topkapi of Istanbul built in the middle of 18th century? The answer is yes and no. Yes, if you have just done in excess of 1.800 non stop kilometers works of art tend to most of the appeal: I gave up and I sat in the shadow outside the building... after all I have seen it several time before and I have the good excuse to look after bikes and accessories. No you cannot miss it but make it quick: Selim and Alp took no more than seven minutes for the entire visit. Around, in unique scenery designed by nature, humans do their best to waste the effect: camping's, locantas, poor picnic areas, unfinished constructions of dubious use, rusty advertising boards contribute to a general sense of squalor. Time for champagne.

19

Maybe not Champagne but definitely beer: cold and abundant. Nothing to change into: luggage kept at the minimum: we have what we wear and I forgot shoes. The Hotel Nuh in central Dogubayazit (do not get carried away, periphery is the best place of this city) is an oasis of peace in a post-nuclear-war environment. Leave the inferno of the street and a clean, organized, tastily decorated hall seems to protect you from the bad culture outside: Unfortunately no air conditioning and surprise no pide. Selim was counting on this Turkish pizza for a gourmet meal to celebrate the closing of TransAnatolia: it goes to his courage that, with Rukka on, he scouted the street on foot till he found a place ready to deliver. And so, you have it. A good celebration with cheese pide and beer before a long sleep. "We have to go back home" and "I need a cold drink" are the two dominating ideas that wake me up at two o'clock: therefore I can certify that in the city that in 1927 lost the title of administrative center "due to the inconvenient location near the border" small shops sell cold (moderately cold) orange pop in the middle of the night. **OMM**

From	KMS	To	KMS	KMS	Miles
Cesme	9274	Kula	9561	287	178.3
Kula	9561	Gomu	9762	201	124.8
Gomu	9762	Elmadag	10020	258	160.2
Elmadag	10020	Akdagmadeni	10279	259	e160.9
Akdagmadeni	10279	Refahiye	10583	304	188.8
Refahiye	10583	Erzurum (pass)	10870	287	178.3
Erzurum (pass)	10870	Pasinler	10877	7	4.348
Pasinler	10877	Gurbulak	11147	270	167.7
Gurbulak					
TOTAL				1873	1163

One More Mile on the Road

Central Anatolian Ride

CENTRAL ANATOLIAN RIDE by Taylan Kalkavan OMM and EMOK Rider. August 2003

I decided to make a Central Anatolian region ride when my wife told me she could not accompany me. This region is considered by many Turks not appealing (especially in summer) and it sounded like a good choice for two solo bikers: Atilla Hacısüleymanoğlu and myself on Honda VFR 800 and Yamaha FJR 1300.

We left at 08:30 in the morning and with four cylinders sport touring bikes we completed the motorway part (Istanbul - Gerede) quite fast. From here, we reached Amasya via Ilgaz, Tosya and Merzifon. Despite a disturbing wind, we completed the entire route in nine hours.

We found Amasya charming and more beautiful than we expected. We spent the night at Harsena Hotel beyond the river Yesil Irmak (35 million per person bed and breakfast in single room with Credit Card accepted www.harsena.com) Amasya is definitely a must be seen place with its historical and well restored houses along the Yesil Irmak river offering a wide choice of cafes and restaurants. We visited the castle and king graves at the hill above Amasya with breathtaking panorama and walked in the narrow streets casting glances to the baths, Moslem theological schools and domes.

Early out next morning and to Zile and from there to Yozgat and Kayseri. The roads were good and free-of-fear for speed traps. After a long ride on the high plateaus (steppe), the wide streets of Kayseri welcomed us: leaving the bikes in parking, we went to café at the roof of the biggest shopping center and glanced at the town. Although we planned to climb the Erciyes Mountain, we preferred to go to Ürgüp via the wide road new opened. On the way to Avanos, we visited the restored Sarihan caravanserai and made a reservation for next evening's Sema Ayini (Ritual) to be held in the same place. We stayed at cave rooms at Hotel Cappadocia Palace at Urgup (40 millions TL bed and breakfast in single room www.hotel-cappadocia.com)

They picked us up at 04:30 in the morning for hot-air balloon tour in the sun rise over the fairy chimneys of this unique landscape of Cappadocia. (The flight costs 90 US Dollars per person including champagne breakfast, t-shirt and hat). After seeing Uçhisar, Göreme and having a small carpet-buying adventure we had an average dinner at Avanos and proceed to Sarihan caravanserai.

In a mystical atmosphere with few empty places the Sema show started at 21:30 with us the only Turks present. Not a show, more a rite with the Sema people almost in trance not taking any notice of the spectators. A very respectful audience attended in silence and respect.

Next day we passed to Konya lowland via Aksaray. The road was just like drawn by a ruler. We touched speeds of rode around 160-180 KpH in town we were (free thanks to Attila) guests of the Hilton Hotel.

Mevlana Museum and Tomb was very impressive ruined by the but the unpleasant smell of the environment.

Next day Konya we went to Meke crater lake first: quite a personal delu-



sion when reality is compared with pictures presented in magazines. After that, we went to Karaman via secondary roads and we continued East from Karaman visiting the Taskale village impressive in breathtaking surroundings.

We went to Mut on the curvy road of the Sertavul pass facing the double gauntlet of fast driving trucks and very high temperatures (42°C in Mut). We reached to 1800m altitude riding for one hour on bad roads but the panorama was a sufficient reward. This road Mut-Ermenek-Hadim is selected by the book "The best roads of Turkey" and for good reason: in addition, the villages beyond the route Sariveiler-Ermenek-Hadim and Ozelikle-Taşkent are very nice but riders should be carefully calculate the petrol consumption (few stations) and carry water.

We spent the night at Taskent municipality hotel. (After Hilton, this was a very different experience for us.) That hotel was the only one around there and usually it was not possible to find empty room: luckily, we made reservation in advance. Taskent is blessed by the fresh waters of the river passing through the town and we saw many tourists enjoying the quiet and fresh environment. Next day we spent three hours in order to find waterfalls mentioned in our guidebook deciding at the end to walk there. This place is very good for camping.

We had a break at Seydisehir and continued toward Beysehir and then we followed the north route a to Egridir Lake with interesting curves along the lake shores where we exchanged greeting with a couple on Goldwing. We stayed at a pension on the promontory jetting deep into the lake and we had a very good dinner at our last night.

At the last day we followed the route at the west side of the lake and reached to east of Afyon via Suhut. Then we took the old Afyon Eskisehir road and turned right at the 26th km after the sign "Peribacaları" arrow where we saw stone cones like in Cappadocia. After that we turned to right again in order to see Midas ruins (very bad road)

Finally, we took the way to Bilecik and turned to direction to Pazaryeri. We had fun at first on the 20km frequent curves but after a while cornering became too intense as we completed the ride via Iznik and Topcular ferry. In total 3.000K in seven days on roads not so beaten by the classic tourism. **omm**



OMM Ring of Friend

Dimitri Papadopoulos on Greek Roads

Dimitri Papadopoulos is a friend of OMM from the "first hours". We kept in contact via internet establishing a strong link Athens Istanbul: this summer he finally fulfilled the dream of riding in Turkey with his wife Vicki and with the faithful Honda. He arranged the ride at the last minute and we had just a few hours together meeting in Gocek.

Attentive reader of the Bulletin, Dimitri is reacting to the last article on the status of Turkish roads: "... the biggest surprise on the last issue of OMM Bulletin was your article about Turkish road construction/repair/signing... That surprise did not come (as you might expect) from the obviously problematic nature of the methods they use. It comes from the similarity with Greece. I don't imply that our paving system uses exactly the same methods. But its effectiveness is quite similar (to my limited experience, it is worse). Do you want to see a pavement with mirror-glass quality of reflectivity (and the associated complete lack of grip)? Then, visit Athens area. And our signing is even more inconsistent, speed limits are crazy, lane separation lines are absent in almost all but highway roads. In most secondary roads (and in many primary roads connecting prefecture capitals) there is a respectable amount of free gravel everywhere, making turning a dangerous task.

What it turns that situation into a shame for Greek authorities is that quite a few of these "roads" have been created with EEC funding. Turkey, at least, has no funding at all. But let's forget that funding. Most local authorities have enough wealth for creating good road network for a lifetime. But they don't care.

I'll give you only one example: the new Olympic horse-racecourse is built between Markopoulo and Porto-Rafti (where I live). The 5 km road section that connects the new (and well built) ring road to the racecourse has been repaired very recently. But that repair (considering the quality of the asphalt) will not last more than a few months. Lanes have not been defined yet, probably they will draw them 1-2 months before the Olympics.

Kavin Cain on Georgia

Kavin Cain is a good OMM friend working and biking in **Georgia** and the Caucasus: his article on biking in Georgia was published first on OMM bulletin and it is now available in the Horizon Unlimited library at www.horizonsunlimited.com/country/georgia/

Kevin and Julia Sanders, Globebusters, did it again

23 September 2003. Second Guinness World Record riding the Trans Americas by Motorbike in a new unofficial record time of 35 days.

Kevin & Julia Sanders did it again. After getting the Guinness record for the fastest circumnavigation of the world on bike they now set up a new Guinness World Record from Alaska to Tierra del Fuego.

They wrote:

"We have done it!... in 35 days. This takes off 12 and half days off the last



You see, those white lines are very volatile here, so they want to avoid a second drawing before the Olympics. In the whole, the quality of that section is laughable and it will be a ridicule for us when strangers will come here during the Olympic games. The next part up to the Porto-Rafti is even more terrible. It has been widened and paved many times so far but still deteriorates due to underground water and poor substrate construction. Even worse, there are still no white lines at all, despite the fact that the road is wide enough for having security lanes as well! It's for sure that the lanes separators and the border lines are considered of cosmetic usage here. As expected, accidents happen every day, especially in summer where the traffic is high due to the massive desire for swimming. Add to the above the hordes of ignorant teens on fast cars and the equally ignorant naked (sun-bathing on bike!) riders without helmets. I gave up motorcycle commuting to work, after three horrifying incidents where bikers had rapidly passed on me from the right side (!) or even between me and a long truck during the phase where I was passing the truck (!!!). It sounds silly but I felt a little more confident on the Turkish road network, except for the frightening night driving. Ok, it might be due to the fact that all riders are more cautious in foreign environments. Or due to the price of petrol there, leading to slow car speeds." **OMM**

With our friends at MotorEast we plan to visit Georgia in two epic ride of 2004. The first will be a circumnavigation of the Caspian Sea riding from Istanbul to Baku and then riding around in clockwise itinerary. The second opportunity to visit this historical Country will be during the repetition of the Black Sea Circumnavigation where we will stop in Poti and Tbilisi. Get more information at www.motoreast.com **OMM**

record (coincidentally the same amount of time by which we broke the Around the World Record in 2002). We arrived in Ushuaia, Tierra del Fuego at 12.30pm on Monday 22 September. You can read our final reports on the website

We are well and are looking forward to a well earned rest here before starting the ride back to Santiago - only another 3,000 miles to get to a main international airport! See you in the UK - we arrive home Sun 2 November."

Kevin was with us in Istanbul this March and all the Turkish friends are united in congratulating the Record Couple and wishing them a deserved good rest. www.globbusters.com **OMM**

Ride in Gear

First impression on the Ducati Multistrada

From OMM rider **Alp Berker** we received a complete test on the new bike from Bologna: "**Every biker must ride a Ducati at least once: first impressions on the Ducati Multistrada**"

It was the summer of 1991 when I first saw the Ducati Monster. By chance, I had seen the posters of a local motorcycle fair in Napoli and after visiting the fair my conception of biking had totally changed. The star of the fair was undoubtedly the Monster. Almost everyone was around the bike and no one could leave. This bike had a potent, angry and charging look. The design was so fantastic they placed one in a modern art museum.

Then came the 916. To me the 916 looked like a fighter jet, it was the ultimate sports bike of its day and it still is with all the family up to 999.

And now the Multistrada. When I first saw the pictures on the internet the design did not hit me, I thought it looked like a space ship. It has one of those like-it-or-hate-it looks, the same is true for the GS (I still don't like the

front beak) and the Caponord. Then I saw the bike in flesh and it hit me. After I sat on the bike, I was struck badly. I had to have it.

The Multistrada is the dream of Ducati designer Pierre Terblanche: "He wanted a bike he would personally like to own, something that could be all things to all types of riders, especially if they could only afford to own one machine, so he named the bike Multistrada!"

During the development, the R&D team carefully studied two specific groups of bikes, the sports bike and the big trail bikes. What they then did was take the best points out of both categories, namely handling and power from the sports bike and comfort and versatility from the big dual-purpose machines. While designing the bike the R&D team tried to create a bike that would successfully take on the challenges of the Fuat Pass. The Futa Pass is described with the following words in the Multistrada brochure: "There is a road that starts in Bologna near the Ducati factory and weaves its way over the Apennine Mountains to Florence. It is called Passo della Futa... The road challenges you with every type of turn and road surface imaginable. For much of its first thirty miles, the tarmac is smooth and race-track-like. Knee down, eyes up, you sweep through the most extreme hairpins. Further on, road conditions vary dramatically from wet in the shadows to bumping in the turns. Speed slows as rugged mountain switchbacks swing you from side to side..."

The Multistrada has an air-cooled 1000 cc, twin spark desmodromic engine with a six-speed gearbox. The engine produces 84HP at 8,000 RPM. compared to Caponord's 98HP at 8,250 RPM. However due to the light weight of the bike 200kg.s compared to Aprilia's 235 kg.s the bike feels easier to handle. The Multistrada is a small bike, much smaller than a GS or the Caponord. It's taller and a little bigger than the Ducati ST series. It has fully adjustable front and rear suspension, single arm at the rear and specially designed Pirelli Scorpion Sync tires. The brakes are semi-floating 4 pot Brembo Oro's with steel braided hoses. There is an onboard road computer with many useless functions and an immobilizer system. The side stand is bad and the optional centre stand is definitely needed.

Multistrada is not an enduro like the GS or the Caponord, is not a tourer like the ST4s and is not a sports bike like the R1 or the 999. It is a little of each of them. When you sit on the bike you feel how light the bike is. It feels almost as light as a dirt bike. Once you start the engine and give it some gas, the fast building torque takes you up to speed so fast you don't realize when you came to sixth gear and at 200 kph. The sitting position is very neutral thanks to high handlebars like the Monster's. The seat is good but perhaps a little too hard for long trips (maybe that's why they have an optional comfort seat). The mirrors are terrible, as on other Ducatis you don't see anything but your own arms-shoulders. (Don't try to adjust them, it's useless.) The engine sings great and both the sound and looks of the bike attract the attention of many.

I tested the bike at three different routes: Beykoz - Şile - Ağva; Keles - Domaniç - İznik - Topçular; and the Toros mountains. My first test route was my favorite stretch in İstanbul. I went to Ağva via Beylerbeyi, Beykoz, Mahmut Şevket Paşa, Kılıçlı, Sahilköy, Şile and Teke. Until Beykoz I rode with the traffic, nothing spectacular, the bike feels good, with good responses. From Beykoz to Mahmut Şevket Paşa the road is like the Kilyos beach, there is sand all over the pavement. With the fear of crashing down the brand new bike I ride slowly, so again nothing to report. After M.Ş. Paşa the road clears, so now we go. On the curves of Bozhanne the bike feels so light and controllable, on some of the bends I still do not understand how I turned that quick. The road holding is spectacular, it feels



like the 748. Precise and powerful, it's like riding on rails, however it's more comfortable than the 748 more like the ST. The road from Şile to Teke is my favorite section. The road is empty, the surface is not bad. Once you make up your mind the bike turns, however in mid-turn you should not let go of the throttle, if you do it turns in immediately. A constant pressure on the throttle (maintenance throttle) is needed for precise turns. If you trail brake on the curve the bike does not lift it's self up, which is very nice. The brakes have great feel. I had to spend some time on finding the best suspension set up because the standard factory suspension setting is too hard for our roads. Due to the torquey engine bends are easily handled without too many gear changes. At straights it accelerates so fast you have to be careful. At one point I stopped and climbed down to check the tires, I saw that they were quite warm and have been working very well. The Pirelli Scorpion Sync's which are specially designed for the Multistrada are maybe the best tire to replace the Metzeler Tourance.

Two days later I take the Multistrada to my second test route. This trip has two purposes; I have to complete the first 1,000 km.s before the Toros trip, and I have to know the bike better. The trip from Yalova to Bursa is slow due to heavy traffic and frequent radar traps, after Nilüfer the road is empty and the bends are waiting for the Multistrada. The bike continues to amaze me at the flowing bends of Keles road, however the Domaniç - İnegöl mountain pass is the climax, the speed this bike can carry through the bends is unbelievable. The suspension takes care of all the little bumps on the road while the engine constantly supplies you with the necessary power to push the bike to the top of the mountain. I had so much fun on this section, I turned back and did the pass two more times.

The final test was the big one, The Toros Mountains. The way down to the Southern coast was a boring trip as usual, constant radar traps and flat roads are very boring on a bike like the Multistrada that demands to be taken to the bends. On highway speeds the wind protection is good but the rider must crouch on the gas tank in order not to be affected by the wind. One of the useless functions of the road computer is a gas mileage calculator, calculated the average fuel consumption on the motorway to be 18.1 km/lt. However when you push the bike to the limits the figure goes down to 10 km/lt.

The Multistrada performed as I've expected on the coastal and mountain roads of the south. Just perfect. The balance of weight and power with the addition of a great chassis and suspension makes this bike one that can be ridden effortlessly. The great surprise was the off-road capability of the bike. When we took the wrong turn and found ourselves on a dirt road crossing the mountains between Antalya and Beşşehir, the bike earned its name the Multistrada. Although I do not recommend taking this bike off-road, when a wrong turn is taken like we did, it takes its owner through all kinds of conditions with ease. Under bike clearance is good for passing over stones and occasional rocks, seating position and the handlebar configuration is untiring and keeping the rider in control of the bike. The only down-side are the tires, which are not designed for off-road. However the rider should not forget that this bike is not intended for off-road use, therefore off-road capable tires must never be installed on this bike.

This bike is what biking is all about, fun. Without the single purpose and limitations of many other bikes, Multistrada gives its rider the most fun by excelling in all areas and by not letting the rider down. I believe that most of the producers will copy the Multistrada in the following years. I think Paolo should definitely add the Multistrada to the "Classics of the future" list.

Happy to do it, but for the moment these are the results of the voting opened three months ago. Still on time to vote one of these models or to add your favorite. **OMM**

WOULD BE CLASSICS: TAKE YOUR BET

Maker	Model	Votes
APRILIA	RSVR 1000	126
BMW	R1150GS	189
BMW	R1150R	63
DUCATI	916	126
DUCATI	MONSTER	189
DUCATI	748	63
HONDA	GOLDWING	126
HONDA	FIREBLADE	63
KAWASAKI	ZX 7	63
KAWASAKI	ZX1200R	126
KTM	Duke	16
MAMMUTH		63
MV-AUGUSTA		189
SUZUKI	GSX 750	126
SUZUKI	HAYABUSA	63
TRIUMPH	SPEEDTRIPLE	63
YAMAHA	R1	126
YAMAHA	R6	63
YAMAHA	V-MAX	63

TRIKE ANYONE? If you own a trike (three wheels bike) or if you know a friend owning such vehicle, OMM friend **Derek Packham** would like to know from you: he is trying to set up an owner group offering services, parts and knowledge. Derek is also authorized importer for trike conversions. pdobjective@superonline.com **OMM**

Motomax Turkey just got the distributorship of HJC helmets. You can take a direct look at the four models (including a flip-face) at one of the retailer's shops: www.motomax.com.tr/hjc.doc

Yol Motor Atatürk Oto Sanayi Sitesi 2. Kısım Ahi Evran Caddesi
Polaris Plaza 1/7 Maslak/Istanbul Tel: 212 3460136

RutoMoto İntaş Sitesi B.Blok.No:30 Kızıltoprak/Istanbul
Tel: 216 3498454

Motogar Tütüncü Mehmet Efendi Caddesi No:4/2 Temizel Apt.
Göztepe / Istanbul Tel: 216 3630739

Ergür Motorlu Araçlar 1397. Sok. No:25/A Kahramanlar/ Izmir
Tel: 232 4461497

MotoSport Girne Bulvarı No:188/A Karşıyaka/Izmir
Tel: 232 3655577

HJC products can also be seen on internet at www.hjchelmets.com

Complete Electrical Harnesses Restoring a classic bike? Improving your weakest link? If you need a complete electrical harnesses check at www.ynzesterdayparts.com Although designed for cars the site accept requests for models not in their list
"Almost any harness can be made from your complete original. Simply remove your original harnesses (tagging as many wires as possible) and we will duplicate it, wire for wire. Upon receipt of your harness, we will give you a price quotation and delivery date" **OMM**

On Your Bike: Excuses for Ride

Get ready for the biggest Rally of 2004: at the end of May next year the First National Rally for HOG. An intense program of rides and entertainments can be found at www.hogtr.com

Riding High: fancy an excursion on two wheels at the top of the world? A Swedish woman has set a new world record for the highest ever motorbike ride after taking a Honda XL250 up Mount Everest. Despite bad weather, motocross rider **Annie Seel** left Base Camp, 5000m above sea level, on the 20 year old off-roader and climbed to 5305m (16,500ft) to break the existing record by more than 50m. Snow and fog made con-

ditions treacherous but permission for the record attempt was limited to that day so there was no alternative. Seel explained: "It took three hours to get just 100m up and at 5290m we thought that was it. The way ahead of us was covered with boulders and there was no obvious track. But we struggled like Yaks and managed to pass 5300m. I was really exhausted and my head was aching because of the strain in the thin air, but I just felt so happy for the new record" The attempt was made even more difficult by the fact that the Nepalese government banned the import of new bikes 10 years ago, so Seel was stuck with the ancient heavy XL250. It broke down on several occasions just on the ride up to base camp. The previous record was set by a Japanese rider who managed to get his bike to 5250m. **OMM**

Ride and Think

www.ommriders.org More Fun when Riding: suggestions for using the OMM web-site.

The OMM site is maybe not so fancy and it does not have attractive pictures but it is designed as working tool for Riders desiring to improve competence and therefore fun when on the bike. Consider this site as you personal archive for articles that may improve the skills, provide useful information, keep you in contact with the international communities of bikers.

Here a brief guide to the sections waiting for a major reorganization in October-November 2003:

Calendar: the latest updated list of OMM activities done and incoming.
Read and Ride & Training: the two largest sections for articles on good riding. We will subdivide these two in more specific subjects.

Bulletin Archive: The full set of issue of the Information Bulletin since year 2000.

Meet OMM: the history of the riders group updated every December.

Riders: a section that will disappear.

OMM Gallery: a section that will expand with pictures from our readers.
OMM Itineraries: a section that will be revised to include all the best rides of OMM as suggestions for your own pleasure in touring.

Riding Tips: it will be incorporated in the new Read & Ride section; now fast ideas for sure riding.

Equipment: here you will find the annual report on Gears and Accessories plus articles on improving your vehicle.

Books: a guide to OMM articles and some books on biking.

On Turkey: articles on the Turkish biking community.

Ring of Friends: the 2003 list of friends supporting bikers on the road: join in.

Long Distance Riding (LDR): reports and tips on this difficult discipline.

Links: the most comprehensive list of biker's sites in good order.

Register: your space to join the OMM mailing list, modify data or exit.

OMM BULLETIN ISSUE 50

This Bulletin is edited by **Paolo Volpara** volpara@homeemail.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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riding is a way of thinking @ www.ommriders.org