

View from the Cockpit

The Month of Aphrodite

April: the month of Aphrodite, the goddess of Love and the first month of a new riding season in more clement weather: love for bike and time on bike are the (poor) reasons for the delay of this issue of OMM Bulletin. The intense activity of April is, as well, reflected in the quality (poor) of this issue; a mixture of personal diary and list of news. While begging for forgiveness I promise to do better in the future.

It all started on April first: fool day and fool happening. I always carried with me on the bike a small bag with everything I believe I need for getting out of troubles (the mechanical ones) on the road. I always carry it with me: short rides, long travels, local tours or just few miles down the road: always. Friends sometime make jokes of this "paranoia", sometimes I look at the items on the bag fading away for millions of bumps and lack of use. Still, I keep carrying.

But on April 1 I had to return to the Importer the faithful Aprilia Caponord after the conclusion of a long test. On Wednesday I spent hours cleaning the bike, polishing, checking, fixing and shining: on Thursday I was ready to go and I took off the bike all the personal items including, you guessed, the "always with you" bag. After all it was just a short ride of 40 K in good weather and good roads. You know the end of the story: on the E5, ten kilometers to Istanbul the back start wobbling under me, reduce speed (maybe I took central one of those invisible channels made by heavy trucks) reduce speed more, stop, a flat tire. And here I am, prophet of competent riding, messenger of anticipating problems, scientist of what to carry-with-you-always stranded on the highway shoulder with nothing, not even a small Swiss knife to tender my nails.

If you want to have a good feeling of the deadly billiard game we play on speed in motorway, just spend few minutes as a standing spectators on the side. Articulated lorries at 90K per hours look much more real and dangerous when they zip past you at few meters. From the saddle, traveling with the traffic it seems all under control but for the immobile observer the game look quite scaring. On the opposite lane one, and then another, courier stops waving for support: I know that if I signal problems they will cross and



I cannot stand the idea. I raise my fingers in circle and they ride away: once more biker's solidarity passed the test. Then a big Audi comes to halt in front of my bike: a driver stopping for biker? Proof of paradise on hearth? "I am a biker" are the first world he says and

everything is explained: telephone offered, truck called, bike delivered (Thanks Motomax and Aprilia).

Lesson? Choose your own: carry a tire repair kit... always, do not forget your phone home, place your faith on fellow riders (even when driving boxes).

Demanding month for racers, with the first competitions of the season and with the organization of Clubs and Federation put to test in the new format.

And then it continued, the month of Aphrodite, with new loves: **Harley Davidson Turkey** (Efsane Motor) and **Honda Turkey** decided to sustain the work of OMM by placing at our disposal for a long test two splendid bikes: a Honda Transalp and an Harley FXWGI Dyna Wide Glide. The two bikes will be present at all OMM events and at disposal for riders to try. On my side I covered 3.000 K of re-training on the Harley Davidson after fourteen years of not-using the American Iron. Most of what I learned will be reflected in the new course we are preparing for **The Edge: the Harley Davidson Riding School** that will bring experience for the enjoyment of the Turkish pilots. Long wheel base machine require some subtle modification of the riding style to really get the best out of them.

This was proved at the **OMM-ARA Classes 16 and 17** where 50 riders took the road to become familiar with the Road Craft System: we had with us Jon Taylor and Paul Thompson and the commitment of the group was a lesson to me and to all trainers / observers. We had the highest level of qualification on the demanding circuits along the Black Sea - south of Bolu and around the Iznik Lake - south of Bursa. Lesson? The learning attitude opens all doors and the commitment to improve is the most powerful tool at disposal of mankind. Talking of commitment, what about the conclusion of **ADAC - OMM program** to qualify finally Turkish trainers? I was touched by this experience. When in 1999 we left the group of riders who, with me, founded OMM in Turkey the road ahead was bleak and solitary. Only few friends at that time shared the passion for competent riding and among them we have with us today **Yakup Icgoren** and **Murat Acar**. With them we started OMMRA (One More Mile Riding Academy) that, with the decisive vision of **Apo Hekimham**, **Bulent Boytorun** in Istanbul and **Selim Demirel** in Ankara will transform in 1999th into OMM - ARA.

The vision was clear: we wanted to learn, to learn well and to share this passion with fellow riders in this Country: we resisted the invitations to give up, to "just enjoy riding", to limit our search for knowledge to the easy side. We turned for masters, for good teachers and we met **Mick Wheeler**, **Hans Diltthey**, **Jon Taylor** and few others ready to sacrifice time, resources and dedication for a strange group of Turkish riders.



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I was unfortunately absent to the first days of the ADAC examinations (29 April- 2 May) but on the early morning of Sunday May 2nd. brazing the cold wind sweeping from the Black Sea to the hills of Durusu I shared a touching experience with the candidates of the Course. Touching (or emotional) for many reasons. First of all for the presence of **Knut Friedrich** and **Hans Heinz Dilthey** the two examiners.

Hans believed in the idea of OMM – ARA when we met time ago in Nurburgring and since then he guided OMM in the search of a Trainer's Program: Hans's passion convinced ADAC to give a try and **Knut** was "infected" with the OMM "disease". For a week, in February this year, for a bad weather snowy week, Knut was an enthusiastic, intelligent, patient teacher sharing not only knowledge but, more important, a human attitude of commitment to excellence. To both of them goes our gratitude.

Emotional moments because the eight riders of the group were, in my eyes, the testimonials of a dreams turning into reality: surpassing the barriers of language, overcoming the inadequacies of the place, controlling the natural fear linked to any kind of examinations, these eight (nine with me) riders gave good, convincing, accurate and involving presentations, sharing, listening, taking notes, bringing elements to the dialogue... showing a strong desire for that competent riding that was at the origin of OMM – ARA.

For an oldie like me not a better moment...

I learned from all of them more important lessons than riding. They were my masters in that commitment to excellence and you added fire to my passion.

Finally, emotional moments because we now have new potentials and new tools to expand the OMM vision in Turkey with the convincingness that comes from peers. Here is a turning point in OMM dreams if the spirit of learning is not suffocated by the "glory" of a certification: a turning point in sharing, a turning point in responsibility toward the biking local community.

The strict rules fixed by OMM, the competence of the teachers we selected, the deadly serious adherence to parameter of quality in tuition will be challenged: fellow riders will repeat the usual refrain "let the good times roll without problems" or will add new reasons for denial "too professional, too demanding, too commercial" Commitment to excellence does not know limits: it is inside everything we do or is not there, ever.

And the commitment to excellence continues now, after receiving the ADAC qualification, stronger than before: reinforced by the mission that Hans and Knut placed on our shoulders to be, first of all, testimonials of responsible, competent and safe riding.

The riders who where in this adventure and qualified ADAC are: Rahmi Barutcu, Kemal Berker, Tolga Cilingir, Fuat Domanic, Hakan Erman, Abdullah Hekimhan, Sahin Sair, Ayk Gurdikyan

Commitment to biking excellence was well proven on the week of April 12 when Hakan Erman and Tolga Cilingir (OMM Istanbul), Baran Kaya and Murat Orhon (OMM Ankara) passed the IAM International Riding test. In OMM training plan this is the highest level of competence and we are pleased to have four more riders joining the group of nine more pilots already IAM members in this Country. We are now working to obtain approval for opening here an IAM official Group. **omm**

The OMM-ARA Training Program for Advance Riding

"OMM – ARA is the first organization to introduce post-license training for motorcyclists in Turkey. Offering a comprehensive system and maintaining high standards of education have always been the two objectives of OMM – ARA Workshops.

It all began in May 1999 when OMM invited M. Wheeler (Class 1 Police UK) to train a small number of friends. Since then hundreds of bikers have been exposed to the principles of competent riding in theory courses, circuit training sessions and observed rides. All the activity has been done at no cost or upon a clear request to share expenses.

Since April 2001, J. Taylor (Class 1 Police UK, Racer, IAM and RoSPA examiner and well known trainer) supervises the OMM Advanced Riding Academy program.

To improve bike's control and to train the riders in emergency maneuvers OMM adopted the ADAC (Germany) Training System created years ago by passionate and competent riders and today recognized as one of the best tuition system in Europe. The ADAC manual for trainers has been translated in Turkish by OMM and training lessons for the future instructors in this Country have been organized in Istanbul with the support of Hans Heinz Dilthey and ADAC.

For competent road riding OMM endorsed the training method developed for the British Metropolitan Police at the Peel Training Centre (UK) known as 'The Police System of Motor Vehicle Control' and described in the 'Roadcraft' manual. The group is publishing in 2003 the Turkish version of this es-

sential book.

To further enhance rider's competence OMM introduced in 2002 the test designed by the "Institute of Advanced Motorists", Devon (UK), as presented in the "Pass your advanced Motorcycling Test" manual going currently under translation into Turkish language. The test represents the highest level of post- license qualification in the OMM – ARA program.

RIDERS CURRICULUM

OMM – ARA Training System offers in Turkey four levels of tuition for riders committed to reach a good level of competence and safety on the road.

1. OMM – ARA Theory is the workshop dedicated to the understanding of principle regulating safe and competent riding.

- Duration: Four sessions of three hours with no riding involved. The duration of the course can be reduced to one full day.
- Qualification: Open to riders, passengers and non-riders.
- Instructors: Qualified Trainers with EU Certification.
- The workshop covers the following points: Mental attitude for good Riding, SIPDE-Vision-Traction, Cornering-Braking-Overtaking, Riding in Urban Environment.
- OMM-ARA Theory is a good way to get an idea of the work involved in acquiring competence in riding. As non-riding course it offers an introduction to the subject and it fixes key principles from the System.
- Certification: "Participant" certificate to attendees present to the entire session.

2. OMM – ARA Kontrol is the workshop dedicated to bike's control and emergency maneuvers.

- Duration: Eight hours in safe controlled area with no road riding involved.
- Qualification: Valid Riding License. Bike in good condition, Personal and Bike insurance.

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- Instructors: ADAC trainers
- The Workshop covers the following points: Motorcycle daily and weekly control, Stabilization of the vehicle at low speed, Steering and Swerving, Braking and Emergency Braking, Braking and Swerving, Gears and First Aid principles, Cornering.
- OMM – ARA Kontrol is the basic and essential workshop for bikers entering into techniques of advanced riding. Conducted with high standards of safety, adapted to the level of competence of the students and following the ADA program, this workshop is the mandatory entry into the OMM – ARA curriculum.
- Certification: “Passed” certificate for riders evaluate positively. “Participant” certificate for riders who did not execute exercises correctly.

Note: OMM – ARA Kontrol replaces the OMM – ARA Flex program of one day training for pilots entering into Advanced Riding System. OMM – ARA Flex will be continued in 2004 when ADAC qualified trainers are not available and the program will be conducted by experienced OMM Observers.

3. OMM – ARA Road is the workshop dedicated to the System of gathering information, select and analyze them, predict and properly react in all traffic conditions. The workshop objective is to improve rider safety and enhance riding skills in negotiating normal riding conditions.

- Duration: Two days of Observed rides
- Qualification: Certificate of “Passed” to OMM-ARA Kontrol, “Basic-up” qualification in previous OMM-ARA Road courses.
- Instructors: Qualified Trainers with “Roadcraft System” Certification.
- The Workshop covers the following points: Primary and secondary safety, The System, Taking-Using-Giving information, Planning, Position for vision and safety, Corners evaluation and position, Gear control, Acceleration, Steering, Overtaking, Braking, Riding with Passenger.

- OMM – ARA Road consists on a set of Observed rides where the students follows or precedes the Instructor. The Observed Ride is conducted along itineraries selected by OMM riders and it involves distance not exceeding 300K per day. OMM Safety Riders provide scouting and maintain group discipline.
- Certification: The participants are evaluated by the team of Trainers in the capacity of implementing the System in traffic conditions. According to the attitude and skills observed the riders receive the following certifications:
 - “Participant” certificate for riders who did not passed the observation.
 - “Bronze” - “Basic” with further qualification “Plus”
 - “Silver” - “Competent” with further qualification “Minus” or “Plus”
 - “Gold” - “Expert” with further qualification “Minus”

4. OMM – ARA IAM Test is offered to riders who passed the OMM-ARA Kontrol workshop achieved “Expert” qualification in OMM-ARA Road workshop. The test is conducted as observed ride on Turkish road for the duration of one hour under the supervision of IAM examiner. Study of the “Roadcraft” and IAM manuals is essential for this test. The books are designed to supplement expert tuition and the OMM riders who passed the test are at disposal of the candidates for “on road” practice.

- Certification: IAM membership

5. OMM – TUMER First Aid Course In cooperation with a leading medical institution OMM designed and is offering the only First Aid Course dedicated to road users. The course is mandatory for the OMM Association members and highly recommended for all riders entering the advanced curriculum.

- Duration: Two days of theory and practice
- Qualification: Certificate of Participation.
- Instructors: TUMER doctors and paramedics.

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2004 OMM CALENDAR AHEAD

Date	Reference	Location	Time	Subject
May				
16-May-04	OMM - ARAFlex (16 riders Ankara)	TBD	09:00 to 18:00	Close circuit training
23-May-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
June				
20-Jun-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
June	OMM Four Corners of Turkey	Istanbul-Istanbul		LDR
July				
1-4-Jul-04	Emok Rally	Kutahya	TBD	Training lessons
16-Jul-04	OMM - ARA 18 (Open Istanbul-Ankara)	TBD	12:30 to 18:30	Theory
17-Jul-04	OMM - ARA 18	Eskisehir Circuit	07:30 to 18:30	Observed Rides
18-Jul-04	OMM - ARA 18	Eskisehir Circuit	07:30 to 20:30	Observed Rides & Qualification
24-Jul-04	Centopassi Toros OMM Ride (July 24-31)			
25-Jul-04	OMM - ARAFlex (16 riders Ankara)	TBD	09:00 to 18:00	Close circuit training
August				
15-Aug-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
25-Aug-04	Centopassi Black Sea OMM Ride (August 25-31)	Gocek - Konya		OMM Ride
September				
17-Sep-04	OMM - ARA 19	TBD	12:30 to 18:30	Theory
18-Sep-04	OMM - ARA 19	Bursa Circuit	07:30 to 18:30	Observed Rides
19-Sep-04	OMM - ARA 19	Bursa Circuit	07:30 to 20:30	Observed Rides & Qualification
20-Sep-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
21-Sep-04	IAM test	Istanbul	09:30 to 16:00	3 riders under observation
26-Sep-04	OMM - ARAFlex (16 riders Ankara)	TBD	09:00 to 18:00	Close circuit training
October				
1-Oct-04	OMM - ARA 20 (HOG 16 Riders)	TBD	12:30 to 18:30	Theory
2-Oct-04	OMM - ARA 20	Durusu Circuit	07:30 to 18:30	Observed Rides
3-Oct-04	OMM - ARA 20	Durusu Circuit	07:30 to 20:30	Observed Rides & Qualification
17-Oct-04	OMM - ARAFlex (16 riders Istanbul)	TBD	09:00 to 18:00	Close circuit training
November				
November	OMM Rally 2004	TBD	Sat-Sun	Plan 2005

April time to wake up Accident Stories... and lessons

April is the opening of the season and for many the time to go back to biking after a long pause for winter: nobody will consider to go back to boxing after a four months pause without a period of re-training but we, the bikers, we are immortal and, after all, experience is the best teacher. Sometime the road punch back without gloves.

The first story comes from OMM Rider Alp Berker: "In 1992 I sold my Super Tenere to a rider in Antalya. Three months after the sale, during my vacation I was crossing that city and I saw a Super Tenere on the side of the road horribly damaged. When I got close I realized from the plate that it was my old bike. I stopped to find out what was going on and I discovered that in a accident, few hours before, the rider died.

Couple of days ago a rider friend had a very serious accident with my Ducati 748 near Manisa and, at the moment of writing, he is still in the intensive care unit of an Istanbul hospital. The rider is an inexperienced one, so green and daring that his two bikes were always in the workshop for repairs after accidents. I did not sold the 748 directly but a clearly expressed my disappointment when I realized that my old Ducati reached such untrained hands.

After this incident I have made up my mind: from now on I will not sell anyone my bike without first seeing the way he rides. This decision may sound childish and peculiar to most of you, but I do not want to be a part of this madness any longer.

Who makes a living by selling bikes, have the responsibility to evaluate the riding skills and needs of the customer keeping in mind not the short terms profit but the satisfaction and safety of the client. They should desire the safe return of the rider for more business.

Since I do not make a living by selling bikes, I will decide to whom I sell.

By the way with education at the center of many marketing plans, with Riding schools and Academies shooting up as mushrooms, training is still a forgotten word. This rider friend involved in the last accident knew OMM, knew me, but he choose not to train even for a demanding bike as Ducati

748. I know well that I may have an accident on the bike, even die. But I know one more thing: my accident will be because of stupidity or distraction, not because of lack of training. And I wish that people responsible within our community who are sleeping and insisting on sleeping for years will finally wake up this April."

While wishing a prompt recovery to all the bikers who are currently in pain the first lesson is quite banal: instead of wasting time with your friends riders boosting macho lies or discouraging them from biking, give them two suggestions: to take a training course (anywhere, with any reputable school) and always wear protective gear. Easy to say but... the second "accident story" has a less dramatic result but a deeper set of lessons. It comes (withy lessons included) from one of the best OMM Riders: "I decided to have a pleasant riding weekend with my new Honda VFR 800 with some of my friends from Ankara and Eskisehir to Bolu. We covered 500 km on Saturday and, on Sunday morning, we left Bolu late in the morning, direction Seben. Bad weather, cold and drizzling on a mountain road with demanding corners; I was following my friend on BMW R1150GS Adventure. The rain became more intense about 10 km later. With the storm increasing and the conditions deteriorating, my bike gave clear indications that it was time to take it easy dancing on muddy surfaces. In spite of all the training session I took, my brain was not registering properly the present conditions and this because I did not prepared and focused myself sufficiently at the beginning of the ride... Sharp left hand bend, the bike in front brakes hard while entering, I am too close... braking late into the corner... loosing traction in a slide toward the protective (not for us) barriers of a bridge... I leave the brakes to recover the slide but the fatal mistake is there: I keep looking at the barrier... I do not want the barrier... I keep my vision fixed to the barriers. So, you go where you look and I hit the barrier with the right side of my bike. I hold fast to side and let the Honda slip between my legs than I sit down; a great pain keeps pulsing from my left foot and right thumb.

After checking my bike's conditions I decided to go back to Istanbul to the Hospital: there they discovered that I broke my left foot bone and I will sit in cast for about six weeks.

Mistake number one: I should have listen, while focused, to the messages of my new bike. Mistake number two: I should have followed the road and not my friend. Third mistake: in panic I could not avoid target fixation, I should have identified solutions not problems, way out not crashing barriers.

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Ride in Gear

Best Enduro Style Bike

Continuing our search for the best "Enduro style Bike" for the Turkish roads, Kevin Cain writes: "Motorcycle News which came out today in UK has an extended test of the BMW R1200GS, Triumph 955i and KTM 950 Adventure. The test covered 5,000 km in France and included motorways, "A" & "B" roads and tracks. Though the BMW was by far better on motorway and "A" roads, the KTM was the overall winner by a small margin. MCN also highlighted high quality of the KTM. They also have a BMW, KTM and

Multistrada on long term test." Kevin will follow the long test and report back.

Still in doubt whether to use the helmet: a dramatic demonstration at http://www.superbikemagazine.com/content/movies/helmet_test.asf

From May on all drivers and riders traveling in Italy or Spain whose vehicle is immobilized on the carriageway outside built up areas at night or in poor visibility must wear a reflectorised jacket or waistcoat. Out of "officer jargon" you must carry with you reflective bands or reflective waistcoat. I guess Jacket with reflective stripes work as well but it is only a personal guess... officer. omm

Planning Ahead

OMM-ARAFlex in Ankara

OMM – ARAFlex workshop will take place in Ankara on May 16th, 2004 The focus of the workshop will be the "Roadcraft System" and on the principles of bike control .

- Walking with the bike and Bike gymnastics
- Throttle, clutch coordination
- Slow speed riding
- Turning circles and figures of eight
- L Turns
- Counter steering
- Slalom
- Braking



We expect the riders at 08.00 hrs on Sunday May 16th, at MOLPET petrol station by Başkent Üniversitesi on Eskişehir Yolu. The ride will start from here at 08.00 sharp and we will cover a distance of 100 km's to the restricted and secured area for practicing. Return to city is expected by 18:30. For reservation contact **Baran Kaya** in Ankara. **OMM**

OMM-ARA Kontrol in İstanbul

OMM – ARA Kontrol workshop will take place in Istanbul on May 23 applying, for the first time, the principles of ADAC system.

The newly graduated trainers will share the experience under the direction of Rahmi Barutcu. Places are limited and you should directly contact Rahmi for detailed program and reservation. **OMM**

Via Egnatia Tour

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**



Centopassi on the Black Sea

Engin Serozan and Alp Berker, OMM riders passionate in tracing new itineraries in Turkey, came out with a stunning plan that we call "Centopassi 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**

Right to Learn, Learn to Ride

Choices and Decision

From Keith Code, the master of the art of cornering, teacher of several biking champions and creator of the California Superbike School comes this article on "micro look at riding". Some of you will consider Keith suggestions too demanding and "joy killing" but you should consider the joy and pleasure coming from "doing things right" facing the right choices and taking the right decision with few seconds to spare.

Choices and Decision by Keith Code © 2004

"Some parts of riding are simple. Where the choices of action are limited or easy to grasp riders feel in control. When choices are more complex or not understood, errors occur. If riding sometimes feels like a coin toss, heads I brake, tails I gas it, realize you have some work to do. A rider's skills are improving when their choices yield consistent results and when the rider knows and can identify and understands that the bike is performing as good as it gets. Realizing our choices really do produce good results, we begin to trust ourselves and our own judgment. In a word, this is CONFIDENCE.

Choices come in all shapes and sizes. Common ones like choosing which part of the lane to ride in--stay out of the greasy stuff in the middle--are both simple and powerful.

Understanding the situation, the middle is greasy, combined with a small shift in road position demonstrates a depth of understanding and predictable (confident) results. In this case, your position in the lane determines whether you do something, like reposition the bike or do nothing, stay where you are.

Complex situations, like aggressively flicking the bike through a set of esses, have many more available choices. In this case, due to the limited time to correct any error, each wrong action has an ever worsening, ever widening ripple effect.

The Choice

Almost every moment in the saddle, riders are confronted with the choice to do something or do nothing. Provided you have some riding savvy and at least a mediocre command of the controls, good judgment amounts to little more than knowing when to do something and when to do nothing.

How many cycles of do-something/do-nothing happen when you let out the clutch? If you count the stops and changes in clutch lever pressure and throttle, that would be the number. Every change, no matter how minute, is a point of choice, do something/do nothing. This is the micro side of riding and some may say it is looking too closely but our mini decisions rule our riding in more ways than one.

Less skilled riders seem bent on doing something all the time and they appear busy because of it. You can almost see the logic: if I am always busy, perhaps I will hit the right control combination by luck. That or they freeze up and do nothing-deer in the headlights syndrome.

Seasoned riders have more understanding of when to do something or nothing. Less experienced riders look busy and stiff. Skilled and seasoned ones look almost lazy and relaxed even when performing complex tasks. It's like that in every sport and activity.

Advice and Understanding

Sometimes action is required and sometimes it is not. This is why telling someone to relax is poor coaching. They must know when to act/not act in order to relax in confidence. In this respect, "relax" is wrong advice--unless it is backed up by when and where to do something so you can later do nothing.

In the final analysis, it is more a question of what you DO than what you don't do which results in looking and feeling relaxed on the bike. If the rider had made the right decision and done something rather than just sit there, they would not be busy later on making up for it.

Your Goal

Practically everyone has the goal to "be smooth" and it falls into this same category. It too is a result of the choice to do something/do nothing, action/inaction, control/no control. And it really is the micro look at riding: each

twitch of the throttle hand, each stab at the brakes, each false steering input, each jerky eye movement.

This concept has something to do with every control action you ever have or ever will make. There is a time to do and a time to not do. Experience is a great resource but, if you do not ride for a living, understanding is the foundation and the shortcut to the level of skill you envision for yourself and your riding. I hope we get the opportunity to help you.

Learn the Skills, Discover the Art" omm

Top Ten Reasons not to Ride to Work - Addressed

You already got from Ride to Work the ten reasons to sue more a bike. Now from the same source come Top Ten Reasons Not to Ride to Work – Addressed.

- How can I learn how? Riding to work and riding for transportation are not as simple as using a car or public transit. Seek out an experienced commuter or transportation riders for lessons, information and mentoring. You'll find commute-savvy riders by referrals from, and networking with, local motorcycle groups, shops and clubs.

- Takes too much extra time. Studies show that net motorcycle commuting times are either even with, or slightly less than commuting by car. So even with the extra steps of dressing and undressing, you'll be ahead. To prove it, motorcycle commute every day for two weeks. The first week will be practice, to establish dressing and riding routines. Time each commute the second week and average them. Then drive for a week and average the times. Compare the two averages.

- There is no safe place to leave my bike at work. This is common. Work with your employer or with a nearby property owner to arrange a secure place. Ideally, it should be secure from theft and tampering, shaded, and convenient to your work area. Offer (or be willing) to pay for a good place. Leave a cover or lock permanently stationed at your spot. A locking plastic bin can be secured to a fence or wall and contain both items.

- Errands Kids, groceries, shopping... you can use packs, courier bags, saddle bags, tank bags, bungees, and racks to carry a surprising amount.



Most school age children can be readily transported by bike, but you'll need to carry all of their gear (helmet/jacket/gloves) for them. Children of all ages are routine bike and scooter passengers in many countries outside of the USA. If you've been buying a month of groceries at a time with your car, change to buying a weeks worth at a time on your bike.

- Work clothing is not suitable. Keep a sport coat, uniform or changes of work-suitable clothing at work. Or pack a change of work clothing along in a courier bag or duffel. Or wear a coverall-type riding suit.

- Employer says no. Explain how riding refreshes, socializes and makes one more alert. Provide documentation about the positive concentration, mental health and risk management aspects of riding from The Daily Rider or other motorcycling advocacy sources. Do not give up. Use creative methods like sending a bouquet with a pro-riding note. Follow a few weeks later with a box of candies and another note. A fruit basket with a third note a month later. And so on. Wear the boss down with kindness and persistent earnestness.

- Commute distance is too long or short Get a more comfortable motorcycle. Lots of people do daily 100+ mile commutes on touring bikes. Lots of people do one mile commutes on small scooters.

- Riding is too dirty. Wash your face and hands upon arriving at work. Wear protective clothing when riding. Change clothing as needed.

- Traffic is dangerous. Damn straight it is. But if you can drive to work for years without an accident, you can learn to do it just as safely on a motorcycle. Ride paranoid and keep your riding skills sharp and you should never have a problem. Without a padded airbagged capsule, you'll need to be visible and wear protective gear.

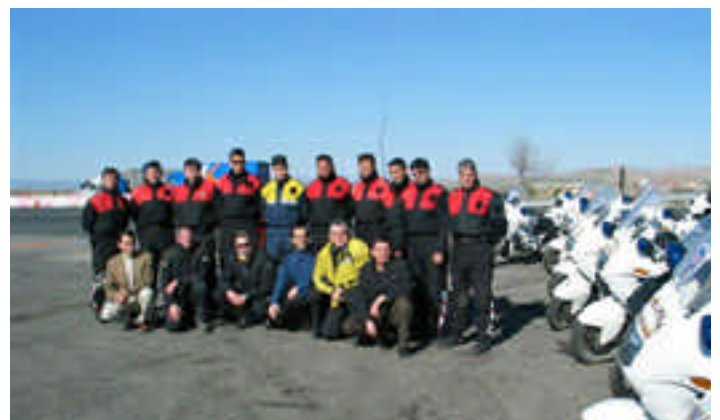
- It's too much work. And sometimes it rains. Get over it. And get a rain suit. omm

One More Mile on the Road

OMM Ankara: More Flex than this!

In April 2004 the OMM group in Ankara shared time and experience with a group of special Policemen on two wheels: selected to big escorts of authorities these riders spent time with Selim and his team improving competence and knowledge. Selim wrote: "... we started our training with theory course on Saturday April 3rd on the premises of Police Forces in Gölbaşı, Ankara. On the same afternoon, we worked on slow speed maneuvering, panic braking, slalom, bike gymnastics and on a good 3 km track cornering. Next day, Sunday April 4th we hit the road in two groups, Observed by Baran Kaya and Selim Demirel and scouted by Murat Kösereisoglu and Hakan Özgüle. We covered a distance of 350 km, following our OMM classic route for training ,with all possible road conditions a lot of corners in a magnificent geography, i.e. Ayas, Gündül, Beypazarı where we had our lunch break, continuing on to Yeşilöz, Çeltikçi and TEM to Ankara , with a nice , tight formation riding to Ankara. We finished the training at 17.00 hrs, with deep satisfaction of all participants. It was a remarkable experience for all OMM Riders and Friends who spent a lot of time and effort for realizing this important event"

Once again Ankara leads the way and formal training courses are now



in the plan. omm

Motorcycle ride to Vegas, changed to Santa Fe

Raise hand the rider who never dreamed to ride across the great outdoors of USA. Raymond Douglas was in Turkey last May and rode with us around the Black Sea: a poets and a dreamer, a computer expert and a determined rider, Douglas is a unique figure in the panorama of

crazy riders: I read his report of a ride to Santa Fe with great pleasure and I hope you will agree with me.

Motorcycle Ride to Vegas, changed to Santa Fe by Doug Raymond November 28, 2003 R1150RT '02 Ambler, PA

"Well, first I am safe and sound in not Las Vegas with my brother, but Santa Fe with my sister. On a convoluted route via Denver I got here after 38 hours of riding. By a fatal mistake with my GPS on departure, I forgot to remind it to route me through Albuquerque (the sunny snow-less route to Nevada), and it guided me by default via Denver, which is the last place any motorcycle ought to be at the onset of winter. I realized my mistake half-way across Kansas in the middle of the night. The second fatal mistake was meeting a trucker in a cafe just then, and he strongly advised me to go right on through Denver, the passes were now all clear, just real cold. Worst advice I ever got, and I followed it. I hit Denver at 8:00 AM, 26 hours after I left Ambler. I had had 8 cups of coffee and one five-minute catnap on a grassy spot between snow banks along the way. And some other time I'll tell you about running out of gas in Western Kansas at 10:00PM after most of the stations close. That cost me over an hour, would have been more except for a Good Samaritan. The temp was about 25, but I warmed up good pushing the bike a half-mile before the Samaritan showed up.

Backing up, it was 32 when I left Ambler at 6:00AM on Tuesday, and there was black ice everywhere including the first 5 miles on the turnpike, after the big downpour that occurred during the Thai dinner, followed by clear cold skies. The temps stayed within 8 degrees of that all the way to Kansas, when it started getting cold. That's where I put my electric vest on. My riding routine went as I expected, although it sounds crazy. I rode to exhaustion on each tank of gas, just barely making it to the next gas station with hopes of collapsing forever. But after a cup of coffee, a jog around the parking lot, and maybe a 30-sec eye closing at the table, I felt like going for a ride for a few more hours, so I just kept on doing that and pretty soon I was in Denver.

Then things got bad. I was pretty dopey and tired as I started up the western hill, which Brian and Jim R. and maybe everyone else know to be a road of doom in winter months. It's I-70, but it winds up steeply like a real mountain road. The temp in Denver was a balmy 32, but right away it started dropping. I have a good temp gauge from Radio Shack, and a nice feature of my GPS is that it has the option of displaying current altitude at all times, like 5300 as I left the mile-high city. So just out of town the road is already covered with black ice. Surely some officials would wave me off if there was any danger? Not a chance. After 5 steep miles of this, it turns to real ice everywhere except one driving lane. The shoulders are solid ice, there is absolutely no way to get off the road and out of the traffic without immediately dumping the bike, so I kept on driving uphill in hopes of a pull-out or turnaround. Nothing. How high can this damn hill be? I watched the elevation climb to 6000, 7000, I figured if it only topped out around 8000 maybe I could get over the top and into clear roads ahead. Temp dropped to 25, 20, 15, now the slush on the road was frozen solid except for the single set of tire tracks. No place to get off, road getting steeper. I don't mind admitting I was starting to get a little worried. Now it's 9000 feet, temp is 11 and the tire track is now all ice, but just rough enough for some traction. I held on for dear life and kept going. There was no sand on the road, just ice everywhere. Yet still a fair amount of traffic including trucks. Oh yeah, just about here the fancy electronic signs were flashing wildly "Caution: roads may be icy". Now it's 10,300 feet and I make it to the Eisenhower tunnel above Loveland Pass. It's real icy inside, maybe a mile long. But at the exit there was a tiny patch of clear asphalt on the side, the size of my tire print, and I zipped in there and stopped. I surveyed the endless frozen wilderness ahead. A snowplow worker came to chase me out of my spot saying it was way too dangerous that close to the traffic (trucks were clearing me by about a foot or two). He said it got much worse between here and Vail, maybe 30 miles more of this. Even I knew that Vail was big ski country, not the place for me and my motorcycle. With the worker screaming at me to stop, I made a risky u-turn into the no-man's area between the traffic, took a couple of pics to be displayed at my funeral, and headed back thro-



ugh the east-bound tunnel. To add to the fun, please recall that I had been riding 28 hours at this point without much of a break.

At the tunnel exit I saw my worst nightmare: it looked like the super-expert ski slope, but pure ice, not a hint of sand, just a little hard slush here and there. Incredibly steep too. Here goes nothing, I said, and down I went. A real expert might have made it, I didn't really have a chance. I fishtailed and recovered about 3 times, for maybe 300 yards, then lost control and went down hard, sliding a few hundred yards and winding up barely out of the left traffic lane, the only one in use. The trucks were just missing the motorcycle. A snowplow truck with sand came up pretty quick behind me (I think the other guy had radioed that there was going to be a casualty). The guy threw sand wildly with a shovel uphill from me, to prevent the traffic from skidding into me or the bike. I tried and failed to right the bike (don't ask how, but I know that one person can't right a bike on ice BTDT). Finally some other snowplow guys came running over and held the tires in place while I got the bike up. I tried gingerly going further on shiny ice, went down right away, mirror flying off in the distance for the second time. But then three things saved me: I knew the slightest touch on my linked ABS would take me down in a sec (BTDT). So I left the engine off, in second gear, and used the clutch as a reverse-acting brake on rear wheel only. That worked. Then I got into deeper crunchy snow over by the guard rail, and I could coast down that pretty good. Then they got the sand truck working and rode ahead of me finally sanding the traffic lane, and I switched into that sand on the ice for the next 5 miles, and finally got down to the plain black ice area where all was fine again. I stopped to rest up, and the main snow plow guy came over and made me feel good by saying that was some pretty good riding (he didn't mention my commonsense). I pulled out my BMW Anon, found the 3 dealers in Denver, and the guy recommended the closest one and gave directions (it turned out to be another hour's ride). Incidentally, there wasn't a scratch on me. What incredible luck. Even my flyaway mirror I recovered, and found the bulb 15 ft away almost covered with slush. I had put them together and back on the bike with the snow plow guys screaming at me this was no place to be fixing your bike, get the hell out of here fast! The turn signal and mirror work like new.

But wait, there's more. Now of all times they close the interstate for treacherous conditions, and they kick off even all the downhill traffic onto a tiny side road in the most beautiful little canyon with sheer walls. This is actually old route US 6 and it would be a great twisty ride at any other time. But now it too was black ice city, for about 20 miles. Skidded only once, but it was a white knuckle ride. The sun still hadn't got down in the canyon to the road.

The bike had left a pool of oil in the ice on the road, and the valve cover was crushed. My boot and right bag were getting sprayed with oil. But I arrived at Foothills BMW, and they just couldn't have been more wonderful. Put a good guy on my bike right away, made me comfortable, let me use the phone and nap in their lounge 20 mins. They had the bike back on the road in two hours, with a nice new valve cover, which was really the only damage. Also they said correctly that I would never make it home on the rear tire, so

I was glad to have them put a new one on. The old one had 4500 rough miles on it when I left (including an energetic day at the Pocono Track), and I had just added almost 2000 more.

Now the only path forward to Las Vegas was south on I-25 via Santa Fe (where my sister lives) and Albuquerque. Even that road has Raton Pass closed by snow at unpredictable times, and by golly that's what happened about 10 hours after I went over it. The nice BMW guys had sized up my condition and strongly recommended I get a motel for a couple of days, but I felt like going for a ride so off I went heading south. Made it to Santa Fe in about 5 hours, really nice ride and scenery, except for the dazzling sun setting right smack in line with the road. Got one cat-nap on the asphalt of a quick-stop behind some parked cars. The manager found me and was amused, but chased me off.

So after 38 hours of riding, I knocked on my sister's door in Santa Fe. She set a roaring fire, gave me red wine and a tasty dinner and I was in heaven as I collapsed into the deepest sleep on the couch by the fire.

It was still 10 hours worth of non-stop riding to Vegas. I was easily talked into first having a wonderful Thanksgiving turkey with my sister and nephew. Then with everyone urging me not to, I packed the bike and set off again for Las Vegas. The temp was 30, the high for the day, an hour before sunset. But it always goes below 20 in the night.

But it was not to be. A half-mile down the road the red warning light for battery came on. Now what?. I stopped for gas, restarted, light still on. So I headed back for my sister's (where I am typing this on Thanksgiving night),

and two miles short of her place the bike just stopped dead. I luckily coasted up the interstate exit ramp to a high point. My sister's was generally down-hill or level from here. My cell phone worked to call the nephew, who was a great help with some of the pushing. Around this area any unattended vehicle tends to lose parts real fast, so leaving the bike momentarily wasn't an option. I tried twice to jump start without success. The last quarter mile was uphill, so I tried in desperation once more my newly learned jump-start trick: in second gear going at least 5 mph, while popping the clutch simultaneously press the starter- it worked! Rode up to my sister's clean and well lighted garage. ...Had another great meal by the fire with my sister, then pulled out the battery and did some checks. No visible problem. Fluid level perfect. My meter showed battery voltage low but not stone dead. RID stays blank. Book says when this battery light goes on while riding, go straight to the dealer, which I will do tomorrow. Meanwhile, I put the battery back in and hooked up the battery tender which I had luckily brought along, and it seems to be charging. If so, I have alternator problems. If I am wildly lucky, maybe a loose wire from alternator, I will look in the morning.

Since I really have to be at work Mon AM, I have finally called off the rest of the trip to Vegas, and feel like a lousy quitter... Believe it or not, I have enjoyed all the riding (except for the incredible traffic jams on some of the interstates). When I am on the open road in beautiful country by day or having the road to myself in the coldest night, I feel a thrill to be alive and doing this every minute. I went very very fast when I was pretty sure there were no police around. The bike handles so beautifully at any speed. My only regret is not making Las Vegas on this trip, but now there's something to look forward to." **omm**

OMM Ride the Web

Women on Wheels

A new website (in Turkish) written by women for women bikers: <http://sherides.sitemynet.com/she/index.htm> The protagonists of this site are good friends of OMM and we strongly support the initiative. For women interested in biking a standard point of reference is **Women On Wheels® Motorcycle Association**. OMM was in contact with this great Association (Mission: To unite all women motorcycle enthusiasts for recreation, education, mutual support, recognition, and to pro-

mote a positive image of motorcycling) three years ago and they were willing to support the opening of a WOW branch in Turkey. Worth a second contact. **omm**

Istanbul Motosiklet Derneği

From the ashes of "Chopper Club", a new Riders Group in Turkey: Istanbul Motosiklet Derneği (ISTMOD) has a new and fascinating website at www.istmod.org. Generalissimo Murat Cengizalp is rallying once more with passion and competence the pilots of cruisers, choppers and muscle bikes. **omm**

OMM Ring of Friends

David Maden presentation

Continuing the presentation of OMM Association Members we give the podium to David Maden: "I was born in Istanbul in 1962. I received BS in Computer Sciences in 1985. I worked for six years in IT and 12 years in Healthcare management positions.

The desire for biking started in a friends meeting in 2001. I have read more than 10 books and visited hundreds of Web sites within the 30 days it took me to get the A2 driving license and a second hand F 650.

I have realized in the OMM ARA Theory course in January 2002 that in order to enjoy biking you had to get trained and in my biking career I took part in four OMM ARA courses and an enduro course in BMW Hechlingen Enduro Park. I have tried to train and develop myself in every mile that I have traveled.

The first day that I have bought my Aerostich Roadcrafter, the security guy of the company that I managed did not want to let me into the parking lot. "What kind of a mad man would ride a motorcycle for fun in a rainy winter



day?" He did not know that his boss was one of those "mad man". I own a 2002 model BMW R1150 GS and a 1974 model BMW R60/6" **omm**

Suzuki Katana 1983

I am not yet a member of the OMM "Bike of your Age Club" but I am approaching the entry qualification having received as birthday gift a Suzuki Katana 1983 with only 5.000K (real) on the clock. It is definitely a classic bike with a unusual style and it was then one of my most desired "material objects". The Katana 1100 has the privilege to be included in the top 10 Stylish bike by MCN magazine (selected by Benelli designer Adrian Morton).

1 1992 HONDA NR750

"A bike with a very sexy profile, in Italian-style red. It had aggressive air-intakes and carbon clothing over its radical, if unsuccessful, oval-piston engine."

2 1994 DUCATI 916

"A design icon inspired unashamedly by the NR, but with a twist of real Italian flair Just compare the lines and front light profiles"

3 1993 DUCATI SUPERMONO

"Pierre Terblanche's (designer of the Ducati 999) finest work - sexy slim and single... who could ask for more?"

4 1985 BIMOTA DB1

"The bike that inspired the stunning Ducati Paso. It introduced all-enclosed bodywork while retaining a dynamic, purposeful race bike look."

5 1979 KAWASAKI KR350 RACER

"The bike that inspired the Supermono's fairing, with a 'Green-Meanies' image. It had a purposeful, taut styling that could be so easily re-invented on Kawasaki's current race bikes."

6 1950 VINCENT BLACK SHADOW

"A large part of its styling was the engine - probably the most beautiful to ever grace the frame of a motorcycle."

7 1988 HONDA VFR750R (RC30)

"An endurance single-sided swing arm, a modern fairing, and an overall purposeful race look that redefined what the general public wanted."

8 1990 BOXER BA 747

"A student's dream bike. The radical proportions, the truncated tailpiece and forward stance has inspired many naked bikes to come, including the forthcoming Benelli..."

9 1987 ELF 4 GP RACER

"Radical suspension and radical looks made this machine the most unique on the GP tracks."

10 1983 SUZUKI GSX1100S KATANA

"Love it or hate it, the Katana changed bike design. It integrated various separate elements into one, and turned a page in motorcycle styling."

And, by the same source, is listed among the Top 50 bikes of all time to ride:

- Aprilia RSV Mille R
- Bimota SB6R
- Bimota TESI
- BMW R1150RT
- BMW R80GS
- Brough Superior SS100
- BSA Gold Star 500
- Ducati 900SS
- Ducati 916
- Harley Davidson V-Rod
- Harley Davidson 1200
- Harley Davidson Fat Boy



- Honda C90 Cub
- Honda CBX1000
- Honda CR500
- Honda CX500
- Honda Fireblade
- Honda Goldwing
- Honda Monkey Bike
- Honda NR750
- Honda VFR750
- Honda VFR750 RC30
- Husqvarna TE610 Supermoto
- Kawasaki GPz600R
- Kawasaki GPz900R
- Kawasaki KR-1S
- Kawasaki Z1
- Kawasaki ZXR750 H1
- Kawasaki ZZ-R1100
- KTM 520SX
- Laverda Jota
- MANX Norton 500
- Moto Guzzi California
- MV Augusta F4S
- Norton Commando
- Royal Enfield Bullet
- Suzuki DRZ400
- Suzuki GSX1100S Katana
- Suzuki GSX1300 Hayabusa
- Suzuki GSx-R1000
- Suzuki GSX-R1100
- Suzuki RG500 Gamma
- Suzuki TL1000S
- Triumph Bonneville
- Triumph Speed Triple
- Vespa PX200
- Vincent Black Shadow
- Yamaha R1
- Yamaha RD350LC
- Yamaha TZ250

When comes to the Katana MCN editor **Richard Fincher** writes: "STYLING. SO IMPORTANT THESE days, almost ignored in the early '80s. Whadda we need? Wheels? Check. Engine? Got it. Headlamp - round or square? And there we go - the next model rolls off the line.

And then came this. In 1981, the Katana looked like a spaceship (and providently went like a rocket) and the world went 'we like'. Ride it now to have people go 'we still like'.

You could cheat and get a 250 or 400cc grey import. We might excuse you because this is really about looks, though the original held its end up as a true muscle bike. The reach to the bars and surprisingly high pegs might trick you into thinking you're on something sporty, but do be careful - the engine will happily outdo the frame's best attempts." Just before preparing the bike for a good "refresh" I rode 200K on secondary Turkish roads and it was a blast back in time, when the clamp was high in your vision, the exhaust blasted villagers away, tires were narrow and engines wide. Any reader of the bulletin with experience, passion or knowledge of Katana is invited to write to volpara@hotmail.com OMM

One More Mile
www.ommriders.org

Long Distance Rides

New IBA Riders in Turkey (and abroad)

The Iron Butt Association (USA) certified on the month of March 2004 new rides and new LDR riders in Turkey.

Black Sea Circumnavigation: from Istanbul to Istanbul on 10 days.

Bikers completing and IBA members: Ian Johnson (TR), Kazim Uzunoglu (TR), Ahmet Kabakçı (TR), Vedat Oygur (TR), Paolo Volpara (TR), Court Fisher (US), Douglas Raymond (US), Henry Black (US), Joe Colquitt (US), Adrian Johnson (GB)

Coast to Coast (Sunrise to Sunset) from Sinop to Anamur in 12 hours.

Bikers completing and IBA members: Selim Demirel (TR) and Nuri Danisman (TR)

TransAnatolia Crossing: from Cesme to Dogubeyazit in 24 Hours

Bikers completing and IBA members: Paolo Volpara (IT), Selim Demirel (TR), Alp Berker (TR)

Mad Summer Ride: from Bodrum to Mersin and Back in 24 hours

Bikers completing and IBA members: Kursat Teker (TR)

All riders received the official certificate of the ride, the new IBA in and patch and the name are now listed among the "world's toughest riders" in the web-site register.

For the ones of you interested in LDR we are now planning two new of these tough rides and you can contact Alp Berker for further information. [OMM](#)

On your Bike: Excuses for Ride

Motorway in Greece on the Road to South Europe

Riders planning excursion to Europe know that from Istanbul the best way is to go to Igoumenitza and from there take Ferry to Brindisi, Bari, and Ancona. Gold wing master and international rider Feza Haznedar is sending updated information on the development of the new motorway that, in European project, will link Igoumenitza to the Turkish border.

From Turkish- Greek Border at Ipsala to Vaniano it is now all Motorway, about 150km (Vaniano is name of the area few kilometers after Xanthi and also is an obligatory exit due to end of the motorway construction) Vaniano - Chrisoupoli, 17 km old national road, following the indication and direction to Kavala,

From Chrisoupoli riders must follow the Green Motorway Sign to Thessalonica, turn right enter the motorway till the end of Kavala city (including Kavala Mountain pass).

From the end of Kavala pass till Asprovalta (about 75-80 km), old (good and wide) national road along the coast and 10km after Asprovalta riders must turn right to Redina / Arethouse sign, follow the, twisty, narrow, new asphalted road through the north coast of the lakes named "Micri Volvi &

Megali Volvi".

On the way notice the Green Motorway sign direction to Thessalonica, this section reaches the entrance of old Thessalonica two lane national road and riders must follow the indications to Athens & Katerini, (New ring road under construction and developing day by day)

Riders will join to the old motorway to Athens & Katerini, till taking the exit marked "Veria / Kozani": from the exit to Veria follow the newly completed motorway for 60 km, in the Veria follow Kozani sign on the left, climb the Veria pass and, at the other side of the mountain, enter the motorway again till Grevena (Ignore the Igomenitza sign to right before Grevena: if you follow this exist for big vehicles, it adds 100-120K)

From Grevena follow the Metsovo direction, to the left where the road will connect to Metsovo Pass road After 60 K from the Pass riders reach Ioanina and in additional 90K Igomentisa. For some more details and developments you may visit the web site www.egnatia.gr [OMM](#)

Chernobyl Ride

I watched with morbid attention a long documentary on the CHERNOBYL nuclear disaster just few night ago on discovery channel. And the mind was going to a unique ride reported on the web site <http://xpda.com/junkmail/junk153/chernobyl/page1.html>

Visit this site and discover solitary riding in place and mind. [OMM](#)

Ride and Think

The Art of War

From Alp Berker (OMM Riders) we received some paragraphs from "The Book of Family Traditions on the Art of War (1632)" by Yagyu Munenori (1571 - 1646). Munenori was a warrior, head of the Secret Service and Shogunke heiho shihan, or Martial Arts Teacher to the Family of the Shoguns. Although this book is about war strategies, most of the sections can be adopted to our daily lives and to our riding.

"...AGGRESSIVE AND PASSIVE MODES

The aggressive mode is when you attack intently, slashing with extreme ferocity the instant you face off, aggressively seeking to get in the first blow. The feeling of aggression is the same whether it is in the mind of the opponent or in your mind. The passive mode is when you do not attack precipitously but wait for the opponent to make the first move. Being extremely ca-

reful should be understood as passive mode. The aggressive and passive modes refer to the distinction between attacking and waiting.

LOGICAL PRINCIPLES OF AGGRESSIVE AND PASSIVE ATTITUDES OF BODY AND SWORD

Looming over your opponent with your body in an aggressive attitude and your sword in a passive attitude, you draw out a first move from your opponent by means of your body, feet or hands, you gain victory by inducing your opponent to take the initiative. Thus, your body and feet are in the aggressive mode, while your sword is in the passive mode. The purpose of putting your body and feet in the aggressive mode is to get your opponent to make the first move.

MENTAL AND PHYSICAL AGGRESSIVE AND PASSIVE MODES

The mind should be in the passive mode, the body in the aggressive mode. The reason for this is that if the mind is in the aggressive mode, you will rush, and that is wrong. Therefore you control the mind and keep it impassive while using physical aggressiveness to get the opponent to make the

first move, and thus you gain victory. If the mind is aggressive, you will lose by trying to kill your opponent right away. In another sense, it can be understood that the mind is to be in the aggressive mode and the body in the passive mode. The point of this is to cause your mind to work intently, putting the mind in an aggressive mode while keeping your sword passive, getting your adversary to make the first move. The "body" can be understood to mean the hands that hold the sword. Thus it is said that the mind is aggressive while the body is passive. Although there are two meanings ultimately the sense is the same. In any case, you win by inducing your opponent to take the initiative.

HEARING THE SOUND OF WIND AND WATER

The science is in any case all about how to win by getting your opponent to take the initiative, using tactical ploys as your basis, launching various preliminary blows, and shifting strategically..... Once you have faced off, it is essential to put your mind, body and feet in the aggressive mode, while putting your hands in the waiting mode. You should be sure to pay attention to what is there. This is what is meant by saying "Take what is there in hand." If you do not observe with utmost calm, the sword techniques you have learned will not be useful.

As for the matter of "hearing the sound of wind and water." this means being calm and quiet above while keeping an aggressive mood underneath. Wind has no sound; it produces sound when it hits things. Thus wind is silent when it blows up above. When it makes contact with things like trees and bamboo below the sound it produces is noisy and frantic. Water also has no sound when falling from above; it makes a frantic sound down below when it comes down and hits things. Using these images as illustrations, the point is to be calm and quiet above, while sustaining an aggressive mood underneath. These are images of being extremely serene, unruffled, and calm on the surface, while inwardly being aggressively watchful. It is bad when the body, hands, and feet are hurried. The aggressive and passive modes should be paired, one inward and one outward; it is bad to settle into just one mode. It is imperative to reflect on the sense of yin and yang alternating. Movement is yang, stillness is yin. Yin and yang interchange, inside and outside. When yang moves inwardly, outwardly be still, in the yin mode; when you are inwardly yin, movement appears outwardly. In this kind of martial art as well, inwardly you activate your mental energy, constantly attentive, while outwardly you remain unruffled and calm. This is yang moving within, while yin is quiet without. This is in accord with the pattern of nature.

Furthermore, when outwardly intensely aggressive, if you are calm within while aggressive without, so that your inner mind is not captured by the outside, then you will not be outwardly wild. If you move both inwardly and outwardly at once, you become wild. The aggressive and passive modes, movement and stillness, should be made to alternate inside and outside.

Keeping the inner mind attentive, like a duck swimming on the water, calm above while paddling below, when this practice builds up, the inner mind and the outside become one, without the slightest obstruction. To reach this state is supreme attainment.....

Riding is a way of thinking

www.ommriders.org

...THE NORMAL MIND

A monk asked an ancient worthy, "What is the Way?" The ancient worthy replied, "The normal mind is the Way."

This story contains a principle that applies to all the arts. Asked what the Way is, the ancient worthy replied that the normal mind is the Way. This is truly the ultimate. This is the state where the sicknesses of the mind are all gone and one has become normal in mind, free from sickness even while in the midst of sickness.

To apply this to worldly matters, suppose you are shooting with a bow and you think you are shooting while you are shooting; then the aim of your bow will be inconsistent and unsteady. When you wield a sword, if you are conscious of wielding a sword, your offense will be unstable. When you are writing, if you are conscious of writing, your pen will be unsteady. Even when you play the harp, if you are conscious of playing, your tune will be off.

When an archer forgets consciousness of shooting and shoots in a normal frame of mind, as if unoccupied, the bow will be steady. When using a sword or riding a horse as well, you do not "wield a sword" or "ride a horse." And you do not "write", you do not "play music." When you do everything in the normal state of mind, as it is when totally unoccupied, then everything goes smoothly and easily....."

Next time before you go out on the twisties think of above and do not "ride the bike." **omm**



Seven Wonders of the Ancient World

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**

OMM BULLETIN ISSUE 57

This Bulletin is edited by **Paolo Volpara** volpara@homemail.com with contributions from bikers in Turkey and abroad. OMM also produces a revised version of bulletin in Turkish language.

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