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Welcome to a new OMM Riders Group Bulletin: here to stay? Time will tell.
From Paolo Volpara Founder of One More Mile Riders Group.

The bulletin of One More Mile Riders Group has been silent for a while, coming on air irregularly, being distributed casually and being written erratically.

The only responsible for this situation is me: your faithful editor of the bulletin since the beginning.

When I started in December 1999 (OMM Bulletin Number One), the idea was to write a monthly letter to a small group of friends with tips on competent riding, references to articles I came across, web site visited and bike tested. On top the "letter" was to serve as a contact media listing events and rides organized by the members of the group.

At that time (what acceleration can do to a span of eight years!) the motorcycling scene in Turkey was not as flourishing and as populated as today. The Turkish Motorcycling Federation was still in the dreams of Suleyman, dealers were few and basic, no Turkish web-sites were active on riding and the great protagonists of today were considering two wheels as a poor way of transportation.

OMM had very few friends and the few were very active in spreading the good news about biking in this Country.

Surprisingly the content of the bulletin found an audience more and more interested: just luck, we were at the right time in the right place. In short time (2000) we received more than thousand requests to receive the bulletin and the

dialogue between me (the writer) and the readers was one of the most comforting experience of my entire life. Pure enthusiasm supported by a good discipline expanded the content well above a simple "letter to friends": in 2005 was not rare to have issues in excess of 10.000 words or 20 pages. The bulletin changed in content and objectives, the biking Turkish community changed and expanded, new groups animated the scene, new web sites in Turkish offered space and habitat for debating, learning and discovering. Most of the reasons that justified the creation of the bulletin disappeared and with them the dialogue with the readers. We lost the spirit and with it ... the discipline.

"The secret of discipline is motivation. When a man is sufficiently motivated, discipline will take care of itself"

I went along for 20 months trying two things at the same time: finding my motivation and finding content capable of stir it. And I failed. And I made bad copies of the past. And I did not care who was reading and how the bulletin was distributed. Till this September. My good friends Ugur and David, running the training group of OMM, invited me to give a theory lesson on competent riding in Kusadasi the mooring place for super cruisers discharging regularly thousands of visitors o the Hellenistic remain of Ephesus. Just before the start of the conference I spent some time with an exceptional collector of bikes and cars in town and, casually, he dropped an hint that made my mind clicking - *"I have here a collection of the old OMM Bulletins - he said pointing to the shelves of his atmospheric office - I always enjoyed the reading and I wonder why you took my out from the distribution list"* Kusadasi is not a place that comes to mind when you think of "how to improve riding skills" but the Kusadasi Motosiklet Kulubu (<http://www.kmk.org.tr>) put together a classy event with large participation and a lot of passion in the room of the Fantasia Hotel. And there I had the second "mental" click. You see, it is easy to think of a group, an association or a club from the inside and get lost in a microcosm of organization, satisfaction, ambition, power and politics forgetting the good that a group of people can bring to the community. OMM has a unique role I the biking community: we are one of the voices that keep the madness of biking alive. Let me make it clear: there is no safe riding, there is no politically correct biking, there is no socially responsible biking... there is only good riding and bad riding based on the knowledge and expertise of the pilot. And OMM promotes here

knowledge and expertise in meeting room, safe areas, roads and circuits.

So the two mental clicks moved a new vision for the bulletin: an agora for knowledgeable and expert riding reporting articles and experiences from bikers (experts) around the world.

I will go back to reading Bike Magazines and surfing the net and, as a good pirate, I will steel good ideas and suggestions when I found them (giving always credit and, if possible, asking for permission to reproduce).

On top I will call the riders of OMM to write for the Bulletin following a precise pattern that will produce in 12 months a complete course.

On top I will report on bike madness under any form, giving to the readers' space for discussion.

It will be in English or, at list, in my English. The one of a person using a non-native language to reach a larger audience. If we find volunteers some parts will be translated in Turkish. If not ... not.

It will go as a web link to the old 2006 list of bikers living outside of Turkey and to the bikers in Turkey subscribing to the ARA Yahoo group open to everybody who wants to sign up at

<http://autos.groups.yahoo.com/group/AdvancedRidingAcademy>

It will come out every month with passion and therefore with discipline.

Welcome to a new OMM adventure.

Janet Bargar is a regular contributor to the Visordown on-line forum, www.visordown.com, usually in the 'Survival Skills' area. Janet wrote this piece on the theme of 'safety', and how it means vastly different things to different riders: I selected to open the new series of OMM Bulletin in order to pen a discussion of "riding safe".

I believe that there is not such a think as riding safe unless you sit in your garage with the engine off and you make "bruum...bruum" with your lips or you play a recorded sound of a DucatiDesmosedici. Riding safe is a myth because biking is dangerous at any time. Maybe we should replace the concept of safety with competence: it sounds less reassuring but it is the real think. React.

Musings on safety for discussion ©Janet Bargar

As I understood it the Survival Skills forum was originally set up to provide advice in order to improve motorcycling safety, so much is talked about riding techniques, some of which may even make for a less safe ride if they are put into practice, but I shall leave it to others to argue about that.

Prompted by a bald assertion that a clean bike is safer, I started thinking of different factors which have an effect.

So, to begin with that statement, yes, clean and shiny may rightly indicate a well looked after, sound machine, and as someone else said, the cleaning time is when he checks out his bike for problems, but unfortunately that doesn't apply to everyone. I admit that when I see a bike on the road which is scruffier than mine, and they do exist, I do wonder in what mechanical condition it really is, but I don't condemn it as unsafe on appearance alone. I'm sure I'm not the only one who has seen some real beauties that are down-right dangerous through lack of maintenance.

Now I come to comfort. The comfort of a rider has an effect on safety. A cold rider doesn't function properly and eventually the hands and feet don't act as they should, which could lead to serious consequences, but if your clothes are restrictive they reduce your ability to move and operate the controls correctly. This is more likely in winter through wearing more clothes to keep warm, so the remedy can be as bad as the initial problem. As has been discussed at great length elsewhere, heated clothing is one way to reduce the dangers from cold, but it is not suitable for everyone, so serious thought must be given when kitting up for cold weather riding. My own failing is to wear too

much round the neck, making turning my head difficult, so risking poor rear observation.

Coupled with this is the question of protective clothing. I wear it because I want to minimize my injuries when I fall off, but I've read that people take more risks because they feel safer if they wear more protection. This may be true. Certainly I wouldn't risk riding at all if I were stark naked.

The debate on having the choice to wear protective clothing is one which will run forever but there is one point I've never heard mentioned in any forum or magazine. According to Dr John Gosnold, for many years the top A&E consultant in Hull, while having to deal with many horrific injuries, the greatest cause of infection in wounds is when the rider is wearing jeans. Whilst they are strong enough to give some protection against gravel rash, it seems that for some reason denim fibers entering grazes produce a worse problem than that resulting from road dirt.

Having procured our warm, unrestrictive clothing, the next aspect relates to the bike itself. If it is uncomfortable, whether because of a hard seat or difficulty in using the controls, the rider will once again not be working at his best, so an uncomfortable bike can be a dangerous bike. In this, different bikes suit different individuals, and therefore their safety is variable.

In the previous scenarios, the body and brain react to the cold or pain, and do likewise if the rider is tired, hungry, thirsty and, oh yes, in need of a toilet, reducing concentration on the journey itself, which leads me to general health and fitness. A sick person may not be fit to ride, depending on the malady. Many people believe alcohol and drugs affect one's riding abilities, but extremes of emotion can help produce poor judgments and decisions. Anger can enhance aggression but euphoria can result in a carefree and, therefore, careless attitude. Two extremes but both are potentially dangerous.

Next, ponder this statement. Big bikes are safer than small bikes. I expect many of you have heard it said, but big in what way? Higher powered or physically larger? I know that I need more than 90hp to get me out of trouble because I've read it on VD (sorry I couldn't help it) but I also know that the more power I have, the more likely I am to get

into trouble if/because I can't handle it. I darned nearly killed myself with 8hp, so what would I do with 80? Of all the factors which might have saved me, more power was not one.

My point is that you should always ride in a manner appropriate to your abilities and to the characteristics of the bike. If you do that, your degree of safety should be very similar whatever you ride.

Regarding physical size affecting safety, there is the idea that bigger bikes are more visible, but cars are bigger than bikes and often they are not seen, so perhaps it should be bigger bikes may be more visible. I suspect however that it comes down more to attitude. A driver sees a small bike and feels it can do him no harm so pulls out in front, but in the same way he will pull out in front of a large bike in preference to a car. Advice given about defensive riding is pertinent whatever the size or type of bike but the difference is that the rider of a smaller machine needs to be aware of the thinking just mentioned.

Unfortunately, riders of little and, commonly, slow bikes may become excessively cautious and can cause problems for themselves. Toddling along in the gutter to avoid causing an obstruction encourages overtakes in sometimes unsafe places. It also means when you want to make a right turn and there is a long line of fast vehicles you have difficulty getting through the flow, a regular problem for pedal-cyclists. I bumble along in the middle of my lane, until I see someone approaching from behind. When I'm sure he's seen me and has started to curse I choose what I consider to be a safe spot for him to pass and pull over to give him more room. If I don't think it safe he either has to wait or take to the opposite side of the road. Usually they wait.

Because I try to plan my routes to minimize potentially dangerous situations I've not felt intimidated when I've been on the tiny bike and neither have I felt I haven't been seen, despite its color, although this could be because it is very noticeable, having a style unlike any other model.

Finally, I come to "bits and bobs".

Has anyone else ever got a bootlace caught round the gear lever? Do you have your hair flowing freely or tuck it inside your clothes? Have you 12" fringes on your jacket? These are things which may get caught and rip off in the event of an accident. Sadly, they can sometimes take parts of you with them. However I can confirm that Loptoff Lugs detach safely from their suckers without any adverse strain on the head or neck.

Also, have you considered the danger of carrying hard objects on your person? Imagine landing on your back whilst carrying a large security chain over your shoulder, a rucksack full of your monthly baked bean ration or even a pocket with a sharp object in it.

I apologize for the length of this, but I hope it has brought to your attention safety aspects which previously you might not have considered.

And you thought Survival Skills was all about getting round the corner without falling off. Believe me, that's easy. I've been going round the bend for years.

RIDING BETTER FOR ONE MORE MILE: 2008 PROGRAM

One More Mile Vision and Mission: OMM is reference group for competent road riding in Turkey following the standard fixed by "RoadCraft Manual" and the principles endorsed by the I.A.M. OMM Riders give example of integrity and generosity to all bikers sharing experience and promoting competence and excellence. They share these values:

- Full application of the RoadCraft system shared on voluntary basis.
- Commitment to disciplined implementation of the proven practices at international level.
- Search for new applications and new sources of knowledge.
- Respect of riders aspirations and desire to constant improvement.

The OMM activities are divided in three areas:

- Observed Rides: improving the way we use the motorcycle.
- Touring: enjoying the ride and promoting riding in Turkey.
- Sharing: communicating the experience and supporting the biking community.

2007 OMM - ARA Dedication to competent riding. OMM - ARA is the first organization to introduce post-license support 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 Mike Wheeler to help in improving the riding a small number of friends. Since then hundreds of bikers have been exposed to the principles of competent riding in theory workshops, circuit sessions and observed rides. All the activity has been done pro-bono or at costs on shared expenses.

To improve a 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 MC manual has been translated in Turkish by OMM and education sessions for Observers have been organized in Istanbul in 2004 and 2007.

For competent road riding OMM endorsed the "system" 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. **OMM has published in 2003 the Turkish version of this essential book and we keep re-printing it following the great demand (for ordering copy e-mail to [Yigit Guler](#)).**

To further enhance rider's competence OMM introduced in 2002 the Advanced Riding Test conducted by the "Institute of Advanced Motorists" (UK). OMM translated "How to Be an Advanced Motorcyclist" manual and this text is available in electronic media. Following this activity, in 2005 OMM obtained the first affiliation to IAM outside English speaking Countries.

In 2006 with the support of Jon Taylor and under his direction OMM introduced the C.A.T. workshop designed to educate and qualify I.A.M. Observers. The workshop was repeated in 2007 and now OMM has a good group of local riders who can help in advising riders desiring to start the road of competent riding.

Towards Competent Riding. OMM and ARA Groups offer a good list of opportunity for improving the individual riding style and skills. The full calendar is regularly presented

at www.ommriders.com and distributed via the Yahoo-ARA group that everybody can join at <http://groups.yahoo.com/group/AdvancedRidingAcademy/> This site- group is at the same time the connecting tools for all riders interested in our activity and a chat room for questions, ideas, suggestions, and notes on good riding.

ARA Theory is a round table (lesson plus debate) dedicated to the understanding of principles regulating competent riding. Based on the RoadCraft System this non-riding event offers an introduction to the subject and it fixes key principles from the System. OMM - ARA Theory is an essential introduction to all level of MC training.

- 1. Duration:** We offer sessions ranging from three hours to one full day with contents varying from introduction to deeper tuition. OMM can organize ARA Theory in any location in Turkey with any MC group.
- 2. Qualification:** Open to riders, passengers and non-riders.
- 3. Presenters:** IAM Observers, ARA Observers.
- 4. Contents:** Mental attitude for good Riding, SIPDE-Vision-Traction, Cornering-Braking-Overtaking, Riding in Urban Environment.
- 5. Certification:** A.R.A Carnet of participation.

ARA Control is the workshop (on safe areas with no road-riding) dedicated to motorcycle's management and emergency maneuvers. It is supervised by Control Observers with high standards of safety and it is adapted to the level of competence of the students.

- **Duration:** Eight hours.
- **Qualification:** Valid Riding License. Bike in good condition, Personal and Bike insurance. (Attendance of OMM - ARA Theory is recommended).
- **Observers:** OMM - ARA Control qualified trainers.
Contents: Motorcycle daily and weekly control, Stabilization of the vehicle at low speed, Steering and Swerving, Cornering, Braking and Emergency Braking, Riding Gears and First Aid principles.
- **Certification:** A.R.A Carnet of participation.

On the Road with ARA and TMF. The Turkish Motorcycling Federation recognizes the ARA Rides as TMF Rallies and it endorses the System used for Observation. Starting in 2008 the old ARA reporting system (Bronze, Silver and Gold) is replaced by a more specific grading of the skills applied and observed during each ride. We took

the decision to adopt the "I.A.M. Riding Assessment Report Sheet" in order to eliminate any sense of competition among riders and to indicate that the observation is specifically related to one ride. (A rider can

Grade			
1	Advanced Standard	2	More Guidance
3	Average Standard	4	Needs Development
	Grade		Grade
1:	Vehicle/Clothing Condition Check	11:	Speed (Limits / Making Progress)
2:	Starting Off Procedures	12:	Observations
3:	Clutch Control	13:	Hazard Perception
4:	Use of Throttle	14:	Planning ahead
5:	Use of Gears	15:	Overtaking
6:	Use of Brakes	16:	Restraint
7:	Steering	17:	Slow Riding
8:	Use of Mirrors	18:	Courtesy and Consideration
9:	Signalling	19:	Concentration
10:	Positioning	20:	Knowledge of Highway Code

get different grading -up or down- in different rides). The chart on the right shows the elements of grading and the rate (from 1 to 4) to be applied to each one. The best competent performance in one given ride may score 20 points grade (1 time 20) while the worst possible results could be 80 (4 time 20). The grading will be reported on the ARA Carnet after the on-the-road ARA TMF Rallies. Make sure to maintain your ARA carnet updated.

ARA RideCheck is a ride in company of IAM Observers, ARA Observers and IAM members who freely share experience and knowledge. Registered as TMF Rally these ride happen several times during the year and are a friendly opportunity to apply the RoadCraft system in respect of the Turkish Traffic Laws.

- **Duration:** Four hours ride (200 K max.) in small groups during Saturday or Sunday.
- **Qualification:** Valid Riding License. Bike in good condition, Personal and Bike insurance. (Attendance of OMM - ARA Theory is recommended).
- **Advisors:** IAM Observers, ARA Observers and IAM members.
Contents: Practical application of the RoadCraft System discussed after periods of half an hour of group riding. Every participant gets the opportunity of individual observation.
- **Certification:** Participation registered in ARA carnet for all attendees with new grading system.

ARA Road is a Rally (approved by TMF) dedicated to the System of gathering information, select and analyze them, predict and properly and safely react to all traffic conditions. The Rallies are conducted along itineraries

selected by OMM riders on distances not exceeding 300K per day.

- **Duration:** One or Two days of Observed rides.
- **Qualification:** Participation to ARA Control and Participation to RideCheck with minimum qualification at 40 points. Riders qualified "Bronze" or above in pre 2008 RoadCraft Rides and OMM-ARA Road workshops.
- **Advisors:** IAM Observers and I.A.M. Senior Observers
- **Contents:** Primary and secondary safety, The System, Taking-Using-Giving information, Planning, Position for vision and safety, Corners evaluation and position, Speed management, Gear control, Acceleration out of hazard, Steering, Overtaking, Braking.
- **Certification:** Using the Riding Assessment Report Sheet each Rider received grading ranging from 20 points maximum. to 80 point minimum. The grade is reported on the ARA Carnet.

OMM - TUMER First Aid Workshop. In cooperation with a leading medical institution OMM designed and is offering the only First Aid Workshop dedicated to road users. The workshop 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

As international associated group of I.A.M. (Institute of Advanced Motoring), OMM helps this organization in organizing events in Turkey. Among them the most frequent is the Riding Assessment conducted by an invited Senior Observer. Passing the test gives the rider one year full membership in I.A.M. After such period OMM promotes the renewal of the membership in order to sustain the educational activities of the Institute and the support they are giving us in Turkey: we also recognize that full membership does not offer substantial advantages to the riders living outside UK. For these reasons OMM fixed the following norms:

- Passing the test qualifies as ARA-I.A.M. rider for a period of four years. The qualification, if desired can be renewed with an Observed Ride supervised by a Senior I.A.M. Observer.
- It is personal decision (and responsibility) of the rider whether to renew the membership to I.A.M. after the first

year. Lack of renewal does not modify the status of OMM-I.A.M. Rider.

- I.A.M. Senior Observer and Observer, ARA Observer must keep the I.A.M. membership updated.

[IAM Advanced Riding Test](#) (click on the link to know more)

The test is conducted for the duration of one hour under the supervision of an IAM examiner. Study of the "RoadCraft" and IAM manuals is essential for this test.

- **Duration:** One Hour
- **Qualification:** "Gold" (pre-08) or 20 points ride reported in the ARA Carnet.
- **Instructors:** IAM Examiner
- **Certification:** IAM full membership and IAM Rider status reported in the ARA Carnet.

OMM Master Rides. Over the year OMM organizes observed rides for the OMM members and or for the I.A.M. riders. These events are on invitation only and they cover road-riding, control in safe areas and circuit riding.