

View from the cockpit

Time to Plan Your Ride

The snow is still covering spots of my garden and the morning ride takes a lot of concentration to anticipate portions of the road frequented by Mr. Blue Ice.

Full winter clothing and full riding pains... still from yesterday one can feel a subtle change in the air. Entering March and the hopeful anticipation of better weather.

For bikers is time to take out maps and pencil and start designing the next rides: short, long, extra long is not important. Anticipation is one of the best part of traveling and dreaming is (for the time being) free. Turkey is a perfect destination for good riding and an exciting playground for us already living here: unfortunately the geo-socio-political situation as presented by major media is boringly passing a single message: *"Stay home with window taped, do not travel, buy emergency supplies, watch more of our ads and consume more of our beloved client's products... if you can't stop the urge to escape from virtual realty visit your uncle in a civilized country... do not go East and stay away from exotic places"*

Every year the "travel expert" journalists find a good reason for keeping visitor away from Turkey and the recent criminal acts added fuel to an ongoing fire.

The British Foreign and Commonwealth Office writes: *"There is a high threat from terrorism in Turkey... We urge you to be vigilant in all parts of the country, and especially in the vicinity of potential terrorist targets. Past examples suggest that sites which symbolize the political, religious and economic values of western countries, including the UK, are particularly at risk, although symbols of the Turkish state have also been subject to terrorist attack in the past"*

If one excludes from the possible places to visit the symbols of western values and the one of the Turkish state it would be quite difficult to find hotels, buy ice creams and espresso, link to Internet, cash a cheque and take a swim.

Are bikes symbols of western culture? Stay away from it, as mother always said.

On the other side of the Atlantic, the Department of State placed Turkey with 27 Countries under travel warning and recommends *"U.S citizens to defer non-essential travel to Turkey"* The same administration not so timid in sending advisors and pacifiers in remote parts of the world suggest that the American citizens in Turkey *"at least should avoid public transportation, residential areas, clubs, restaurants, places of worship, hotels, schools, outdoor recreation events, resorts and beaches"* What a miserable life, confined to a limo in rural area, searching for villages without mosque!

We were preparing an invitation to leave all the bourgeois cautions behind and ride to and in Turkey when we came across a splendid article written by Andrew Mueller for London Time Out – Istanbul and we ask the author for permission to reproduce it in our Bulletin. Mr. Mueller came back to us with a generous approval and his piece take first position on this issue. OMM

Go to Turkey

An Italian liner on a jaunt around the Mediterranean cancelled scheduled stops in Izmir and Antalya. The manager of Istanbul's Ritz-Carlton told the BBC that Americans were calling to cancel their bookings. The Foreign & Commonwealth Office advised British citizens against traveling to Turkey except on essential business; on the FCO website, a heartbreakingly understated bulletin announced that "Until further notice, the British Consulate in Istanbul will not be able to provide the full range of services". The pattern, by now, is depressingly familiar: after the explosion, a fusillade of stable doors slamming.

The intentions of those warding us off Turkey are, doubtless, honorable: the FCO can certainly be forgiven for taking last week's attacks to heart. However, as we reach the season in which British fancies turn wistfully towards sunshine, here's what you should do: book a holiday in Turkey.

Organize a city-break to Istanbul. There are several reasons for doing this. First, and most obvious, is that Turkey is a fabulous and fascinating country, and Istanbul a beautiful and vibrant city. Secondly, there's brute economics: you'll be able to pick up those cancelled hotel rooms for a song, though it would seem in poor taste to bargain too hard. Most importantly, this is how we do our bit. We're lucky. Previous generations called to serve have ended up standing waist-deep in Flanders mud, or being forced to build railways across Burma. We get to win our war by visiting sites of historical interest and buying fridge magnets.

This may seem an odd strategy, but this is by some distance the oddest war that Britain has fought. The enemy is profoundly peculiar: a globally-franchised gang of suicidal cranks without manifesto or agenda beyond random violence. Whatever you thought of George Bush's visit to Britain or his invasion of Iraq _ and I wasn't much keen on either _ the bombings in Istanbul were nothing do with them. Like the attacks on New York, Washington, Bali, Djerba, and every other recipient of the al-Qa'ida calling card, they were entirely the responsibility of the criminal dingbats who carried them out. And our political and military response to this enemy has been plain weird: invading about the only country on earth we were reasonably sure they weren't.

We can't stop terrorism, and clearly can't stop our governments embarking on bewildering military adventures. But we can, and should, stop either from disrupting our lives: that's how we win. I help write a travel guide called "The World's Most Dangerous Places" (fifth edition out now _ I modestly submit that it'd make a fine Christmas gift, or in-flight reading en route to Istanbul). Despite the title, the book really explains that the world is generally less dangerous than we're led to believe _ Turkey didn't rate a chapter in the current edition. I got an email recently from the guide's editor, the American adventurer Robert Young Pelton. He's in Kabul, and having fun, as anyone who made the effort would: great shopping, mercilessly hospitable people, and, Robert tells me, a glut of great new restaurants.

I know what you're thinking. But you'd be safe there, and you'll be safe in Turkey _ or, at least, no less safe than you are in London, where you probably work in a building fairly similar to the HSBC office in Istanbul. It would be overdoing it to suggest that the relevant authorities should issue medals to particularly intrepid or prolific tourists _ a Distinguished Room Service Order, perhaps _ but your action would be nonetheless noble. Go to Turkey. Holiday for victory. Send me a postcard.

Right to Ride

New TMF Office in İstanbul

Turkish Motorcycle Federation has new offices in İstanbul:
A.O.S.S. Nazmi Akbaci İş Merkezi 275 Maslak 80670 İstanbul, Turkey
T: +90-212 3283406-07 F: +90-212 328 34 08 E: info@tmf.org.tr
Contact or visit to offer your help in expanding the role of this important institution.

“Si a la Moto” (Spain) and “Associazione Motociclisti Incolumi” (AMI- Italy) are the new Observers Groups invited into the **FEMA Organization**.

UK Police Forces are to offer a standardized BikeSafe scheme. BikeSafe targets leisure riders and seeks to improve safety by police mo-

torcyclists offering assessment rides with the intention of feeding in to post-test training courses. The Association of Chief Police Officers is attempting to co-ordinate the schemes so that the same service is offered anywhere in the country. It is also intended to regulate instructors offering post test training to ensure that it is up to standard.

Turkish Motorcycle Federation delegates, President Yunus Ucar, vice president Suleyman Memnun, Directory Board members Fuat Domanic and Kemal Kantar attended to the Balkan Motorcycle Federation Congress held in Macedonia's capital Skopje in 10 January 2004. TMF delegates received a very warm welcome on the BMU Congress which was also honored by the visit of the Macedonian President.

On the congress TMF declared that after two years of absence Turkey is going to participate by sending two national teams to the Balkan Motorcycle Championship in 2004. At the end of the congress BMU decided to give the organizations of the first two rounds of the Balkan Motorcycle Championship and 2004 BMU Congress and Award Ceremony to TMF. **omm**

Anniversary of OMM

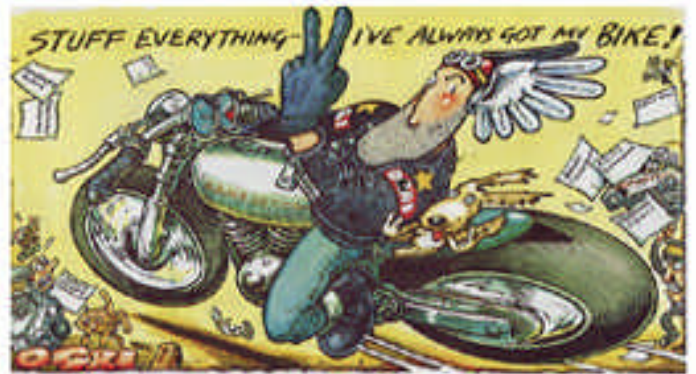
OMM 6th Anniversary on March 7

Years ago a small group of bikers got together for a smoother organization of their rides: under the guidance of Sinan Sezer OMM was born and we celebrate now six years of presence. Looking back at the past I wrote the following lines to thanks all the friends that helped the group to grow and the biking Turkish community to improve.

In 1998, when the first group of Friends were talking about organizing a group around the OMM name I wrote “The good about biking is biking. Not to organize bikers. Not to run groups. Just to take the bike and go” As often, action does not follow good intentions and here we are celebrating six years of One More Mile with a legal Association, working groups, legal Assembly, intense program, large archive, millions of chores for each member. **Some of you will say that the original spirit of biking has been shadowed by the routine of managing a group and sometime I am tempted to agree.** Where is the good Ogrı spirit? The “Stuff everything...” attitude? The wind in your face and the freedom of two wheels? Sometime I am tempted but then I consider the different faces of motorcycling and I found reason for six year of work. To paraphrase Julius Cesar all bikers can be divided (simplistically) in three parties: the “Groupie Bikers” old or newly born are with us for lack of better ways of demonstrating macho attitudes. For them the on-your-face, bigger-the-better machines are just a way to combat the boring quotidian routine, a revenge for a grey life, a pretext to show helmets, leather and smell of adventure. They come (welcomed) and go following the ephemeral fashion of the period. Showing Bikers are not interested in competent riding, they do not tolerate long spells on the saddle; they abhor foul weather and reject any rule or discipline: nostalgic love is for short outings with friends in “park and talk – eat and drink” frenzy. Freedom is the password, the mystic law of the roads that they never covered is the chimera and chroming up is an existential experience. They always miss what they call the first days of a group when a ride to local restaurant was the real adventure.

The “Snob Bikers” are a large group focusing on themselves. They ride alone or with a “selected” (providentially small) number of friends resenting new comers. Looking inward to their bikes, their skills, their plans, the Lonely Bikers (often good and competent riders) nurture a spirit of elite taking bike as isolation, escapist exercise to separate the few from oi polloi. They look down to other bikers with unshaken certitude of their knowledge. No time for the masses, they claim, but more subtly nothing to share, passing as fast shadows into the glory of oblivion. They resent groups, criticize the lack of skills or safety in other riders sticking courageously to well known companions and well known routes. They forgot, in few years of biking, the helping hands that introduced them to this classless sport.

For the “Learning Bikers” motorcycling is the largest club in the world where there are no strangers, only friends you have not met yet. This is my way of living on two wheels and I do not claim superiority. The duality of biking is evident: the individual, unprotected skill of survival combined with the camaraderie of people sharing similar experiences. This dualism is vital, it is the nurturing element of our passion: forgetting one of the two elements (individu-



al and group) is a cold blood kill of the spirit of motorcycling. We learn and we share, we ride alone in the conscience of a large group, we refine ourselves and we embrace new comers, we are one and many at the same time. Several times I have been asked why I spend so much time on two wheels, considering the large amount of money my parents spent on my education. The answer is that I was fortunate enough to meet in my young age several Learning Bikers: they told me that biking is just one of the thousands doors to basic, moral, simple life philosophy.

Biking with them taught me the pride in refining the riding skills and the humility to recognize that every day I have to learn more. Biking with them taught me the joy of expressing myself and meeting people from all parts, crashing barriers of status, sex, revenue, education, race or religion. What you ride, the accessories you have the clothing you can buy and all latest gizmos can't define who (or what) you are. If you do not have it, you have to work hard to conquer it.

Finally the company of Learning Bikers passed a profound message I use in many fields: "going there" is "being there": the trip is the destination and the longest, hardest ride is to keep your eyes, your mind and your hearth learning open. Here you have it: me, a potentially Snob, definitely ex-Groupie and ardent Learning Bikers looking back at six year of OMM life. Is the original spirit of biking shadowed by the routine of managing a group? I do not believe so: sharing experience, working for more competent riding, trying to improve the image of bikers and supporting friends on two wheels as, at least for me, as exciting and involving as a fast ride in a spring morning. **The only way to “take” is to “give back” and in our small quarter we are attempting to give back, in part, what biking gave us in a long life.** The Ogrı spirit has not been betrayed but, on the way, we learned that some rules, discipline and boring chores are part of the passion. In the process we lost some company (only Murat Acar remains among the founders) and we gain new friends. The original mission of the Group has not been betrayed either. We wrote in 1999: “OMM is a group of riders dedicate to riding competence (Training), riding discovery (Touring and Exploring) and experience sharing (Service to the biking community)”

Mission not betrayed but not accomplished: our function in the large biking community has a long way to go and we need support and help from all Groupie Bikers, Snob Bikers and... Learning Bikers. **omm**

the following companies
generously support
OMMbulletin, website
and activities >>>



OMM 2004 CALENDAR

Date	Reference	Location	Time	Subject
March				
1-6 March 04	OMM-ADACourse	İstanbul		Training the Trainers Workshop
07 March 04	OMM Anniversary	National	TBD	6 Years of OMM
09 March 04	Competent Riding	TBD	TBD	EMOKOMMTheory Course
10 March 04	Competent Riding	TBD	TBD	EMOKOMMTheory Course
20 March 04	OMMAssembly	AOSSİstanbul	10:30-14:30	Legal Assembly
25-28 March 04	IstanbulMotorcycle Fair	İstanbul		EMOK OMMIntro to Biking
April				
16 April 04	OMM - ARA 16	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	İstanbul	09:30 to 16:00	3 Riders under Observation
21 April 04	IAM Test	İstanbul	09:30 to 16:00	3 Riders under Observation
22 April 04	IAM Test	İstanbul	09:30 to 16:00	3 Riders under Observation
23 April 04	OMM - ARA	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
May				
04 May 04	Competent Riding	TBD	TBD	EMOK - OMMTheory Course
06 May 04	Competent Riding	TBD	TBD	EMOK - OMMTheory Course
16 May 04	OMM - ARAFlex (16 Riders Ankara)	TBD	09:00 to 18:00	Close Circuit Training
23 May 04	OMM - ARAFlex (16 Riders İstanbul)	TBD	09:00 to 18:00	Close Circuit Training
28 May 04	OMM Social Evening and Conference	TBD	20:00 to 23:00	TBD
June				
20 June 04	OMM - ARAFlex (16 Riders İstanbul)	TBD	09:00 to 18:00	Close Circuit Training
June	OMM Four Corners of Turkey	İstanbul - İstanbul		Long Distance Riding
July				
1-4 July 04	EMOK Rally	Kutahya	TBD	Training Lessons
16 July 04	OMM - ARA 18 (Open İstanbul-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
24 July 04	Centopassi Black Sea OMMRide (July 24-31)			Long Distance Riding
25 July 04	OMM - ARAFlex (16 Riders Ankara)	TBD	09:00 to 18:00	Close Circuit Training
August				
15 August 04	OMM - ARAFlex (16 Riders İstanbul)	TBD	09:00 to 18:00	Close Circuit Training
25 August 04	Centopassi Toros OMM Ride (August 25-31)	Gocek - Konya		OMMRide
September				
17 Sep 04	OMM - ARA 19 (Duc and Open)	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	İstanbul	09:30 to 16:00	3 Riders under Observation
21 Sep 04	IAM Test	İstanbul	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
October				
01 October 04	OMM - ARA 20 (16 HOG Riders)	TBD	12:30 to 18:30	Theory
02 October 04	OMM - ARA 20	Durusu Circuit	07:30 to 18:30	Observed Rides
03 October 04	OMM - ARA 20	Durusu Circuit	07:30 to 20:30	Observed Rides & Qualification
17 October 04	OMM - ARAFlex (16 Riders İstanbul)	TBD	09:00 to 18:00	Close Circuit Training
November				
November	OMM Rally 2004	Akcakoca	Saturday-Sunday	Plan 2005

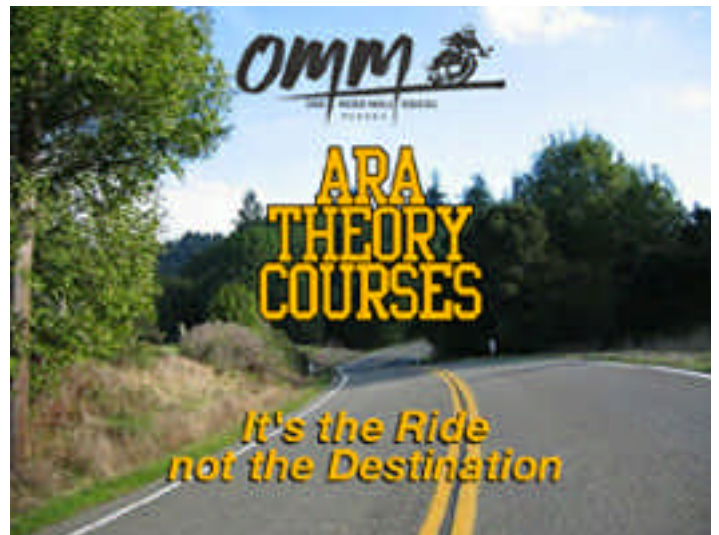
OMM Activities in February

New ARA Theory Course: City Riding



The 2004 OMM – ARA Theory Course on competent riding was completed on January 29 with a newly designed lesson on City Riding. This year we selected two consecutive nights of the week for two weeks to develop the course and it was probably too demanding. Next year we will select two Saturday gaining more time and placing less stress on personal agenda. Participation did not reach

the level of 2003 but we had more than hundred bikers at each of the four lessons with good support from the main clubs. Aprilia, Harley Davidson and BMW importers had the opportunity to present bikes and gear while EMOK was present with a dedicated stand. The charts of the four lessons are now available in CD and you can still order your copy with **Rahmi Barutcu** for 30 million TL. **OMM**



Time for the Holiday



February, time for Holiday (in Muslim Calendar) and time for snow. For long days and nights the life in Turkey has been stopped by severe snow blizzards and biking on ice is not good for health and finances. On the south coast the atmosphere is different and some OMM Riders managed to trail off-road bikes to Bodrum and spend some days on two (and four) wheels: **Selim Demirel and son, Cevdet**

Basacik and Namik Akin. **OMM**

Planning Ahead

Istanbul Bike Fair 2004

From 25 to 28 of March the traditional Bike Fair will take place in Istanbul: at this moment we still do not know if we will have a meeting point there. What is sure is that OMM and Emok will cooperate with HONDA in their place at the Fair with our presentation: Introduction to Biking. Further news will be distributed as the date approaches. **OMM**

Right to Learn, Learn to Ride

Choose Confidence, Choose Comfort

Choose Confidence, Chose Comfort: select the right bike. When stopping in villages in Anatolia, with the bike still heat-cracking, the first questions local will ask, looking at the speedo of your bike, is *how much does it costs, how fast does it go?*

It seems a quite simplistic way to appreciate a motorbike but... think deeply... these are, most of the times, the criteria we use for buying our two wheels. *"Our obsession with bhp (horsepower) is making us buy the wrong bike. Unless you spend all your time with the throttle pinned, you want to look more than big horses. We've become fixated on power figures only because they're the simplest way to summarize how much 000KpH your engine has"* writes RIDE UK in the issue of January 2004.

Traditional politician use to say that power is never enough or that you can't have too much of the good thing but, honestly, power per se is a bad advisor when selecting a bike.

In the same honest way, we have to recognize that a bike is more than a transportation vehicle and therefore buying a bike is an emotional act, one of the few remaining where you can project dreams, taste, look and independence. Is the heart or the brain guiding the choice? Inevitably the heart but we must try to bring some rational in the process to avoid serious (not only financially) mistakes. Once the budget is fixed it is time to be true with yourself and answer candidly to the two questions crucial for a good choice: the way you ride and the use you do of the bike. Correct

Book Your OMM-ARA Training

Places are still available (few) for OMM – ARA 16 scheduled for April 16-17-18. Get all detailed information and book your space with **Bulent Boytorun.**

Touring Calendar 2004

Take a look at "Excuses for Ride" in this issue and start planning your "Touring Calendar 2004". **OMM**

self-evaluation is the only tool capable of clearing the fog of emotions. Bike is a projecting tool, showing to the outside world what we would like to be. The game is fine if we do not exceed in pretension: one thing is to show our passion for adventure even if we never left the border of the province, another is to project a racer image when we cannot control a simple scooter. Exaggeration in pretension has a high price on two wheels. What you can do with a bike and the way you can do it, determines the kind of bike you should buy. As general rule, it is sound to buy a bike you can control instead of a bike that controls you.

The objective is to buy a bike adequate to the needs providing physical and mental comfort.

Needs. How will you use the bike? As a combination of transportation and Sport vehicle? Do you plan to ride every day to work? Short week-ends near town? Never in the city but only for long tour? Solo or with passenger? Exclusively on road or mixing off and on road? On motorway (if available) or only on minor roads? Answers to these questions will start reducing the range of bikes. Just one caveat: the perfect "do-it-all" bike does not exist or it is just coming out. **Ducati**, with the **Multistrada** introduced in 2003, opened a new category of real multi-purpose bikes. Answering to the question "Is it the future?" **RIDE UK magazine** writes *"Despite what manufacturers would have you to believe, we don't get a new kind of motorbike very often... Ducati Multistrada is different. No other manufacturer in the world makes anything like it – yet... Ride it and you'll stay that sharp and find traction and stability you didn't not existed... (if you can't put up with Ducati's) wait until Honda, Yamaha and the rest make their own version of the Multistrada. Because they will."* Whith this new exception no bikes is master of all trades so you have to be quite precise in defining what you are going to do with yours two wheels before choosing.

Physical comfort is easy to evaluate with a road test. Check the position on the saddle, the reach of foot pegs bar and controls, the possibility to place feet firmly on the ground, the effort demanded to balance the bike weight. A bike, like a good suit, must fit your body without stress and pains. A sport-replica could be real enemy when ridden in town, while a big trial bike tests the strengths of muscles at the first sign of white roads. Take a look at the mirror and be realistic. In any case, for physical comfort, do not commit to buy unless you had a real road test (ask for a ride on a demonstrator machine or ask friends for favor). Only a test, wearing protective gear, in a set of different riding conditions, will tell you how comfortable the bike will be. Finally, we know it is out of fashion, but think long term. Pleasure in biking comes from a deep relationship between human and machine and this relationship take time to mature: no good to change bike too often... much better to "learn the bike" and adapt it to your needs with adjustments, special parts and accessories.

Mental comfort. If you think that "comfort" is a virtue applying to tour-riding, think again.

Al Ludington, crew chief of a top Honda racing team in USA says: "My job is to elevate rider's comfort level. Every time I do that, he can ride at 95% and go quicker. You try to have a little comfort level left over for when you need it" and **Kevin Schwantz**, former world champion in GP, continues "A good ninety per cent of road-racing is between your ears.... It's the mind of the rider that makes the bike go". Mental comfort is having confidence on the bike. No good to boast the highest horse power in your group if you sit scared and timid on the machine: no good to read indecent speed on your dial if all you are thinking is ... how will I survive? Your way of riding and your skills should match at 75% the performance of the bike you are buying (the remaining 25% is for improvements).

A way to improve mental comfort is to look at the torque figure of the desired bike because "it's the engine torque that you feel when you open the throttle. Bike's performance is dependent on torque at the real wheel and an engine with lots of power is one that's still making torque at high revs" **Ron Haslam**, a legend in the racing community, explains: "Having a big spread of torque makes it easier for the rider to make the most of the bike. You have better throttle control, which is particularly important in corners. And you can spend less time worrying about gear changes... Out-right horsepower comes into its own when a circuit has really long straights where the engine can rev really hard. But having more torque makes a bike easier to ride on tight and twisty circuits" Road riding is using always a "tight and twisty circuit" and on these conditions torque is the king: a bike with a good spread of torque will stay ahead and provide more comfort than a revvy power-at-the-top machine.

Fix the budget, match the body with the machine, analyze your skills and buy a comfortable bike: it sound simple but... the devil of the heart is always there to push you for bigger-the-better, more-power-more-status, newest-the best. Image and look is important but when it comes to that difficult corner confidence (comfort) is what we look for. **omm**

Categorization of Bikes

Just for your reference you can read the categorization of bikes suggested by FEMA:

"Motorcycle use can be divided in three main categories: Commuting, leisure riding and a combination of the two. Different types of motorcycles are chosen by different groups of motorcyclists for different purposes:

Standard: Traditional motorcycles mainly designed as practical transportation. This category falls in the middle of the spectrum in most areas of ergonomics and performance, including power, handling and braking.

Cruiser: Once dominated exclusively by Harley-Davidson, the cruiser category has now attracted competition from all major manufacturers. The profile is long with a low saddle height. The emphasis is on appearance, style and sound, with less emphasis on performance. **Multi-Purpose:**

With long suspension travel, these machines are designed to be used both on asphalt and unmade roads. The category is growing more and more popular and vehicles here are often called "adventure bikes", as they offer the comfort, luggage capacity and durability needed for long-distance touring. **Touring:** Large, often very expensive motorcycles with luggage capacity and weather protection, designed to transport rider and passenger in comfort. Touring bikes are heavy with moderate power outputs. Their intended purpose is comfortable, long-distance travel. **Sport-Touring:** These motorcycles combine the comfort and some of the luggage capacity of touring bikes with the responsive handling of sport bikes. Usually powerful with high-performance brakes. The ideal mission of a sport-touring machine is medium and long-distance travel via challenging roads. **Super sport:** Styled and constructed in the manner of road-racing motorcycles with streamlined bodywork and forward-leaning riding position. The emphasis is on handling, acceleration, top speed, braking and cornering. Often lighter and more technologically advanced than other types of motorcycles, they are favored for riding on twisting roads. **Scoters:** These two-wheeled vehicles are often small, mostly low-power designs in moped and light motorcycle categories with small-diameter wheels suitable for use on surface streets in urban environments. Their appearance differs significantly from motorcycles because of their bodywork and the "step-through" frame design. Although less common, a new generation of super scooters with engine capacities of up to 650 cc is becoming increasingly prevalent. They combine the virtues of traditional scooters with a long distance capability. **omm**

BikeSafe Defensive Riding Tips

JUNCTIONS: The most common accident type was another vehicle crossing the motorcyclist's path to enter or leave a side road or private drive.

TIPS: Plan ahead on approaching junctions:

- Be aware of vehicles waiting to enter the main road, or approaching it along a side road, and be prepared to stop and take evasive action.
- In urban areas look out for vehicles emerging from driveways.
- Anticipate the presence of drives/side roads concealed from view by bends, vegetation, or vehicles ahead.

Ensure that you are visible as possible to other drivers; as narrow vehicles, motorcyclists can easily be overlooked, and can be completely hidden from view by intervening lamp columns, telegraph poles etc. along the other drives line of sight. Choose appropriate speeds on approaches to junction. A driver emerging from a side road, cannot give way to a motorcyclist who cannot yet be seen, but which appears at high speed before the maneuver is completed. This is particularly applicable to slow moving goods vehicles or farm vehicles.

OVERTAKING: About 1 in 5 of motorcyclist accidents involves overtaking. Almost 1 in 3 of the overtaking accidents involved motorcyclists passing stationary or slow moving vehicles e.g. in traffic queues, where the most common accident type was another vehicle turning left (either into or out of a side road or private drive) or U turning, across the motorcyclists path. In other overtaking accidents, the commonest accident type was when the overtaken vehicle turned left as he motorcyclist was overtaking.

TIPS: Be as visible as possible to other drivers. Anticipate that other drivers may not have seen you and be prepared for their actions. Do not overtake near side roads or where cars may emerge from private drives/accesses; or do so with caution. Be aware of oncoming vehicles which may turn right across your path.

BENDS / CORNERS: About 1 in 4 of motorcycle accidents occurred on bends.

TIPS: Ensure speed is appropriate to negotiate bend without losing control, taking account of road surface condition. Anticipate hazards which may be concealed by the bend and be able to stop in time to avoid them. **omm**

One More Mile on the Road

To CapoNord and Back: Report on the Longest Test

On the top of the Scandinavian "tiger", at the extreme north of Continental Europe stands North Cape. An "adventurous" destination for many riders and the source of the nickname for the Aprilia ETV 1000.

Thanks to the generosity and courtesy of **MotoMax** we are now concluding a long test ride that lasted for ten Months and over 30.000K. In this span we covered a large amount of road-types, road-conditions, weather-



situations and traffic-problems.

The Bike crossed more than 10 borders, with relaxed rides in Greece and Italy and less relaxed adventures in Bulgaria, Romania, Hungary, Russia, Georgia, Ukraine...

The CapoNord external-air-temperature indicator has been out of range on the hot side (handheld thermometer indicated + 43 standing) and at -10 on the freezing side.

Some rides were non stop days on the saddle in excess of 1500K in one go, we use the ETV 1000 regularly as a commuter and town bike. The bike took part to most of OMM events and training sessions and it was given to more than fifty riders as test-bike for short periods.

For all this period, the bike has been kept in standard condition with an Aprilia set of hard bags (3) and a central stand as accessories. Service has been done according to manual at authorized workshops, three set of front tires and two set of back (Metzeler Tourance and, currently, Pirelli). One set of front brake pads.

Problems? None... the bike never left us on the road and we almost managed to keep the number of starts and the ones of parking at equal level.

Among small inconveniences a period of engine dying at low revs (repaired in service), fault on the clutch switch controlling the start engine (even today is not possible to start the bike unless in neutral), a lost rear indicator (knocked down by a real gentle touch with a passenger leg while dismounting), the letter "service" and the light "EFI" flashing sometimes for no reason (computer remedy "stop and restart" always cured the fault).

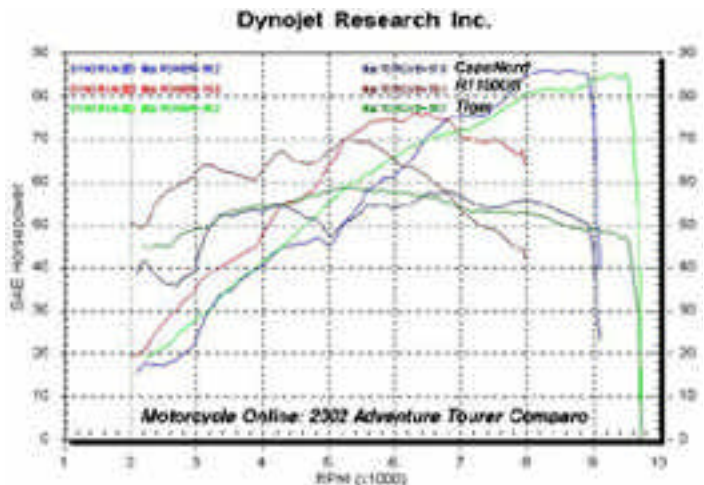
2002 Aprilia CapoNord	Max Power: 86.2 hp @ 8,300 rpm
	Max Torque: 57.6 ft/lbs @ 6,800 rpm
2001 BMW R1150GS	Max Power = 76.0 hp @ 6,500 rpm
	Max Torque = 70.1 ft/lbs @ 5,300 rpm
2002 Triumph Tiger	Max Power = 85.2 hp @ 9,300 rpm
	Max Torque = 58.7 ft/lbs @ 5,200 rpm

Pleasures? In excess of 35.000...Every single ride closed with a mental (and sometime verbal) praise of the bike performance, character, style and reliability.

I have to keep emotions under control but I rarely found in over 40 years of biking a machine so pleasurable. First the engine: a little lazy under 3.000 revs but with all you need in torque and power from then on. Definitely the most powerful of the big trial bikes with the spread of torque you need on normal roads

Away from arid figure the bike follows your desires with ease and kindness: a little touch on the handlebar is sufficient to put the tires "in the cone" and stability around corners is at the level of sport bikes: the CapoNord is not concerned about sudden changes in direction switching position with sure foot. Only changes in speed "in the corner" generate a (initially) disconcerting wave: keep it on power and, on a tortuous road, you can stay with the big boys without stress.

Comfort s always assured but what I believe is the best saddle on the market and by a well designed relationship man-machine. The riding position is more on-the-thank than other trial bike but this result in a good



distribution of weight (back-knees-arms).

Long spells on the CapoNord are almost effortless and the (comparatively) low weight contributes to confidence. Living, for most of the year, in a forest area I had space and time to test the off-road performance of the bike: not an off-roader, unless you finished a Paris-Dakar, but not too bad either when the asphalt disappear. In these situations the ride is all based on the throttle and the power of the Mille Engine comes to the rescue in more than one occasion.

Front suspension can do with upgrading (see the new fork on the Raid model) and the back one needs a personal tuning (easy done with the knob and spanner): still I do not agree with riders talking about "light front". Fork does the job in 95% of the situations and only a champion can see the limits on road.

Commands and controls are user friendly: you can dislike the graphic of the cockpit but, in long night rides, the blue lights are good company: talking of night, this is the first bike where I did not add auxiliaries (my faithful Motolights are stored in the garage). A good powerful beam required only an upgrade of the bulb. Wind protection has been praised but all journalist who tested the bike: with standard screen (am me being just above 1.8mt) the flux of air is hitting the top of the helmet, covering shoulders but leaving hands out on the cold.

What I will do to improve an already good bike? An after-market powerful horn should replace the feeble standard one: on our roads a strong "here I am" can spare embarrassing situations. Hated grips and hand protectors should be standard in a bike of this class. Finally I will go for a better lower protection of the engine: the oil level tube is easy to read but quite exposed. The Aprilia bags are stupid-proof and firmly in place with supports and attachments not intruding on the general line of the bike.

Memories shared with the CapoNord are part of one of the best year on the saddle:

- With Alp, tow CapoNord riding non stop for 1.600K from Cesme to the Iranian border in a mad-ride crossing all Anatolia.
- Alone in one day, one night ride celebrating autumn for Istanbul to Adana via the Dardanelles and along the coast.
- On a terrible snow storm this January taking two hours to cover 35 kilometers.
- With Emok riders at the 2003 Rally swinging around the splendid Phrygian landscape.
- On the Lycian mountains testing how far the leaning will go.
- With Fuat on a mad off-road excursion in OMM Toros Centopassi.

In conclusion: my type of bike... one that I see going out of my garage with great pain. Aprilia CapoNord is an intelligence choice for long distance riding, touring, commuting and general fun. The best way to define it is using human terms: obedient, responsive, exciting and easy-going. Price contributes to the appeal of the package and service is in line with the standard of Turkey. Now I have to go ... Capo Nord is waiting. **OMM**

Meet OMM Friends: Vahe Bağdatoğlu

Vahe Bagdatoglu is the 6th OMM member of Association using this space to introduce himself:

"Born in Istanbul in 1961, at the age of five I started riding bicycles. I also spent a lot of time with my grand father who was a taxi driver .He told me about his bike races in 1920-1930 and I was obviously was fascinated with the stories .When I was 8-9 years old I went racing 50 cc moby-



ettes in close circuits. This was my first steps in our sport. My passion for bike grew with age and in 1980, in Marseille for studies, I had my first ri-

ding lessons and I bought a Honda 125 Twin. I covered about 30.000 km in the south of France. Two years later I bought the Honda CBX 400 .I made another 12,000km with it before returning back to Istanbul. The friendship and the solidarity that I met in France were fascinating; meeting bikers without any discrimination of model, style or money was superb and it is something that you can't have if you are in a car. In 1998 I bought my actual bike a BMW F650 ST.

A year later I had a serious accident: a car hit me from right hand side and my leg was badly broken. After 6 weeks of hospital and a difficult operation I had a long recovery period; stop biking and trying (with no chances) to sell the bike. 15 months after my accident at my anniversary I rode the as a "last time" celebration... since then I'm riding everyday.

During a meeting of EMOK I heard from a friend about OMM. At the first opportunity I took to an OMM - ARA course and since then I am trying to be at every theory course. Riding a bike is a passion for me. I feel and enjoy the environment when I'm riding (even when it is bad traffic jam). I know that I'm taking risks when I ride but riding is the different lifestyle that I choose. **(Vah in the picture with the faithful F 650 in front of the Pharmacy that he manages in Istanbul) OMM**

OMM Ride the Web

Brand new TMF website

New web-site of the Turkish Motorcycle Federation at <http://www.tmf.org.tr/>

Biker Ring

Claiming to have has more biker sites in one place than anywhere else in the world, Biker Ring at <http://m.webring.com/hub?ring=bikernet> is a useful search engine for clubs, groups and suppliers. **OMM**

OMM Ring of Friends

Deniz Algun in Dubai

Deniz Algun, friend of many OMM riders and well known doctor in Istanbul placed in First place in the "Super-production 450cc" category during the 6th leg of World Cross Country Championship held in Dubai. From all of us and from the entire Turkish biking community the most sincere congratulations. We are waiting for a story of this event for the next issue of the Bulletin. **OMM**

Robert Vanleeuwen came to Istanbul

Robert Vanleeuwen came to visit us in Istanbul, Gocek and Ankara in the summer of 2002 on his way from Holland to Australia. The ride was not without problem, with a serious accident in India. Robert is now back home and he sent several notes thanking the OMM riders for the support re-



MCN website

The famous weekly magazine MCN manages a web site at <http://www.motorcyclenews.com> where you can find tests, tips, chats on improving bikes, sales of second hand and new. You can also subscribe to download the magazine on line the same day of issue. **OMM**

Off Shop in Line

A great outdoor store in line. This is how "Off-Shop" defines itself at www.adventurerepublic.com In Turkish only. **OMM**

ceived while in Turkey. We sincerely hope to see him and his shining GS soon back in the country. **OMM**

Neil Francis Butler back Home

Neil Francis Butler, known as Frank, is approaching the Turkish border and he will be in Istanbul in the first week of March if everything goes to plans. You can read reports on the ride in Asia with BMW at <http://www.mrbeem.com> **OMM**



Ride in Gear

Clear Vision

Clear Vision. Changing season is a good time to take a look at your bike light system: sharp visibility, long beam and good geometry are essential for making safe progress from sunset on. The first step could be a replacement of the headlight bulb: Ride UK tested in January 37 different bulbs rating six Recommended in the H4 Category (two filaments) and three in the H7 (one filament). **H4:** RING Xenon Plus, PHILIPS Vision Plus, PHILIPS Blue Vision, OSRAM Silverstar **H7:** RING Ultra Xenon, PHILIPS Vision Plus, OSRAM Halogen Bilux. For Philips and Osram you can find all specs at <http://www.powerbulbs.com>

Next step is to put "more light" on your bike and the choice of many OMM riders has always been Motolight Halogen at <http://www.motolight.com>. It not unusual to do 100.000 with this system without any problem. The PIAA 910 have been for long time the recommended choice of Long Distance Riders for auxiliary lights. Now, **David Riley** is suggesting, on the chat room of LDR, the following alternative: "There is an alternate version of the PIAA 910 unit. It is called the Hella 500. The angles and dangles for the discharge of highly reflected light for the down range illumination are achieved by this model: the reflector is round and since I have added a set of 100 watt bulbs to the unit I have been able to light up the road much better than someone with a setup of the acclaimed 910's. The system provides a deep saving on the costs of extra lights: I did upgrade the wiring harness (12 gage, THNN, stranded IIRC) and I do use the high beams as triggers to a relay. Every lighting option is isolated and has a dual redundant system." Find details on Hella 500 Kit at www.levineautoparts.com/helhigherrou.html

While there, do not forget your back lights with several ways to improve it: for extreme lights take a look at http://www.customdynamics.com/motorcycle_lights.htm **OMM**

These Boots are Made for Riding

Neil Harison at <http://www.bmwmotorrad.co.za> has an interesting article titled: "These boots are made for riding - a biker's guide"

If you're ever around a large group of bikers - like say, at a rally or a toy run - take a closer look at the older riders. The first thing you'll notice is there aren't many of them about. A bit worrying, that. The next thing that might catch your attention is that these weathered gentlemen of the tar are invariably well kitted out; a good set of riding gear in good repair. This is no coincidence, a good set of gear can mean the difference between a long enjoyable riding career and an abruptly terminated painful one. This article deals with motorcycle boots because boots seem to be the most neglected, least used item of riding gear. How often have you been passed by someone on the latest sport bike who's wearing running shoes? Just don't do it. Boots have to protect you against abrasion and impact. The Hurt study conducted in the US found that three quarters of all motorcycle accidents involved impact with another vehicle, usually a pas-

Join the OMM – ARA Yahoo Group. One More Mile Riders group manages a Yahoo Group dedicated to exchange experience on safe and competent riding: a practical tool to discuss and (together) learn about competent riding. Trainers and observers of OMM are here at disposal of the participants to share knowledge and to further explore the theory of riding. We are extending the invitation to join this "community" to all readers of the bulletin. You can learn more at <http://autos.groups.yahoo.com/group/OMMARA/> and you can join the debate at OMMARA-subscribe@yahoogroups.com

senger vehicle. Half of the injuries to the body were to the ankle-foot, lower leg, knee and upper thigh. Heavy boots were found to be effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.

Lets kick off with socks. They should be clean; if the worst happens and you end up in casualty, you don't want your dashing young Cuban doctor and his coterie of nurses falling to the floor in a series of muffled thuds at first whiff. Your socks should extend above the boot and shouldn't belong to the genus that creeps ever toe-wards.

There are several different kinds of boots to choose from. What exactly defines a conventional motorcycle boot is a matter of some debate but most will agree that it covers the ankle but doesn't extend a lot higher. These can double as daily foot ware as they're often comfortable enough for walking around in and are less likely to arouse unwelcome attention from S&M enthusiasts. So-called tour boots extend high up the shin, and are made from thick leather and often include a basic protection shell. Racing boots aren't practical for everyday use but do offer the very highest levels of protection. They have armored shells and are tightly wrapped around foot and calf. Comfortable on the bike but torture off, they're available in both on and off-road variants.

There are a number of factors to bear in mind when choosing a motorcycle boot. The boot should offer ankle support and ideally, some form of shin protection as well as foot plate bracing. A combination of thick leather and armored reinforcing is first prize. The boot should firmly grip the ankle and heel as this prevents the heel from lifting and provides a more comfortable ride. There must be a shifter pad near the toe as the boot receives a lot of wear in this area. Boots should be able to breathe; a ventilation fabric like Gore-Tex will let the sweat out without letting water in. Water resistant boots are highly recommended but require that you pay special attention to cleaning procedures lest they lose their H₂O aversion. Velcro and zippers are considered preferable to laces, but laces will do. Fastenings should be secure and the general fit, comfortable; allowing full movement without any constriction. Never have any loose material hanging from your boots that could get caught on the shift lever or in the chain. No fashionable leather tassels please.

And finally, soles should be non-slip, offer good traction and include a heel that you can easily rest on the foot peg. Your boots must be comfortable for walking; if they aren't you'll end up riding around in Nikes again.

omm

On your Bike: Excuses for Ride

Do One More Mile

OMM is not a social club with many rides scheduled on the season but several OMM riders organize during the year interesting excursions and they welcome new friends.

We want to open the pages of the Bulletin to these rides not only reporting when completed but also inviting companions well in advance.

So, if you are planning a good ride (week-end, week, month...) let us know and we will present it here. I start off with my calendar presenting the ride I plan for the incoming season

1. WDW Word Ducati Wee 2004 May 17th-23rd: This year I will not miss this unique event for Ducatisti and bikers off any other brand. At the Santa Monica racetrack in Misano Adriatico, Italy. "Seven days designed to change everything you know about motorcycling" One can take brand new model 2004 Ducatis onto the track (including the world beating Ducati 999 Superbike), check out lectures at the Ducati University, or just la-



ze on the nearby beaches and soak up the rays of the Mediterranean sun. Training lessons with professionals at Ducati's official riding school mix with the introduction of the Ducati MotoGP and SBK teams, and the opportunity to meet riders like Troy Bayliss and Loris Capirossi. I plan to ship the bike to Trieste and fly there on May 15 with service offered out of Istanbul. It is also possible to rent bikes in Italy. For few days we will ride on the Dolomites and North Lake Region to reach Imola and the Party on Thursday 20. Two days in Santa Monica and then, Sunday 23 a quick dash to Brindisi for crossing to Igoumenitza returning by road to Istanbul on the night of 24 May. Alp Berker and Fuat Domanic are among the OMM riders in this splendid adventure: join in now (places at the event are going fast at <http://www.ducati.com/wdw2004/info/cosa.html>)

2. I always dreamed of completing the old "Via Egnatia" from Istanbul to Dubrovnik. This was in Byzantines times the path connecting Rome and Istanbul (with the Appian Way in Italy). Friends at MotorEast took the project seriously and we are now planning to cover the route from July 27 to August 7. The ride will explore the Epirus, one of the unspoiled corners of Greece, and then enter to Albania, a Country only recently open to tourism; into Montenegro and Croatia to stop in Dubrovnik voted the number one historical city in the world. On the way back we will visit Sofia, the Bulgarian capital. 3.000 Kilometers in twelve days. With good riding on paved roads. The full program is available at www.motoreast.com and I will definitely lead this ride welcoming new and old friends.

3. Engin Serozan and Alp Berker, OMM riders quite active in tracing new itineraries in Turkey, came out with a stunning ride that we call "**Centopassi on the Black Sea**". 3.800K in six days: this is for passionate lovers of hard roads, spectacular scenery and Turkish traditions. If you think that you know the roads on the mountains facing the Black Sea... think again because this plan will surprise you. Contact **Alp Berker** for joining us: we ride from August 24 to the 31st. **omm**

Follow the 2004 Calendar of MotoGP

The 2004 Calendar for GP races is out and each one of the appoint-

Date	Grand Prix	Circuit
Apr, 18	AFRICA'S GRAND PRIX	Phakisa Freeway
May, 2	GRAN PREMIO DE ESPANA	Jerez
May, 16	GRAND PRIX DE FRANCE	Le Mans
Jun, 6	GRAN PREMIO D'ITALIA	Mugello
Jun, 13	GRAN PREMI DE CATALUNYA	Circuit de Catalunya
Jun, 26	DUTCH TT	Assen
Jul, 11	BRITISH GRAND PRIX	Donington Park
Jul, 18	MOTORRAD GP DEUTSCHLAND	Sachsenring
Jul, 31	RIO GRAND PRIX	Nelson Piquet
Aug, 22	GP CESKE REPUBLIKY	Automotodrom Brno
Sep, 5	GP DE PORTUGAL	Estoril
Sep, 19	GRAND PRIX OF JAPAN	Motegi
Oct, 2	GP OF QATAR	Doha
Oct, 10	MALAYSIAN MOTORCYCLE GP	Sepang Circuit
Oct, 17	AUTRALIAN GRAND PRIX	Phillip Island
Oct, 31	GP COMUNITAT VALENCIANA	Comunitat Valenciana

ments can be a good reason for a ride out of Turkey. Page & Moy's International is a travel company for bikers offering the opportunity to visit some of the top events from the worlds of MotoGP, World Superbikes and more. They can arrange for flights, hotels, tickets, bike rentals. Visit the site at <http://www.motor-biketours.com/> **omm**

Ride and Think

Mert Balin on OMM Mission

From OMM Rider Mert Balin we received this inspiring consideration on how to grow in our commitment to the biking communities.

"The value of OMM is in the loyalty of members, riders, supporters. OMM's mission is to build a loyal community of riders and I believe that there is a recipe in building loyalty: Sincerity, Active Participation, Talk & Listen, Desire to Learn and Sense of Community. This is what life teaches us: two persons meet in sincerity and love creating a family, than a new creature is born who listens, learns and, eventually, forms a new community around breeding loyalty.

OMM should show its sincerity in everyway. OMM should promote competent and fun riding, OMM should talk, OMM should listen, OMM should teach.

In this way OMM can form a community, afterwards loyalty comes. OMM does most of the above in a good way. If we remain loyal to this path, and believe on it from the deep of our heart we will continue to flourish personally and corporately." **omm**

Court Fisher from BMWOA

From Court Fisher (BMWoa) comes this funny pseudo-article that was distributed by e-mail to USA journalist by BMW Motorrad's North American press officer. For the ones of us regular users of Moto Magazine this joke (the Copyright is registered by an unknown and untraceable Gabe Ets-Hokin) reflects a sad reality: most of the international moto magazines keep repeating at exhaustion the same tests, the same words (from producer press sheets) the same comparisons. When you take out advertising, domesticated introductions of pseudo-new-models, hyperbolic rides knee-down-front-wheel-up, little remains for the interested reader. Read on.

Los Angeles (AP)United Nations to Provide Emergency Adjective Supplies to Los Angeles Moto-Journalist Community

Disaster relief officials announced here Tuesday that United Nations aid workers would begin airlifting emergency supplies of adjectives, pronouns and adverbs to idea-impooverished motorcycle journalists decimated by years of concept drought.

The first shipments of supplies, in the form of crates packed with synonyms for the word "acceleration" was air-dropped by Royal Netherlands Air Force C-130s on Monday evening. Police forces were called in to quell crowds of magazine and website staffers battling for handfuls of the long-awaited words.

"This is wonderful", said one emaciated writer, choking back tears as he

OMM BULLETIN ISSUE 55

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

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shoveled clumps of tiny black characters into the gaping maw of his I-Bo-Ok. "I really thought my career was over. How many times can you use the phrase 'stump-pulling torque' and get away with it?"

The disaster relief was much needed by a region of the Los Angeles basin inhabited mostly by small bands of nomadic motorcycle, ATV and automotive journalists.

"Once, the southern Los Angeles basin was teeming with colorful groups of journalists who thrived on a vibrant publishing economy," said Lance Holstein, author of The Fat and the Slow: a History of Motorcycle Journalists, "but two decades of corporate publishing mergers, cable TV, and the senseless violence of tire shootouts and middleweight sportbike wars have taken their toll. Few of these proud, fierce people remain to roam the twisty ribbons of asphalt that make up their native habitat."

Although over 30,000 tons of verbiage has been promised by donor nations, the aid may be a case of too little, too late. The local highways are littered with the bloated, desiccated corpses of motorcycle journalists, killed by the repetitive boredom of reporting on the same stories year in and year out. Constant use of phrases like "parts bin engineering", "blistering top-gear acceleration" and "telepathic steering" have left a once-vibrant culture a burnt-out shell filled with shambling, zombie-like creatures...

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