

View from the cockpit

OMM activities

With the end of the year approaching it is time for revision and planning of the OMM activities. It has been an exceptionally good year of riding and we want to be sure that 2004 will bring the same (if not more) excitement to our mission. This personal note on the future plan want to be an invitation to new riders friend in joining the OMM Association as a way to increase the pleasure of riding and sharing experience.

I sincerely hope that new faces will mix at the OMM Rally (November 15/16) with the old ones bringing new resources, ideas and biking spirit: just come in and see!

The founding statement of OMM is clear: *"One More Mile summarizes the belief that the Ride is as important as the Destination: the Group works to improve riding Safety, to promote advanced Training and to discover new and old places on two wheels. The OMM activities are open to all Clubs, Associations and individuals Riders. We aim to operate as a "Motorcycling Activities Center": the Members of the OMM Association place time, talents and resources at disposal of fellow Riders supporting financially the costs of OMM activities and managing the OMM events."*

Out of this statement we can take a look at the future plans in three areas: Training, Riding and Hospitality.

Training Education: This area of activities includes OMM Information Bulletin, OMM Web site, Chat Room, Courses and Publications. The main objective for the next period is to find a harmonization between Bulletin (EN/TR) and Web Site in order to avoid double work and have a site more appealing and effective. Furthermore, we want to:

- complete the publication of "Roadcraft Manual" from English.
- prepare the Winter Seminar with the creation of one new course on "City Riding",
- promote the "Off-Road Workshop" preparing out of it a new OMM – ARA Course.
- revise and improve the OMM Global Training Manual.
- establish new contact with training school worldwide.
- select and invite speakers of good reputation to our Theory Course.

Training Workshops: Here we have the OMM – ARA workshops, the OMM – ARAFlex sessions and all Theory Course meetings. The main objective here is to maintain and expand the quality of OMM tuition to the largest possible number of Turkish riders. This effort will include:

- Completion of the ADAC course to qualify on European standards at least five OMM Trainers capable of conducting all workshops.
- Revision and systematization of the "Low speed Maneuvering, Steering

"If we have the opportunity to learn some techniques to have a safety riding why ignore it?

Yes, we take risks when we ride.

And we still continue to ride because riding is a passion.

To be able to live this passion as long as possible training is essential!"

Vahe Bağdatoğlu

and Braking" exercises" session of OMM – ARA and OMM – ARAFlex

- Planning of 2004 OMM – ARA and OMM – ARAFlex with possible introduction of new formats and methods. We are considering the possibility to regularly hire the Korfez Circuit for more advanced training.

OMM Riding: At the beginning of 2004 we would like to present a good program with four or five OMM rides so that members (and friends) will be able to plan the free time around them. **Long Distance Riding** is also one of the heritages of OMM and, although peculiar, it represents a good sport combining training with touring. The objective will be to have a Riding group motivated in:

- Designing interesting rides for the entire year.
- Conduct the rides to full satisfaction of members and friends
- Promote the touring aspect of OMM at all level

OMM Sharing: This is our "Foreign Office", the manifestation of the true spirit of the road that unites riders all worlds over. The activities in this area involve:

- Relationship with FEMA/MAG in order to achieve by 2004 full status of members.
- Relationship with Turkish Authorities and Federation to defend and promote the rights of riders in the Country
- Identification of sponsors for major OMM activities.
- Relationship with Clubs, Groups and Industry to better serve the OMM objective of education and promotion.
- Assistance to Riders crossing or visiting Turkey
- Promotion and regulation of OMM membership in the Association.

The general criterion for the OMM Riders Group is to fix a plan of activities reflecting the resources (money, people and time) available. We need to maintain a national vision taking advantage of the resources available in Istanbul, Ankara and other cities where members are present. At the same time we do not want to be too ambitious fixing plans that become burdens on our shoulders.

Belonging to OMM must be a pleasant experience: a place where you do what you like to do in your spare time without pressure or sense of obligation. The structure must become a functional one: like friends desiring to stay in constant contact without any bureaucratic or mandatory infrastructure. If discipline is needed it must be a discipline stemming from the spirit of generous bikers and ethic human beings. omm

Right to Ride

Wear your helmet and something more: Ambulances in Turkey

(by Kursat Teker) The Checks police officer in the picture from www.bikes.cz/fotosoutez is stopping the riders for the improper dressing of his passenger. (next page)

As OMM often preached it is dangerous disrespectful and irresponsible not to wear a proper helmet protecting the precious parts of your (and your passenger) body.

Call it Obsession or call it Attention, every time I ride, I consider what I would do in case of accident. I carry a good First Aid kit but I know that in many motorcycle accidents Ambulance is the next transportation vehicles. Recently I took a lift with an ambulance (no accident, nothing dramatic just a banal hitchhiking) and I was surprised by the bare interior: just a small emergency bed and a first aid kit of the same dimension of the one I carry in my tank bag. I asked Kursat Teker (OMM Ankara) qualified surgeon to give us an idea of what to expect when calling an

ambulance in Turkey. Here his answer:

'I trust in god in the first place, second in you doctor': this is a very frequent phrase that doctors hear in Turkey, but in order to say these words either one has to reach the doctor or the doctor has to come into the scene. Often newspaper headlines are not encouraging in this subject: frequently ambulances are accused of arriving very late to the accident or sometime what arrives in time is a vehicle that you can trust neither as an ambulance nor as a simply safe vehicle. However, what is the real situation?

There are 3.636 ambulances of the Ministry of Health and 559 ambulances belong to 'First Emergency - Hızır Acil' all over Turkey. Additionally there are ambulances that belong to private hospitals and clinics, private services, municipalities and public associations. Regulations on ambulances and ambulance services are mentioned in the 'Instructions on ambulance and private ambulance services' (Ambulans ile özel ambulans servisi ve ambulans hizmetleri yönetmeliği; resmi gazete 8.7.2001/24456). First Aid ambulances have to be very well equipped in every meaning. The personnel have to be competent as well. Urgent Medical Association is organizing courses of First Aid and National Trauma and Urgent Surgery Association is organizing courses of Trauma and Resuscitation for doctors. Most of Hızır Emergency doctors have diploma from this course.

We have to distinguish between two types of ambulances:

- First Aid ambulances for emergency patients
- Ambulances for transfer of the stable patients.

Private hospitals have to have at least one First Aid ambulance and approximately 10% of 'Hızır Acil' ambulances belong to the same category. On the other end, ambulances managed by private services are operating mainly for transfer of stable patients; do not waste time to call in case of emergency.

All over Turkey the phone number to call a First Aid ambulance is 112 na-



mely 'Hızır Acil Servis'. If you know that there is a private hospital in the vicinity, you can call it as well.

Lets make an immediate comparison: in every 100 km.s traveled in Turkey 5.134 accidents take place and 11 people die, whereas in United States 41.967 accidents take place but only 2 people die. We are in 50 folds increased risk of death due to either late or insufficient first aid. Our situation may not be the worst but it is obvious that there is a lot to be done. We have to do something for ourselves than. While having fun on the bike we should learn basic first aid just to help the others. My wish for all of riders friends is that I we all can safely become old riders'. **omm**

OMM activities ahead



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 come 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 Sanayi.



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. Duzce Akcakoca 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 Diapolis Hotel - www.diapolisotel.com 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**

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generously support
OMMbulletin, website
and activities >>>



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
4-Oct-03	OMM Presentation in Izmir	Open
12-Oct-03	OMM ARA-Flex Bursa	NQ/Basic
19-21-Oct-03	California Superbike School Spain	OMM Members
15/16-Nov-03	OMM Rally- Akcakoca	Open
22/26-Nov-03	Off-road workshop with Suleyman Memnun	Open

The OMM Activities in October

OMM-ARA 15 in Ankara

Yes, OMM was at the California Superbike School in October with me and Cemil Turker in Catalunya Circuit and Alp Berker at Almeria Circuit. Yes, it was a very good training session probably the best I ever took. No, you will not find a report in this issue (too late) as you will not find the promised report on the CENTO PASSI TURKEY done in September. But, I promise, next month.

From the 26 to the 28 of September OMM conducted the 15th Workshop on Advanced Riding (OMM- ARA15) on the roads between Ankara and Eskisehir. Fifteen riders followed a splendid itinerary designed by the Ankara Team with the help of Baris Sutken from Eskisehir. We spent the night of Saturday at the Hotel of the City's University in a perfectly organized and totally enjoyed atmosphere. All participating pilots qualified for Advanced Riding and safety was well maintained all along the workshop.

The best way to comment this event is to report some impressions received from the participants:

Altug Arca "I would like again to thank you and all riders who organized and participated to this Course... I noticed that there are so many things that has to be taken into consideration while we ride... This course has made me notice how hard to be a smooth rider"

Arif Aksahin wrote: "Dear Paolo & Selim... I take this opportunity to thank you once for your kind, friendly and professional interest and for your efforts in improving the skills and knowledge of all participants ... To be honest, I realized after this weekend that I was not riding but just pretending as if I was"

Haluk Gulek "It is difficult to express my feelings. I have had several rides previously without almost knowing how to ride. Yes I was able to sit and ride on two wheels but, it was almost by chance that I didn't have any accident. Starting from the very first minute till the end of the training, I appreciate the patience, desire and will to train... This morning I rode from home to office and feel much safer when cornering the same corners I've had many times before"



Numan Sahin "Dear Paolo and Selim, I thank you both for all you have done for training us for safe riding... But first of all I am grateful for qualifying me to be one of the attendees considering my very short-term experience; very low distance of total riding; and my Chopper for those quite difficult roads. Anyway, I made it till the end with your great patience and didn't make you shamed. When I came home after all the stress and first time riding at night I said "Hey man; this is FUN, make One More Mile". Slept tired but with a big smile... Thanks on behalf of all beginners who love riding because of you and your valuable scouts taking care of us..."

Arne Hede wrote: "Thanks to you and all the others from OMM for carrying out this excellent training course. Although I have biked before I have never really felt that I knew what I was doing - just doing what felt right. During these two days I learned a lot and exercising the "system" was a real thrill. It is a very nice feeling to know how to do things right - now I will have to practice it. I am looking very much forward to that."

Words like these are the best spur for all of us at OMM in pursuing our own education and our sharing of experience trying to make biking more fun via more competence. The 2004 OMM – ARA workshops plan will be presented at the OMM Rally in Akcakoca on November 15.

The "Training in Trainer" OMM-ADAC Program

October was a busy months for Bulent Boytorun organizing the OMM – ADAC "Training the Trainers" program. Several meetings were conducted last month and nine students are now involved in this plan in cooperation with H.H. Dilthey our good friend from the Nurburgring Racing School. The objective is to have trainers qualified at German Level (therefore EU level) capable of conducting proper biking training at high quality level in Turkish language. The nine riders taking part in the program are busy studying and practicing the vast ADAC instructions manual preparing for the final test in December. For more information contact Bulent.

The "Training in Trainer" OMM-ADAC Program

Vahe	Bagdatoglu
Savas	Balaban
Rahmi	Barutcu
Alp	Berker
Kemal	Berker
Bulent	Boytorun
Fuat	Domanic
Hakan	Erman
Paolo	Volpara

Presentation of OMM in Izmir

OMM dedication to training presented to Izmir bikers on October 4th. Rahmi Barutcu was a good promoter of Competent Riding in Izmir during a meeting he organized with some local bikers.

He writes: "After I arrived in Izmir, a group of 20 bikers was waiting for me to give them some information. The interest was extremely pleasing: all attendees liked the OMM idea of training and of riding safer and for longer time.

I tried to cover the following points:

What is OMM and what is the mission? Why OMM riders promote training and how we do it. Introduction to the OMM – ARA workshops. Presentation of OMM - ARAFLEX and other steps to improve riding skills. The "Roadcraft System" attitude and a simple presentation of "The System". Why



OMM ARA-FLEX Bursa

Trainer			
Paolo	Volpara	Aprilia	Caponord
Observer			
Selim	Demirel	BMW	R1150GSA
Safety			
Baris	Sutken	BMW	R1150GSA
Murat	Orhon	BMW	R1150GS
Murat	Kosereisoglu	BMW	R1150GS
Melih	Gun	BMW	R1150GS
Riders			
Levent	Akbas	Yamaha	FZR 600
Arif	Aksahin	BMW	R1150GSA
Altug	Arca	Honda	Africa Twin
Haluk	Celikel	BMW	F650GS
Erdinc	Eroglu	BMW	R1100GS
Mustafa	Ertem	Yamaha	TDM900
Erek	Gokturk	Honda	XLR125
Haluk	Gulek	Honda	Transalp
Arne	Hede	BMW	R1150GSA
Tufan	Ilkkutlu	BMW	1150GS
Serdar	Lule	BMW	F650GS
Murat	Merdal	BMW	1100RS
Hakan	Ozgule	Suzuki	V-Strom
Numan	Sahin	Honda	Shadow 600
Kaan	Sahin	BMW	F650GS

we need and use "The System" in our bike use. I tried to stay in the line of "The System" tuition and I had a Lot of questions asked. Many of The participants wanted to learn what is right and what is wrong when biking and I explained that there is no black and white answers but that it is important to improve above all the mental attitude and the desire to learn. The meeting generated a great interest and it is quite possible to make an OMM - ARAFLEX in Izmir in this year.'

OMM-ARAFLEX in Bursa

On Sunday October 12 organized by Tolga Cilingir (OMM Rider) and supported by Bulent Boytorun (IAM), Alp Berker (OMM) and Rahmi Barutcu (IAM) the Advanced Riding Academy organized the first OMM – ARAFLEX for the riders in Bursa at the parking lot of Buttim Textile Plaza rented for the event. Fifteen Riders took part in the workshop with some of them receiving a temporary basic qualification for the next "on the road" courses. Thanks to the enthusiasm of Tolga and the voluntary work of the three OMM Observers the workshop was successful with safety maintained at good level.

BBQ for OMM Ankara

Riding is a Way of Thinking and the OMM Ankara Group is a good proof of that: "We hardly spoke about bikes, but more about life. Some people had the chance and the time to know better about each other and some spouses realized that the old man's biker friends are not that bad at all" says **Selim Demirel** reporting on a convivial meeting organized at the end of September. 35 bikers got together for beer, barbecue and friendship. No bikes on sight but a lot of good biker's spirit. If you ride in Ankara (or vicinities) do not miss the occasion to meet this bunch: they ride out almost every week-end and they are connected by a clever information system on SMS phone group. A brief message the night before tells you where to meet them for the Sunday ride. **OMM**



Right to Learn, Learn to Ride

Ar we good enough to be free?

From Fuat Domanic (OMM Rider – IAM) “Man! I am a biker. I do not give a damn about training. Training is boring, restricting, for sissies, too orthodox etc, etc. I just ride ...like a man ... I have a “style!” I’m free ! ...”

These are the typical “infamous last words” type of reactions to training among the so many and so-called “real” bikers.

OK, Biking has its own irrationality that adds a lot to our passion about it. If we tried to rationalize biking to the end we would not ride at all! Because biking is one of the least forgiving occupations a person may deal with.

Let’s ask this then: Why do we ride? We ride because we like it. We like it so much so we take a risk to ride. The risk is and will always be there. There is no way of eliminating the risk in riding totally... Like in every aspect of life! Then we shouldn’t walk on the street because there is always a risk of falling down into a manhole or a minibus which is been treated as a Maserati finally reaching the inevitable that it is not A Maserati! Actually if we really want to be free of risk there is only one way: That is to die immediately!

Even then, there are many speculations about what may happen to us when we die. Depending on our favorite speculation we take the risk of li-

ving in too much infinite heat or being send back again as a cow whose skin will be used in a cruiser seat... However, there is always a way of minimizing the risk. If we are religious we don’t commit too much sin and, hopefully, we will receive a rather balanced climate in our after life. If we walk on the street we look where we go and usually we see the manhole in time...

Well, when it comes to minimizing the risk in biking, for sure it takes much more than living in a wishful macho hallucination of freedom or walking on the street!

Are we really free? When we slow down too much in a bend in front of a garbage truck driver who is getting nervous and getting ready to do anything to overtake us, because we really don’t know how to take that bend efficiently?

Are we really free? When we cut a bend too early and too fast and encounter our equivalent in the opposite lane who thinks his Sahin is actually a Maserati?

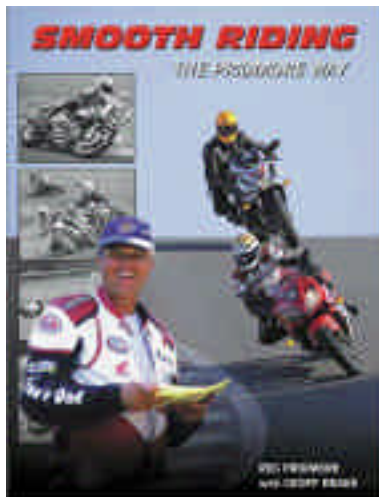
Are we really free: When we refuse all valuable input in the name of freedom and enhance all our mistakes during all those years we just wait an insignificant twist of fate that will cost us significantly but we’ll have nothing to do against it?

One thing is for sure: No matter what we do we are definitely free when we ride. We are free to ride safe and sound and we are free to suffer dearly because of an easily avoidable hazard. Both these freedoms have their own prices. We are free to choose and pay accordingly...

omm

A selection of Book for “Learn to Ride”

This month we offer in this part a selection of Books we consider essential for “Learn to Ride”. All publications are available on line in the White Horse Press Motorcycling Catalogue



Smooth Riding the Pridmore Way (Available January 2004)
Author: Geoff Drake with Reg Pridmore.

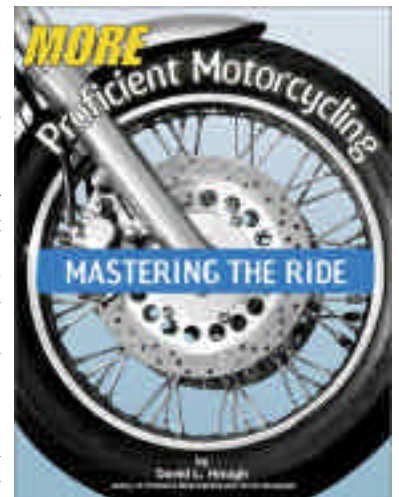
Former AMA racing champion Reg Pridmore, known worldwide for his popular CLASS Motorcycle Schools, brings his decades of experience on the track, street and classroom to the readers of this new riding skills book. A long-time proponent of the value of smoothness, control, and body-steering, Pridmore’s insightful text explains how the techniques that helped him win championships and can help everyday motorcyclists and budding racers become better, safer riders. Sections on street

strategies and riding gear make this a comprehensive how-to riding skills book for anyone looking to improve their skills. An ideal follow-on to beginner how-to-ride books like Motorcycling Excellence. After reviewing the basics, Pridmore shows advance students how to focus on control in cornering, braking, and acceleration. There are also chapters devoted to riding psychology, throttle management, shifting and body positioning, as well as tips on bike setup and plenty of information on traffic techniques and accident avoidance. Pridmore illustrate points with colorful anecdotes from his own riding, racing, and teaching career. “I believe that being smooth isn’t just an artful or elegant way to ride the bike, though it is those things, too,” Pridmore writes. “You need to be smooth before you can go fast, and you need to be smooth to be safe. I also put a lot of emphasis on ‘body steering’—using subtle weight shifts to initiate turns, rather than being forceful with the handlebar.”

More Proficient Motorcycling
Author: David Hough

One book could hardly contain all the words of wisdom written by David Hough over 850,000 miles of commuting and traveling by motorcycle.

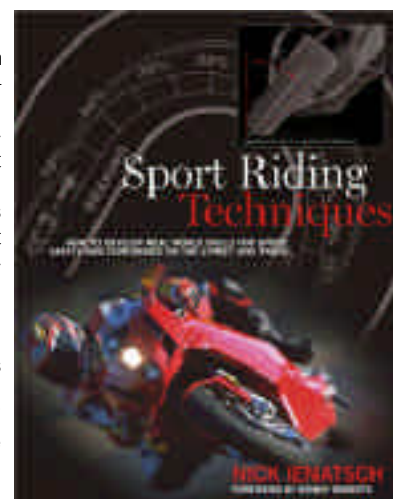
And readers of Proficient Motorcycling have been clamoring for more from this veteran motorcycle journalist who specializes in riding skills. So, author Hough has put together a second book, More Proficient Motorcycling, which goes deeper into riding skills and accident avoidance tactics, but also includes subjects never before published, such as lessons learned from long distance travel. As with the first book, More Proficient Motorcycling is chock full of interesting photos and illustrations, and the writing style is rider-to-rider, often with tongue-in-cheek wit. Readers of Proficient Motorcycling report that they are often amazed at how they have improved their riding and gained increased enjoyment just from studying one idea, or gaining valuable insight from a single illustration. Well, get your helmet buckled on tight, because More Proficient Motorcycling will accelerate your journey toward mastering the ride.



Sport Riding Techniques: How to Develop Real World Skills for Speed, Safety...

Author: Nick Ienatsch

Modern sportbikes offer superbike performance, but demand superior riding skills to match. In this new book, Nick Ienatsch—former AMA racing champion, internationally known moto journalist, and lead instructor at Freddie Spencer’s High Performance Riding School—leads motorcyclists through the tight learning curves toward mastering the subtleties of riding well on street and track. Starting with the basics of braking and steering, Ienatsch reveals the skills that can transform average riders into “on-board engineers” who can make appropriate use of the substantial speed, turning, and braking power of to-





day's sportbikes. The book includes chapters on the various ways a rider can influence steering, advanced throttle control, the fine points of trail braking, and picking out the right line in a turn. Practice drills to help build your own skills make this a practical how-to guide, while Lenatsch's bench racing tales entertain as well as inform. Full-color stop-action photos catch expert riders in action on the latest sportbikes at the limits of traction (and beyond—for educational purposes only, of course), showing the dos and don'ts of sport riding. Lenatsch offers sage advice on how to use the track to test and stretch your riding skills and explore the upper edges of your bike's performance in a controlled environment, as well as serving up some urban survival basics and life-preserving tips on group riding. As the author of the popular articles on "The Pace," Lenatsch is a proponent of having fun responsibly, taking reasonable precautions to manage risk in order to return for more sport riding on another day. While Lenatsch focuses on the intermediate rider looking to get the most out of his or her high-performance sportbike, his advice is basic enough to be within reach of beginning riders. Sportbike Riding Techniques is a valuable addition to the bookshelf of any serious motorcyclist." I believe in rider training and riding technology at all levels, whether you're racing for the MotoGP World Championship or just enjoying a weekend ride. I know Nick has been writing about riding technique in the magazines for years, and I wholly endorse this book." — Kenny Roberts, three-time Grand Prix champion and leader of MotoGP's Team Roberts.

Total Control: High Performance Street Riding Techniques

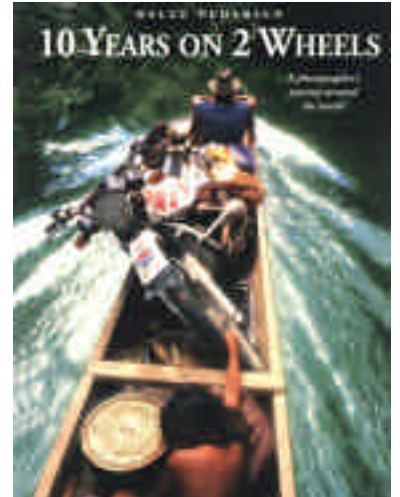
Author: Lee Parks

Today's super-high-performance motorcycles are the most potent vehicles ever sold to the public and they demand advanced riding skills. This book explains the ins and outs of high-performance street riding. Author Lee Parks helps riders master the awe-inspiring performance potential of modern motorcycles. Perfect for riders who want to take their street riding skills to a higher level, the book describes the techniques and survival skills necessary to become proficient, accomplished, and safe. High quality photos, detailed instructions, and professional diagrams highlight the intricacies and proper techniques of street riding. Readers will have a better understanding of everything from braking and cornering, to proper throttle control, resulting in a more exciting yet safer ride.

10 Years on 2 Wheels: 77 Countries, 250,000 Miles

Author: Helge Pedersen

This is The Mother of all Adventure Rides by The Essence of Coolness Himself. Helge is the best-known adventure rider on earth, a professional photographer whose book is filled with breathtaking National Geographic-quality shots. And the narrative isn't bad; it would be hard to make the description of 250,000 miles in 77 countries dull. It's got love, heartache, danger, adventure, humor... BMW gave him a new GS so they could place Olga in a museum. **omm**



Long Distance Riding

The return of Jupiter comes to end: Ted Simon note.

Ted Simon is not a biker who writes but a writer who uses bikes for his travels (mental and physical). He came to Turkey this summer in the final leg of his Ride around the World and took the time to travel to Gocek (South Coast of Turkey) to visit me and to know more about the OMM Riders group. Unfortunately his visit was quite "rapid" and we left with the promise to meet again. OMM will definitely invite Ted for the presentation of his book to the Turkish biking (and not biking) community. Meanwhile the CD with notes and pictures of his last trip is now available and for sale in Internet. We are publishing here the last of Ted messages informing all friends of the happy conclusion of his ride. Not a LDR ride in the rules of the game but nevertheless a very, very long ride.

Hi Everyone, If I'm lucky, you have been waiting to hear from me that the CD is completed. It's taken a month to do it, but I'm quite pleased with it. The whole journey is now on this one CD, and it has been rearranged so that you can track through all the three years easily.

Also, I have added in many more pictures, including fifty or more from my original Jupiter journey which should appeal to those of you who have a special fondness for that book.

Please look at my new web site. Everything is explained in excruciating detail (Excruciating for me, that is. Simple for you, I hope). It's been pretty interesting going back over what I wrote. Especially the more controversial stuff. I'm happy to say I'm not ashamed of anything I said. I just wish I hadn't had to say it. We live (as the Chinese say) in interesting times. I have also had to reorganize all my email addresses. There are many hundreds of them, and yet I am surprised how many give me a sense of warm, personal connection. From those of you who wrote to me, I have kept snippets of your letters, and reading them now I am touched by the good will and encouragement they express. In many cases I feel that I should have replied, or done more to maintain contact, but in reality it is impossible for me to keep up a correspondence with so many people.



I hope very much that you understand this, and do not take my silence as a sign of indifference. If and when we have reason to connect again, it will be no less sincere for the amount of time that may have passed. I have, as you know, friends all around the globe. Time and distance have made no difference to the warmth of our relationship. That's how it is.

*May I add, for those of you who are feeling deprived now that it's over, SO AM I. But it had to end, didn't it? My very best wishes. I hope we meet again. Perhaps when the book is written we will have that chance. **omm***

"The interruptions ARE the journey" @ <http://www.jupitalia.com>

riding is a way of thinking @

www.ommriders.org

One More Mile on the Road

Along the Black Sea Coast

Hamit Abbasoglu (OMM Riders, Ducatista, Off Road Rider, Circuit Pilot in the picture and Member of the Turkish Motorcycle Federation) reports on his summer ride. Do not get distracted by the telegraphic tone of Hamit report. Not only he is a very good and committed rider but also his companion Engin Serozan has one of the largest knowledge of Turkey especially for areas away from the normal itineraries. Take out your map and follow this unusual ride.

Along The Black Sea Coast. *"With some delay, I would like to share the notes of our marvelous journey of July 2003 with **Engin Serozan** (see all above qualifications minus member of Federation and Circuit Pilots. Add instead avid explorer): the main principle of our journey was to see as many places as possible in the shortest time avoiding main roads and preferring curvy mountain roads, without ignoring the safety rules.*

On Monday 21st, we left Istanbul on BMW R1150R and KTM Adventure 640 (Engin) at 07:00 On the first day after a 300 km of boring highway trip we left the highway at Yenicag crossing and we have arrived at Bartın following the route Yenicag-Mengen-Devrek-Bartın passing through good roads surrounded with pine forests. Despite the drizzling on the road, the journey was pleasant. After Bartın, we entered the Kuredag National Park. Our route from there was Kayadibi-Kavlak-Arit-Ulus-Kadikoy-Kazanli-Sumenler-Kayabuku-Pinarbasi-(famous with its canyons)-Azdavay-Agalikoy-Kure and Inebolu. This route is composed of heavily forested mountain roads full of curves. We stayed in a nice hotel on the seaside. Early in the morning we moved East picking up the coast line with beautiful scenery following the route Sinop-Samsun-Unye-Fatsa-Ordu, passing through an endless line of seashore towns. The road between Inebolu and Samsun is a very pleasurable with ample opportunities for magnificent views. However the route between Samsun and Ordu is quite a boring one with a heavy traffic. From Ordu our route turned toward high passes: Ulubey-Gurgentepe pass-Golkoy-Harcbeli(altitude 1.940 mt) Mesudiye-Koyuluhisar. From Koyuluhisar we took Amasya-Erzincan highway. After driving 23 km, we reached to Sebinkarahisar from the north of Camligoze dam. From Sebinkarahisar we reached Giresun via a scenic route with magnificent rock formation crossing over the Sehltler pass (altitude 2.260 mt).



*We arrived at Giresun at sunset taking off early the next morning following the coast line passing through Trabzon, in the direction to Arakli-Surmene-Of-Ikizdere where we started to climb up the Pontic Chain where the mountain Ovit (altitude 2.600mt.) was still capped by snow in middle July. We finally arrived at Ispir: the road between Ispir and Yusufeli was like an Enduro course due to landslide which sealed off a great part of the road pushing us to "interesting" off-road filed excursions. This road goes alongside the river Coruh which is famous with the rafting community. After Ovit we have taken the direction of Erzurum from Yusufeli. This road has many tunnels and it offers perfect scenery of the immense Canyon. In Erzurum at the altitude of 2.000 mt. we had the pleasure of watching sunset at the terrace of Polat Renaissance Palandöken. The next day via Erzincan road, passing Mutu bridge, we took the direction Pülümür-Tunceli. After the first 20 km of the gravel road we have arrived at Tunceli with the companion of green scenery alongside the turquoise colored Pulumur creek. We crossed Keban dam lake by Ferry and have come to Elazig. After Elazig we took the main road for our return trip to home, with a night stop at Kayseri. **ommm***

During our journey we have covered a route of 3.900 km in 5 days.

Slow Ride in Provence

Yakup Icgoren (OMM Riders and pillar of the OMM community shown here with daughter) abandoned his taste for "agricultural" bikes and he is now a converted Harley Davidson fan: how it happened? A glamorous ride on the even more glamorous French Riviera with the definitely glamorous Fat Boy from Milwaukee was more than sufficient for a prompt conversion. Good and funny report although I personally do not agree that enjoying and stopping frequently is riding a non-typical-OMM-style. We have among us Long Distance Riders, riders searching only for never ending corners, riders loving the lonely nights on the saddle but also riders who like to stop and to see, to enjoy and to sightseeing, to dine and be merry in style after few hundred kilometers of good ride. Still One More Meter is (especially in France) a good way to go around. Enjoy the reading as much as Yakup enjoyed the ride.

Slow ride in Provence, One More Meter fashion. *"Last weekend we did a ride which was a true anti-iron butt fashion, non-typical OMM style, more like a One More Meter ride. It took place in Southern France, known as Provence. Participants were two OMM riders **Cevdet Basacik** and myself plus OMM friend and Bulletin subscriber, our business associate **Knut Brathagen**. The bikes were HD Fatboy, HD Dyna and a Ducati Monster, all belonging to Knut.*

After two days of business meetings in Marseilles, around 1630hrs on Friday we mounted the machines and headed for St Tropez from Bandol, near Marseilles. Going along the coast via Toulon, we arrived at St Tropez around 1800hrs, only event of the 110km ride was heavy weekend traffic and Cevdet losing his left mirror of the Monster he was riding. St.Tropez is everything they say, big yachts with beautiful people which never leave the berth, seaside restaurants and cafes, people strolling up and down watching and being watched. Great advantage of riding a bike is not being affected by the busy weekend traffic and going right down to the coast. Had a great dinner, drinks at a bar and checked back to hotel around 0100hrs. Next day started at 1000hrs, heading north to vineyards, mountains and lakes. Everybody should ride in France, at least once.



Respect for bikers is unequalled, roads fantastic and scenery fascinating. First stop was at a winery, where we tasted, walked the vineyard, asked questions and bought wine. Next stop at a small village restaurant, Provençal food, Medoc wine and coffee, about two hours. Afternoon was more riding through twisty roads and finally arriving to the fantastic Grand Canyon du Verdon. Big drop on one side to a river and more twisties. Crossing an arched bridge we watched bungee jumpers, no one tempted do it. Stopped at a mountain village called Aiguines for coffee and a walk around, finally arrived at hotel overlooking the Lac de Ste Croix, before sunset. Cevdet lost his right mirror somewhere along.

I got off the bike and realized that we were on the road for 8 hours and managed to cover 120km, must be a record. Now I have more appreciation for our HD riding friends, they know how to enjoy riding and the rest places. That night we were joined by Knut's family and dinner was in the village.

Day three was a long ride, 184km, more mountains, rivers, vineyards, lakes, lavender fields and picturesque villages. Morning coffee at a small antique market village, lunch at Aix en Provence (a big university town) and afternoon stop at Cassis (a seaside resort town with a large number of tourists). We headed for Bandol, again taking as windy and mountain roads along the coast as possible. Arrived safely at Knut's house, put the bikes into the garage and reviewed the weekend's ride over a few bottles of wine watching the sunset. Thanked for the hospitality to Knut and family, invited him to an OMM ride (with a mile in it) and left for our hotel Things learned:

- Slow riding and stopping every hour, for two hours is not bad
- Harley Davidson Fatboy is a good bike, fun to ride, good at corners, comfortable to be on.
- Even in France people look at Harleys more than other bikes, especially when they are as loud as ours
- Ducati has a tendency to lose mirrors
- France is a country for bikers in every respect-Best red wine we had was Medoc 1994 and best white Fume Pouilly, this is the result of sampling about 10 bottles and some glasses at the vineyard.
- Mixing business and pleasure is possible" **omm**

OMM Ring of Friends

Ducati Turkey Mail List

Mehmet Akseki muakseki@hotmail.com just opened a Turkish chat room for Ducati Riders. He writes: "As you wrote in your article The Duke of Istanbul (published on Ducati Unlimited Connection at www.duc.org "How many Ducati in Turkey?") Say 80/100 and you will be not too far away from reality: take half of them from the road (these bikes stay permanently in garage for decoration purposes) and you will see that meeting a Ducatista on the Turkish itineraries is not so common.' I think the number is a bit higher now with the small scale success of the Monster series, but your observation is absolutely right and you don't see many Ducos around. That is why I set up the mailing list. Basically to add some togetherness touch to the "lone star" Duc community. Who knows, maybe next summer we may see Italian troops riding together around Turkey. I've seen Harley groups shaking town with their engine sounds, now I'd like to hear what 5-10 Termignonis screaming together would sound like." Splendid initiative and I hope that all Ducatisti (at least four of them in OMM Association) will contact Mehmet to join the list.

The First 2nd Generation of OMM Riders

Cam Selim Demirel, son of Selim Demirel (OMM Ankara), is probably the first of the second generation of OMM riders. We welcome him into the biking community with a sense of envy: imagine the bikes he will ride in his life, new engines, new chassis, new performances, new routes.

News from Chris & Erin Ratay

Chris and Erin Ratay are old friends of OMM and we had the pleasure to meet them when they stopped in Turkey on their "Tour of the World on Motorcycle" The tour ended but the passion for riding is not easy to quench and the two friends are now taking biking as a professional choice for life. Ron Ayres of Ayres Adventures announced in his last Bulletin: "Chris and Erin Ratay recently returned to New York after riding their motorcycles more than 100,000 miles around the



world. They visited 50 countries on six continents and made 86 border crossings during their four-year trip, nearly doubling the existing Guinness World Record for the longest motorcycle ride by a couple on two bikes. They recently appeared on The Today Show and will be featured in the October issue of Sports Illustrated. I feel very fortunate that Chris and Erin have agreed to become part of the Ayres Adventures global team. Chris will accompany me on my 45-day African scouting trip beginning in October. He'll also join me in leading our next African trips in February, March and April, 2004. Chris and Erin will relocate to New Zealand in 2004 and will establish Ayres Adventures New Zealand. They will begin leading Adventures in New Zealand in 2005" **omm**

Ride in Gear

The OMM-ARA Community

OMM Riders interested in further discussing training techniques opened a mail list where all OMM – ARA participant and friends are invited. This informal and virtual classroom will further develop in 2004 with news and information on riding skills. Join us by registering at <http://groups.yahoo.com/group/OMMARA>

Buying a Second Hand Bike?

Take a look at <http://www.clarity.net/~adam/buying-bike.html> before you do so. A valid check list of what to look at after an intelligent introduction to the process opening with a crucial statement: "Resist the temptation to buy the first bike you see."

Adventure Riders

Pay a visit to <http://www.advrider.com> It is a very attractive web site for

real or would-be world travelers. Although heavily inclined toward BMW models the site offers good information and good reading in categories such as "Adventure Bikes (Motorcycles fit for long days that you can take off-road.)", "Ride Reports", "Hall of Wisdom", "Gear". Also available a good selection of pictures.

Ride in South East

<http://www.karabas.org/dogu/index.html> in the web site, you can find a complete (in Turkish only) report of ride in South East Turkey. Maps, pictures and reports. Not to be missed. **omm**

one more mile

www.ommriders.org

The importance of Bike Clubs and Groups The Paradox of Our Time

Time ago, Murat Kizak founder of the Enduro Club of Turkey wrote an article on the Importance of Clubs and Groups: Hakan Erman (OMM and EMOK rider) kindly translated it in English for my understanding. Enduro Club was open in 2000 and it represented, in my opinion, a crucial point in the development of Turkey motorcycling. For the first time bikers of Turkey had an opportunity to meet and talk in an informal environment. The article is a good piece for considering the role that groups and association play in promoting our sport and we would like to have from our readers' comments on it. Is "a group" really usefull for biking? Does the biking fun and pleasure improve with the presence of a group? What Associations (OMM included) should do to be more appealing to new and old bikers? Answer (if you you have opinion) to me at volpara@homemail.com

THE IMPORTANCE OF BIKE CLUBS AND GROUPS

Riding together means sharing many things. When you are new to motorcycling, you are most probably alone. As time passes and you have more experience on the road, you make more friends. But it seems that, after some time, you stop meeting people.

Clubs and groups show us the necessity of biking friends with whom we bikers can do something together. We used to say that we have biking friends and now we say that we belong to this club or that group. With the help of the internet we see that clubs and groups are becoming very active. Even by forming a small mail group, bikers with similar ideas can come together, share their ideas and friendship.

In Europe and United States, along with general biking clubs, there are clubs dedicated to brand names or even models (Africa Twin, Tenere Club).

In Turkey we have clubs targeting more general groups (Racing Club, Chopper Club, Classic Motor Club...). We are at the early stages of club life. Economic conditions will surely play an important role in the process. More money will mean more bikes, more bikes will mean more clubs and groups.

Before the internet, Turkish bikers were coming together for the famous Istanbul – Sapanca rides. Hundreds of bikers took part in that one-day ride organized by Sina Afyoneri and Levent Baki. Photos taken would be printed in the next issues of biking magazines and bikers in Anatolia would read the articles with jealousy.

After the arrival of Internet, Enduro club has organized the first festival ever to bring together more than 200 bikes and 400 people in Kutahya Frigian Valley, in June 2001. Enduro club and Enduroclub Festival was the beginning of a new era in Turkish biking community. Also these were signs of important developments in the community... Although the companies in motorcycle sector are slow to understand the importance of clubs, clubs actually help companies. While the firms started using the internet efficiently only recently, we bikers came together three years ago. I can say we are ahead of them... It is important that the clubs do not use their power against the companies. Likewise, firms must approach clubs equally and professionally. Clubs and groups should forward the problems of their members to firms and follow them. But this process is so fragile that a very objective approach is absolutely necessary... I wish to come together with everybody with any bike and from any group. Your helmet and lights shall always be on.

Traditionally we close the bulletin with a piece for "meditation" Something to consider in the privacy of the helmet. Signaled by Selim this piece is quite long and the map case in your tank bag will noit be able to show it entirely. Still is very good and maybe worth to split in two or three separate session of helmet meditation.

The paradox of our time by George Carlin

The paradox of our time in history is that we have taller buildings but shorter tempers, wider freeways, but narrower viewpoints. We spend more, but have less, we buy more, but enjoy less. We have bigger houses and smaller families, more conveniences, butless time. We have more degrees but less sense, more knowledge, but less judg-

ment, more experts, yet more problems, more medicine, but less well-ness.

We drink too much, smoke too much, spend too recklessly, laugh too little, drive too fast, get too angry, stay up too late, get up too tired, read too little, watch TV too much, and pray too seldom.

We have multiplied our possessions, but reduced our values.

We talk too much, love too seldom, and hate too often.

We've learned how to make a living, but not a life.

We've added years to life not life to years.

We've been all the way to the moon and back, but have trouble crossing the street to meet a new neighbour.

We conquered outer space but not inner space.

We've done larger things, but not better things.

We've cleaned up the air, but polluted the soul.

We've conquered the atom, but not our prejudice.

We write more, but learn less.

We plan more, but accomplish less.

We've learned to rush, but not to wait.

We build more computers to hold more information, to produce more copies than ever, but we communicate less and less.

These are the times of fast foods and slow digestion, big men and small character, steep profits and shallow relationships.

These are the days of two incomes but more divorce, fancier houses, but broken homes.

These are days of quick trips, disposable diapers, throwaway morality, one night stands, overweight bodies, and pills that do everything from cheer, to quiet, to kill. It is a time when there is much in the showroom window and nothing in the stockroom. A time when technology can bring this letter to you, and a time when you can choose either to share this insight, or to just hit delete.

Remember, spend some time with your loved ones, because they are not going to be around forever. Remember, say a kind word to someone who looks up to you in awe, because that little person soon will grow up and leave your side. Remember, to give a warm hug to the one next to you, because that is the only treasure you can give with your heart and it doesn't cost a cent.

Remember, to say, "I love you" to your partner and your loved ones, but most of all mean it. A kiss and an embrace will mend hurt when it comes from deep inside of you. Remember to hold hands and cherish the moment for someday that person will not be there again. Give time to love, give time to speak, and give time to share the precious thoughts in your mind.

Life is not measured by the number of breaths we take, but by the moments that take our breath away. **omm**

OMM BULLETIN ISSUE 51

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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riding is a way of thinking

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