



# BULLETIN

One More Mile

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Riding is a way of Thinking @ [www.ommriders.org](http://www.ommriders.org)

## View from the Cockpit of Paolo

### Go safe, go competent, and ... go fast. From Paolo Volpara June 2007

Summer is time for long rides, for foreign bikers to come to Turkey and for Turkish bikers to ride abroad. I ride in Turkey this year exploring with the Duke 916 (pure vintage) the south Mediterranean coast collecting in one go memories of the Amalfi coast, of the Alpine passes and of the hills of Tuscany. All this between Bodrum and Adana.

Ducati wins on the MotoGP and it is now recognized on the road not only by real aficionados but also by a large group of young people following the reds of Borgo Panigale on the screen. And the first question at any stop is always the same: how fast it goes? The speedometer marked past 240K demands respect never mind that your head cannot sustain more than 150K with standard screen without laying on the tank with 10 meters visibility.

You see... the simple people along the road know why we buy bikes instead of cars: speed. Pure, unadulterated, essential speed now so politically incorrect among the boy-scouts of competent riding.

I really believe that when I started as first in Turkey workshops on advanced riding I opened a can of unpleasant worms. Today a simpleton rider with no more than 2 years 10.000 K experience, after completing a post-licence course on "advanced riding" feels obliged to tell me what should I do when on two wheel, how fast should I go, what should I wear and how risky is to lean on corners.

Never mind that his course was nothing more than an exercise in parking lot, in safe environment, knocking down cones without a single "enemy" on sight. Never mind that his (or her) file of experience is limited to zooming down straight lines that are always the same Sunday after Sunday.

We work hard on training to acquire knowledge, precision and experience: we work hard on training to gain in fluency, to know more "what if..." to be ready to react with the right tool against the dangers.

We work hard on training to go fast: speed does not kill, ignorance and presumption do. Drugged by the politically correct campaign of hypocritical advisors we join the choir of "responsible road users" pointing at speed as the only and main cause of accident: the same choir that, when comes to money, advertises cars and bikes on absurd horse powers, mega cc, driving above speed limits on the verge of abysses.

Car and bike producers sing hymns to macho-power-god under any form (advertising, PR, editorial, massaged road tests), riders and bikers, in all bars around the world, build legends of speed and risk... but when comes to riding and riding hard ignorance dominates.



As I wrote five years ago: *-it is time to go back to [Ogri](#) philosophy: "take the Bike and f...orget the rest" On his naked twin Ogri is the minimalist of bikers: a winged old helmet, the same black leather, tough boots: two wheels, one engine and the "right" attitude. At this time of the year, as Ogri, I am fed up with good common sense. I am fed up with my own good common sense too. While preaching safe riding and responsible behaviour, a little demon inside keeps reminding me that the beauty of Biking is in a sort of craziness built into the activity. Nobody, in full possession of all his faculties, can call "normal" or rational behaviour wearing a stiff leather suit, boots, padded gloves and restricting helmet, mounting on two wheels over an engine with absurd*

*horsepower, riding among metal boxes speeding in opposite direction on surfaces designed for four solid anchors... Bike is the last glorification of Madness and Madness makes Biking attractive. Madness in different forms ... but... take out madness from biking and you will end up with a very boring activity, a monotonous going from A to B, better in an air-conditioned Volvo-*

The last of boy-scout advice: this summer goes as fast as your knowledge and experience allow you to do... know yourself and your limits and do not bother spreading around politically correct messages. Just ride One More Mile (per hour).

### The 2007 OMM Calendar

**[Ugur Ertekin](#) in Izmir, [Kaan Tuna](#) in Ankara and [Igit Guler](#) in Istanbul are organizing "Advanced Riding" (Control, RoadCraft) sessions for all level of competence: you can e-mail them for the calendar or you can check on OMM web-site**

**Here the calendar ahead without the numerous rides that OMM riders are planning (or riding now) for the Summer-Autumn 2007.**

From	To	Subject	Location	Note
01-Sep-07	02-Sep-07	OMM-ARA Road	Izmir	Open to ARA Control (up) qualified
04-Sep-07	04-Sep-07	I.A.M Test	Istanbul	Open to Gold qualified
08-Sep-07	09-Sep-07	OMM-ARA Road	Istanbul	Open to ARA Control (up) qualified
11-Sep-07	13-Sep-07	I.A.M Test	Istanbul	Open to Gold qualified
28-Sep-07	01-Oct-07	OMM Master	Ist-Izm	Open to OMM members
10-Nov-07	11-Nov-07	OMM Rally	Ayvalik	Open to all riders

**OMM has a new web face: the web site [www.ommriders.com](http://www.ommriders.com) has been completely redesigned by [Zafer Beysungu](#) and the group of [Sitepratik](#) experts with the supervision of [Ozdem Guney](#) and [Emre Gumus](#). Take a look at the new visuals and let us know your comments.**

**OMM endorses [A.R.A. training system](#) and it is affiliated to the [Institute of Advanced Motoring](#). The group certifies Long Distance Rides in Turkey on behalf of [Iron Butt Association](#) and we support the [Horizonsunlimited communities](#). This is OMM calendar for the next months: join us on the road.**

### Iron Butt Rides – OMM Long Distance Rides

First a second failure: I (Paolo) failed for the second time in my attempt to do 5.000 K in 5 days in Turkey. The planned itinerary was Istanbul, Bursa, Serefikochisar, Aksaray, Kayseri, Elbistan, Malatya, Elazig, Bingol, Mus, Tatvan, Ercis, Van, Hakkari, Sirnak, Cizre, Mardin, Virhansehir, Urfa, Nizip, Kilis, Antakya, Adana, Silifke, Anamur, Alanya, Antalya, Kas, Fethiye, Mugla, Aydin, Izmir, Ayvalik, Edremit, Bayramic, Canakkale, Tekirdag, and Istanbul. Being based for the summer near Fethiye I decided to do the tour anticlockwise and I managed in two days to cover the distance Fethiye to Bingol for a total of 2.350 K Then I gave up to the summer heath and took two days to retrace my steps back to Gocek via a boiling Central Anatolia. Now I know better: only April and October for circumnavigation of Turkey (or only toughest riders than the old me)

Then an original success: OMM Member Bulent Boytorun managed Istanbul-Gocek-Istanbul (1650 K =1000 miles) in 24 hours via Eskihisar Ferry, Bursa, Balikesir, Akhisar, Izmir, Aydin and Mugla. The return was on the same road. Not happy of fixing a bike record time on the way north-south (we cannot declare the time but believe me it was spectacular) he did all this on a Yamaha Majesty 400 scooter proving that determination, skills and endurance are the only tools for the completion of the Iron Butt Saddle Sore 1000.

A good way to celebrate [Motorcycle and Scooter Ride to Work Day](#) of Wednesday, July 18 "Riding to work on this day shows the positive value of motorcycles and scooters for transportation. For many people, riding is an economical, efficient and socially responsible form of mobility that saves energy, helps the environment and provides a broad range of other public benefits," states Andy Goldfine, the worldwide event organizer.

## News from Friends

**Lee Harris** has been travelling around Turkey and you can read his interesting diary at <http://www.turkishadventure.blogspot.com/>

This year we did not succeed in getting an OMM picture on the cover, but the **new Aerostich – WearHouse 2007 Catalogue** is out: over 400 new products and dozens more pages of new stories and photos. An encyclopaedia of useful, practical, and fun items for everyday riding, travelling, sport and back-country motorcycling. You can also browse it on the [web site](#)

**ACEM** (Association des Constructeurs Européens de Motocycles the professional association of the Motorcycle Industry in Europe) launched at the European Road Safety Day (27April) in Brussels an Integrated Campaign on motorcycle helmet wearing, involving public and private stakeholders. The Integrated 'Wear and Lock' Campaign is a pilot contributing to the Road Safety Objectives of the European Commission. The key messages to be brought across to the motorcycle rider are:

- Always wear a helmet.
- Always lock the helmet's chinstrap.
- Always choose EC Type Approved helmets.
- Always use a proper size helmet.
- Never take a passenger without a helmet.

From **Jon Taylor** a reminder that "it's the rider not the bike" and a proof at Youtube <http://www.youtube.com/watch?v=0nrMQ3QwyPo&NR=1> Not surprising: for many years I rode a Goldwing and I was always surprised to ear comments about "being a truck" while I was fully enjoying the rides staying at level with many of the big boys.

**Experience is something you don't get until just after you need it.**

This Bulletin is edited by **Paolo Volpara** with contributions from bikers in Turkey and abroad.