

View from the cockpit

Position... Position... Position...

First ride of the year on warm weather: it's about right, the calendar reads March 21 and the equinox night was balmy and crystal clear. I kept riding through the difficult winter and the Caponord still carries the signs of brief encounters with snow and ice.

Today the Aprilia rests clean and shiny in the garage: it is Ducati day and the 916 (masterly pictured here by **Apo Hekimham**) meets the road after a three months rest.

Good friend **Fuat** show up adding a Wagnerian note to the exhaust concert: his **Aprilia** Tuono with **Akrapovic** cannons has a low rumble capable of shaking thick walls.

Italian twins day on the Trakya (Thrace) roads between the Black and the Marmara Sea, drifting toward the Bulgarian border. The roads, on this European portion of Turkey, are notoriously bad: with few exceptions (110 to Tekirdag and Ipsala border, 100 to Edirne via Corlu and motorway 03 to Edirne) one faces small and badly paved surfaces with long straights followed by inexplicable sets of corners, erratic traffic, mud and debris moved in by tractors: the entire scenario is dotted by ugly villages, industrial constructions, unfinished residential projects and the spilling of urban refusal that Istanbul, the great animal, vomits on the dying nature around the city. Not a pretty picture but with the sun of spring even Trakya can be beautiful. Still, the magic of spring does little to improve roads conditions. Winter played havoc with the asphalt obliterating its presence in large portions, opening holes worth of speleological exploration, twisting the surface as a mad ribbon.

The Italian twins will not care: road is and road must be faced. A briskly pace, picking not only cornering lines but, as important, surface lines... *take that corner in style while double swerving around menacing crack at the apex.*

The intensity of the ride keeps brain (or what is left of it) working fast and it is then that one remembers the motto of the guy who sold you the house: in the property business three things are important: "position... position... and position".

Bikes are, with few exceptions, funnier and faster than a house but position is equally important. And I do not talk here about "position of the bike on the road": important but not what comes to mind when body is stirred and shaken on a designed-for-smooth-chassis on a prehistorical track.

I am talking (and thinking) about position of your poor body itself. Ducati's are not as famous as Gold Wing's for comfort and spaciousness: the bike is small, suspensions hard and the accommodation is "sporting", to say the best. In few words, an ideal situation for start thinking about body position.



The bike talks: take a corner with stiff posture, rigid locked arms, flat feet... touch a small bump (if you can find a small one): the front feel vague, the bike head start shaking, the back tire wobbles and the entire process turn scaring.

Here you do not have too many choices or too many lines: Sunday's drivers take possession of the road, families on tractors cut big portions of your lane with nonchalance, happy fathers brake in front of you for no reason other than showing to kids "that red shining bike", joyous bus riders slalom between potholes moving, without warning, between English and European lane discipline. You have to stay on your toes.

Positioning the balls of feet on the pegs is the key to keep mobility on the bike: this **position of feet** gives first of all great sensitivity on what the bike is doing. Furthermore it allows to move rapidly and effortlessly the entire body. *Big hole coming... impossible to avoid it... just press on feet/legs and raise your bum from the saddle leaving the bike free moving under you and absorbing most of the impact.* The position is further improved by turning the point of the feet toward the chassis: more leaning angle and better hold of the legs against the bike. The inconvenience of having to move the feet to reach gear and brake levers is amply overrun by the mobility and control advantages.

Balls of feet on pegs gives better **position of the knees**, pushing them locked against the tank. Your legs hold the bike releasing pressure from arms. Knee pressure on the opposite side of the corner helps the control of steering-leaning contributing to a constant and clean line throughout the bend. Old, but good, bikers used to say that if at the end of a ride your arms are more tired than your legs you still have a lot to learn. True, **the entire mission is to keep the upper body, shoulders, arms and hands free of weight/tension to attend the delicate work of steering, braking, throttle control.**

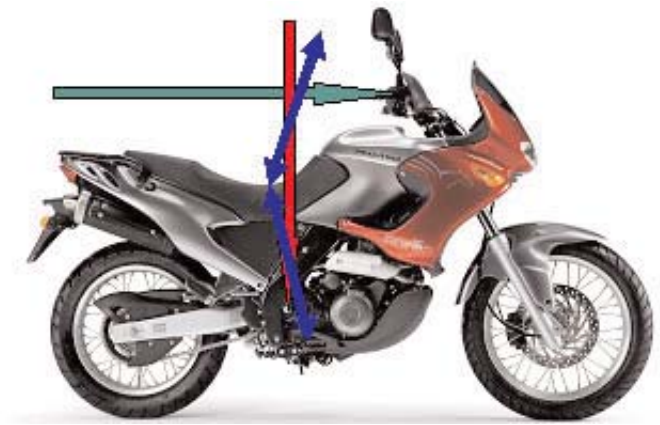
Sitting on the saddle like you would sit on your favorite armchair is not as good as it sound and this is true for all types of bikes: tourers, choppers, cruisers, sport, trellies. Besides making your lower back sore after few kilometers, a flat or back **hips position** may damage the spine allowing all forces from the road to hit without buffer. Moving the hips forward toward the tank and arching the back to the handlebar call all middle muscles (back and abs) to work keeping the entire body stable on the center while braking or accelerating.

A lot of my friends, victims of Rossi-mania, spend time moving around the bike in the elegant attempt to lean and lean and lean till the knee kisses the ground. It is good on circuit but quite useless on road riding: focusing on shifting the body weight on the saddle takes the fitnesses out of road riding and adds unnecessary work during the crucial moment of cornering. A disciplined and, at the same time, relaxed middle-body position (hips forward and spine arched) combined with a good knees-grip on the tanks is more the sufficient and efficient in keeping bike control throughout difficult surfaces and tight lines.

Shoulder's position is the base for relaxed arms and good vision ahead. Tense, up-raised shoulders are always, when riding, a symptom of mental tension and physical discomfort. Shoulders should lean slightly forward continuing the arch of the spine and the tension must be taken out completely. Shoulders should drop down in a relaxed way taking tension from arms and allowing the head to rotate freely in order to scan the horizon.

With spine arched and shoulders dropped forward the **head position** must be raised to reach the extreme limit of the horizon. Not only look well ahead but, more specifically, look at the "absolute limit of view", the road's vanishing point. A tightly comfortable helmet and the correct collar of the jacket must permit free movement of the head without any restriction or pain. The head is up, as the last portion of a bow, collecting information with deep and scanning vision.

The correct position of the head and shoulders is linked to the **position of the arms**; this is the point to check and re-align with frequency during the ride. The objective of correct arms position is to reduce at the maximum the tension on the bars: to this goal arms should be relaxed, with elbows bent and inside. In this way arms operate as an additional pair of shock absorbers buffering the hits coming from the road and the bike jolts. Conversely tense and locked arms amplify any small input from the road-tires-chassis making the ride erratic. Tense arms means as well tense grip on the controls: tight gripping hands loose the feeling and the smoothness on throttle



goes with the wind.

Bent elbows place the lower part of the arm in line with the **hands and levers** facilitating the pushing (steering) of the bar. A good setting of the levers (to be in straight line with lower arm and hand) not only provides better (easier) steering but also reduces fatigue and the risk of carpal syndrome.

This is an easy job that can be performed in all bikes: exceptions are "show-off" handle-bars occasionally mounted on cruisers and choppers... no cure for them.

Biking is a sporting activity and, as such, requires a good level of fitness: being able to assume and maintain a correct position is the important indicator of this level. It keeps biking as a joy without pain, permits concentration and vision, determining factors of safe biking.

The next time the road hits you and shakes body and bike check your position: better, make a habit to check and relax position frequently during the ride. Start from the hand grip go trough arms/elbows, drop shoulders, arch back, move hips forward, use keens for holding and remember the balls (of the feet).

California Superbike School's instructors ask the riders to wave elbows, as dancing chickens, in the middle of the corners in order to visually show total relaxation on the saddle. Play chicken often and Sunday's rides (on Italian exotica as well) will turn safer and more pleasant. Position...position...position. OMM

Right to Ride

European Agency for Motorcycle Safety

On February 2004 the Federation of European Motorcyclists' Associations distributed among Members and Observers the outline of "European Agenda for Motorcycle Safety" This important document aims to give to legislators and decision makers a brief summary of riders' analyses of why motorcycle accidents happen and recommendations on how to improve motorcycle safety in some selected areas of particular concern. The document, available from OMM, can offer to our biking communities and Turkish authorities a good point of reference for further work on improving rider's safety in this Country. We offer here a brief summary with (in *Italic*) the verbatim of FEMA.

OMM- ARA Words of Wisdom

The laws of physics are the same for all of us but, for better or worse, normal people don't think about riding motorcycles with Newton's equations in mind.

Reg Pridmore

A brief introduction to motorcycling underlines the fact that the number of motorcycles on European roads has more than doubled over the last two decades. Motorcycling is no longer a "youth-phenomenon": The average age of the European motorcyclist is considerably higher than it was twenty years ago.

The document continues presenting the two major advantages of Motorcycling:

- It is an inexpensive, environmentally friendly and effective means of trans-

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port

- *It is a meaningful leisure activity, improving the quality of life for millions of European citizens*

FEMA documents notices that Motorcycling has only one major disadvantage: *high injury risk. However, it continues, in most European countries, the motorcycling community has, with few governmental incentives, reduced the accident involvement rate substantially over the last 20 years.*

After listing the different types of motorcycles available, the "European Agenda for Motorcycle Safety" documents examine the level of safety consciousness within the motorcycling community: it is often said that that riding a motorcycle is five, ten or even twenty times more dangerous than being a car occupant. In one respect this is correct: Motorcyclists are vulnerable and have a high risk of injury.

In another respect, however, insurance statistics show that motorcycles are not involved in more "unwanted" road traffic incidents than cars, e.g. motorcyclists do not have a higher accident involvement risk than motorists. Thus, it should not be constantly claimed that motorcyclists are a "careless" group of road-users!

On the contrary: *Most riders are fully aware of the fact that they are vulnerable road users and that motorcycling requires skills and a focused, conscious behavior. The level of safety consciousness, however, may differ from country to country, depending on the general attitude towards road safety in that particular country.*

FEMA recognizes that *motorcycling sometimes attracts "high risk takers" with an extreme behavior. This minority often provokes other road users, giving motorcycling a bad public reputation. Still the level of safety consciousness is high as well proven by the Safety Dialogue inside the biking community: The "safety dialogue" among motorcyclists is an important, often overlooked, instrument for passing on vital safety information and forming positive attitudes towards safety: Experienced riders share their knowledge of riding techniques, traffic strategies and machine maintenance with the novice riders, preventing accidents caused by ignorance. Experienced riders bring novice riders "back to reality" when exaggerated self-confidence makes their riding dangerous. Thus, the "safety dialogue" among motorcyclists should be encouraged and developed. It would benefit largely from Pan-European educational programs (booklets, CD Rom, website) providing accurate and precise information on key subjects. Information distributed through articles in motorcycle magazines are an important part of the "safety dialogue".*

The second section of the documents covers Accident Research and Statistics with a strong conclusion: To better monitor the effects of various road safety initiatives, road safety targets should reflect casualty rates, not casualty numbers: Fatalities/injuries per 10.000 registered vehicles (easily accessible) or fatalities/injuries per annual distance traveled (require extensive data-collection). This takes into account the size of the motorcycle park so that when there is an increase in motorcycle use with a commensurate increase in exposure to risk, motorcycling is not interpreted as becoming an increasingly hazardous activity.

The "European Agenda for Motorcycle Safety" moves then to the Road Infrastructure and to *the failure to consider the safety needs of motorcyclists. Roadway design, maintenance and construction are generally directed towards the needs of multi-track vehicles, with the needs of motorcycles often not taken into consideration. A possible explanation could be a lack of experience or awareness by engineers and maintenance staff.*

In this chapter FEMA covers the dangers for bikers created by:

- *Metal road surface components such as manhole covers, tramlines, offer almost no traction, especially when wet.*
- *Roadside barriers are often placed where they are not needed. Most barrier systems, in the form of prefabricated safety fence, designed to retain*

cars and reduce injuries to automobile occupants, are deadly to motorcyclists who collide with them.

- *Some types of asphalt offer almost no traction when wet.*
- *Poor water drainage as cause of aquaplaning.*
- *Positioning and construction of road signs, kerb design, lighting standards and other road furniture without taking into consideration the safety needs of motorcyclists.*
- *Spreading of plasticized adhesive road-marking tape and slick road-marking paint compromising motorcycle's traction.*

Road maintenance goes, as well, under FEMA scrutiny:

- *Repair materials and procedures often do not respect the original specified quality standards.*
- *Potholes without warning are a hazard that can cause motorcycle crashes.*
- *Bituminous asphalt sealer used for crack repair is extremely slick, especially when wet, and is well known for causing motorcycle accidents.*
- *Longitudinal roadway ridges caused by heavy goods vehicles wear, road settlement or road repair can be a significant hazard to motorcyclists.*
- *Oil and diesel spills can cause loss of traction and a resulting crash.*
- *Roadway debris, such as gravel or sand, often resulting from uncovered loads, pose a greater hazard to motorcycles than to multi-wheel vehicles.*

The Intelligent Transport Systems adopted in Europe may have the potential to significantly improve Road Safety. But FEMA is warning that I.T.S. is currently focused on four-wheeled vehicles. On the chapter dedicated to Rider Training and License Test FEMA states *that basic training is essential. Riding a motorcycle with an acceptable level of safety require skills, knowledge, a focused attitude and a conscious behavior. Thus, no one should start riding a motorcycle without having undertaken structured, relevant and cost-effective basic training. Initial rider training programs vary enormously from Member State to Member State - from virtually non-existent to extensive, compulsory and very expensive. It is not necessarily true that very advanced and expensive training gives the greatest road safety benefits.*

FEMA has identified three key factors in effective basic rider training programs:

- *Learning, and understanding the intentions of, laws and regulations intended to promote and maintain road safety*
- *Learning basic rider traffic strategies, such as rider attitude and behavior, interactions with other road users, speed choice, lane positioning, visual directional control, active hazard search, perception and anticipation are currently missing in most countries.*
- *Learning precise and effective machine control skills, based on the laws of physics, enabling the rider to be in control of the motorcycle when accelerating, cornering and braking; the only three maneuvers a motorcycle is capable of.*

Coming to instructor's competence the document declares that *the quality and effectiveness of training is highly dependent upon the instructor's competence. Thus, no one should be allowed to offer training if not having participated in a recognized instructors training program. Covering the presence of Advanced Riding Training courses in Europe FEMA observes that in a road safety context, the need for voluntary post-license training is closely connected to the quality of basic rider training: If basic rider training is insufficient, there may be a greater need for voluntary post-license training, as a "remedy". If such courses are to be effective, there is a perceived need for instructors to be shown to be competent through officially recognized registration schemes. As long as there are major improvements to be made in initial rider training, FEMA can see no need for mandatory post-license training.*

The following chapter covers "Interactions with other road users" and more specifically:

- *Driver Awareness: the factors presented in trying to explain why car drivers tend to overlook motorcyclists.*

- *Conspicuity: motorcyclists are constantly encouraged to enhance their conspicuity by use of daytime running lights and brightly colored clothing despite several ambiguities on visibility issues such as daytime running lights.*
- *Collision-avoidance skills: under certain, favorable circumstances, motorcyclists may avoid a collision if mastering effective collision avoidance techniques, such as emergency braking and swerving. The retrospective amendments to the 2nd EC Driving License Directive requires braking and swerving exercises to be included in motorcycle license test.*

The last chapters of FEMA documents cover Personal Protective Equipment, Helmets and helmet use, Protective clothing (Fiscal incentives are an effective way of reducing costs, and FEMA recommends that personal protective equipment for motorcycle use is subject to a lower VAT rate) and Alcohol Impairment.

It concludes with a list of motorcycle safety campaigns that, on FEMA Opinion, would be extremely effective and useful:

- *Motorcycle awareness campaigns*
- *Helmet awareness campaigns*
- *Road hazard awareness campaigns*
- *Anti-Bike-Theft campaigns*
- *Diesel Spills campaigns*
- *Educational programs supporting the "safety dialogue"*

On 17th March 2004 FEMA issued a press release recommending solutions to improve motorcycle safety.

With the Third Road Safety Action Programme, the European Commission is setting a very ambitious goal: halving the number of deaths on European roads by 2010. FEMA welcomes this document, and promotes recommendations to improve motorcyclists safety in the areas of road user behavior, safety of vehicles, and road infrastructure.

From the early stage of its drafting, FEMA worked on having motorcyclists points included in the document. And we follow the matter through the democratic process to make sure that our recommendations, the resolutions and opinions stated by the EP and the EU Governments in the general White Paper on EU Transport Policy, are taken into consideration.

FEMA supports the EP resolution that the EU Road Safety paper should fo-

cus on solutions to reduce high risks for motorcyclists, and concentrate on improved mobility for motorcyclists through institutional investment, subsidies and legislation reflecting this preference. The EU Governments also underlined the urgent need to give special attention to the needs of vulnerable road users - such as pedestrians, motorcycle riders, moped riders, and cyclists - which should be duly reflected in Member States road safety policies.

Having achieved this, FEMA developed recommendations related to motorcycle safety, to improve the situation on the different areas defined in the document.

The aspect of road user behavior should include, amongst others, proper consideration on the way to provide an initial rider training of quality. FEMA conducted a EU funded project, which spotted the shortcomings of the existing training schemes across Europe, and recommended important elements such as hazard awareness and avoidance, and rider attitude and behavior to be included in the rider training schemes. Currently, FEMA is proposing to conduct an EC funded project which will develop a European model to be used by all Member States.

FEMA asks that road infrastructure, when developed, meet the specific needs of all road users, including motorcyclists. This means of course rider-friendly design of crash barriers. This was also the subject of an EU funded project undertaken by FEMA, and proposing improved designs and alternatives to make them safer for riders. We also support the EC proposal for a harmonized system to identify black spots, and making motorcyclists aware of the dangers in certain traffic situations.

FEMA is convinced that active safety is the key element to safer motorcycling. On the other hand, motorcycles have gained much in terms of safety in the way they are built. This allows the rider, who has been properly trained, to benefit from the enhanced optional technologies such as anti-lock braking systems. We therefore argue in favor of them being progressively available as optional and affordable equipments on all motorcycles.

The full text of FEMA response to the Road Safety Action Programme can be downloaded on:

<http://www.fema.kaalium.com/issues/docs/RSAPFEMAp05.PDF>

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OMM Activities in February

ADAC Program



It was a heavy week the one that opened the month of March. Heavy on the weather, with snow storms of Siberian proportions and heavy on the OMM riders with a training week conducted by ADAC for the would-be trainers in Turkey. The **Au-**

todrom circuit is a great new venue for pilots and a

well designed one for training: unfortunately we are not the only ones thinking so. Renault, BMW and other car events pushed our group at the outside of the circuit: still large areas for exercises. Knut Friedrich (at the center) and Hans Diltthey (left) shared the considerable experience with 10 riders going through the "Bike Control" course so popular in Germany. A 10 hours, six days tuition that will conclude in May with the examination of the candidates. Several of the drills presented in this course will be immediately



introduced in OMM – ARAFlex plan. Book your session in May. **omm**

ride one more mile www.ommriders.org

OMM 2004 CALENDAR

Date	Reference	Location	Time	Subject
March				
1-6 March 04	OMM-ADAC Course	İstanbul		Training the Trainers Workshop
07 March 04	OMM Anniversary	National	TBD	6 Years of OMM
09 March 04	Competent Riding	TBD	TBD	EMOK OMM Theory Course
10 March 04	Competent Riding	TBD	TBD	EMOK OMM Theory Course
20 March 04	OMM Assembly	AOSS İstanbul	10:30-14:30	Legal Assembly
25-28 March 04	Istanbul Motorcycle Fair	İstanbul		EMOK OMM Intro 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 - OMM Theory Course
06 May 04	Competent Riding	TBD	TBD	EMOK - OMM Theory 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 OMM Ride (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		OMM Ride
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 HOGRIiders)	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

One More Mile Test

Living at Cape North

Living at Cape North. After one year of intimate life with the Aprilia Caponord including a brief spell with the Raid version I like to put down some suggestions for riders who want to select this machine as faithful companion for the new season. On real life, made of bumpy roads and broken asphalt, few bikes can come close to the ETV 1000: the protagonist is the engine and the 98 declared horses (8.250 r.p.m.) make this simple fact clear from the beginning. It is not a lover of gentle revving preferring to operate above 4,000 with the maximum torque of 9.88 kgm (97 Nm) at 6250 r.p.m.

"Never-ending roads and motorways, or dusty and lonely tracks, stretching to the edge of the world towards unknown landscapes and unknown sensations..." lyrically plays the Company press release and you have to take it with a pinch of salt. Caponord is not an off-roader but a competent rider with experience on dirt can take the beast on gas control along difficult trail. On the road (on bad roads) the *"never-ending"* statement of the press release turns true.

First the **seat** and the seat position: I am a fanatic supporter of Corbin seat and almost in all bikes I invested in special seat from USA. For the Caponord I never felt the need: the seat must be one of the most comfortable in the market with the right level of firmness and comfort. Aprilia offers a choice of seats (Lower and higher) changing seat height by two centimeters.

The money saved in after market seat can be profitably spent in two original accessories: **Heated grips and hazard warning kit**. I personally believe that heated grips should be offered standard on all bikes but, obviously, Aprilia has different opinion. Without hand protectors the cold hits fingers with ferocity: I did not try but I have been told that the hand protectors of the Rally version fit perfectly the standard ETV 1000

Never ending roads... means, for some, **luggage** and here the options are abundant: the most sporting riders can go with **soft bags in the Aprilia line**, a tail bag (38 liters capable of holding two helmets) and a specially designed, perfectly stable tank bag (28 liters). Aprilia offers an alternative of plastic (polypropylene) and aluminum luggage kit. I mounted on mine the plastic **Pannier Set (total 64 liters)** and **Top Box (50 liters)**. Totally waterproof, the set has the great advantage of mounting rails quite inconspicuous not spoiling the line of the bike when the bags are left home. Setting and locking is fast, simple and secure: I covered long miles on off road and I heavily crashed, with side bags on, without any damage to the content. If you want more space (or if you miss your Gold Wing carrying capacity) **the aluminum pannier kit** and top box are big and trendy. Not my idea of convenience in traffic but still a great smell of adventure and Africa crossing with a total capacity of 140 liters.



ONE MORE MILE



Some riders feel the front **suspension** of the Caponord light: with a high center of gravity the bike is very agile and turns quickly into corners offering a real sport riding. If you want to improve suspension Aprilia offers a mono-shock **rear suspension kit** as option with adjustable rebound, compression and pre-load. The front forks of the Rally version with adjustable preload and different setting feels more solid and Touratech offers Wirth **progressive front fork** easy to fit on the ETV 1000. The same company can add to the "smell of Africa" with three **special protections**: Radiator guard, Oil cooler guard and Chain guard. Not only "smell" if Aprilia feels obliged to offer as accessory a **front fairing protection kit** and **aluminum skid sump guard**. I did not mount any of them but I always felt that the oil reservoir and level indicator was too exposed in case of accident.

Lights Touratech presents Xenon and Fog lights in aluminum holders mounting on the top of the side fairings. I found the standard light more than adequate: the beam is wide, deep and more powerful than many bikes. I only changed the bulb to an "all weather" Osram.

Aprilia raised front mud guard is for hard core dusty and lonely track riders: it eliminates the risk of mud build-up and front wheel lock in very hard condition and it can be a useful modification if you plan forest roads in winter. The **center stand**, again offered as option, is mandatory: not only it keeps the bike in safe position in a lot of parking situations but it also transforms chain maintenance in a two minutes work. Regulation of the tension can be rapidly done with the in-board tools and, thanks to the good balance of the bike, lubrication is possible with engine/gear on. I will put a good Scottolier on top of my list of gifts to prolong the life of the chain.

I rode on **Metzeler Tourance** and on **Pirelli Skorpion** and I found the last ones better suited for my way of riding. On hard terrain and with heavy use I covered 15.000K with a set. Aprilia does not offer a tire repair kit but there is space under the pillion seat for one.

The new 2004 Caponord introduces (finally) **ABS as standard equipment** designed in cooperation with Brembo and Bosch. The dashboard features a warning light to show that the system is operating and a backlit button to disengage it.

Life with a bike is not only the pleasure of riding but also the pain of maintenance: 35.000 K and not a major problem. Standard maintenance was done at home covering daily and weekly checks. I changed oil and filter every 5.000 K (personal rule) and air filter once.

Life at Caponord has been very comfortable, pleasant and funny: I am watching at the red ETV 1000 going out for the last time from my garage with great nostalgia: it is going to be sold by Motomax and I really hope it will find a good, passionate owner. OMM

Planning Ahead

Scooter Hunt

Supported by **HONDA** and **PIAGGIO** and organized by **MotorEast** for the 17 and 18 of April the **SCOOTER HUNT** will be the first "poker run" style event in town. The Participant will follow a "secret" itinerary along the Bosforus discovering destinations and sights with cleverly designed riddles. Prices are rich and abundant with scooter for the Winners: book your place by calling Ikbal at +90 (212) 286 64 92. **omm**

İstanbul Bike Fair 2004

From 25 to 28 of March is time for the annual **Bike Fair in Istanbul**: a mixture of oriental bazaar and would-like-to-be-in-Daytona beach. Still, an appointment to meet fellow riders and to kick tires. The novelties of the season are expected here but, we all magazines already testing the 2004 models is a general sense of deja-vu. We'll duly report on this occasion next month if we could find anything new or interesting to register. **omm**

OMM-ARA Courses

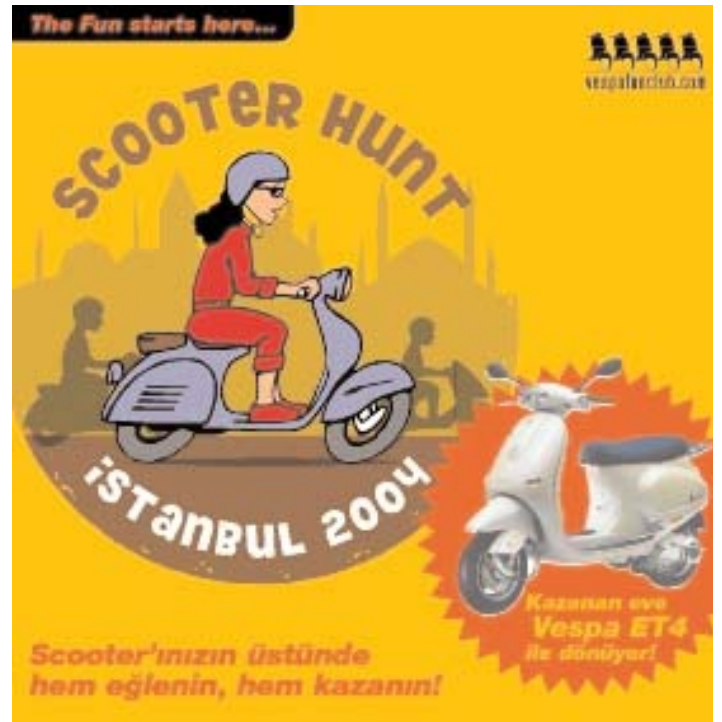


The first two classes of **OMM – ARA in 2004** are just around the corner: a good opportunity to refresh the riding skills and system before the start of the new season. With Theory sessions and Observed Rides we will cover the full Roadcraft system in the demanding roads of the Black Sea and Bolu area. **OMM – ARA 16** will start at midday of Fri-

day 16 to conclude on Sunday 18 April. On the following weekend (April 23-25) we will conduct **OMM – ARA 17** workshop. Few places are still available in the groups. **Get all detailed information and book your space with Bulent Boytorun** **omm**

Do One More Mile

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 excursion 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.



1. WDW Word Ducati Week 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. **OMM** plans 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 the ferry 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 a' la Ducati fast). **omm**

2. Be first to ride the entire "Via Egnatia" from Istanbul to Dubrovnik. This was in Byzantines times the path connecting Rome and Istanbul (with the Appian Way in Italy). **MotorEast** is 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 recently 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. **omm**

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



Three Degrees of Separation

Three degrees of separation by Patrick J. Hahn is an inspiring article, something to read every time you take your bike out.

On your motorcycle, there are three things that separate you from the ground: your mental skills, your physical skills, and your protective gear, in that order. (After that, it's just you and the pavement.) By themselves, each of these things can protect you. Combined, they create a strong defense against the potential hazards involved with motorcycling.

Mental skills make up 90% of everyday riding. This is your first degree of separation. Once you've mastered the mechanical controls and become used to your bike, normal operation becomes almost automatic. As you gain more and more riding experience, you become comfortable and confident. But this doesn't make you a better rider. It only frees up your brain from the distraction of the controls. This allows you to develop your first line of defense: a mental strategy.

There are several formal driving strategies; each is an organized system to process information, each attempt to identify and avoid hazards, and each is fairly simple to use. Most skilled riders have adapted one (or more) of them to their own riding style and their own needs. Riding a motorcycle into traffic without a game plan is ignorant at best, suicide at worst. A continuous mental process of absorbing information, analyzing it, and preemptively using it to avoid mistakes is crucial to a rider's survival.

Attitude also plays a part. Taking responsibility for your own actions is easy, but because you, the motorcyclist, will more likely suffer bodily harm in the event of a crash, then you, the motorcyclist, must take responsibility for everyone else's actions as well. This means being tuned into not only your self, your bike, and your environment, but also being aware of other drivers, correctly anticipating their behavior, and effectively avoiding hazards before they place you at risk. Ideally, a skilled rider avoids hazards before they even become hazards. This level of ability doesn't come easily or naturally. It needs to be learned and aggressively practiced.

Because your brain is your first (and best) defense, being aware of its limitations is necessary for a complete riding strategy. Factors such as fatigue, stress, emotion, and body temperature can enhance or reduce your decision-making ability. Food, caffeine, alcohol, and medications can seriously impair your senses. Your body works on natural daily rhythms; some days are better than others, some times of the day are better than others. Ask yourself this: are you more alert at 6 a.m. or 10 a.m.? Is your concentration better, or worse, when you're hungry? How focused on riding are you when you pull out into traffic after a long day of work? How focused on driving are other people when they pull out into traffic after a long day of work? The same limitations that you have apply to other road users as well--and while you can't control what others do, you can control what you do, and learn to recognize times of higher risk and adjust your strategy. That's what's so great about the mental challenge of riding: it's always there, it changes constantly, and there's always room for improvement. Plus, it keeps things interesting.

Physical skills make up only a small percentage of everyday riding, but when you really need them, they instantly become 90% of your survival. This is your second degree of separation. When something breaks through your mental barrier (as any hazard worth its weight is prone to do), instinct, self-preservation, and adrenaline have to take over. At these moments, if your physical response isn't the correct one, you'll immediately need to rely on your third line of defense. But it doesn't have to get that far.

Controlled swerving or hard braking seem easy enough when you've got

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

lots of room and lots of time, but when the pressure's on, do you really know how they're done? And do you know the relationship between the two? Most people don't, although they think they do. It's almost impossible to turn a bike without leaning it, and a swerve is really just two quick, consecutive turns. While it is possible (although slow and highly inefficient) to lean a motorcycle by leaning your body, to lean it quickly requires counter steering: forward pressure on the handgrip in the direction you want to go. Example: if you want to swerve to the right, you press forward on the right handgrip. You actually (initially) point the front tire away from the direction of the swerve. This seems backwards to most people, and rightfully so. But like a mental strategy, it's a skill that can save your biscuit, so it needs to be learned and practiced.

The same holds true for braking. How many people really know how to use their brakes? Many riders avoid the front brake for fear of flipping over. This is an irrational, uninformed, and dangerous mistake. Under extreme braking, the front brake accounts for 85-90% of the bike's stopping ability, and does so with mind-boggling authority. As the brake lever is squeezed, weight is transferred to the front tire, which increases traction and stopping power, which allows the rider to squeeze still further. As more weight is transferred forward, more traction is available, allowing the rider more braking power. As the motorcycle slows, the weight begins to shift toward the back tire, allowing the rider more grip from the rear. But by now the bike's stopped, and you're in first gear, ready to scoot out of the way of the car approaching rapidly from behind. You knew about that because of your mental strategy--you were aware of who was behind you, how far back they were, and how attentive they were. That and you can hear the screeching tires. (Here, we see the first and second degrees overlap. To successfully complete this entire maneuver, you need both lines of defense.) Like swerving, this isn't something you can read about and then execute whenever you need to. It, also, needs to be learned and practiced.

An additional note on swerving and braking: they absolutely must be separated from one another--they cannot happen simultaneously. You can either swerve or brake, but not both at the same time. Each maneuver uses tremendous amounts of traction, and the traction available on a motorcycle is limited. When you push your motorcycle beyond that limit, the result is usually a crash. Here your mental skills again come into play: you must decide beforehand whether you will swerve or brake, or if you need to do both, when you will swerve and when you will brake, and how you will separate them to maintain control of your motorcycle.

Protective gear is your backup in case your first two lines of defense crumble. When all else fails and something finds its way past your first two barriers, what you're wearing is all you have left. This is your third degree of separation. It's technically a combination of the first and second degrees. Mentally, it falls under preparation. Physically, it protects you not only from the ravages of the pavement but also from elements such as heat, wind, and cold that can affect your ability to concentrate and operate the bike (this third line of defense implicitly complements the first two). High quality protective equipment that's designed specifically for motorcycling not only creates a layer of armor between you and the ground, it makes the first and second degrees of separation easier to manage, as well.

In theory, a properly executed mental strategy can protect you from everything. For those times when your brain can't save you, your physical skills

and ability to control your motorcycle are your backup. What your mind and skills can't protect you from your riding gear has to. After that, all you're left with is blind luck, which is actually somewhat underrated--you'll find as you develop your riding strategy and physical skills that the more you practice, the luckier you get.

Each degree of separation can stand on its own, but is far more potent

when combined with the others. Individually, each can bail you out of a bad situation, but together they create a formidable barrier to the risks associated with motorcycling. Each can be achieved through learning and practice, but they need to be learned and they need to be practiced. No matter how long you've been riding, no matter how many near misses you've had, no matter how many miles you've traveled without crashing, there's still more to know. **omm**

One More Mile on the Road

BMW R1200GS / Ducati Multistrada / KTM Adventure: A Brief Test



Kevin Cain is one of the OMM friends that we have not met, yet. We keep regular correspondence and we follow the incredible amount of miles that he rides from Europe to the Caucasus region where he work.

I have been trying the **KTM 950 Adventure** in Istanbul thank to the generous offer of DEMAKS and I was not

impressed...I was blown out of my mind. Not since my first ride (many years ago) on the first Kawasaki ZZ1100 I had so much fun on two wheels. On the dirty (paved and unpaved) road of Trakya this unique machine delivered a thrilling ride coping with any situation thanks to an incredible (really unspeakable) torque and power. The simple twist of the wrist (welcome back carbs) can transform a pacific coasting into DEFCOM 1 ... you have torque coming in sixth gear as a bunch of wild horses. For me, definitely a new generation of multi-use bike: in brief the one I dream of. Talking with Kevin I learn that he was going to Paris to sample some bikes and we agreed on having a brief multi-test. Kevin takes over...

BMW R1200GS / DUCATI MULTISTRADA / KTM 950 ADVENTURE: a brief test.

Last week I was invited to the launch of the new R1200GS in Paris and decided that I would also test the **Ducati Multistrada** whilst I was there. I mentioned this to Paolo who suggested that I should also try the KTM 950 Adventure. All these rides took place in and around Paris last Saturday and included urban riding, some "A" roads and some motorway riding. I was accompanied by my twenty year old daughter who is about 1m 73 and 56kg. I am 1m 88 and a lot heavier than my daughter. I live in Tbilisi, Georgia and my riding normally takes place at weekends or in the summer evenings, never in the rain, but has also included 4 return trips from Tbilisi to Europe. I first rode out from UK in 1997 on my R1100 GS and now ride a R1150 GS Adventure without the cat and with a Remus exhaust system. This has considerably reduced weight and improved engine flexibility - I frequently bump up against the rev limiter which has never happened on my previous bikes. I also had a Honda CBR1100XX Super Blackbird for some time. Biking in Georgia takes us over mainly very badly surfaced roads with the occasional stretch which has been repaired and we also have several hills in the vicinity of Tbilisi. We also share the roads with the usual hazards of ducks, pigs and goats, farm vehicles, slow cars and buses, fast cars and buses, drunken pedestrians and drunken policemen! With the exception of a recently opened Honda franchise, there are no motorbike dealers in Georgia. The nearest BMW service centre for me is two days ride away in Istanbul.

BMW R1200GS

Visually the **R1200GS** is a big change from the R1150GS and BMW claim



to have shaved 30kg off the weight which is now down to 199kg. The new bike looks more like a larger brother of the F650 and it seems that just about every component has been changed. The bike is much narrower to sit on (especially coming from the Adventure) and the seat is very comfortable. The shape and angle of the bars has been changed and the cockpit instruments are new. The exhaust makes a more satisfying noise than in the past. The overall feeling is of slimness and compactness. The improvements to the gearbox are immediately noticeable and the box is now very smooth. Power delivery is very impressive and even though the bike was hardly run in it revved freely up to the red line. The power assisted linked brakes work very well with good feel. The suspension seems a bit harder than on the normal 1150 and is on a par with the Adventure. Cornering is very precise and the handling in general is a joy. The bike feels quite a lot faster than the Adventure. The seat is very comfortable both for pilot and passenger and there is very good protection from the screen which is easily adjustable in five different positions. The optional luggage looks strong and can be easily adjusted in size by simply moving a bar. The tank bag is huge. The seat comes in three settings from low to high. I have always felt that the GS was a wonderful bike and in my opinion the R1200 is even better. It remains to be seen if reliability has been sacrificed in the effort to save weight. The bike does not have the "presence" of the 1150, and even less when compared to the Adventure. This has provoked heated discussion on the UK GS owners' site (there are more than 2,300 members) as to whether or not the new bike is a true GS. Those who have ridden the bike are mainly very impressed. It is clear that very few GS owners actually take their bikes off road and most probably just want to be sure that their bike can handle any situation. I have done the BMW off road course in Germany and have seen what the GS can do in the hands of a capable rider. I know from my own experience that on badly surfaced roads the GS is a match for any bike, and BMW maintain that the new bike is very capable off road. It is certainly very capable as a long distance tourer and my daughter found the rear seat to be very comfortable. She also felt that protection from the wind was very good. For me it is the perfect all rounder for the type of riding I do.

DUCATI MULTISTRADA

Having read several very good reviews on the MS, I was seriously contemplating buying one, but in view of the less than helpful assistance from the factory (who ended up advising me not to buy one) and after having read about the many problems on the Multistrada forum, I decided not to but was very keen to ride one. Visually, I find the rear half of the bike very attractive, but am still not so sure about the front fairing. The start of the test was not auspicious as the Ducati dealership in Paris was unable to start the machi-



ne for about 10 minutes. The mirrors on this bike are notoriously bad and I was not very happy to be told that the left hand mirror had been broken by someone who did not know how to adjust it! In the end the unbroken, right hand mirror was just as useless. Those of you who have driven in Paris will know that traffic is heavy and that cars, bikes and scooters all move fast and that good mirrors are a must. I do not particularly like the noise from the standard exhaust and the dealers also had another bike there fitted with the optional Termignoni's and different air box, but the noise didn't sound much different. There is a further option with high lift cams but this does not seem to be homologated for sale in Europe. The bike is very narrow and the seat feels hard. With my daughter on the back the seat was cramped and I was pushed into the fuel tank. Because she did not seem to have enough space, there was also increased pressure of my arms on the bars. The clutch is fairly heavy though better than other Ducati models and the throttle is very smooth. Power delivery is good but the bike seemed to be down on power compared to what I had expected. When I discussed this after the ride, the dealers suggested that fitting the optional lighter flywheel and a small front sprocket would make a big improvement. Certainly the bike felt far less powerful than the BMW which has about 12hp more. The brakes are firm and progressive. The front feels very light and this might have been because I had not made any changes to the suspension to compensate for my daughter, as the salesman had said that this was not necessary. The suspension is quite firm and very stable. Riding back into Paris along the motorway at an indicated 140kph, the protection was so bad from the screen that my head was being twisted and the helmet pulled (I ride with a top of the range Arai). It is possible that the comfort screen (optional accessory) might cure this, but the screen is much closer to the rider than on most other bikes. My daughter complained of excess buffeting and a very hard seat as well as vibration through the foot pegs. Overall I was not at all impressed with the bike and the poor mirrors alone would be enough to stop me buying one. It might well be that the bike is great on twisty roads, but unfortunately, one sometimes has to ride on straight roads to get there. There is no possibility of strapping a sports bag on the back and this is a further drawback.

Two days after the ride I bought the latest issue of the **UK Bike magazine** which had a comparative test of the Ducati vs. the TDM (which dates originally from 1991) and though the Ducati was clearly much better in the twisties, the TDM won hands down as a highway cruiser. Some of the comments from this report are as follows:

- It took 45 minutes to start the bike
 - The bike is wonderful on back roads
 - The MS is one of the least comfortable bikes around
 - The MS is trying to divorce the rider and his head whilst literally freezing his tits off
 - If the MS is an all-rounder then I am the King of Persia
 - The MS pillion seat is not big enough for a tail pack let alone a passenger
- My ride on the MS was spoilt by the poor mirrors and the terrible buffeting and I was very disappointed. I know that "Ducatisti" expect faults from their bikes (gives them "character"), but I am not like that. If I wanted "character" I would buy an Ural!



KTM 950 ADVENTURE

The orange KTM is a big, impressive looking machine and very tall. It is clearly more orientated to off road riding with the big front wheel and semi-knobby tires it was wearing. Indeed the previous customer had been riding off road and had left the tires half flat! Once on board with the tires pumped up I felt immediately at home. The ergonomics were perfect for me and my daughter also had plenty of room on the long seat. Controls are very precise and the riding position is very commanding. Just like the BMW, this bike inspires confidence and one gets the feel of very high engineering quality. The engine is extremely powerful and flexible and catapults the bike forward from any gear. The suspension is unbelievable and one gets the feeling that it would have to be a very competent rider to get the best out of this machine off road. On road it was just great and highly maneuverable in the traffic. The small screen provides excellent protection. The list of factory options gives several possibilities for hard luggage which looks extremely solid. There is no doubt that this bike has been designed by people who know what they are doing and functionality takes place over form. The styling is not particularly to my taste but the bike was simply great, and I had to work hard to prevent myself riding up and down the pavement kerbs and trying to find some rough tracks to explore.

CONCLUSIONS I feel that with the 1200, BMW have made a great bike even better and it will surely appeal to a very wide group and be very successful. It might have lost some of its big trailie image, but it seems to have even more capacity to do what it was always good at. With the BMW I just wanted to keep on riding all day to somewhere warmer.

The MS was a big disappointment to me and in my opinion does not warrant the name of Multistrada. It seems to be very good at doing what it was designed for – riding over mountain passes in Italy, but has too many design faults for it to do well in the real world. Though it has sold well, residual second hand prices show the true picture, particularly in Northern Europe where the bike seems very susceptible to damage from salt used on the roads in the winter. There are well publicized problems with the brakes and the leaking instrument panel as well as a completely useless fuel gauge. The KTM was a revelation and if I was planning a tour involving any off road work then this would be my bike of choice. It inspires confidence, is very powerful and easy and fun to ride"

I did not test yet the new Beemer but the direction taken (less kilos, more power) is the one belonging to the tradition of the original GS. For the KTM you may guess that I agree completely with Kevin: it would be my bike of choice... full stop! For the rides in our Country (or in any other) when you do not want to critically select the type of road this is the weapon. In good (happy) hands this machine can leave anything else for dead with the exception of a powerful over-one-liter-four-cylinders-jap on motorways.

I complained with Kevin on being too severe with Ducati Multistrada; after all this is the bike complimented by most journalists as the "new breed" of dual-use bikes. I tried **Alp Berker's** (OMM rider) MS for a long (300K) weekend and I had a lot of fun: granted the bike is small and maybe tight for two-up, the screen screams for additional 8 centimeters in height (touring

screen available) but I was really taken by the road handling and by the usable power. This is a sport bike going everywhere and deserving the Multi Strada (Multi-road) title. Reliability is becoming a negative legend for Ducati: I have a 916 used on daily basis regularly maintained and without problems.

Kevin answered: "I was a bit harsh with the Ducati because that is just how I felt. Maybe if I had tried without my daughter on the back it would have been more comfortable, but that still wouldn't help the useless mirrors or the complete lack of protection. Bike magazine (UK) was even harder than me. I love the KTM and if I didn't have a BMW, I would go for one. I will probably keep the BMW Adventure - it has only done 9,000km and I would prefer BMW to iron out any problems first on the 1200GS and maybe bring out an Adventure model." **omm**

Meet OMM Friends: Yakup Icgoren



Meet OMM Friends: Yakup Icgoren is one of the first bikers to join and build OMM. This month Yakup introduces himself to Bulletin's readers:

"I was never able to ride at my youth due to the perceived and real dangers of biking, meaning my parents did not let me. When I was in Canada, in 1990 at my ripe age, I took a bike course and my riding license. However, I never owned a bike or did any riding in Canada. After moving to Turkey, on one sunny day in Izmir in 1996 I saw a Yamaha 350XT on a shop window, walked in and bought it. After

one year I traded it for a Yamaha Dragstar 650 and a year after that for a BMW R1100GS. Shortly after that I met with the OMM group, took some courses and started riding more, better and with added pleasure. Now I own a 1997 BMW R80GS and a 1952 R25/3 (the birth year bike, everyone should consider one) as well as a KLR650 which I have attached a side car to and use it as a farm vehicle in Sirince. I have done some long trips in Turkey and abroad and plan to do some more this year. Biking gave me, among many things, a good circle of friends and friendships which will be outlasting our biking years. I was fortunate enough to meet OMM to become a more confident biker.. (Yakup - right in the picture with OMM Rider and friend Namik Akin)

Mehmet Ozel



From an old founder to a new member: Mehmet Ozel joined the Association in 2004 and has lost no time in telling his story: "My name is Mehmet Özel and most of my friends and colleagues call me Mozel. I was born in Istanbul in 1974 and I have been married for 6 year with a bike-loving lady. I'm working in Garanti Leasing-Factoring as Customer Services Manager. My first meeting with a motorcycle goes back



to when I was 14 years old. I worked in Istanbul Kalamış Marina in summer time dispatching food and drinks on bike from a local supermarket...hard work but I'll never forget that two-wheels feeling and spirit. Eighteen birthday came and went, usual story, with family strongly united against bikes. So I postponed my desires, finished university, military service and started working.

At that point I began looking for a new hobby, without knowing that I would find as well a new way of life: biking. After I bought my first bike I found many good friends who were very helpful. We covered great distances together: mixing well the two passions: biking and photography. My wife joined in the bike's fever and now GS is also part of her life. Accepted in OMM, I want to improve my riding techniques and share my experience like most of the bikers have done with me at the beginning of my story"

Emin Gursoy

Do not be fooled by the brief almost telegraphic CV of Emin Gursoy:

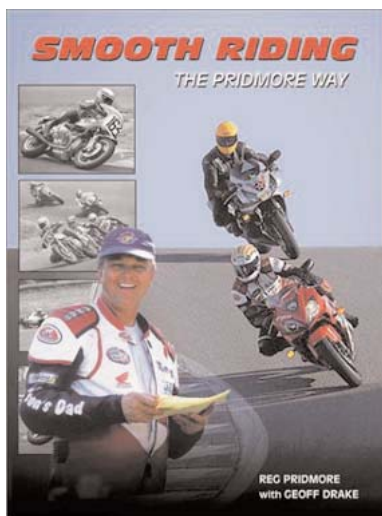
"I work in Textile (Yarn) Business after graduating from Istanbul University in Business Administration. I am married. I have been riding motorcycle since 1997. I took part in two OMM - ARA courses and rode as safety riders in three workshops. I passed, in 2003, the I.A.M. test and I am one of the few members in Turkey of the Institute of Advanced Motoring. I am, proudly, HOG member and ride Harley Davidson with great pleasure. Ski, Tennis Football and cinema are my additional hobbies"



Emin is one of the strong columns of OMM holding the gate keys for the acceptance of new members. A man of great spiritual values, strong ethics and good conversation, Emin speaks softly while carrying big stick: he rides the Harley with great skills, friends in Harley Owners Group respect him a great deal for the passion and strength he brought to the group, he went with Jon Taylor to Caldwell Park (UK) circuit days, represented OMM in major public events and programs... list can go on. When Emin, briefly, mentions marriage at the same time is not telling about wife's energy and intelligence combined with passion for two wheels. The image of both of them happily camping in a minuscule tent at the EMOK rally after a night ride from Istanbul is, for your editor, the true spirit of OMM. (Emin is also shy and we could not get a picture from him except this quite old one stolen by our agents: please note the future rider in the way he handle the trumpet) **omm**

OMM Ride the Web

New Book by Reg Prigmore



The new Whitehorse Press Summer 2004 catalog is out now and it features Reg Prigmore's new book, *Smooth Riding The Pridmore Way* "Former AMA racing champion Reg Prigmore, known worldwide for his popular CLASS Motorcycle Schools brings his decades of experience on the track, street, and classroom to the readers of this new riding skills book. A long-time proponent of the value of smoothness, control, and body-steering, Prigmore's insightful text explains how the techniques that helped him win

championships can help everyday motorcyclists and budding racers become better, safer riders. Sections on street strategies and riding gear make this a comprehensive how-to riding skills book for anyone looking to improve their skills. An ideal follow-up to beginner how-to-ride books like *Motorcycling Excellence*. After reviewing the basics, Prigmore shows advanced students how to focus on control in cornering, braking, and acceleration. There are also chapters devoted to riding psychology, throttle management, shifting and body positioning, as well as tips on bike setup and plenty of information on traffic techniques and accident avoidance. Prigmore illustrates points with colorful anecdotes from his own riding, racing, and teaching career. **omm**

The Essential Guide to Motorcycle Maintenance

"I believe that being smooth isn't just an artful or elegant way to ride the bike, though it is those things, too," Prigmore writes. "You need to be smooth before you can go fast, and you need to be smooth to be safe. I al-

OMM Ring of Friends

Dr. Brammer Wilde Reiter

At <http://www.wilde-reiter.info> Dr. Brammer is a Harley rider from North Germany (Hanover area) slightly out of norm. He rediscovered biking at the age of 50 but, although late, he took to biking like ducks to water and so far has covered more than 200.000 K. Last year OMM got news of his group at our return from the Black Sea circumnavigation: in Istanbul Uğur Polat, good friend and OMM rider told us that he and Varol Candar welcomed in Ipsala, on behalf of HOG, 15 bikers led my Dr. Brammer.

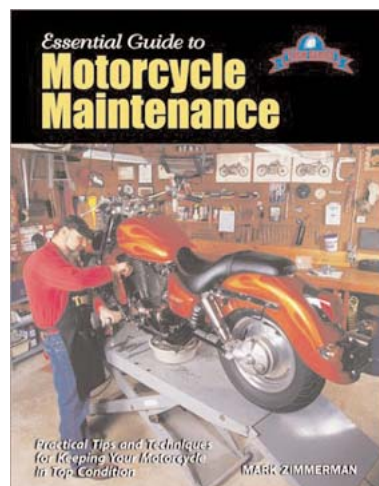
Via Europe, into Greece at Igoumenitza and to Turkey, the wild bunch (average 60 years of age) moved in the counterclockwise direction around the Black Sea. Riding the Turkish coast till Hopa they entered Georgia reaching, after Tbilisi detour, the port of Poti. From there, by ferry to Novorossiysk, Kavkas, Simferopol to touch Odessa: from the "Princess of the Black Sea" the group turned north-west to the Ukraine capital Kiev ending the tour in L'vov (Poland) from where each rider in the group took the route back to Germany.

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so put a lot of emphasis on 'body steering'—using subtle weight shifts to initiate turns, rather than being forceful with the handlebar." As usual Whitehorse Press is biker's best choice for all the training and traveling book.

www.whitehorsepress.com

and, at the beginning of new season it can be useful to order the **The Essential Guide to Motorcycle Maintenance**. "Veteran motorcycle mechanic and popular author **Mark Zimmerman** makes difficult subjects easy with his comfortable conversational style and humor. He includes detailed background on how each system of your bike works and what maintenance tasks are required, what tools you'll need, and how to get started. This practical, common sense guide covers all brands and styles of bikes, making it a perfect companion to the owner's service manual. The book includes hundreds of helpful tips for changing oil, changing brake pads and brake fluid, changing tires, maintaining your chain and sprockets, adjusting your suspension, troubleshooting, and lots more." **omm**



Safety Alerts for Bikes

When bikes get recalled by producers for modification, repairs or substitution of dangerous parts here in Turkey we do not get the news: fortunately the net is there to help. Go to <http://www.safetyalerts.com/> and subscribe for the automotive part and you will be informed of any default lurking in your new two wheeler. **omm**

Harwood Performance Source

Harwood Performance Source at www.bikehps.com is a good place for finding accessories and parts especially for sport bikes. Scottoliers and MRA screens, maintenance manuals and crash protector are among the "essential" items available. The delivery service is good (although expensive). **omm**

7.500 km in 17 days from the 10 to the 26 May: a great, spectacular and hard ride.

Not happy of this achievement or nostalgic about Turkey and Georgia, the Wilde Reiter group plans this year (9 - 31 May 2004) a ride from Edirne to Baku, Yerevan and Tbilisi. They will transfer the bikes (strictly HD) from Villach (Austria) to Edirne by train and after the Caucasus exploration they will return to Istanbul to participate in the **HOG International Rally** organized for the first time in our Country. **omm**

The Arne Ede Story

Sometimes the life of a riders group shows pleasant surprise extending friendship on the other side of the windscreen. **Arne Hede** writes:

"I wish to express my thanks and gratitude to the OMM network that this weekend saved my good mode on my trip to Prague. In Prague I was so unfortunate to have my Mobile Phone stolen and had no idea how to block it. Starting to sweat a bit, I tried to remember numbers of friends but suddenly they all seemed to be in the memory of my phone and not in my own mind...On Turkcell homepage I looked for a way of getting in touch with them, but the only information I found was an email address (from which I still haven't received any answer.....). Finally, I could think of no other way

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than mailing to the OMM mailing list, hoping that someone would spend the Saturday evening in front of the computer. Amazingly, within a very short time several OMM friends had answered with telephone numbers and advice on how to block my number - and eventually Akif somehow managed to block it from Turkey - I still don't really understand how that was possible....but why worry? I personally think there are many good reasons to be proud of the OMM network - one is certainly the friendship and the sense of a shared responsibility to help each other out of problems. I am very happy and proud to have the chance to be part of this group and I hope some day to have the chance to give a helping hand to someone else."

omm

Stuart Witts Invitation

Stuart Witts is a reader of the bulletin from Europe. This month he has an invitation for all Turkish riders: "As an interested observer, in a location remote from most OMM activity, I'd like to extend an invitation to OMM members who may find themselves traveling in July. The TDM group of which I am a member has an annual gathering, which is not restricted to TDM owners; this year it is in Ireland, between 5 and 10 July, and I am organizing it. If anyone is able to attend, I would be happy to see you. For more info, see RTT04 at <http://www.carpe-tdm.net/tdmforum/> omm

Ride in Gear

Urals and CCM Bikes imported to Turkey

From **Derek Packham** we received a set of interesting information that offers the opportunity to know new models of bikes. Derek has just signed the distributorship in Turkey of the new **URALS motorcycles** directly from Russian factory.

There's certainly nothing on the road with the pedigree of an Ural. In 1939, with war imminent, Urals were created by reverse-engineering five BMW R71 sidecar motorcycles secretly bought in Sweden and shipped to Russia. (Incidentally, Harley-Davidson also copied the BMW and delivered about 1,000 Harley-Davidson model XA flat-twin shaft drive motorcycles to the US Army during World War II.) About 9,700 were turned out during the war, and a total of 3 million have been made to date. The IMZ-Ural factory, located in Irbit, about 900 miles east of Moscow in western Siberia, employed 10,000 people and produced 1,800 bikes per day. But Communism did little to encourage innovation, so the bikes remained largely unchanged. Competition from more modern bikes slashed employment to 1,200 workers, who now turn out 200 bikes per month. In 1999, three Russians bought the factory determined to create a world market for Urals. Therefore the bikes that Derek is going to import are not the old (somewhat temperamental) models: they now include disk brakes, electronic ignitions, and bigger engines. The IMZ-8.1237 Siberian Wolf (in the picture) has a very interesting story and it will be imported in Turkey soon. Firstly designed as a custom made chopper by Nochniye Volki (Night Wolves), the Russian cousins of the Hell's Angels www.biker.ru/eindex.htm this "Russian HD" is now produced in the factory at Irbit. With engine of 750CC, 2 cylinders, 4 strokes this machine has front and back disk brakes, shaft drive transmission, a dry weight of 245 kg reaching a top speed of 130 KpH. Of course the famous Ural with sidecar of classic lines and protagonist of the Baku Ceyhan Rally will be imported as well. Derek is also considering the importation of **CCM motorcycles**; **Alan Clews** founder of the Company is one of the few engineers that can claim the creation of a new successful brand.



Opening the web-site of CCM <http://www.ccm-motorcycles.com> he says: "When I built what became the very first CCM motorcycle in my garage, back in 1971, I had no idea what fate the future had in store. As anyone who knows the story will tell you, the last 30 years have been a roller coaster ride of international glory matched by everyday commercial challenges...periods of great frustration tempered by moments of even more intense gratifying success and achievement - enjoyed and endured in the company of some of the greatest people you would wish to meet - I wouldn't have changed a minute of it. The CCM Motorcycles of today and the company that builds them are the achievement of which I am most proud - and on which we are building for the future" Good reason to be proud of a line of trial, supermoto and dual sport machine that received some of the best reviews of the category: fast, powerful bikes with character. **Contact Derek for these and some more new opportunities in the world of biking.**

BMW Transition Boots

From Kevin Cain (see multi test in this issue) a note on the new BMW Transition Boots. "I bought a pair of the new **BMW Transition boots** which really are great. They are somewhat similar in design to the soft boots used for snowboarding and are very comfortable. The official description is as follows: Precision workmanship when it comes to safety: the integrated Biomex-Protection© System makes the biker boot Transition into a high-tech product that is unique in the motorcycling world. BMW Motorrad is the only manufacturer to offer this system in the world within the field of motorcycling. The system is made up of a grid frame construction and an oblique movement axis and revolutionizes motorcycle boots with a safety system in the boot itself. The synthetic sleeve is firmly integrated in the upper material, supporting and stabilizing the foot. It also provides optimum impact protection and improved impact damping. The upper material of Transition is Cordura and full-grain cowhide. Due to a Gore-Tex membrane with lining, the boot has long time water and wind proofing, as well as being active breathing. The triple section sole provides optimized grip, the inner sole is removable and can be washed. Transition fulfils the European norm for personal protective equipment (CEN) and can thus also be worn by professional riders" omm

On your Bike: Excuses for Ride

26th Meeting for Motorcycle-World-Travelers

26th Meeting for Motorcycle – World - Travelers well known also as "Tesch - Travel - Treffen". From Friday 16th to Sunday 18 April 2004 in Malmédy (Belgium). The globetrotter Bernd Tesch has organized 45 Meetings of international MC travelers since 1978. The main purpose of this convention is to be the number one information place for experienced motorcyclists and for planning rides ahead. We will exchange experiences about worldwide travels in all continents. Special for 2004:

- Motorcycling in Africa
- Women Motorcycle Travels

The meeting is on a wonderful rented meadow along a river below the Ardennes Mountains with forest without neighbors. With a big open fire and wonderful international atmosphere:

More details at <http://www.berndtesch.de/English/Meeting.html>

While there, check Bernd's catalogue for "Adventure Accessories" with interesting solution for luggage, tanks and survival tools. **omm**

Ducati Advance Riding School

Sometimes you have to control your passion. Ducati is organizing a complete set of training session in some of the best circuits of Italy. At www.ducati.com/bikes/dre.jhtml the course are now available for booking.

"Few things can compare to the thrill of riding a motorcycle. But with great pleasure comes great responsibility and Ducati wants to make sure you get your thrills safely. With that in mind, Ducati has organized a series of riding



classes for 2004. Combining track and classroom instruction, they are specifically designed to improve your technical riding skills. Reservations are open to men and women from beginner to expert: the courses will be conducted in Italian and English. Participants will be instructed by an

incredible line-up of professionals with extensive training and track experience, including legendary ex-champions Mario Lega, Marco Lucchinelli, and head instructor Dario Marchetti. The courses will run from March to October, during 13 dates, and will take place at three renowned tracks: The Enzo and Dino Ferrari track at Imola, the Vallelunga track and the Misano track. The courses will last the entire day, covering both theory and practice. **WOMEN RIDING SCHOOL:** This course is intended to allow women with an interest in motorcycling to learn the basics in a safe non-street environment with experienced instructors. **WOMEN ADVANCED RIDING SCHOOL:** This course is intended for women who already have basic riding skills and want to refine their skills with advanced riding theory and practice in the paddock area. **DUCATI ADVANCED RIDING SCHOOL:** Like the Women's Advanced Riding Course, this course is intended for riders who have basic riding skills and road experience, and want to refine those skills through advanced riding theory and practice in a safe environment. **DUCATI RACING SCHOOL:** For expert riders (men and women) who want to further develop their racing skills. Reservations are open to men and women from beginner to expert: the courses will be conducted in Italian and English" **omm**

Ride and Think

Seven Wonders

Two of the **Seven Wonders of the Ancient World** are located in modern Turkey: and few others are just a short ride away. For most of them only memory remains but still a powerful memory: it would be nice to plan a ride covering the Seven Sites and I would be happy to spend planning time with riders interesting in this adventure. Meanwhile let me know which one of the seven is (or was) within the Republic's borders and get one of OMM T-shirt (first 10 to answer). **omm**



All About Ducati 916

Ducati 916 inspires not only great rides but also Homeric fever: here a tribute from Apo Hekimhan

It is not a comfortable bike in the city. Exactly, a torture indeed. You must not ride it under the ton... the heat of the pipes burn your right leg. Your arms ache. But... it comes to life out there in the wilderness thru the corners.

You need some lifting and cooling wind against your body. It is a bit of flying feeling. With the line at seven thousands it sounds great I can still remember the whistle of front brakes just before the corner slowing me down quickly. And not only for riding, I love to watch it while it is standing still...when I check the details and its form I believe it is pure art. **omm**

ERRATA CORRIGE

Hakan BAYÜLGEN (Borusan Otomotiv) is one of the few attentive readers of the Bulletin. He wrote to us after the distribution of February issue. "We've just figured out that on the last edition of the OMM bulletin there's a mistake. In the article called "To Caponord and Back - Report on the Longest Way" there is a comparison chart where the technical features of the R 1150 GS are incorrect. Please find below the right technical data of BMW R 1150 GS: Max Power: 85 HP / 6750 rpm Max Torque: 98 Nm / 5250 rpm" We gladly recognize our mistake: the comparative data we used come from **Motorcycle On Line** one of the most authoritative web magazine for bikers. We forgot to mention the sources. As bikers know the debate between producers and testers on maximum power and torque is as old as the wheel and BMW is right in sticking to the official figures.

OMM BULLETIN ISSUE 56

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

For more information about OMM visit our web site at www.ommriders.org or contact

Emin Gürsoy emin@gursoytekstil.com

Yakup İçgören yicgoren@barwil.com.tr

Ömer Köker omer@insan.net

In Ankara contact Selim Demirel sdemirel@alterna.com.tr

For Training and additional help on OMM – ARA activities contact:

Istanbul Bulent Boytorun bulent@zapmedya.com

Ankara Selim Demirel sdemirel@alterna.com.tr

Bursa Tolga Cilingir tpc@veezy.com

Eskisehir Baris Sutken sutkenlaw@ixir.com

Izmir Serhat Kilavuz serhat@polatkanmotor.com

Trabzon Dursun Ahiskalioglu ahiskalioglu@hotmail.com