

## View from the cockpit

### Think Simple, Ride Straight

When people are brutally killed and wounded on the street of Istanbul and media bombard the viewers with painful images to gain audience and make sensation out of misery, it is easy to loose heart.

It is easy to get scared and to loose hope in the goodness of humanity: confusion settles in, the borders between good and bad become uncertain, impotence or revenge look like the only choice.

And the entire world keeps "babbling", repeating on print, TV and radio empty words pronounced by empty experts: retro thinking is the sport of the day, real or imaginary plots fill the pages and the air. Like techno chameleons, journalists and commentators put the show on the road manipulating the meaning of reality with ever changing expressions... "There are always new words emerging, writes Naval El Saadawi, that we have to demystify. Words such as peace, democracy, human rights, privatization, globalization, multiculturalism, diversity, religious fundamentalism, post modernism, terrorism and others. We need to discover new ways of exposing the paradoxes of double meaning in the many new and old words that are endlessly repeated"

The confusion of language reflects and creates confusion in minds: absurd theories, retro thinking, complots and science-fiction hypothesis abound on the mouth of the stupid.

In this way, the objective of the assassin is in reach: Selim Demirel writes: "Terror does not aim to kill people or to demolish buildings in the first place. This is only a means to terrify people and to **bring down the moral and motivation of a nation and cause uncertainty about the present and future.** This is what the real danger of terror is. Therefore, we all have to resist personally against this cruelty and the only way of real resistance is not to let us terrify by these actions and keep our daily life going as usual. If we barricade ourselves in our homes, if we avoid public places or, even worst, if we spread the word to avoid such places, then we help the terrorists more then any bomb placed. A Nation who claims to be the heir of one of the largest civilizations of the world has to prove that it deserves this heritage.

On my side, when the world goes upside down and when too may words cannot placate my anger, I take the bike and ride: and that what I did on the morning of Saturday 22 November. A good, long ride in the early foggy morning along the flats of Trakya without any destination and with no obligations. As the road unfolded, the old friend that is the bike started sending message to the brain and to the soul separating the honest truth from the vanities.

Tension disappears, confusion is left behind and compassion for the victims and for the people loved by them takes a deep meaning. It has always been like this: biking, as a way of thinking, put things into prospective. You quickly understand that fear is a companion to control and to li-

OMM received a large number of communications from Friends abroad enquiring on riders well being after the assassinations by bombs: we thank all of them for the attention and we report the note received by **Mick Wheeler** expressing the feeling of all:

**"Just a short e-mail to my friends in Turkey, to let them know that I'm thinking of them in these troubled times. I hope that my friends and their families are all well."**

#### The assassins in Istanbul killed 57 people and wounded more than 400.

During the Bayram holidays, with the closing weekend not include at the time of writing, the death toll on the roads of Turkey reached 96 and still counting.

Talking of dangers...

ve with, angry reactions do not help, compromises put you and your bike in danger: while riding grey disappear and the black is separated from the white. So, when the stand goes down and the engine cools, it is to see that there are bad people doing bad things and good people doing good things above all categorizations, all parties, all religions, all ideologies: bombs are much noisier than good acts but the good builds with patience, over time and over tragedies.

Hakan Erman wrote me a note: "The day after the bomb attacks, I called our friend Emre Odabasi, whose store was partly affected by the blast in Levent. They worked until late at night to make sure they put everything in order, just like "it never happened". Emre said, "I am so angry, I don't want the bastards to think they succeeded. I wanted to show them that we go on like it never happened." To destroy is so easy. These people are cowards. Didn't we loose thousands of young men in terror for decades? Don't we have new gravestones in almost every village of our country? We will not be shocked like other countries who assumed they were untouchable. They picked the wrong country to make an impact. Violence will not deliver us any messages. We shall go on."

We definitely shall go on, applying a simple, not confused mind to a straight ride and we invite all our friends in Turkey and abroad to go out, ride, have a normal honest life without fear and without double standards: I asked our friend in USA, Court Fisher how the campaign of terror we effect the visit of riders from abroad: "First, very sorry about the Istanbul bombings. - He wrote - I have no idea how this might affect tourism generally... The perception of risk is both a cultural and individual thing. My personal response to terrorist attacks in Istanbul--or anywhere--is: "so what". I'm unlikely to be deterred from going to any destination that interests me unless commercial air service is simply unavailable, or a truly informed on-the-ground insider tells me to stay away (temporarily). 11/20, post Brit Cons/HSBC Bank bombs, [www.state.gov/travel](http://www.state.gov/travel) posted one of those advisories, recommending that US citizens defer "non-essential" travel to Turkey. I define a motorcycle ride as "essential" travel. Put another way (adapted from Andy Goldfine's Aerostich catalog): "The closer to home you ride, the more likely you are to be hit by a terrorist bomb"

This is a lesson from all friends on two wheels: do not give in, do not loose hope do not be scared: take your bike and ride straight.

It cleans the air and the mind and, God knows, we need some simple cleanness. **omm**

#### HOG is planning to publish a historical book on Harley Davidson Riders in Turkey.

The research is named "HOG In Search Of Their History". HOG found several Harley riders from 1950s and collected interesting black and white photos of these people. However what they have in hand is still not sufficient.

OMM is offering help to this HOG's activity and we ask people to send names, addresses and photos of any Harley Davidson rider from old days. America sent 50 Harley Davidson bikes to Turkey in late 1940s under Marshall Aid Program and these bikes were used by the government services. It would be nice to interview any of those old riders if they are still alive.

Contact **Taner Celik** [tanercelik@hotmail.com](mailto:tanercelik@hotmail.com)

ride one more mile [www.ommriders.org](http://www.ommriders.org)

## Right to Ride

### Where is OMM?

### The "Simdi konusmak lazim" Case

On November 6 **Alp Berker** (OMM Riders) wrote: "Last night while *zapping I've come across a program in Habertürk named "Simdi konusmak lazim" presented by Bengüç Erdem (himself a biker). The guests were riders, most of them were people well known to OMM members.*

*The topic was biking in general, discussing road conditions, training, safety, laws and regulations. All the bikers were positive and contributing, however most of the participants did not go into the depth of the subjects discussed. For example, they said there were no training programs available in Turkey, they constantly blamed the roads and the traffic for their accidents, but no one talked about being prepared and looking for ways to avoid accidents, they claimed to know how to remove a helmet in case of an accident but their demonstration and advice was a total disaster. As a result, the public was misinformed by a rare bikes program lasting in excess of two hours.*

*My question to all of us is where are we (OMM)? We are talking about tra-*

*ining, safety and when the opportunity arrives we are not there."*

I agree with Alp that we should have been there but the program was on invitation only and simply, we were not invited. It is a pity that friends of OMM presents forgot to mention the OMM –ARA program now in the fifth year; a program that involved more than 500 riders and qualified several of them on the "Roadcraft System". Still I would not be surprised as Alp in his note: we continue doing a silent work appealing to "real bikers". Pilots who buy and use the bike for pleasure and sport not for showing. The dealers present at the debate were not surprising "ignorant about training". For all dealers in Turkey talking about training or even recognize the existence of it is bad for business: biking should, in their opinion, be free, happy, without any responsibility, careless. Where are we (OMM)? Here, planning for at least 10 training sessions in 2004, supported by us, conducted with friends and well received by the Turkish (real) biking community. We are not on TV but, definitely, we are on the roads.

The BMF (British Motorcycle Federation) continues to campaign on zero rating VAT for motorcycle safety equipment and protective clothing with the potential for doing so for security equipment as well. Under a review by the European Commission, there are measures to rescind the current zero rating for motorcycle helmets in the UK as well as other products currently enjoying a zero rating such as child car seats, children's\_ clothing and cycle helmets. **OMM**

## EU Road Safety Action Program

### FEMA promotes solutions to improve rider's safety.

In the context of the White Paper on EU Transport Policy, the European Parliament adopted a Resolution stating that the Third Road Safety Action Program should focus on solutions to reduce high risks for motorcyclists. This document has now been published by the European Commission. FEMA supports the targets set by the Road Safety Action Program

and in particular measures to improve road infrastructure, such as road side barriers systems, in order to reduce hazards met by motorcyclists on the roads due to infrastructure developed without taking Powered Two-Wheelers into consideration. It is also very important to consult the research currently undertaken by the European Motorcycle Industry Association (ACEM), <http://www.acembike.org/html/start.htm> called Motorcycle Accidents in Depth Study (MAIDS), looking into the causes of accidents. The results of MAIDS must be taken into account to investigate adequate solutions in the area of road safety. **OMM**

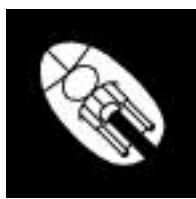
## OMM activities ahead

### OMM Calendar 2004



**A moment of non-activities in OMM Calendar.** We are working preparing the 2004 plan and setting up the training and riding program. Your ideas, on top of the one received at the Rally, are always welcomed. Contact **Bulent Boytorun** for all training suggestions and **Alp Berker** for the riding ideas. **Emin Gursoy** and **Selim Demirel** are also at your disposal for information on the OMM Association and for joining u in promoting competent and, therefore, fun riding.

### ADAC Training



**The week starting with Monday December 8 will be dedicated to the finalization of the ADAC training and to the preparation for the test.** 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 program is directed by H. H. Dilthey and coordinated by Bulent Boytorun.



### MotorEast 2004 Program



**In the year 2004, MotorEast is planning an ample number of rides in Turkey and in the neighboring countries: the full program for the New Year is now available at [www.motoreast.com](http://www.motoreast.com)**

Three Rides are especially interesting and I plan to be involved in most of them: **The South Crossing, from Turkey to Syria and Jordan, the Circumnavigation of the Caspian Sea** (where I plan to be one of the guides) and the retracing of an ancient route: **from Istanbul to Dubrovnik on the Roman Via Egnatia**. Link to the ride's program and start planning for more miles on 2004. **OMM**

the following companies  
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

## The OMM Activities in October

### OMM 2003 Rally in Akcakoca

The OMM 2003 Rally in Akcakoca had the participation of more than 100 people with a large group reaching the Black Sea resort by bike: as usual (and for the fourth year in the row), the weather was perfect and all riders enjoyed spring like temperatures.

The participants had a full afternoon of presentations and discussions following presentations from Bulent, Emin, Alp and other riders of the OMM group. We covered a new organization for the OMM Association, the full training program for the incoming year, the Long Distance Riding plan, the Touring proposals and the services we offer to the biking communities.

In the evening Alp Berker gave a presentation of the "2003 Centopassi Ride" and Kazim Uzunoglu reported on the first Black Sea circumnavigation by bike. We thanks the clubs whose members took part in the discussion: **Super-Eva** (the secret is out: Eva stays for "Extreme Vehicle Association!)", **EMOK**, **HOG** (we were pleased to welcome in full strength after the accident the ex- road captain Yigit Ikiz), **Ikiteker**, and members of the newly formed **Motorcycle Federation of Turkey**.

Also with us riders and friends from Ankara, Izmir, Eskisehir, Trabzon and Antalya. The result of the hard work of Saturday and Sunday will be reflected in OMM plan 2004 that we will publish on the Bulletin of next Month.

A special thank goes to **Reebok**, **Isvicre Sigorta** and **Serex** the OMM sponsors that all year long supported our activities. Further thanks go to Aprilia and BMW presents at the 2003 Rally and offering to the attending riders the opportunity to test some of their excellent bikes: if you are looking for a new ride in 2004 give to these two brands a chance by taking a closer look at their products.

**Emin Gursoy** organized the entire event in cooperation with MotorEast people and, from the messages we got after the meeting, the work was very much appreciated.

The report on OMM at the **California Superbike School in October** and the one on the **CENTO PASSI TURKEY** done in September are ready but, for reason of space in this issue, have been moved to December Bulletin. **omm**



## Right to Learn, Learn to Ride

### Pre-Ride Passenger Briefing

During the recent OMM Rally I have been approached by several riders asking whether they can bring the passenger to our training workshops and/or if we plan to have special lessons for the pillions. Passengers (or – better- copilots) are always welcome to our theory workshops and they can take active part in OMM – ARAFlex sessions. We may prepare an addition to our theory lessons covering the training of a passenger but I found this article of Motorcycle-Techniques-Master, **James R. Davis** quite illuminating. Some of the best Mr. Davis articles are available in OMM website: he normally rides a GoldWing and this is what he says to the pillion in his note titled **“Pre-Ride Passenger Briefing”**

*“Before I let a passenger onto my bike I host a briefing with them. I explain that so long as they are on my bike THEY are the boss - that if they want to slow down, or to stop, for any reason, we will do so.*

*I explain that it is not my intention to scare them, ever, while they are on the bike, but to help them enjoy the experience. In exchange for this there is a price: They have four jobs while riding as passenger, and they must agree to get on and off the bike only with the permission of the driver.*

*I explain the ‘passenger twist’ where they connect their helmet cord while facing the bike, then do a full turn clockwise so that the cord wraps behind them before they get on the bike. That they get on and off only while I am on the bike, which is in neutral, and have both feet down and the side stand up (this, because if the side stand is down and they plump themselves on the saddle they will compress the shocks and that will lever the bike to the right - possibly all the way over onto its side!) I nod and tell them it is OK to get on the bike when I’m ready for them. I do the same when I’m ready for them to leave the bike. Finally, I ask that when they mount and dismount the bike they try to keep their weight centered on the bike - that they not pull the bike towards them but, rather, push themselves towards the bike.*

*I explain that while we are moving they can talk to me if they want, and that they may use the PTT button near their left hand to talk on the CB, but as to moving around, I’d prefer that they pretended to be a sack of potatoes (actually, I tell them they can move about, just not suddenly) - that they NOT try to help me through the turns - that they not lean in anticipation or when we are in a turn.*

*I tell them that I have never had an accident, but that no matter what happens while we are moving, they are to keep their feet on the passenger floorboards and never, ever, try to touch the ground with their feet to try to hold up the motorcycle. I show them the saddlebag guardrails and point out that they are heavy steel, like ‘roll bars’, and will protect their legs only so long as their feet remain on those floorboards.*

*Oh, as to those ‘jobs’ they have:*

- They are to wave at all motorcyclists approaching us in the opposite direction
  - They are to wave at all policemen who are on their feet
  - They are to wave at all children that show any interest whatever
  - They are to demonstrate to the world that they are enjoying themselves, particularly at all rest stops. Failing any of those jobs, I declare, will result in them having a new job when the ride is over - the spokes!
- As to my own personal rules while riding with a passenger:*
- The only thing I want to ‘show off’ is that riding a motorcycle can be safe and enjoyable
  - I wish to challenge myself with the task of trying to shift gears without the passenger being aware of the activity (no head snaps in either direction.)
  - I want to start and stop with the passenger never quite sure that we have started to move or that we have come to a full stop - i.e., smoothness all around.”

Bikes are great, we all know that, but bikes can bite and if you get things wrong, you stand a good chance of crashing. Yes crashing. Not an accident, a crash, because you did something wrong. **So have a look at the new ‘Handle it or Lose it’ website.** Many useful tips, lots of information while the language is on the verge of English scatology (toilet humor). Got a tale to tell on how you nearly lost it? The site invites you to log on and register your most ‘pants-filling moment’ to win a pair of promotional pants! We selected from this web site an article on Overtaking. It is titled: **“Find Your Attack Position- Overtaking”**

### OMM- ARA Words of Wisdom

“Reduce speed to acquire precision.  
You can add speed to precision  
but not precision to speed.”

*There is a lot more to this overtaking lark than putting your chin on the tank, your arse in the air and winding the throttle all the way to the stops! It will work for a while, at least until one day you come back in the opposite direction with ‘FODEN’ stamped across your forehead.*

*Lets have a look at some of the things we need to consider before we shout ‘BANZAI’ and go for gold.*

**Target Acquired.** *Once the target has been acquired, we need to know as much about it as possible. How fast is it traveling, how fast are you traveling, is there anything coming the other way, does the target know you are there, is it likely to turn left or right across your path, is there another vehicle in front of that and do I have the power to make it?*

*To correctly assess your overtake, you must give yourself time to assess the above before making your move. In traffic, you should always match the speed of your vehicle with the one to be overtaken, if possible. Only then will you be able to lodge an accurate flight plan in that addled brain of yours.*

**Moving Out.** *Having decided to overtake, make your move carefully. Indicate your intention to other road users and don’t piss around once you have made up your mind to go! Make sure you do a ‘Lifesaver’ first, before you go. In case you haven’t heard that term before, it’s doing an owl impression and taking a good look behind in case some other arsehole has got the drop on you and is steaming up behind. Make a crisp, clean job of it and get back onto the correct side of the road as soon as possible. The longer you hang out in the offside lane, the greater the potential danger if things go tits-up.*

**After Burners On.** *You need a gear that gives you plenty of revs available so whatever you do, don’t do the old man in a Volvo 340 overtake (35mph take-off in 5th or 6th gear), you’ll never make it pal! Select a gear that gives you about 50% of available revs used up. This will give you a big reserve of power and flexibility to either accelerate or decelerate by control through throttle action.*

**Butt – In.** *Having decided to go, don’t slam on the anchors like a jerk in front of the vehicle you have just overtaken. A lot of drivers have mobile phones these days and they are itching to make complaints. If you cause oncoming or overtaken vehicles to alter course or speed, you have probably made a balls of it.*

**Top Tip.** *A good tip for making overtakes look effortlessly cool is to ease off the throttle slightly as the front of your vehicle approaches the rear of the vehicle you are overtaking. The momentum will carry you past and you can slot in nicely to the gap without throwing out the anchors, and then look for the next victim...and try not to be one! **OMM***



## Long Distance Riding

### Plan for LDR in 2004

IBA - SaddleSore 1000	Open Registered Itinerary	1000 Miles (1600 K) in 24 hours
IBA - SaddleSore 2000	Open Registered Itinerary	2000 Miles (3200 k) in 48 hours
IBA - BunBurner 1500	Open Registered Itinerary	1500 Miles (2410K) in 36 hours
IBA - OMM CC. Sunrise to Sunset	From Sinop to Anamur	1100 K (680 Miles) in Sunset/Sunrise period
IBA - OMM TransAnatolia	From Cesme to Dogubeyazit	1800 K (1120 Miles) in 24 hours
OMM - MedMadRide	From Dalaman to Mersin and Back	1650 K (1025 Miles) in 24 hours
IBA - Black Sea Circumnavigation	From Istanbul to Istanbul	5500 K (3000 Miles) 7 Borders in 10 Day
OMM - Four Corners of Turkey	From Istanbul to Istanbul	5500 K (3400 Miles) in 60 hours in four days
OMM - FirstPain 1000 K	Open Registered Itinerary	1000 K in 15 Hours

The 2004 Calendar for Long Distance Riding is in preparation: we plan to continue the certification of the Rides already registered See list) with OMM and introduce a new, exceptional LDR Event in June.

We invite all riders interested in this sport to contact immediately **Alp Berker** at [aberker@superonline.com](mailto:aberker@superonline.com) Alp is fixing a meeting for all LDR in the near future and you will receive from him a personal invitation. **OMM**

## One More Mile on the Road

### Longest Ride from Istanbul to Akcakoca

This year OMM Rally, the traditional meeting closing the summer season, was organized in Akcakoca, a pleasant town on the Black Sea 200K from Istanbul. Riders had a good choice of roads to reach the hotel: from the easy one taking the motorway to Duzce to the "going for corners" option following the coastal road. With two friends, we took the twisties to Sile, Agva, Kandira and we reached the destination in two and half hours: some bad sections capable of placing a Ducati Multistrada in difficulties. At this time of the year, the country roads are full of mud and leaves and no rain has yet cleaned the surface. We were quite pleased with our progress but, at 16:00, when a group of friend who left Istanbul with us early in the morning did not show up we start considering to call police and hospitals. Fortunately, late in the afternoon the bikers (and the bikes) joined the group: bikes covered with deep mud and bikers replica of Paris-Dakar pilots (day 10). **Mert Balin** and his friends not only took the hard coastal road but, by chance, selected a portion of it totally unpaved, deep sand and seep mud. Time ago I traced the same section on a BMWGS1100 and it took me more than two hours to cover 20K: and it was summer... **Here Mert's story of the "Longest ride from Istanbul to Akcakoca"**

"November again and November means a lot to OMM members. The summary of the year, planning of the next year, and the yearly OMM rally. In 2002 the OMM rally took place in Abant. That was my first year with OMM. My new Aprilia Caponord tachometer showed its first 500K on the way. This year my desire to participate was dampened by a minor detail: no bike in my possession to ride. On the invitation it was written "for this time only you can also come by scooter" and I thought I should be there with my Piaggio ET4.

I called some friends: Murat and Hidayet were with me both on Honda Falcon 400, and we planned the trip to Akcakoca in 5 - 6 hours taking the highway!

Finally, one day before the rally I decided to rent a bike. From Villa Levent Company I collected the vehicle at 20:00 in total dark. A nice Aprilia Pegaso: I started the engine, there was no fuel and injection lamp was on. The guy told me "bisey olmaz... nothing will happen..." and sent me to a nearest petrol station. There I discovered that the brake pads were on the thin (very thin) side. Lessons learned so far:

- Never rent a bike at the last minute.
- Never collect a bike at night.
- Make a complete check before leaving the renting Company.

I was so excited that I could not sleep comfortably. I packed up at night and waited for the sun to rise. In the morning we met at the entrance of the bridge crossing the Bosphorus with the other riders in my group. Paolo, Fuat and Alp were also there and they left just five minutes ahead of us. Our route was the same and as simple: Sile - Agva - Kefken - Karasu - Akcakoca. We got every simple detail about the road from our road



master Alp.

With Hidayet leading, we rode to Sile. The road was perfect until we found ourselves in clouds: patches of thick fog made the weather colder and the vision nil.

Second set of lessons

- In fog, decrease your speed and turn all available lights on.
- Keep wiping the visor to eliminate condensation.

After Sile, we rode to Agva, my first time on that road. The surface was covered with the abundant leaves turning the going into a slippery affair.

After Agva we continued to Kandira and Kefken where we made our first mistake: checking the road book we saw what, on paper, looked like a good country road from Kefken to Karasu. Off we went and the road took immediately a nasty aspect: mud, mud and more mud for every kilometer. Honestly, we thought of going back and taking the road that we should have taken, but hope of reaching the asphalt ahead and our adventurous souls lead us to continue on the challenge. One rider down with mirrors broken and a muddy suit.

After a small break, we got stuck in oily red mud 30 - 40 cm thick. One rider down with broken mudguard and bruised limbs. We were really in trouble, but having fun at the same time. Mother traction had left us many kilometers away, so we were dealing with the real mother, mother nature. Third lesson: "Never mess with mother nature"

Passed the forest road we stopped on a desert building to clean ourselves and continued the road parallel to Black Sea: not much different from the forest road. There were bigger cracks full of water and sandy hills to pass. After a long struggle we saw the asphalt and a petrol station. We cleaned ourselves with car wash machines and continued to Akcakoca that we reached after the sunset. When we finally reached the hotel, everybody was staring at us with worry. Fourth lesson: "If you are going to be late, call the people who are waiting for you". In the evening the riders at the Rally prized the team for a new record: the 190 km in 10 hours.

Final lesson?: Ride One More Mile... and never turn back" **OMM**

## OMM Ride the Web

### Celebrities on Bikes

Do you want to know the flashy and famous riding a bike? Celebs on Bikes is a section of an excellent site [www.motorbiker.org](http://www.motorbiker.org) listing 273 celebrities using two wheels. It also has a comprehensive presentation of films, videos and clips related to our sport. [OMM](#)

### Road Runner Magazine

Road Runner is one of the best Touring Magazines for bikers. In the web site you can find the presentation of the last issues, very good reports on tours with professional pictures and practical bike tests for the most popular models. [OMM](#)

### MicaPeak

MicaPeak is a complete reference place for biking on the net. Among the millions of data you will find: **M/C Registries:** Over 10,000 examples of motorcycle models are described by their owners, including accesso-

ries, problems they've had, changes they've made, and info about the owners themselves. **M/C Yellow Pages:** Over 2,000 motorcycle-oriented businesses are listed here with phone numbers and postal addresses, arranged by category, with an interactive search capability. **Mailing Lists:** Over 50 motorcycle-oriented electronic mailing lists are hosted here at m-capeak. Each month we send/receive about 7 million messages to motorcycle fans of various sorts. **Mailing List Roundup:** Carl Paukstis' comprehensive list of motorcycle mailing lists. This includes all known motorcycle-oriented mailing lists, and is published periodically by Motorcycle Consumer News and Motorcycle Online. Plus: technical articles, brand sites, chat rooms, medical information, forms, camping instructions, what to carry with you... [OMM](#)

### Ride to Greece

Planning a ride to Greece? Nick from Athens web-site has in his web site six good reports of wandering in his own country on two wheels:

- Trip to Olympia, June 1999
- The Eastern Peloponnese, 1999 and 2003
- Mani, June 2000
- Arcadia over the mountains, July 2000
- Athens, Corinth, Epidavros, Nafplio, Tripoli, Megalopoli and Sparta, November 2000 [OMM](#)

## OMM Ring of Friends

### EMOK CD in Turkish from MSF USA

EMOK in association with Honda Turkey translated and published the introductory course to motorcycling produced by MSF - (Motorcycle Safety Foundation [www.msf-usa.org](http://www.msf-usa.org))



The CD will be sold at bike and outdoor sports stores as well as at riding schools. The price is 10 millions TL. This is one of the most important steps in promoting competent riding in this Country and, while complimenting EMOK for the work done, we invite all riders to get hold of a copy and study it with attention. [OMM](#)

### Turkish Chatroom for Ducati Riders

Mehmet Akseki [muakseki@hotmail.com](mailto:muakseki@hotmail.com) just opened a Turkish chat room for Ducati Riders. [OMM](#)

### Stuart Witts on OMM-ARA Program

Stuart Witts [stuartwitts@eircom.net](mailto:stuartwitts@eircom.net) sent us a note asking for details on OMM – ARA programs: we gave a summary of what we do in Turkey and from England he wrote to us: "Thanks for the info... You have a well-structured program in place, which will surely give Turkish riders an excellent start. I wish something similar had been available when I began riding in England in 1980. My interest in OMM is on a personal level - I hope to gain knowledge from as many sources as possible to improve my own riding, which I believe is a life-long process. I should perhaps let you know that in a professional capacity I work for a part of the IAM - <http://www.iamfleet.com> so I am delighted to see that you place great value on the IAM test. I look forward to an opportunity to visit Turkey; it's a country I would love to see on two wheels"

It is true, the learning process (not only biking) is a life-long process and, while pleased by Stuart comments, we take his note as commitment to work harder and better in 2004. The IAM test will be offered to more bikers in the next year and we invite the ones of you with an OMM – ARA

evaluation from Competent up to link with Bulent for more information. We are trying to organize an IAM test in winter if we can put together a sufficient number to pay for the examiner costs. [OMM](#)

### Dereck Packham request for Collectors, Classics and Veteran Bikes Data

Derek Packham [pdrobjective@superonline.com](mailto:pdrobjective@superonline.com) is collecting data, stories, pictures and history notes about Collectors, Classics and Veteran Bikes especially those used in or during wars and conflicts. His list is growing steady but Derek is still looking for help from anyone with photos and, especially, with stories of "How, When & Where". Contact Derek by e-mail to arrange for material to be sent and returned. [OMM](#)

### The new Boards of EMOK and the Motorcycle Federation of Turkey

New and old faces in the elected Board of EMOK and in the new Motorcycle Federation of Turkey:

**EMOK BOARD:** Cihangir F. Ünal (Yönetim Kurulu Başkanı), Levent Firat (Yönetim Kurulu Başkan Yardımcısı), Sarp Yelkencioğlu (Genel Sekreter), Emre Odabasi (Sayman), Ejder Varol (Yönetim Kurulu Üyesi), Kubilay Türkmen (Yönetim Kurulu Üyesi) Turgay Avcı (Yönetim Kurulu Üyesi)

**TMF BOARD:** Yunus Bekir Uçar (Başkan), Hamit Abbasoğlu (İdari Asbaşkan) OMM Başkanı, Süleyman Memnun (Teknik Asbaşkan) OMM, Fuat Domaniç (Üye) Serbest Meslek OMM, İhsan Topaloğlu (Üye) CNN Spor Müdürü, Faruk Berksan (Üye) Serbest Meslek, Emrah Soyuer (Üye) Serbest Meslek H.O.G Başkanı, Zeki Başaran (Üye) Serbest Meslek, Ömer Kerman (Üye) Serbest Meslek, Hüseyin Küçükkeleş (Üye) Gazeteci-Yazar, Kemal Kantar (Üye) Serbest Meslek, Ufuk Özkan (Üye) Serbest Meslek, Enver Dodanlı (Üye) Honda Motosiklet Türkiye Pazarlama Müdürü, Sadık Pehlivan (Üye) İstanbul Büyükşehir Belediye Spor A.Ş. Direktörü. [OMM](#)

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Date	Category	Bike 1	Bike 2	Bike3	Bike 4	Bike 5	Winner
December 03	Short Tourers	Honda VFR ABS	Triumph Sprint ST	Ducati ST4 ABS	Aprilia Futura	-	<b>Aprilia Futura</b>
November 03	Fast Alternatives	BMW1100S	Ducati Multistrada	Kawasaki ZXR1200S	Yamaha Fazer 1000	-	<b>Yamaha Fazer 1000</b>
October 03	Street Bikes	Cagiva V-Raptor	Honda Hornet 900	Ducati Monster 800	Triumph Speed Four	-	<b>Honda Hornet 900</b>
September 03	Tourers	Yamaha FJR1300	BMW1200GT	Honda ST1300A	BMW1150RT	-	<b>Yamaha FJR1300</b>
August 03	Middleweights	Honda Hornet 600	Kawasaki ZR-7	Suzuki SV650S	Yamaha Fazer 600	-	<b>Honda Hornet 600</b>
July 03	Sport Multis	Honda Fireblade	Suzuki GSX-R1000	Kawasaki ZX-9R	Triumph Daytona 955i	Yamaha YZF-R1	<b>Honda FireBlade</b>

## Ride in Gear

### Ride (UK) 25 Bike Comparison

Over the years, **Ride Magazine UK** [bike@emap.com](mailto:bike@emap.com) developed what is considered the best Bike Test system. On a fixed itinerary covering all kind of normal riding conditions and on the track, RIDE is comparing top selling bikes with fairness and competence. Have a look at the full report of any one of this analysis and you will be surprised by the quality of writing and seriousness of comments. We summarized below the results of the last six Bike test as help in selecting the new ride for 2004. **omm**

### OMM-TUMER Firs Aid Courses

OMM from its beginning organized First Aid Courses considering extremely important to be able to assist fellow road users and to "mend yourself" in case of minor injuries. If you would like to join the next course contact Rahmi Barutcu.

Equally essential is to carry on the bike a first aid kit: at last a first aid kit with its contents produced by motorcycle paramedics especially for motorcyclists in the event of an accident whilst out riding. Find our more at <http://www.motorcycle-uk.com/kits/firstaid.html> **omm**

### The "Old as You" Exclusive Club

**Selim Demirel and Yakup Icgoren (OMM Members and Riders) are starting a very exclusive club called OaY.**

The esoteric name stands for "Old as YOU" and the only qualification to



join the club is to own a Bike as old as you are.

Here Selim new acquisition: it is a BMW, it single cylinder, and it is white but... which year? Or, if you prefers, how old is Selim? **omm**

### UltraSeal for safer Tires

**UltraSeal** not only promise to make tires bullet proof but also claims to be specially designed for safety and long lasting protection of bike tires. See it <http://www.ultrasealuk.biz/pages/page%20title%20images/bikers.gif> **omm**

## On your Bike: Excuses for Ride

### BMF 2004 Rides

**The British Motorcycle Federation (BMF) announced three events for the 2004** under the FEMAX scheme (events supported by the European Federation). They are:

- Garden of England Motorcycle Show, Paddock Wood, Kent on 12th -13th June
  - Kelso Bikefest, Springwood Park, Kelso, Scotland, 18th July
  - Tail End, East of England Showground, Peterborough 18th -19th September
- More information for planning your ride there can be obtained at <http://www.bmf.co.uk> **omm**

one more mile [www.ommriders.org](http://www.ommriders.org)

## Ride and Think

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

I really like Alp and Murat answers to the article from Fuat published last month under the title "Are We Really Good Enough To be Free?" I am sure it reflects not only my way of thinking but also the opinions of several OMM riders: at the end an irresponsible meaning of freedom is as dangerous as slave stupidity.

"No, I'm not free! - Alp Berker writes- How can you be free on a two wheeled machine, defying all laws of commonsense, clad in thick and heavy suits with some bucket around your head, and knowing that when you go down you'll face a heavy repair bill if you are lucky? The concept of freedom, wind in your face, feel the surroundings, is nothing but advertising bullshit..

When I open the visor of my helmet to "feel the wind in my face" all sorts of bugs hit my face, dust gets in my eyes and mouth. When I want to "feel the gentle summer breeze on my skin" I either get sun burnt or if I go down lose all the skin my arms and legs. However what I feel is joy, satisfaction, accomplishment and success. All these feelings come from the knowledge of overcoming a difficult piece of road without any incident and within the limits of capability on a difficult to ride piece of machinery. The same is true while driving a car, a jeep or even a bicycle. It definitely does not apply for bikes only. How many of you truly experienced the satisfaction of driving a good car on the road between Şile and Ağva? For riders who are more interested in appreciation by the general public the above sentence surely does not apply. For them the important thing is how good they look on the bike and how original and good looking their bike is. These unfortunate souls cannot comprehend how hard the asphalt can be, or how painful the front grill of the Magirus minibus is.

In three months, it will be my 20th year in motor sports. During these twenty years I have raced with cars, off-road vehicles and motorcycles. In these twenty years the incidents I've experienced and witnessed, the practices I've made, the books I've read, videos I've watched and trainings I've finished all thought me how to be less free and more in control. I have learned how on the edge we are living and how to keep going on that edge. Whenever I ride by the railings on a motorway, I see dear Sami lying on the ground with his torn leg, whenever I have a close call I remember that all the so-called protective gear we wear is useless at the end. Therefore how free can you be, knowing what will happen to creature designed to walk not go at 150km.s, when he/she gets into an accident?"

Reacting to the same article Murat Köserreisoglu writes:  
"One thing is so basic and obvious, Übung macht den Meister, (Training makes the Master).  
To be master in anything you need to train. I do not see a discussion point in this.  
To be successful in anything in life you need to apply the following formu-

la, where in each and every case the weight of each parameter changes.

- Very well practiced skills (S)
- Hard work (HW)
- Ambition (A)
- Planning (P)
- Discipline (D)

the formula for Success will then read:  $(2S)+(HW)3+(6/4A)+P+2D$  Very well practiced skills (S), is the point we are discussing maybe. No doubt that we have the preliminary skills, so we ride the bike, BUT PERFORMANCE IS MEASURED UNDER PRESSURE. So the pressure cases are what Fuat has put forth as examples, the unforeseen environment as we ride. (the other vehicles, the pedestrians, surface conditions) Hence, if we are trained enough and turned the training topics into habits, do them almost without thinking as a reflex, there is a chance that we survive the case. Turning training topics into reflex requires hard training. Why do bikers think that they do not need riding training while being well trained-educated in other aspects of life?) The answer is in them. They have chosen riding, probably because their ego's have told them, that they should do something, that everybody thinks brave and crazy, playing the game between life or death. They deny training, fearing to stain the image of the 'cool guy' in their social circle".

**We all must find out where our edge is and in order to walk on that edge for years to come, never stop learning and training. Having opened this issue with a serious subject we like to close it on a lighter note by reporting the new MURPHY'S LAWS OF MOTORCYCLING:**

- 1) The farther it is to the next gas stop, the larger the bug that will hit your shield exactly on the sight line.
- 2) When you dry out after riding through some rain, it will start raining again just when you begin to feel comfortable.
- 3) If you run out of gas, no matter which way you decide to push, the closest gas station will always be uphill and in the other direction. Corollary: The likelihood of running out increases when all of the nearby gas stations are closed.
- 4) The chance of your helmet dropping hard onto a rough concrete or asphalt surface is proportional to it's newness and expense.
- 5) You only realize the bike's keys are in your pants pocket after you've put on all of your riding gear.
- 6) The more riders around, the more likely you will: a) Forget the kill switch is in the off position while trying to start your bike; b) Ride off with the sidestand down; c) Ride off with the petcock closed; d) ride along for miles with the turn signal on; e) get stung by a bee and do a roadside crazy dance shedding your riding gear.
- 7) The scarcity of motels, hotels and camping spots depends on how late in the day it is.
- 8) Your first successful multi-gear wheelie will be past a heretofore unobserved police officer who dislikes motorcycles.
- 9) How long it takes to get any back ordered part is proportional to how badly it is needed.
- 10) Your battery will die at the exact same time something else on the bike breaks and you will think they are related.
- 11) The chance of rain depends on how accessible your rain gear is.
- 12) A bad day of riding is better than a good day at work. **OMM**

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## OMM BULLETIN ISSUE 52

This Bulletin is edited by **Paolo Volpara** [volpara@homemail.com](mailto: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.

For more information about OMM visit our web site at [www.ommriders.org](http://www.ommriders.org) or contact

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