

**To all our friends and bikers the best wishes  
for more miles in the new year.**

## View from the cockpit

### At the closing of 2003

The OMM bulletin is now at the 53rd issue and it has kept us in contact since the end of 1999. We hope that in the last year some of our writing and reporting helped in adding competence and fun to your riding.

In 2003 OMM regularly issued the Monthly OMM Information Bulletin in English and Turkish with a distribution list expanding now to 2.000 subscribers making it probably the bike newsletter with largest distribution in Turkey.

OMM will keep improving this communication tool as a service to the growth of the Turkish biking community and as an open invitation to riders from abroad to come and visit this splendid Country.

**One More Mile Riders Group: at the closing of 2003.**

**January.** We opened the year with the traditional "Mad Ride" on January 1. An ancient legend tells that what you do on the first day of the year, you will do it all year around: nine riders in Ankara and twelve bikers in Istanbul took the road in cold and, sometime, difficult conditions to keep the spirit of alive. In the same month, we conducted five Theory Lesson on Advanced Riding that were well received by the entire biking community. With an average attendance of 150 bikers these lessons expanded the interest for competent riding in the Country.

**March.** Time of Motorcycle Fair in Istanbul and OMM was there bringing to Turkey **Kevin Sanders** (Guinness Record holder for the faster circumnavigation of the Globe on bike) to talk about his epic ride. Sponsored by BMW, these presentations gave OMM good opportunities to meet new bikers. The visit to the SOS Children Village, outside Istanbul, to deliver part of the funds collected by Kevin on his ride, was one of the most educational moments of the entire year. **H. H. Dilthey** and **Kevin** rode with 10 OMM bikers passing their knowledge and experience in a very interesting Sunday ride to Sile. **Hakan Erman** (and EMOK OMM riders) gave basic theory lessons during the Fair under the sponsorship of Honda. In the same month, we conducted two OMM – ARAFlex involving more than 25 bikers.

**April.** With the riding season opening for spring, we organized two OMM – ARA courses (11 and 12): the first one in Ankara with seven students and a larger participation to the theory moment. The second one reserved for HOG riders with more than 10 participants despite the severe weather's conditions. At the end of the same month, we conducted a third OMM – ARAFlex course in Durusu with 15 riders.

**May.** Three OMM riders completed the Circumnavigation of the Black Sea in ten day in a group of ten pilots of different nationalities. Organized by MotorEast Turkey, this event got publicity in the Country and abroad with **Ian Johnson**'s article published in the prestigious Voyager magazine in UK and **Court Fisher** article coming out soon in BMW ON (the magazine

of the largest BMW Club: BMWMOA). Also in May, we completed OMM – ARA 13 on the Bursa circuit with 17 participants.

**June.** OMM Ankara and Istanbul organized two OMM – ARAFlex workshops with more than 25 riders

**July.** We opened the month taking part to the EMOK Kutahya Rally. Several OMM members were at disposal of the participants for observed rides: we learned how to make this event more efficient for rider's education and we are confident that **Hakan Erman** will apply the lesson to the next event. Supporting the "Ride to Work" day (16 July 2003) three OMM riders completed a Trans-Anatolian Long Distance Ride of 2.000 kilometers within the 24 hours, registering this ride into the IBA records. OMM – ARA 14 on the Bolu circuit attracted 16 riders with much more taking part in the theory lesson.

**August.** Two OMM – ARAFlex workshops took place in Istanbul and Ankara. **Kursat Teker** completed the Mid Summer Saddle Sore Ride from Bodrum to Mersin and return entering into the IBA international register. OMM Istanbul and Ankara organized a Camping-Ride with more than 20 participants from both cities while in Gocek OMM gave observed rides during the BMW sponsored Lycia Tour. On August 27, four Ankara riders led by OMM member **Baran Kaya** completed the "OMM 1000/15 First Pa-in Long Distance Ride" from Ankara to Rize.

**September.** Time for the "CentoPassi in the Toros Mountains": led by **Alp Berker** five pilots had one of the best rides in spectacular panoramas with a little touch of adventure: a future classic ride. In the same month, we conducted OMM – ARA 15 from Ankara in a newly designed circuit around Eskisehir. The participation to the theory lesson in BMW café in the capital was exceptional in quality and numbers while the workshops turned out to be one of the most interesting one for the variety of road conditions.

**October.** Two OMM Riders took part in the workshop organized on Spanish circuits by the California Superbike School: a good opportunity for learning and gathering idea on how to improve our workshops. **Rahmi Barutcu** presented the OMM activities to a group of riders in Izmir and, with the support of **Tolga Cilingir**, OMM conducted the first ARAFlex workshop in Bursa.

**November.** The OMM Annual Rally, held this year in Akcakoca on the Black Sea, was not only exceptional in terms of participation but also very effective in preparing with an open debate the program of 2004. More than 100 riders took time to share time and ideas with OMM and all major Turkish MC Clubs. For the first time we also had groups of riders outside Istanbul and Ankara. Bikers came from centers such as Izmir, Eskisehir, Trabzon and Antalya.

**December.** It was expected to be the month for OMM – ADAC "Train the Trainer" program but at the last minute, we had to postpone it for illness of the German Trainer. Supported by **Muge** and **Serhat Kilavuz**, OMM had a splendid ARAFlex workshop in the Izmir Circuit with 12 riders from this city coming in contact for the first time with the Roadcraft System. In the same month, we had several observed and fun rides in Istanbul and Ankara.

In conclusion, 2003 was a good year and we managed to complete 90% of the program presented at the Rally of 2002. For the second year in the row, we were not able to organize some of the Touring Rides planned while we managed to expand the number of riders registering for Long Distance Rides.

The Trainees list (riders taking part in OMM – ARA workshops) includes now more than 270 riders with 170 fully evaluated. For all of them we opened in September a "Chat Group" dealing with question on Advanced Riding and the response among riders has been quite positive.

We qualified five more riders to IAM (Institute of Advanced Motoring U.K.) level bringing the number of OMM – IAM riders to ten. We have now a group ready to conduct Observed Rides with competence and more will join us in 2004.

IAM Qualified Riders		Emin	Gursoy
Apo	Hekimhan	Fuat	Domanic
Selim	Karadag	Bulent	Boytorun
Yakup	Icgoren	Selim	Demirel
Paolo	Volpara	Rahmi	Barutcu
Fuat	Domanic	Ian	Johnson

We were accepted as Observers in the **FEMA (Federation of European Motorcycle Associations)** organization. **Apo Hekimhan**, and **Yakup Icgoren** took part to FEMA events while **Emin Gursoy** represented OMM in meeting with the Turkish authorities responsible for traffic and driving regulations.

The **Roadcraft Manual** translation into Turkish has been completed by **Fuat Domanic** and approved by the owners of the copyright. It has been a long process but we are confident that we will be able to publish it by the first quarter of 2004.

The **ADAC "Training the Trainers"** program designed with **H.H. Dilthey** during the March Fair is now well under development and we know that, under the direction of **Bulent Boytorun**, we will have in 2004 riders qualified at European level to expand our training program (and any training) in Turkish language.

OMM assisted or welcomed to Turkey more than 150 foreign riders providing a wide range of services (from route planning to on road assistance) and representing one of the Turkish Communities of Horizons Unlimited. Among the visitors, Ted Simon came to meet OMM in August on his famous ride "Jupiter Return".

Finally, we would like to thank all riders who in Turkey and Abroad sustained our work in 2003. The OMM group takes inspiration and support from the friendship that links bikers all around the world: a

## OMM- ARA Words of Wisdom

Bike is a way of transport as well:  
Ride to Work, any time, any weather  
<http://www.ridetowork.org>



community of intelligent, passionate and generous people able to bridge across different religions, traditions and cultures. The best wish for the New Year is that the biking spirit may extend to all humanity bringing understanding and compassion to this complicated world. **Peace and Joy on the road. OMM**

## Right to Ride

### Summary of 2003 cooperation between FEMA and OMM

**At the closing of 2003, it is time to briefly report on the work done to obtain (and possibly expand) the status of Turkey Observers for the Federation of European Motorcycle Association.**

#### One More Mile (OMM) Turkey is accepted by FEMA Committee as Turkey Observers

On 10 May 2003 three OMM Riders Cevdet Basacik, Yakup Icgoren and Apo Hekimhan rode to Greece responding to a kind invitation from FEMA to attend the Association meeting held in Kavala. The OMM request to become FEMA member for Turkey was presented for voting by the President and General Secretary of the Association.

Christian Lehnen from Kuhle Wampe/Germany expressed some doubts

about OMM's suitability of fulfilling the role of FEMA representative in our Country: in his opinion, based on information from other Turkish biking organizations, OMM was a too small group representing only a limited portion of the Turkish bikers. Yakup made a presentation of OMM vision and mission and OMM was subsequently voted not as full member but as Observer. All participants approved the decision complimenting the OMM representatives and encouraging them to get familiar with the issues and the methods of FEMA.

#### OMM at the seventh Motorcycle Ride with the European Parliament: 15th Anniversary of Motorcyclists' Presence in Europe

On 2 July 2003, European motorcyclists met with their elected representatives at the European Parliament in Strasbourg to enjoy a motorcycle ride through the beautiful Alsatian region. This seventh event of the MEP Motorcycle Ride in Strasbourg celebrated the 15th Anniversary of motorcyclists being active in Europe. Organized by the Federation of European Motorcyclists' Associations and the Strasbourg section of its French affiliate FFM since 1997, the MEP Motorcycle Ride has become a traditional event for FEMA national members to have closer contacts with their elected representatives at the European Parliament. Apo Hekimhan, on behalf of OMM, attended this event with his wife Pelin: for the occasion, they rented the last available bike in Strasbourg, a beautiful and low mileage Honda 750. While waiting for the ride to start Apo made contacts

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with Mr. Achilles Damen of president of the FIM commission for mobility, transport, road safety and public policy. Mr. Damen showed great interest for the work done by OMM in Turkey and promised to remain in contact for the future. Riders were invited inside the Parliament building and attend the session and to meet the parliament members. Among the other contact established during this visit, we mention:

- **Kees Meijer, FEMA president.**
- **Antonio Perlot, general secretary of FEMA**
- **Christina Gesios, FEMA administration officer**
- **Henry Marks, chief executive of MAG/England,**
- **Maria Nordqvist of SMC, Swedish FEMA member**
- **Ian Lee of BMF United Kingdom**
- **Christian Lehnen of Kuhle Wampe/Germany**
- **Eric Daniels, representing MAG/Belgium**
- **MAG team of Holland: the President, Wanda Dijkhorst, the MAG General Secretary Wim Taal and the FEMA Secretary Nico Perk**

While all contacts were interested in the work done in Turkey, Ian offered good help for OMM training program and a long conversation with Christian help to dispel the doubts he had about OMM.

Then the main event started; parliament members joined the group, speeches were made both by FEMA president and general secretary of FEMA and parliamentarians, bikes and gears were distributed and the team set off for the ride in a convoy of nearly 150 bikes. There were marshals helping the ride through traffic light assuring safety and precedence at cross points. The ride was filmed by TV stations and planned through beautiful country roads. The next day invited riders joined the Strasbourg Group for a special ride including visit to Castle and stop to winery. Apo had the opportunity to ride with general secretary of FEMA, Antonio Perlot, the administration officer of FEMA, Christina Gesios and the chief executive of MAG/England, Henry Marks.

#### Other activities during the year.

- OMM took advantage of FEMA connections to bring a professional point of view (thanks to Emin Gursoy and Selim Demirel presentations) to the national debate on revision of traffic laws and MC license. On September 23 Emin and Selim met the President of the Traffic Association (Trafik Daire Başkanı) to discuss the upcoming campaign for the year 2004 designed to further prevent traffic accidents in Turkey. FEM Finland sent to

#### 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)

OMM video material on the subject and we are now in the process of translating it into Turkish to be presented for use during the "2004 Traffic Year Campaign".

- We answered to most of the information requests received from FEMA and we circulated in this Bulletin, the important news coming from the Association.

- In the first quarter of 2004, we will initiate a series of contacts with other Turkish MC groups to promote the presence of FEMA in Turkey taking advantage of the newly formed MC Federation.

**Net: In the last six months OMM had good opportunities to establish contacts with members of FEMA but, for sure, it will not be easy to keep pace with the work of these generous people: most of them operate full time for FEMA or for the national motorbike associations. In addition, they are involved with serious issues, effecting bikers life, needing to put big effort and time. OMM is trying to do the same work in Turkey on "pro bono" voluntary basis and all this can place a limit to our efficiency. We hope to be able to receive in 2004 a full Membership but we recognize that we must work harder for this goal.**

**omm**



## The OMM 2004 Calendar and January Activities

### OMM ARA Workshop

The OMM Assembly, following the debate conducted during the Rally 2003, issued the Calendar for the activities in 2004.

As usual, Jon Taylor will be the Master Instructor for the OMM – ARA Workshops: we hope to attract to the program riders from the cities where now OMM has a small representation and from centers where we only have mail contacts. Here the list of riders to contact if you would like to take part in our training plan:

Istanbul	Bulent	Boytorun	<a href="mailto:bulent@zapmedya.com">bulent@zapmedya.com</a>
Ankara	Selim	Demirel	<a href="mailto:sdemirel@alterna.com.tr">sdemirel@alterna.com.tr</a>
Bursa	Tolga	Cilingir	<a href="mailto:tpc@veezy.com">tpc@veezy.com</a>
Eskisehir	Baris	Sutken	<a href="mailto:sutkenlaw@ixir.com">sutkenlaw@ixir.com</a>
Izmir	Serhat	Kilavuz	<a href="mailto:serhat@polatkanmotor.com">serhat@polatkanmotor.com</a>

Participation to OMM – ARA Workshop will be reserved to riders that took part with positive evaluation to OMM – ARAFlex. The OMM – ARAFlex day is open to all riders and it will involve a contribution of 45 millions TL. while OMM – ARA workshops will be priced at cost and full budget will be presented in the invitation. **omm**

<b>Date</b>	<b>Reference</b>	<b>Location</b>	<b>Time</b>	<b>Subject</b>
<b>January</b>				
1-Jan-04	OMM 2004 Mad Ride	Istanbul/Ankara TBD	10:00 to 15:00	Ride
10-Jan-04	LWB Theory Course	Istanbul	14:00 to 20:00	Long Wheel Base Riding
14-Jan-04	OMM - ARA Theory Course 1st Lesson	To be announced	18:00 to 21:30	Mental attitude
15-Jan-04	OMM - ARA Theory Course 2nd Lesson	To be announced	18:00 to 20:30	Roadcraft System part 1
21-Jan-04	OMM - ARA Theory Course 3rd Lesson	To be announced	18:00 to 20:30	Roadcraft System part 2
22-Jan-04	OMM - ARA Theory Course 4rd Lesson	To be announced	18:00 to 20:30	City Riding & Bikers Kit
<b>February</b>				
14-Feb-04	OMM TUMER Course	TUMER Istanbul	09:00 to 17:00	First Aid Course
15-Feb-04	OMM TUMER Course	TUMER Istanbul	09:00 to 17:00	First Aid Course
<b>March</b>				
7-March-04	OMM Anniversary	National	TBD	Social Event
<b>April</b>				
16-April-04	OMM - ARA 16 (24 LWB riders)	TBD	12:30 to 18:30	Theory
17-April-04	OMM - ARA 16	Bursa Circuit	07:30 to 18:30	Observed Rides
18-April-04	OMM - ARA 16	Bursa Circuit	07:30 to 20:30	Observed Rides & Qualification
20-April-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
21-April-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
22-April-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
23-April-04	OMM - ARA 17 (24 LWB Riders)	TBD	12:30 to 18:30	Theory
24-April-04	OMM - ARA 17	Bursa Circuit	07:30 to 18:30	Observed Rides
25-April-04	OMM - ARA 17	Bursa Circuit	07:30 to 20:30	Observed Rides & Qualification
<b>May</b>				
16-May-04	OMM - ARAFlex (16 riders Ankara)	TBD	09:00 to 18:00	Close circuit training
23-May-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
28-May-04	OMM Social Evening and Conference	TBD	20:00 to 23:00	
<b>June</b>				
20-June-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
June	OMM Four Corners of Turkey	Istanbul-Istanbul		LDR
<b>July</b>				
June/July	Emok Rally	Kuthaya	TBD	Training lesson
16-July-04	OMM - ARA 18 (Open Istanbul-Ankara)	TBD	12:30 to 18:30	Theory
17-July-04	OMM - ARA 18	Eskisehir Circuit	07:30 to 18:30	Observed Rides
18-July-04	OMM - ARA 18	Eskisehir Circuit	07:30 to 20:30	Observed Rides & Qualification
25-July-04	OMM - ARAFlex (16 riders Ankara)	TBD	09:00 to 18:00	Close circuit training
August				
15-Aug-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
25-Aug-04	Centopassi OMM Ride (August 25-31)	Gocek - Konya		OMM Ride
<b>September</b>				
17-Sep-04	OMM - ARA 19 (16 Riders)	TBD	12:30 to 18:30	Theory
18-Sep-04	OMM - ARA 19	Bursa Circuit	07:30 to 18:30	Observed Rides
19-Sep-04	OMM - ARA 19	Bursa Circuit	07:30 to 20:30	Observed Rides & Qualification
20-Sep-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
21-Sep-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
26-Sep-04	OMM - ARAFlex (16 riders Ankara)	TBD	09:00 to 18:00	Close circuit training
<b>October</b>				
1-Oct-04	OMM - ARA 20 (LWB 16 Riders)	TBD	12:30 to 18:30	Theory
2-Oct-04	OMM - ARA 20	Durusu Circuit	07:30 to 18:30	Observed Rides
3-Oct-04	OMM - ARA 20	Durusu Circuit	07:30 to 20:30	Observed Rides & Qualification
17-Oct-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
<b>November</b>				
November	OMM Rally 2004	Akcakoca	Sat-Sun	Plan 2005

# OMM Mad Run 2003: İstanbul and Ankara



Organize4d by **Alp Berker**, the traditional OMM ride opening the riding year will start for İSTANBUL RIDERS on January 1 at 10:30 from the parking lot at the Anadolu Hisarı (on the Bosphorus between first and second bridge). The ride will take the Bosphorus shores to Beykoz, turn towards Mahmut Şevket Paşa, pass Polonezköy, Sahilköy arrive Şile. If weather permits continue to Ağva, if not we will stop (as we did in 2003) in Şile for a group celebration. We plan to be back in town for 15:00.

The ride is open to all members of the OMM Association and friends of OMM: we have a good number of riders already committed and (for planning purposes) we invite you to book your place by e-mailing Alp.

ANKARA RIDERS will meet at 10:30 at meeting at the MOLPET gas station on Eskişehir Yolu , Başkent University entrance. The itinerary moves to Ayaş and Beypazarı where the group will have the traditional New Year's lunch at TAŞMEKTEP Restaurant. If weather permits the road back to Ankara will go through Gündül and Çeltikçi. The plan is to be back in town at 16:00. For participation, contact in advance Selim Demirel. **omm**

## January OMM-ARA Theory Lessons



**The appointment for all riders passionate of competent riding is for January 14 at 18:00 at Park Orman** (Istanbul, Maslak Cad. Fatih Çocuk Ormanı Tel: +90 212 2230736). The 2004 OMM – ARA Course will develop in four lessons under the general title "More competence, More Fun"

The first lesson will be dedicated to "Mental attitude" covering the techniques and tips for keeping alertness and focus while riding. This year, at the end of each session, we will dedicate half hour to the criteria for choosing the best protective gear: on the first night, the subject will be "Jacket and Pants".

The second lesson will be held on the following night (January 15 same place, same time) presenting the first part of the "Roadcraft Riding System" covering Information, Vision and Traction. The part dedicated to gear will examine the elements that make a helmet a good helmet.

The third lesson in Park Orman will start at 18:00 of January 21 extending to the second part of the "Roadcraft System" Position, Cornering, Braking and Overtaking. In the gear section, we will examine Boots and Gloves.

We will conclude the Course on January 22 (same place same time) with a session dedicated to City Riding offering suggestions and tips for ma-

king biking safer in urban environment.

The final "Gear Analysis" that night will cover the "Biker's Kit", all the essential to carry on the bike at all time.

The lessons will close at 20:30 and, from the second one, we will dedicate the first half hour to a summary of the preceding session. Participation is free and we invite a voluntary donation to OMM of 10 millions to cover the costs of each evening. If you can donate more, please do so... if you cannot, please come in any case. It is a good opportunity to refresh the key points of advanced riding and an occasion to meet within the Turkish biking community.

**Clubs, Associations and Groups that would like to present themselves to the participants should contact Emin GURSOY to receive a stand in the location. **omm****

## OMM 'Year on the Saddle 2003' Award



On January 14, at Park Orman, just before the beginning of the first OMM – ARA lesson **Rahmi Barutcu**, on behalf of OMM, will celebrate the winners of the "YEAR on the SADDLE 2003 Competition". Trophy and prizes have now been prepared to reward the riders who spent more time on the saddle in the last year: in final line for winning some non-OMM riders such as **Erol Canlı** with 35,000K, **Ke-mal Ertem** and **Tunç Baruoñü** with over 23,000K. It will be interesting to see who'll score higher at the end of the year. **omm**

## First Aid Techniques Training Program



OMM prepared a new first aid course for 2004 joining forces, once more, with TUMER. Training will take place on 14-15 of February 2004 starting each day at 09:00 and closing at 17:00 hours. This is a very comprehensive and intensive course especially designed for motorcyclist and it is the only of its kind in Turkey.

Being able to assist fellow road users in case of accident is of vital importance for a competent rider and this training is mandatory condition for membership in OMM.

**Riders desiring to take this course must contact Rahmi Barutcu within December 30 for subscription and additional information on terms and price. **omm****

## The OMM Activities in December First OMM-ARAFlex in İzmir

The first OMM – ARAFlex in İzmir was organized by Muge and Serhat Kilavuz and it turned out to be one of the best prepared workshops ever done by our Association. Bulent Boytorun, Rahmi Barutcu and Paolo provided the support for tuition with a Theory lesson on Saturday 13 December and full practice on Sunday. The team in İzmir decided to use the City Circuit and the choice proved to be a perfect one: circuit allows a freedom of operation, a sense of safety and such variety of situation that make a workshop very efficient. On top of this Serhat's friends showed a good spirit and an enthusiastic desire to improve. The weather, atrocious during the bike transfer from Istanbul on Saturday, decisively improved on Sunday with temperatures of a continental spring. We hope to see, in 2004, some of these riders in the OMM – ARA workshops. The group:

**omm**

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

Emir	ATASEN	Rider	Honda Goldwing GL 1800E
Ugur	ERTEKİN	Rider	Honda ST 1300 E Pan European
Sedat	ILCAYTO	Rider	Honda Goldwing GL 1500
Hasan	KARAOSMANOGLURider		Yamaha Ventura
Alper	KAYICAN	Rider	Yamaha V-Max 1200
Serhat	KILAVUZ	Rider	Aprilia Scarabeo 500
Murat	KOPARAL	Rider	BMW R 1100 GS
Oytun	PINAR	Rider	BMW R 1100 GS
Ümit	SÖNMEZ	Rider	Suzuki GSX-F 750
Mehmet	TAN	Rider	Honda Transalp 650
Orcun	TUNA	Rider	BMW R 1100 GS
Erdoğan	YILDIRIM	Rider	Honda Shadow 1100
Şebnem	Pınar	Observer	
Muge	Polatkan Kilavuz	Observer	
Murat	Kabasakal	Observer	

# Right to Learn, Learn to Ride

## Group Riding from Master Strategy Group

**Riding in group is not everybody taste: depending on the company it could be haven or it could be hell.** Nevertheless in several occasions even the hardest solo-riders find themselves obliged to ride in a team. In those moments applying disciplines and knowing the basic rules can make the difference. OMM has several articles on group riding already published in the web: **A system for riding in group, How to ride in convoy and have fun, The Role Of The "Drag Bike" When Riding In Convoy, I Am First. Now What?** A new article has been distributed to the members of **OMM – ARA Yahoo group** and we report below the introduction to this outstanding work of The Master Strategy Group. If you like to receive the entire chapter, please drop an e-mail at [paolo.volpara@ommriders.org](mailto:paolo.volpara@ommriders.org)

### Group Riding: Why?

There are several advantages for motorcyclists who ride street bikes in a group:

- a group is usually more visible to other drivers than a solo rider;
- other vehicles can predict what a rider in a group will do because all members generally maintain fixed positions and fixed intervals between riders;
- in case of a mechanical problem or an accident, help is available immediately to the rider.
- it can be a lot more FUN!

In addition, motorcyclists tend to learn a great deal from each other about their sport. Planned stops along the way offer a fine opportunity to socialize and to share valuable tips and techniques.

### Group Riding: Why Not?

Group riding is not for everyone. It requires a certain level of skill and self-discipline. It restricts an individual rider's options as to speed, changes in route, and lane positioning. To attempt to ride in a group without having good basic riding skills and a good sense of what others in the group are likely to do -- and what they expect you to do -- is an invitation to an accident, one that may involve damage and injuries to more than one bike and one rider. It is also a matter of personality, in that group riding requires good communications, courtesy among riders and a willingness to look out for the safety of others while riding your own ride.

### Rules: Who Needs Them?

Guidelines for riding in a group are not gospel. There are situations in which they don't apply. Some organizations may have different terms, as well. The guidelines have been tested for many miles, however, in clubs whose members ride all brands and models of motorcycles, and they have sound safety rationales to support them. If you as a rider find yourself in a group which does not follow these guidelines, you can usually find someone who will explain what rules that organization follows, if any, or how they differ from what you learn here. At most responsible group rides, a riders' meeting will be held prior to departure, in order to clarify what is expected of all the riders who are to participate.

If you find yourself uncomfortable with the riding style of a group at any time, DROP OUT. Your safe arrival at your destination is far more important than conforming to rules you don't like or don't understand. People who ride in a group usually appreciate knowing what they are expected to do, and what to expect from others who are taking part in a hazardous sport in close proximity to them. Road Captains and those who frequently ride lead or drag are particularly urged to become familiar with these terms and guidelines in order to explain them to other riders who may show up for a scheduled ride without having any group riding experience.

### MOTORCYCLE STORAGE INSTRUCTIONS

(A contribution from Honda Motorcycle ,USA)

Well, it's that time of year again! Soon the snow will be falling and some of the motorcycles will be tucked away for the winter. And each spring your mechanic's phone will ring off the wall with riders who did not store the bike properly and now wonder why it won't run. Some preparation now will ensure that you are out riding in the spring instead of waiting for repair service.

### Location - where are you going to put it?

One solution may be to ask your dealer if he offers a storage program.

This is ideal because he can prep, store, and have the bike ready to ride when you are ready again. If you decide to store it yourself, you will need a place that is dry and out of harm's way.

When possible, choose a location away from windows. The ultraviolet light can fade paint and plastic parts. Direct sunlight can raise the ambient temperature of the storage area which will promote condensation when the sun goes down, so cover plain glass with some sort of opaque material. Also, cover your bike with a specially designed bike cover not a sheet or a tarp. Why? Because a sheet absorbs moisture and hold it against metal surfaces and then rust forms. Also, damp fabric will breed mildew and this may attack the seat material. A tarp prevents moisture from getting in but it also prevents it from getting out. Moisture trapped will condense on the bike and then the rust monster is back!

A specially designed motorcycle cover is made of a mildew resistant material. The material is slightly porous, so it can breathe.

### Change The Oil

Even if the oil is not due for a change, byproducts of combustion produce acids in the oil which will harm the inner metal surfaces. Warm the engine to its normal operating temperature, as warm oil drains much faster and more completely. While you are at it, why not change the filter too? Remember to dispose of the drained oil and old filter in a responsible manner.

### Add Fuel Stabilizer And Drain Carbs

Fill the tank with fresh fuel, but do not overfill. The correct level is when the fuel just touches the bottom of the filler neck. This gives enough room for the fuel to expand without overflowing the tank when temperature rises. Shut off the fuel petcock and drain the carburetors and the fuel lines. Add winterizing fuel conditioner to prevent the fuel from going stale, and help prevent moisture accumulation. Stale fuel occurs when aromatics (the lighter additives) evaporate leaving a thicker, sour smelling liquid. If left long enough, it will turn into a gum, plugging the jets and passages inside your carbs.

### Lube the cylinder(s)

Because gasoline is an excellent solvent and the oil scraper ring has done its job, most of the oil from the cylinder walls have been removed since the last time the engine was run. If the cylinder wall is left unprotected for a long period of time, it will rust and cause premature piston and ring wear.

Remove the spark plugs and pour a tablespoon (5 cc) of clean engine oil into each cylinder. Be sure to switch off the fuel before you crank the engine or else you may refill the drained carbs. Also, ground the ignition leads to prevent sparks igniting any fuel residue. Turn the engine over several revolutions to spread the oil around and then reinstall the plugs. Refitting the plugs before cranking the engine could result in a hydraulic lock if too much oil was used in the cylinder.

### Battery Storage

The battery must be removed from the motorcycle when it is in storage. Motorcycles often have a small current drain even when the ignition is switched off (dark current), and a discharged battery will sulphate and no longer be able to sustain a charge.

A conventional battery should be checked for electrolyte level. Add distilled water to any of the cells that are low and then charge the battery.

Battery charging should be performed at least every two weeks using a charger that has an output of 10% of the battery ampere hour rating. For example if the battery has an AH rating of 12 (e.g. 12N12A-4A-1 where the 12A is 12 amp hours), then the charge rate of that battery should not exceed 1.2 amps. A higher charge will cause the battery to overheat. Charge the battery away from open flame or sparks as the gas (hydrogen) given off a battery can be explosive. Elevate the battery and keep it from freezing. Exercise the proper caution appropriate to caustic substances.

### Service all fluids

If the brake or clutch fluids haven't been changed in the last two years or 18,000 km (11,000 miles), do it now. The fluids used in these systems are "hygroscopic" which means that they absorb moisture. The contaminated fluid will cause corrosion inside the systems which may give problems when the motorcycle is used next spring. Be sure to use the correct fluids and note the warnings and instructions in the service manual.

If your motorcycle is liquid cooled, the coolant requires changing every two years or 24,000 kms (15,000 miles). Make sure that the engine is co-

ol enough to rest your hand on it before draining the system and please dispose of the coolant responsibly. Coolant/antifreeze mixed 50/50 with distilled water will ensure a clean system for the next two years or 24,000 kms (15,000 miles).

### Final Preparation

Give your bike a good cleaning and dry the bike thoroughly. If your bike is chain driven, apply a quality chain lube. a light oil (such as WD40) into the muffler ends and drain holes. Give the painted surfaces and uncoated aluminum parts a good coat of wax polish. Check the air pressure of the tires.

If the bike has a center stand use it and put a block under the engine to raise the front wheel off the ground. If your bike has no center stand, then the tire pressure should be set at the maximum load pressure to help prevent flat spotting. Do not use cleaners or vinyl polishes (like Armor-All) on

the tires because they will dry the rubber compounds and cause cracking. Now you can cover the bike with the cycle cover and look forward to the first warm day of spring.

### Back On The Road

Before you head out onto the highway, there are a couple of things to do. First, remove the cover and put it where you can find it again. Talking of finding things, locate the (charged) battery and reinstall it connecting the positive (+) cable (red) before the (-) negative and covering the terminals with the plastic covers. Recheck all fluid levels and turn on the fuel. Set the tire pressures back to riding specs and you are ready to fire up.

As you don your riding gear, remember that your riding skills will be a little rusty and the road surfaces will have changed a bit since the last ride, so go carefully. **OMM**

## Long Distance Riding

### IronButt Association

From the new website of Iron Butt Association a presentation of the group: "The Iron Butt Association is dedicated to safe, long-distance, endurance motorcycle riding. Although based in the United States, we have over 13,000+ members worldwide. One of our more popular slogans is, "The World Is Our Playground."

We host several rides, the most notable being the 11-day, 11,000+ mile Iron Butt Rally[tm]. Additionally, the Iron Butt Association hosts the Saddle Sore 1000[tm] (a 24 hour 1,000 mile ride), the Bun Burner 1500[tm] (1,500 miles in 36 hours), the Bun Burner Gold[tm] (1,500 miles in 24 hours), the 50cc Quest[tm] (Cross Country in 50 hours or Less), the National Parks Tour Master Traveler Award[tm] (visit 50 parks in at least 25 states), the

coveted 10/10ths Challenge[tm] (10 consecutive 1,000 mile days) and the almost-impossible to get into 100K Club[tm] (100,000 miles or more in one year).

The Iron Butt Association (IBA) does not have membership in the traditional sense. We do not have yearly dues, formal meetings or a monthly newsletter. The IBA is a little more loose knit organization than most clubs. Generally speaking there are several ways to earn membership. The most notable is to be a finisher of the Iron Butt Rally or a successful finisher of one of the other rides we sponsor, such as the Saddle Sore 1000. Rally workers and supporters are also granted membership status.

The Iron Butt Association publishes several documents about the Iron Butt Rally and Long-Distance Endurance Riding, including our hottest title, the "Archive of Wisdom", which contains a list of Long Distance Riding tips from our most seasoned, veteran riders"

Visit the new site and the IBA e-store at

<http://www.ironbutt.com/about/about.cfm> **OMM**

## One More Mile on the Road

### Namik Akin and Murat Balci: Meet OMM Friends

From this issue we are dedicating space to present the members of OMM Association: we plan to show two or three riders at the time to make all readers familiar with the people behind the scene of OMM. For some we will have succinct CV's others may prefer to give a more complete presentation in their own words.

**Brief CV of Namik Akin (left in the picture in company of Yakup Icgoren).** Born in Iskenderun (South East of Turkey) on the seven of May 1953 Namik is a successful Dentist with his own studio. Excellent painter and passionate of guitar and percussion he started biking in his primary school days with a Velo Solex (for the one of you too young to remember this was basically a bicycle with a small engine on the front wheel). During high school he spent all his money on renting a Jawa for half an hour a week then spending the rest of the week without money watching other people eating and drinking. In 77-78 while living in Köln (Germany) Namik was lucky to have



**Murat Balci (left in the picture with Emin Gursoy both in full Aerostich gears) presents himself:** "I decided to ride motorcycle 5 years ago after I tried the BMW F650 of my friend. Up until that moment, my desire for motorcycle was in a way obstructed by the idea that it would be very difficult

to brake with right foot and hand and to change the gear with left foot while clutching with the other hand. After that trial and having obtained my driving license through a "very difficult exam", I got my self a used KAWASAKI KLR 250 that is said to be a very good starting bike. The KLR 250 was indeed



a very good bike, I had the opportunity to go around in the city as well as off-road. One year later, I discover that long distance rides was very appealing and I changed my bike to BMW F650GS that I used it for only one month. The only reason why I changed it to BMW R1150GS was the feeling of security on long rides. 1150GS is a very stable bike and even if you make a mistake it can easily recover and save your back. I am still with my GS and do not plan to sell as long as it works. My riding history has two phases, before and after OMM. When I first joined the ARA course and met Paolo, I discovered that the motorcycle was not only a transport. You do not use the bike to go to B from A, but the ride it self was the ultimate fun and learning process. When Paolo first claimed that "Riding is a way of life", I thought he was far exaggerating, but after a while I realized that riding was in a way close to the life as to you have to treat both very seriously, you have to learn from your mistakes in both and both are a constant learning process. After I got more into riding, trying the track race for a couple of times, I decided to buy a bike providing more fun in corners. I wanted it to be not a racing bike so that I could use it in some of my long rides. The perfect match to my wishes was the Honda VFR 800. Last year, with my wife Zeynep, we did a West Black Sea tour (2500K) as first long distance ride together. I took the old GS with me, the only bike I can trust in such a ride. Although the route was a very demanding one (especially from Amasra to Sinop), Zeynep proved to be a through riding partner, the motorcycle sensation took her away and she was very happy. One other unforgettable memory, built together with Emin Gursoy, was, this year, a track day in England. Last September, with the help of Jon Taylor, we rented bikes (I had a VFR again) from London and rode up to the circuit of Cadwell Park and experienced what it is probably the best bike day I ever had". **OMM**

## OMM Ride the Web

### New Books from Aerostich

New Books from Aerostich: you can order them directly at this site:  
<http://www.aerostich.com/isroot/ridewearhouse/2003HolidayFlyer/Page1.html>



#### 80.3 Gas Available by Ed Hertfelder

Who else but Ed Hertfelder could describe a fellow riders' sweater as something "that hadn't been washed since it fell into a vat of garlic marmalade on the Anzio beachhead?" Ed's new book is packed with hilarious adventures, anecdotes and observations from the knock-around world of off-road enduros and is a guaranteed laugh, or should we say, a lengthy

series thereof. 64 stories contained on these pages such as 'Wet Gravel and Bears', and 'Unaware in Delaware' are presented here for the first time in hardback and will have you turning pages and having a good time reading even if you have never ventured off-road on two wheels. Heaven help you if this thing makes you want to try it... Good stuff, highly recommended. A brand new book, hot off the press. **Hardbound, 5.5x8.5", 354 pp., b/w illus. \$29.00**

#### Proficient Motorcycling & More Proficient Motorcycling By David Hough

The subtitle of this book is "The Ultimate Guide To Proficient Motorcycling" and that's not a stretch. David Hough has written a column on motorcycle street smarts for over 25 years, and his vast experience is presented here in an entertaining and instructive manner that is pure informational gold for the seasoned or beginning rider. Packed with situations ranging from urban riding, to twisties in the country, and featuring a high level of graphical explanation, Hough's text explains the way to triumph over the everyday hazards and scenarios we all encounter. An excellent book for everyone who goes forth on a motorcycle. **Softbound, 8.25x11", 256 pp., b/w illus. Both Books \$40.00**



#### Around The Bend (Again) by Max Burns

Max Burns has been described as pleasantly and entertainingly nuts, as well as being suspected of being in some sort of witness protection program from another solar system... Having authored a column in Cycle Canada since 1985, Burns' topics in this book range from his obsessions with the open road, risk, politicians, and speed limits, to name but a few. His writing is located at the intersection of fun riding and everyday living. Reading this book is a lot like a good hour spent at a bar with an old friend after you've

come in from a long ride through an interesting new place. **Softbound, 6x9", 192 pp.\$18.00**

#### Aerostich Lightweight Touring Book

Aerostich RiderWearHouse introduces Lightweight Unsupported Motorcycle Travel for Terminal Cases, a 71 page 4" x 6" book outlining helpful how-to's relating to the simple way to travel distances on smaller motorcycles. How about riding out your own back door for high adventure and long distances with just an average smallish bike and some simple luggage and gear? Is it possible to travel unsupported and independently in such a manner? We believe so and herein outline an approach to motorcycle touring that has its roots in the earliest traditions of our sport but has seemingly fallen out of favor in these days of ever-increasing complexity and excess. The experience of traveling in this manner captures the time-honored essence of motorcycling. **\$5.00 omm**



### First Bike Tour Operator

One of the **first bike tour operators** to conduct rides in Turkey can be seen at **Ferris Wheels Motorcycle Safaris** (PO Box 526 Thirroul NSW Australia Tel: +61 (02) 4267 5555) **omm**

### Motorcycle Dictionary and Encyclopedia

An interesting Motorcycle Dictionary explaining words and terms of the two-wheel world can be accessed at <http://www.bikez.com/jargon/index.php> The dictionary contains good links to the Bikez.com Encyclopedia presenting a complete list of pictures and descriptions of almost all makers and models: rare pearls like this Pannonia PT 1973 are credited and pictured here. **omm**



scene is changing rapidly and I do hope that this will continue" We hope to be able to welcome in 2004 Kevin and other Georgian bikers on the road of Turkey. **omm**

## OMM Ring of Friends

### Riding in Georgia

**Kevin Cain** is a long standing friend of OMM living and riding in **Georgia** and (part time) in Bulgaria and France. He wrote to us on the changing scene in the biking life in Georgia: *"I thought that I should give you an update on the biking scene which has changed dramatically over the last months. We now have a small training school run by a private individual who has also opened a shop selling helmets and protective gear. All the serious bikers now wear helmets. The number of bikes has also risen considerably and over the weekend I was riding in a group consisting of 2 de-restricted Hayabusas, my old Super Blackbird, a new Fireblade, Yamaha R1, two new VFRs and a new CBR600. The further good news is that some of the roads have been improved and the best news is that the police don't bother us at all and indeed normally request is to do wheelies for them. I am now trying to persuade the guys that we should do some touring and everyone is very enthusiastic about a trip to Eastern Turkey next year as I have been raving about the roads in that area. Another idea is to ship the bikes to Antalya and do some riding in Southern Turkey. Maybe you have some ideas that might help us. Anyway, as you can see, the*

### Correction on Black Sea Mountains

**Murat Kizak** founder of the famous Enduro Club of Turkey kindly asked to correct the definition of the mountains facing the Black Sea as mentioned in the OMM October bulletin. In the report of the ride "Along The Black Sea Coast" we mentioned the "Pontic Chain" and "Pontus Mountains" while we should have used the Turkish definition "**Dogu Karadeniz Daglari**" We apologize for the mistake. **omm**

### Omer in Holland

Omer Buyukavsar, OMM member and Rider has been lucky (or good) enough to attend the Amsterdam Motorei 2003 (Bike Fair) and he sent us pictures of the new **Triumph** monster-bike ready to take on, at the same time, Harley Davidson and Hayabusa **omm**



## Ride in Gear

### New products imported by Motomax

Motomax Turkey is adding new brands to the list of motorcyclist's products imported into Turkey: for riding suits they are now importing and distributing **SPOOL** – Asphalt Technology - Jackets and Pants, **BERING** full clothing line and the prestigious **MOMO Design**. **ICON** line of gear and accessories. **HJC** helmets. Leo Vince exhaust systems. **KNOX**, the best protectors used by racers and top producers all around the world and, finally, the full line of accessories and bags from **OXFORD**. **omm**

### Radio communication on bike

If you ride in group often, good radio communication equipment can help in smoothing the movement of the team: here some suggestions on where to find the right equipment:

- The best communication system you can buy is Autocom, always rated at the top of any comparison test. The Company <http://www.auto-com.co.uk/> offers a large selection of combinations (pilot to passenger, pilot to pilot, radio, phone, CD) and one has to work to design his own system. Expensive.
- CB radios for bikers assure the longest possible distance of transmission: the king in this area (supplying GoldWing, K1200LT and Harleys) is J&M at <http://www.jmcorp.com/index.html> They carry universal systems

for all brands of motorcycles. Need license in TR. Expensive.

- Alternatively any Family Radio transmitter (Motorola) with PTT (Push to Talk) or VA (Voice activated) system connected to a microphone and earplug will give good reception up to 3 miles. Examples at <http://www.intercoms.co.uk/> **Economic**
- Finally, imported in Turkey by Motomax, the CHATTER BOX system is a simple and effective way to maintain communication with passenger and bikes: a small box attach to the helmet with self contained earplug and speakers. Medium price.

Warning: make sure that your riding partner or your group uses the same system: CB is normally used by Gold wings and it offers the opportunity in Europe to talk with Truck Drivers for road info. **omm**

### Kawasaki is back in Turkey

Kawasaki is back in Turkey and some of the 2004 models are already at some dealers: the importer is building a web site that you can visit at [www.kawasaki-turkiye.com](http://www.kawasaki-turkiye.com) **omm**

### Motorcycle Magazines in Turkey

Bad times for Motorcycle magazines in Turkey: Motor Bike is the probably the only magazine for remaining in the market with "Motosiklet Dunyasi" discontinued and "Motorize" considering whether to release a new issue. **omm**

## On your Bike: Excuses for Ride

### Paris-Dakar Rally



The start of the Paris Dakar Rally. This year, the Telefonica-Dakar is renewing with the traditions which built its renown in the past. The start will be in France, the finish in Dakar, crossing 7 countries, once more taking in mythical places such as Pierced Rock, Elephant Rock and taking up again with Black Africa. The route is one thing, the spirit another. Above all it will be the spirit which will fire the 26th edition and plunge us into the heart of human adventure and endurance. For the second time, the start of the Telefonica-Dakar 2004 will be given from Auvergne on January 1, 2004. After a prologue spectacular on two parallel tracks in the Grande Halle d'Auvergne, a special stage in Narbonne and one in Castellon, competitors will be crossing Spain to Algeciras before unfurling on the African continent on January 3. There they will renew with the wide-open spaces over rolling stages which will leave riders precious little time to adjust before starting out across Mauritania, in the heart of true, deep desert. This second part of the Telefonica-Dakar will be the event's « prime morsel », alternating short and long stages, built like an endurance race without assistance, during which entrants will have to dig deep into their own resources and draw

on talent, strength and courage. Then on to Mali, Burkina Faso and Bobo-Dioulasso which this year will be hosting the rest day. Back to Mali and Mauritania before returning to Senegal where a classic but eagerly anticipated finish will be awaiting them in Dakar. Total: 11 090,5 km (5 430,5 km of specials and 5 660 km of liaisons). Follow the race on line at <http://www.dakar.com/2004/us/index.html> **omm**

### If you ride, you get taxed

This is an "excuse for not riding". Thanks to the image of "spoiled rich kids" that we, the bikers, created in Turkey in the last year the benevolent Government has finally placed its eyes on our "toys" that from January 2004 will be taxed as follow:

Reg. Capacity	1-3 year	4-6 year	7-11 year	12-15 year
51-250cc	75	50	30	20
251-650cc	100	75	50	30
651-1200cc	150	100	75	50
1200cc up	300	200	150	100

\*million TL

## Ride and Think

### Terror in İstanbul

Several friends answered to our note on the violence that killed people on the street of İstanbul: we cannot mention them all and we report here two messages from European and American Organizations: **Kees Meijer, President of Federation of European Motorcyclists' Associations** sent this message to all bikers in Turkey:

*"The best wishes and a peaceful year to come for all of you. These wishes have recently become more appropriate than ever. Especially in these strange times when peace is violated in Turkey as well due to the recent attacks"*

**Lance Oliver for the American Motorcyclist Association** wrote to us: *"Belated but sincere condolences to the wounds your country and its people have suffered. Suffering begets only more suffering, and violence feeds on itself. Solidarity may only be in spirit, but it is all we as fellow motorcyclists can offer from halfway around the world. And in solidarity may we find strength. Peace."* **omm**

## OMM BULLETIN ISSUE 53

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

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