



OMM INFORMATION BULLETIN NOVEMBER 2001

NUMBER 27 OF NEW SERIES

From Paolo Volpara on Friday, November 30, 2001

Comments, suggestions, ideas, question: volpara@homemail.com

To receive or to send to riders friends the Bulletin just drop an e-mail request.

Visit OMM site at: www.ommriders.com



The OMM Web Site, dedicated to Motorcycle Culture, is the virtual meeting point of all Riders interested in Turkey. Updated every month, it offers suggestions for rides in this part of the world, advises on the way to ride in the Country, offers reading material on the Technique of Motorcycling and reports on group activities. From Off-Road to

Long Distance Riding we try to cover Biking in all aspects. Join us as [active OMM member](#) and support our activity with [advises and suggestions](#). Information on OMM Group spirit, organization, financial policy and history can be found on the section "[Meet One More Mile Riders](#)"

The continuous dedication of OMM Riders Group to serve the Turkish Biking Community and to help in any form Clubs, Associations and Groups in this Country makes necessary to reinforce the legal structure of One More Mile.

For this reason we agreed in Assos that from January 2002 on the only way to participate to our activities will be the legal entry into the Association already established. The OMM Riders Group will be formed exclusively by the riders members legally registered. [Tuncel Alacayir](#) is at disposal of all riders planning to join the Association to facilitate the legal procedures. Support us in our work. Call Tuncel and join OMM. **Members of OMM Riders Group at December 01, 2001 are:**



Hamit	Abassoglu
Murad	Acar
Tuncel	Alacayir
Taner	Celik
Orkan	Erhan
Yakup	Icgoren

Selim	Karadag
Omer	Koker
Timur	Schindel
Resit	Soley
Paolo	Volpara

The monthly OMM Information Bulletin is, at the moment, the front page of One More Mile web site. From January 2002 the Riders currently subscribing the Bulletin by e-mail will receive a brief summary and the list of planned activities. Past Bulletins will be available, as usual, on the [dedicated section](#) of OMM web site.

A view from the cockpit

In this age of disposable items and multi-purpose tools doing several things at the same time is a sign of modern intelligence. We eat while watching TV, we write while listening to music, we walk while answering the phone. People well trained in modern western habits perform four, five activities at the time: on my side I must confess that I feel “left behind”. I belong to the “old school” of doing one thing at the time trying to place the whole attention in one activity.



I was considering this few days ago. Poor weather and the desire to keep my bike shining after one full day of autumn cleaning were the reasons to accept a two hour “ride” in a car. While sitting in this box I could not stop watching the driver and the intense activity going on. For the entire ride the driver attention was seldom on the act of driving: phone was ringing trough the car audio system, CD were changed at a flick of a switch, radio was tuned in for news, temperature in the car was adjusted, conversation with passengers required intense body movements, sun visors were put down and lift up, cruise control was activated and de-activated, kids were disciplined, seat position was modified to better suit road conditions... you mention... the driver did it. At the end of the “ride” the driver had no recollection of the road done, of the corners taken, of the vehicles passed. Multi-activity has this effect: you do not focus on anything specific and time passes without memories. It was a good (although scaring) experience and I came out from the “box” with two sets of considerations.

- These drivers are the one we cross, follow and overtake every day when we ride our bike. We mix with them in the traffic assuming that they are doing what they are supposed to do: driving. We should know better. They are doing zillions of other things in their little (or big) boxes and we, bikers on the outside of the box, are just an irrelevant blur in a vision focused elsewhere. Defense? As usual observation and anticipation: we must analyze the driver from his vehicle (status of maintenance, incorrect position of rear mirrors, lights malfunctioning), from his riding (wandering on straight line, lack of indicator signals, sudden breaking), from the body movements (head and hands movements), from the group in the car (having fun, eating or drinking), from his lack of connection with our line of sight. All these elements can tell us (the undefined blurs) what the driver is doing

and (sometime) what he is thinking: furthermore the good news about multi-activities characters is that they are (in general) predictable. Good observation leads to good vision about what is going to happen and, in turn, this can lead to sufficient anticipation to protect you from fool behavior.

The second consideration is, in my opinion, more important. If we cannot change the habits of distracted drivers we can always change our own way of riding.

- “Doing several things at the same time” is not a vice reserved to drivers; we commit the same sin often on our bikes and the price to pay can be for us much more expensive. Yes, I know that it is difficult to concentrate the mind on “now”: we normally migrate from memories of the past to anticipations of the future. The power of biking in teaching us the “now” is an essential contribution to meditation: while biking learn to focus on the moment that is now, not on what is coming (destination) or what was the reason of the ride. We must learn to live the ride without any distraction just for the sake of doing an action at its full.
- From “focusing on now” comes the indication to keep the elements on our bike at minimalist level. More gadgets you have, less concentration you will have on the ride. Our attention should be on the essentials: handlebar, gears, brakes, road and traffic ahead. All the rest is “vanity”.

OMM 2001 Rides

In the last 40 days OMM organized two “unusual” rides.

27/28/29 of October “Ride to South” was designed to trace an itinerary from Istanbul to the South Coast of Turkey avoiding traffic and “blue spots”. [Cemil Turker](#) (Honda VFR) and [Armagan Ak](#) (Yamaha FJ 1300) left Istanbul in the evening of Friday, October 26 to spend one night in Bursa. On the following day, under a severe cold weather, they took road 16-61 from Bursa to Orhaneli and Harmancik. Here they joined route 230 to Tavsanli moving then south on 43-78 to Orencik and Cavdarhisar, The great temple of Zeus at Aizanoi (Cavdarhisar) was the planned meeting points where the two riders from the north should have met the two riders from the south: Paolo (BMW R1100GS) and Ian (Suzuki Djebel 650). We left Gocek (Dalaman) in the early hours of Saturday, October 27 under a severe storm. Rain mixed with snow was a surprise for this time of the year on the south coast and it made the first portion of off-road quite difficult. We planned to cross the mountains facing the Fethiye Gulf on forest roads via Gokceovacik, Karacaoren, Gogmen, Arpacik: here we took road 48-27 from Fethiye to Cameli and Dedebagi reaching route 585 at eight kilometers east of Acipayam. At this point, wet and cold, we tried to find a local cut between route 585 and route 320 (Bozkurt). We wondered around in search of information ending up in Yesilova on the Salda Lake. From here, crossing the Sogut Mountains on local roads via Orhanli, Calti we finally reached route 320 at Cardak. Here we discovered once more that the German technology of BMW was not so reliable. While stopping for petrol we noticed the remarkable absence of the back bag that was there (I swear, officer!) early in the morning. Because of the heavy rain all major belongings (wallet, phone, documents) and the usual tools (including GPS) were in it: nothing to do but to trace my route back. After 40 K, disseminated on a tract of 100 meters all the lost items (and a broken case) were luckily

found. BMW claims that the trunk is not designed for off-roading and this definition includes (by necessity) Turkish road. Search for the right roads and recovery of case made us late at the appointment and we had to call our friends in Aizanoi moving the rendezvous further south. Cemil and Armagan left Aizanoi on 240 to Eski Gediz and Abide taking here route 240 to the junction with route 300 turning east to Usak and then south on 595 to Civril. From Cardak we took 320 west and after 8 kilometers we turned north toward Dutluca, Baklan and Dogal reaching 595 at Hadim. After 30 Km at Civril the two groups met: cold, wet but we a new road on our experience.

The Road to South

From	To	Route
Istanbul	Bursa	Ferry to Yalova
Bursa	Orhaneli - Harmancik	16-61
Harmancik	Tavsanli	230
Tavsanli	Near Emet	595
Near Emet	Cavdarhisar	43-55
Cavdarhisar	Gediz - Abide	240
Abide	Near Usak	240
Usak	Sivasli - Civril	595
Civril	Kaklik	595
Kaklik	Bozkurt	320
Bozkurt	Sogut – Yesilova - Yumrutas	Local roads
Yumrutas (Acipayam)	Cameli	20-26
Cameli	Arpacik	20-26
Arpacik	Fethiye	20-26

The roads are generally good for Turkish rural standards: sometime speed must be reduced to cross short tracts of unpaved surface, bumps and holes are always with you but not in a disturbing way. The entire route is panoramic, full of authentic Turkish views, devoid of traffic and interesting. The last portion of 20-26 from Arpacik to Fethiye is a newly built road with emotional corners and splendid views.

This route may serve riders going to the south coast between Bodrum and Antalya.

The ones with destination Bodrum – Marmaris should leave this itinerary at Acipayam moving north on 585 and then south-0west after Serinhisar. The Kazikbeli Pass at 1250 meters opens to route 330to Kale and Mugla (with an opportunity to visit the splendid remains of Aphrodisia).

The riders moving toward Antalya coast must keep route 585 south at Acipayam joining route 350 at Sogut. From here Antalya is 90 kilometers away.

The riders going to Finike and Kas can use the road the group covered on October 28.

What a change! Sunday morning the sun is shining, the temperature is up and the road is calling for One More Mile. We decide to “do a loop” Fethiye to Fethiye on the Ak Mountains. From Fethiye to Kemer cross the Traffic Police reigns: 80 kilometers speed limit is strictly enforced. We turn north on the well paved and large route 350 (direction Sogut-Burdur) leaving this road 40 kilometers after Kemer on the sign for Seki-Elmali.

The road climbs toward the Gulubeli Pass at 1852 and today the visibility is limitless: good road, good panorama, good bikes, good company. At Elmali we stay for 6 K on route635 south and we then turn on route 07 53. This is a superb Roller Coaster climbing to 1500 meters of Avlanbeli Pass and plunging to sea level on Kas. One of the most demanding rides available on the coast and really enjoyable. From Kas to Fethiye the opportunities to sight seeing are abundant: Patara, Xantos, Letoon, Pinara and Tlos. The group rested in Gocek, at **the A&B Home Hotel** (Turgut Özal Cad. 48310 Gocek Tel: 252.645 18 20 Fax: 252.645 18 43 birkanc@superonline.com) highly recommended for comfort, service and for a classic Harley Davidson parked on the side of the swimming pool).

OMM Annual Rally in Assos. November 17/18, 2001.

To conclude the Calendar of Activities for this year a large group of bikers met at the Hotel Karavansay in Assos in the first hours of Saturday afternoon.

The large group of HOG Riders (Harley Davidson Owner Club) selected to use the Ferry Istanbul-Bandırma and then the panoramic road Biga, Cam, Bayamic. Other riders preferred the road to Bursa and Bandırma while my group took the in-land itinerary Bursa – Orhaneli- Harmancik – Dursunbey – Balıkesir - Edremit. It is a quite entertaining road with plenty of corners and reasonably paved surface. Unfortunately the weather of Saturday morning was not the favorite of bikers: extreme cold, with rain and occasional spells of snow kept the attention of the group till Balıkesir. From then on the climate turned to more human and Mediterranean with blue skies welcoming us in Assos.

The coastal road from Kucukkuyu to Assos (continuing then toward Geyikli and Troy) deserves your ride: go there before destruction by Hotels, Pensions and similar: the urbanization process is well on but the nature still dominate the beauty of the landscape. Along this road, beside the splendor of Assos, one can visit the forgotten antiquities of Chryse, Kolonay and Alexandria Troas.

The Rally was, as planned, informal and relaxed: in the afternoon of Saturday we discussed project for the new year and you will get report of these conversations on this issue of the Bulletin. A big thanks goes to **Taner Celik** who organized this event and to all the participants that made the weekend a memorable one. Next year we will definitely repeat this moment, one of the few run by OMM where socializing tales over riding. To the good friends on Harleys and to the HOG President **Yigit Ikiz** goes a special salute for having been with us all year around. Here the list of participants, the majority attending with co-pilot:



NAME	FAMILY NAME	BIKE
HAMIT	ABASSOGLU	BMW
MURAT	ACAR	BMW

NAMIK	AKIN	BMW
CEMIL	AKYUREK	HARLEY DAVIDSON
TUNCEL	ALACAYIR	BMW
CEVDET	BAŞAÇIK	BMW
ERTUGRUL	BITLIS	BMW
LEVENT	CANDAS	HARLEY DAVIDSON
TANER	CELIK	HARLEY DAVIDSON
CAROL	CELIK	YAMAHA
LEVENT	CIPIRCI	HARLEY DAVIDSON
FUAT	DOMANIC	YAMAHA
APO	EKIMHAN	HONDA
ERCAN	ERGUN	HARLEY DAVIDSON
EMIN	GURSOY	HARLEY DAVIDSON
YAKUP	ICGOREN	BMW
YIGIT	IKIZ	HARLEY DAVIDSON
SELIM	KARADAG	BMW
OKTAY	KEKEVA	HARLEY DAVIDSON
OMER	KOKER	BMW
MITHAT	KORKUT	HARLEY DAVIDSON
ETHEM	ONAT	SUZUKI
UGUR	POLAT	HARLEY DAVIDSON
TIMUR	SCHINDEL	BMW
RESIT	SOLEY	BMW
EMRAH	SOYUER	HARLEY DAVIDSON
MEHMET	UCER	HARLEY DAVIDSON
PAOLO	VOLPARA	BMW
ESAM	WANLI	HARLEY DAVIDSON
IHSAN	YESIL	HARLEY DAVIDSON
IBRAHIM	YURTLU	HARLEY DAVIDSON

Coming soon on the roads near you

On December 2001 we plan to have three evening in Istanbul presenting and discussing the **Advanced Riding Academy Theory Course**. These sessions are open to all riders but they are specially designed for beginners. The participants can [register now with Taner Celik](#) for the first lesson on December 12, 2001 at 18:30 at the Boxer Café in Kurucesme. Dates and places of the following two lessons will be announced on the 12th. The riders attending all lessons will receive Certificate of Participation allowing them to take part in OMM-ARA Courses on the road without attending the preliminary theory session. It will be a good opportunity to refresh our knowledge on Riding and to share experience. Boxer Café will provide food and Drinks.

Respecting an old Bikers Tradition we would like to organize a “**Mad Run**” to celebrate the first day of the year. Tuesday January 1st we plan to ride for lunch to Sile leaving Istanbul at 11:00 and returning early in the afternoon. Tradition says that “what you do the first day of the

year, you will do all year around". So, for keen bikers... just send an e-mail [confirming your participation to Selim Karadag](#) and ... be there on any weather.

Planning the Year 2002

We present here a Preliminary Plan for the year 2002: this program has not been discussed with the members of OMM Association and it is still open to modifications and suggestions. If you want to suggest additional rides or propose a modification for the one presented here [e-mail to us](#). As usual the OMM program is open to all Riders, Groups or Association and we welcome contributions.

Training: we plan to run three ARA Courses with **M. Wheeler and J. Taylor**. The system will be the one already experimented in the past years: Friday Theory and Briefing. Saturday and Sunday: Observed Ride. Monday: Evaluations and Awards. We plan to insert on Saturday morning a "low speed maneuvering" portion in circuit or protected area. We are also revising the routes with the objective of presenting new Itineraries. The four days Training Session for Advanced Riders in Kas (cancelled this year) will be reinstated in October 2002.

We plan to have, in cooperation with **Suleyman Memnun** one weekend of Advanced Training in Circuit and a Training Program for Off-Road.

Following the OMM commitment to advanced training, we plan to train and qualify in 2002 at least two **Motorcycle Trainers** in Turkey in accordance with European Standards.

[Yakup Icgoren](#) and [Taner Celik](#) are finalizing a **First Aid Training Course** specially dedicated to motorcyclists: OMM had a generic first aid course in 1999 and we are looking forward for the final date of this event.

Nurburgring School and **BMW Enduro Park** will still be on the OMM Calendar. Finally we are open to organize **Special Training Courses** (beginners or advanced) on request from groups of at least 5 bikers. [Selim Karadag](#) and [Fuat Domanic](#) are responsible for the implementation of the final plan.

Riding abroad: we will repeat the **Ride to South of Italy and Sicily** refining the itinerary to include more mountain roads in Puglia and Calabria.

In the summer 2002 we would like to organize a spectacular **Crossing of the Alps** from Trieste (East) to Nice (West). This is a very ambitious program requiring accurate planning and we would like to see how many riders could be involved. Tentatively for 10 days in June.

Riding in Turkey: we will introduce an all new Ride to **the South Coast of Turkey** covering the portion Silifke – Antalya and mixing (as usual for OMM History Rides) good roads with interesting sightseeing.

The **Ride to South East** (covering the area of Gaziantep, Urfa, Mardin and Diyarbakir) will be extended to five days with the possibility to ship the bikes by truck to and from Adana.

In the program we want to include a **Ride to the Island of Bozcada** during the release of the 2002 New Wine (organized with the help of Resit Soley) and a Ride **"1000 Corners**

of the Black Sea” revising the itinerary of the one conducted this year along a new log book presented by **Selim Demirel**.

We may take advantage of the Ride to Bozcada to organize at the same time the **OMM Yearly Rally**.

Long Distance Riding: the event of the Year 2000 will be the **IBA-OMM International Rally Four Corners of Turkey**. Organized by Murad Acar in cooperation with Iron Butt Association of Michael Kneebone this event will place six American Riders and six Turkish/International Riders on the circuit traced by OMM in the year 2000 covering the whole borders of our Country.

In April we will open once more the opportunity to qualify in Iron Butt for “IBA-OMM 1000K in 24 hours” on the same itinerary used in 2001. Several riders could not attend this year event and they will be welcomed on this new trial.

The Solstice of Summer (21 June) will see the classical LDR Ride “Sunrise to Sunset: from Amasra to Anamur”. Completed this year by **Nuri Danisman** (BMW R 80 GS PD) and **Selim Demirel** (BMW R 1150 GS) this ride is a first class event demanding but not extreme. A good training for riders aspiring to Iron Butt.

Open Project: we are considering to organize on May 19 a **Ride in Honor of the Turkish Republic** covering in two days the places of the historical event leading to the proclamation of the Grand National Assembly.



- 19 May 1919 Ataturk arrival in Samsun
- 19 June 1919 Amasya Protocol
- 23 July 1919 Erzurum Congress
- 4/11 1919 September Sivas Congress
- 20 October 1919 Second Amasya Protocol

Selim Demirel is collecting participation trying to transform this LDR Run into a Charity Events for Children in need.

2002	Type	Reference
January	Training	First Aid Training Course
February	Training	Off Road Training
March	Ride Abroad	South Italy and Sicily
March	Training	Circuit training
April	Training	ARA 1Beginners
April	Ride Turkey	1000 Corners of Black Sea
April	LDR	IBA-OMM 100K in 24H
May	Ride Turkey	Ride to South Coast
May	LDR	Honor to Turkish Republic
June	LDR	Sunrise Sunset Ride
June	LDR	IBA-OMM Four Corners of Turkey
July	Ride Abroad	Alps Crossing
August	Training	ARA 2 Intermediate
September	Ride Turkey	Ride to South East
October	Training	ARA 3 Advanced (Kas)
November	Ride Turkey	Ride to Bozcada and OMM Rally
December		

2001 Calendar Update

Year 2001	Category	From	To	Km.	Riders	Notes
1-Jan	Mad Ride	Istanbul	Kiyikoy	301	1	Kiyikoy and Cave Monastery
7-Jan	Day Ride	Istanbul	Armutlu	297	11	Armutlu Coast and Iznik
12-Jan	Day Ride	Istanbul	Igneada	450	1	Saray, Demirkoy Igneada
3/11 Mar	Europe Ride	Istanbul	Sicily	4500	3	Calabria, Sicily, Puglia
18-Mar	Day Ride	Istanbul	Domanic	550	4	Karamürsel, Iznik, Inegol
23/24 Mar	Training	Istanbul	Korfez/Izmit Circuit	300	60	ARA Circuit H. Dilthey
6/8 Apr	Training	Istanbul	Bolu	850	22	ARA2 with J. Taylor
4-May	Conference	World of Motorcycling			30	Meeting with C. Fisher and T. Goltz
5/6 May	History	Istanbul	Amasra-Ankara	1800	7	Ride with Court Fisher
8-Jun	Conference	World of Motorcycling			50	Meeting with M.Kneebone /B. Higdon
8/9 Jun	LDR	Istanbul	Istanbul	1600	5	OMM IBA 1000X24H
15-17 Jun	History	Istanbul / Ankara	Cappadocia	1600	12	Ride with M. Kneebone/ B. Higdon
11/12 Aug	Training	Istanbul	Bolu	850	24	ARA3 with J. Taylor
24/31 Aug	Training	Istanbul	Nurburgring		7	Nurburgring Riding Course
20 to 24 Sept	History	Istanbul/ Ankara	Urfa		4	Malatya, Nemrut, Gazi Antep
25/28 Oct.	History	Istanbul	Fethiye, Selcuk		4	Ride to the South
17/18 Nov.	Rally	Istanbul/ Ankara	Assos		50	End of Season Meeting
12/14/19 Dec.	Conference	ARA Lessons				Theory of Road Riding

Riding the Web

OMM just completed the third edition of “Biking in Turkey” offering tips, suggestions and advises to all riders visiting (or residing) in this Country. This is our way to present Turkey and to promote visits from abroad: we invite you to take a look. The work has been quite demanding and we are in the process of adding new information, chapters and rides while revising some of the points presented. If you have suggestions or ideas for improving this presentation [contact us](#).

This new edition of “Biking in Turkey” can be seen on [OMM web site](#) or at <http://www.horizonsunlimited.com/country/turkey/index.shtml>

Our friend **Thomas Goltz** informs us that the www.baku-ceyhan.com web site is up and running: here you can get reports and pictures on the 2002 Ride.



Ian Johnson, OMM Rider, took part on the event with **Kazim Uzunoglu** and his story “Baku-Ceyhan Oil Odyssey 2001” or “With a Ural Across the Caucasus” is now available for your reading on OMM site. “*Are you the type of person for whom your cup is half empty? Or is it half full?*” – writes Ian - *Only the latter types need apply to take part in Thomas Goltz’s much trumpeted Oil Odyssey’s from Baku on the Western shores of the*

Caspian Sea to the Turkish Mediterranean oil terminal at Ceyhan. The original concept was first trialled in September 2000 when an intrepid group literally broke in a collection of Ural motorcycle combinations to ride as close as possible the route of the planned Baku-Tiblisi-Ceyhan oil and gas pipeline across the Caucasus and down and through Eastern Turkey”

Cem Kitapci, Camel Trophy Rider, Master of the Forest and President of the Off Road Club of Istanbul (ISOFF), is sharing our passion for bikes and he would like to put together the owners of KLR 650 A. He writes: “A stands for American version, with the large tank and electric dark green paint 1997 model motorcycles. Apparently there are 18 of them in Turkey, and I am trying to locate these people” Cem has an additional plan and continues: “I have some news about forming an Enduro Club, and a meeting of Greek - Turkish motorcycles in Turkey this coming spring will be one of the first activities of the Club” We will talk with Cem on his plans but if you owns a Kawasaki KLR 650 A [get in contact with him](#) soon.

If you are planning a trip abroad and you want to plan correctly check the large amount of information at <http://www.ideamerge.com/motoeuropa>

News from OMM friends biking around

The **International BMW GS-meeting** is planned for Easter weekend - 29/03 to 1/4 2002, Belgium *"Beautiful location in the heart of the Flanders Region. Meet new GS-people coming from around the GLOBE. New accommodation with more camp space, big tent, local beers"*. Contact **Hoeve Lorette** Rudderveldstraat 7 9600 Ronse Belgium Tel. +32/ 55.21.19.26"

On November 3 [Erin and Chris Ratay](#) wrote to Murad Acar after reading our Bulletin: *"It's great to hear from you. Hope all is going well with you, your family and the OMM riders. Thanks for your words of support about what happened in New York. We were back in NYC last week for a quick, impromptu visit with relatives and friends. Was great to see everyone and be back in NY just in time to see the autumn foliage turn beautiful yellow, orange and red. New Yorkers are a brave and hardy bunch. They are doing their best to go on with life despite the threat of more attacks and anthrax. One friend said, "What's next? Godzilla rising out of the Hudson River?" At least everyone seems to have kept their sense of humor!*

*We read **Court Fisher's** article in the BMW MOA magazine a few months ago. Sounds like he was as impressed with you all as we were. Very glad he was able to go there and meet you guys. You are some of the best ambassador's for motorcycle touring and you make visiting Turkey a real highlight. Off to Brazil today! Take care of yourselves and keep in touch! Chau! (that's the Argentine good-bye)*

Erin and Chris

P.S. The message on your website was just great and very well written. Keep up the good work!"

The article of **Court** mentioned in the letter will be presented in December on OMM web site together with **Bob Higdon** complete report of his visit to Turkey (just received)

[Frank Campbell](#) finally completed his ride of over 12.000K from Europe to Hong Kong; the last of his message is really special:

"Along my motorcycle career I have crossed my share on international borders. If I could sum up my experience it would be: EXPECT THE UNEXPECTED. But NOTHING in my know-how quite prepared me for crossing from the People's Republic of China (PRC) and the Hong Kong Special Administrative Region (SAR). Let me illustrate. I am primed to ride through pothole-ridden roads, mud fields, bull dust and other natural disasters. Riding through crowded TRAIN STATIONS, mechanical ESCALATORS, security CHECKPOINTS, and STORE ROOMS was not quite in my bag of tricks. Queuing up astride a full-size MOTORCYCLE at immigration and customs lines along with 100,000 week-end Chinese shoppers hauling baskets, carts, boxes, and bawling children was COLORFUL to put it mildly. The phlegmatic Hong Kong officials (no doubt

a remnant of their British predecessors), hardly gave my motorcycle a glance as I handed my documents and continued to straddle walk the bike to the next counter. My "ride" across the Lo Wu station came to a sudden dead end on the second floor of an extremely crowded waiting room on the H-K side. NOT ONLY was there no way to get DOWNSTAIRS, but also once there, my bike could not have been legally ridden in Hong Kong roads anyway. You see, Lo Wu is a busy PEDESTRIAN ONLY border crossing that leads into a railway station where you catch a train to Kowloon. MOTOR VEHICLES cross at Man Kan To, a few kilometers away. Whoever issued my permits in Beijing obviously had never been in this part of the country and had not a CLUE what to expect. But the law is the law, and at Lo Wu I crossed. Of course, the short ride entailed far more pushing, shoving, muscling and GiVi off-on drills to fit through narrow passageways than actual MOTORING. Had it not been for those extremely helpful and resourceful Honk Kongers at the train station, who got my bike to ground level on a



elevator reserved for CASUALTY (emergency) patients, I would still be waiting. And having VERY ill thoughts of those who issued my permit and of their progeny several generations removed. My helpers summoned a truck for the final 50 km to Kowloon. The short ride to meet my transport nearly ended up in DISASTER as I faced a huge LORRY (that's truck for you) entering the station AGAINST the traffic. BUT NO, WAIT; I WAS THE ONE AGAINST THE TRAFFIC. Hong Kong may have been

handed over to China, but at the core remains veddy British, including driving on the wrong side of the road. My 650 had just completed 12,068 kilometers from Munich and wanted to roll TRIUMPHANTLY into Hong Kong. Well, you can't win them all. The PRC-SAR relationship is euphemistically described as "ONE COUNTRY, TWO SYSTEMS". Will the twain ever become ONE? Methinks not in our lifetime."

OMM Rider [Kazim Uzunoglu](#) went to Syria and Jordan in November with a couple of partners. We report her the first part of his report on the ride covering the itinerary till Damascus. The final part (including Petra and Krak de Chevaliers) will be presented in the December Issue while the whole report will be soon available on OMM web site.

Day 1 (13 Nov, Tuesday)

Istanbul-Urgup, Cappadocia

We met at 8 AM at the tollbooths at the beginning of TEM Motorway. There are three of us, **Alp Beyce** on his BMW R1100GS, **Eray Aslan** on his Yamaha TDM850, and me on my BMW R1100GS. Weather was perfect for riding, spirits were high, and we were all looking forward to a great trip. The Bolu Pass was uneventful, no sign of bad weather and snowed-out roads, yet! After another 2 hours of highway-zooming through the Central Anatolian landscapes, we exited in Golbasi, Ankara, stopped for gas at the first petrol station, which also happens to be the home of Kebabistan Restaurant, a famous

watering hole for Ankara locals. We could not resist the temptation and filled up on protein too. Instead of taking the busy and truck-infested E-5 along the Salt Lake, we took the very scenic route to Cappadocia via Bala, Kaman, Kirsehir, Hacibektas and Avanos, to arrive in Urgup soon after sunset. The twisties along the gorgeous landscape dominated by harvested wheat fields provided a feast for our eyes in all the shades of yellow and brown. Haydar Haykir of Elkep Evi, a longtime friend and colleague, provided us with a complimentary triple suite room in his charming little hotel carved into the rock. A sumptuous dinner found us at Prokopi, a cozy Armenian restaurant in Urgup operated by Talin and Alex, fugitives from Istanbul. The Armenian dish *topik* and the locally made cherry liquor were the highlights of the dinner.

Day 2 (14 Nov, Wednesday)

Urgup-Aleppo

After a very filling breakfast at the Elkep Evi, we departed from Cappadocia across Topuzdagi Pass towards Mt.Erciyes (Mt.Argeus). With the stunning and cloudless views of this extinct volcano to our left, we rode on towards Develi, Bakirdagi and Doganbeyli. As I was riding along, I agreed one more time with the theory that the local boy Sinan, the great 16th century Turkish architect, was inspired from this twin peaked mountain when he designed the towering minarets of the graceful Suleymaniye Mosque in Istanbul, one pair higher than the other. I had ridden on the road south from the Doganbeyli junction to Ceyhan (via Saimbeyli and Feke) earlier this year on the Baku-Ceyhan Oil Odyssey 2001, but on a Russian made Ural with a sidecar! I had promised myself to ride again on these heavenly roads on my GS. With the Goksun River gushing right by the road, Taurus Mountains soaring on both sides, and the autumn foliage on the trees surely made this ride one of the most memorable of all the trip. The commanding Crusader castle at Kozan welcomed us with all its grace and might. This was an interesting and a bit foreshadowing sight, as this castle would be the first of a dozen Crusader castles we would see along the trip, culminating in the Krak de Chevaliers in Syria. The only motorcycle police officer of Kozan, on his BMW 1100RT, escorted us out of town after a lovely conversation at the BP gas station. The faultless toll expressway took us all the way from Ceyhan to Iskenderun with speed, passing by the coastal plain of Issos, where Alexander the Great defeated the Persians in 333 BC. Bypassing Antakya, we took the northern road onto the Cilvegozu border point and filled up one more time just before the border as the information I had gathered about petrol quality in Syria was not very confidence inspiring. The Syrian Tourism Ministry's website said that there were only two types of fuel, diesel and super. Reportedly, the only super gasoline also called *mumtaz*, was only 80 octanes. The border formalities on the Turkish side took us about 60 minutes and it was already dark by the time we were on the Syrian side, namely Bab-el Hawa (Gate of the Winds). Huge pictures of the Assad family welcomed us simultaneously with some dubious characters that claimed to be customs officials. After filling out the immigration forms (printed only in Arabic, but you can write with Latin letters if you know where to fill out) with the help of some people around, and going through passport control, these people took us to half a dozen rooms with dusty tables and huge notebooks for some lengthy paperwork that we still don't know for what. In the end we had to part with about \$40, \$30 for compulsory liability insurance, and \$10 tax for using Syrian roads. After 90 minutes we were finally on the way to Aleppo, only 54 kms from the border. We had to be very careful as the roads were very treacherous in the

dark, with no reflective traffic signs or glow-in-the-dark road lines, just a patch of black tarmac. We knew we wanted to stay at the historic Baron Hotel, but did not know how to find it. Upon arrival in Aleppo, at some traffic lights, I asked the driver of a van for directions to the hotel, and as expected, he told us to follow him. It was a pretty hairy feat to follow this Syrian Grand Prix driver through the wild Aleppo rush hour traffic. The Baron Hotel was built in 1911 by two Armenian brothers and soon it became the premier hotel in the Mid East, frequented by passengers of the Orient Express, and celebrities like Lawrence of Arabia, Agatha Christie, Theodore Roosevelt, Charles Lindbergh, and of course ever-stylish Mustafa Kemal Ataturk. We requested to stay in Ataturk's room, but unfortunately it was a double room and we needed a triple room. It was a good deal at \$40/night for a triple room, including breakfast, even though the room and the bathroom had not seen much improvement since the days of Lawrence of Arabia. The highlight of today, and perhaps of the entire trip, was our very special dinner at a local family's house. The family of Yasemin, Alp's wife, is from Aleppo, and a couple of phone calls before leaving Istanbul had made sure that we would be treated to a delicious welcome dinner at their lovely house. Alps' uncle-in-law, Halit Jrab spoke good Turkish, as well as some English and Italian. We had a very lovely dinner, with many kinds of *kibbeh*, local form of kofte, accompanied by a pleasant conversation

Day 3 (15 Nov, Thursday)

Aleppo

Today was a rest day for our bikes, but no rest for our wicked feet. We trampled the cobblestone streets of the vibrant and non-touristy souq of Aleppo. This is a souq where the main means of transportation is still by donkeys. The risk of being run over by a donkey while trying to take a picture is still very high. The souq is a fascinating mix of the aromatic spice shops, gruesome butchers, pleasantly scented perfume oil shops, picturesque straw brooms and cord shops and many other nickel and dime stores. We also stopped at the 8th century Great Umayyad Mosque, tucked away between the labyrinthine streets of the souq. The mosque was undergoing a very extensive restoration, so extensive that there were actually bulldozers in the historical mosque itself! It is believed that the head of Zacharias, father of St. John the Baptist, is in a grilled enclosure in the mosque next to the prayer niche. We noticed the padlocks fastened to the grille by the locals, as they believe that these padlocks will gain additional strength after staying for a few days on this sacred grille. The most striking moment, however, was waiting for us outside in the courtyard of the mosque. There was a scattered group of blind old men (about a dozen), doing the *zikr*, the contemplative chanting and swaying around to achieve that meditation trance mood in the mystical Islamic tradition. Ironically, the bleached courtyard had a blinding effect on our eyes as well because the light reflecting from the white marble was very intense. It was a very sensational moment to see all these blind men totally engaged in their meditation. It was as if we had traveled in time to the ancient times where the blind oracles were the prominent figures of religious shrines everywhere. We later learned that these poor old men were praying for the faithful in return for a small baksheesh as they were regarded highly by the locals on a religious and spiritual level. The citadel of Aleppo is certainly one of the most remarkable sites in the city. First built in 4th century BC, the present structure dates from the 13th century Mamluk rule but inevitably, the castle bears resemblance to the Crusader Castles of the area. The impressive moat around the fort, 20

meters deep, 30 meters wide, is still intact, though now a playground for the local children on field trips to the citadel. Across from the citadel, one can also see the first mosque of Sinan, the Great Architect, from 1537, the Husrev Mosque.

Tonight we found our way to the best restaurant in Aleppo, and possibly in Syria. Beit al-Wakil, a boutique hotel delightfully restored and converted into a hotel from a 450-year old house in the Christian quarter, also has a very pleasant courtyard with lemon and jasmine trees. Without a doubt, this dinner was the most delicious of all of our meals throughout the trip. We treated ourselves to cherry kebabs, hummus, baba ganoush, muhammara, the cig kofte (kibbeh nayeh) dipped in olive oil and of course *araq*, the local version of the Turkish raki. But beware, the *araq* was %56 in alcohol as opposed to the mere 40% of our Yeni Raki. Despite the elegance of the atmosphere and abundance of food and drinks, the bill was around \$8 per person.

Day 4 (16 Nov, Friday)

Aleppo-Palmyra

This morning we waved goodbye to Alp who had to return to Istanbul. Eray and I continued on the highway south towards Hama. About 30 kms before Hama, we saw a huge roadside market for second hand motorcycles in the town of Murak. Inevitably, we stopped for some conversation and pictures. No exaggeration here, there must have been about 1,000 mopeds and scooters and about 3,000 people at this colorful Friday bazaar. Not surprisingly, we became the center of attention immediately with our huge bikes and space suits, and a local male nurse, Yossif, who spoke very little English assumed the leadership and interpreter position. We learned through him that a relatively new second hand scooter was selling for around \$400, whereas his puny 250 cc Suzuki was around \$600, prices we found to be a bit expensive, given the general level of prices in Syria. From Hama, instead of taking the well-marked main highway to Palmyra, we decided to take the hypotenuse secondary road that crisscrosses the deserts of central Syria. There we learned the hard way that the Syrians don't bother to mark their country roads in Latin letters. As soon as you leave the main roads, all signs are in Arabic, and needless to say, the number of people speaking a few words of English or any other foreign language becomes very slim. There were some major road junctions, where there were no signs at all. Last and best and of course the only resort in these cases is always asking the locals, however, again experience showed that it helps to re-confirm one person's answer with another's 50 meters down the road. Despite all this (or perhaps because of all this), riding through the desert was immense fun. For people like us who got to ride in the desert for the first time, it was a great thrill to experience the nothingness of the barren landscape. For as much as the eye can see, there is nothing but brown hues of stony plains. (A note: the deserts of Syria and Jordan are not of the movie-inspiring type of shifting seas of sand dunes). Perhaps it is one of the few places on this planet where one can see absolutely nothing man-made in all directions towards the horizon, no houses, no electric poles, no nothing. As Freya Stark once commented, the Syrian landscape is like good poetry, beautiful in its sparseness.

A while later we got to see some Bedouins, definitely synonymous with the desert. These people used to make their living guiding the caravans across deserts and providing protection against bandits. However with the advent of airplane and alternative trade routes, they are now settled more or less in the desert. Now they move occasionally to find better pastures for their herds of sheep and goats. We pulled into one of the goat-

hair tents by the road, and sort of invited ourselves to the tent. We had heard so much about the traditional Bedouin hospitality so we did not hesitate much as we took our boots off. It was a family of five, the father and the older son were sleeping as we walked in, the mother instantly offered us the traditional myrrh, the very bitter coffee, from the traditional row of coffee pots always placed in the hearth in the middle of the tent. The father later prayed in our presence, and did not look bothered at all. We tried to communicate using some sign language, but were not very successful. Obviously, they were fasting, but they still insisted on offering some food, but we declined thinking that it would not be proper to eat in front of them. Arrival in Palymra (city of palms) was a relief like in the old days, since it is a big oasis with sources of water in the middle of the desert. Now dotted with hotels, the modern town of Palymra (Tadmor in Arabic, meaning city of dates), makes its living on tourism. After settling into the Tower Hotel on the main drag for \$15/night for a double room, including breakfast, we joined a group of Danish people, who had just completed an extremely interesting project, to see the sunset from the castle above the ruins of Palymra. The view from the castle was just breathtaking, to see the well preserved ruins of Palymra glowing in the pinkish shades of the desert sunset.

Day 5 (17 Nov, Saturday)

Palymra-Damascus

We strolled in the magnificent ruins of Palymra in the morning. Palymra is almost always mentioned with Zenobia, the ambitious queen who effectively ruled Palymra in 3rd century AD. Fluent in four languages, she turned Palymra into an independent empire from Rome and Egypt but later was defeated by Aurelian in 273, causing a total destruction of the city. The city is extremely well preserved, with its colonnaded streets and the excellent Temple of Bel. We filled up on gas before leaving Palymra, as gas stations in the desert are few and far between. Despite our fears, we had no problems with the quality of fuel throughout the trip. In Syria one liter of super costs S£20.40, which equals about 40 cents/liter, a price that really makes you want to carry huge jerry cans or enlarge your gas tank before coming back to Turkey. After some more spectacular desert riding and in the meantime glancing at a rainbow in our rearview mirrors, we arrived in the capital: Damascus. After checking in at Sultan Hotel for \$27/night for a double room with breakfast, we ventured out to the old city. Claiming to be Muslims granted us a free entry at the Umayyad Mosque during evening prayer time. This mosque is a very important sacred place for Muslims, second only to the holy mosques in Mecca and Medina. Its architecture unmistakably reflects the site's past as a pagan temple to Jupiter and later a Christian basilica dedicated to St. John the Baptist. (It is believed by the locals that the head of St. John the Baptist is still kept in the small green shrine within the mosque.) The mosque is a huge three aisled prayer hall divided by a transept, a clear testimony to earlier mosque planning, before the Ottomans developed the centrally planned mosques with domes.

We continued the gastronomic aspect of the trip at the Elissar Restaurant, again converted into a restaurant from an old Damascene house. The restaurant is regarded as the best dining venue in Damascus. We tried the typical mezes, including the Antakya kebab, and drank a very pleasant Lebanese wine, Ksara and ended up paying about \$30 for two.

Watch that corner!



What a super occasion for a ride! When our friend [Javier Castro](#) in Key West saw hurricane Michelle coming the first reaction was to take the bike and go out for a picture. “Great weekend... just a bit windy” reads the caption. You are warned will take part on the 2002 Four Corners Rally.

My good friend and “brother-in-spirit” [Mike Parry](#) was recently in Turkey and, among other subjects, the conversation turned often to bikes and biking. The “bug” of classic motorcycle has recently affected Mike and he was surprised to notice absence of this interest among OMM riders. I recently came across an article on Istanbul Life announcing the formation of a Classic Bike Club but the bikes pictured in the article were current Harley or Kawasaki. Mike sent an article titled “**The Joys of Riding Classic (older) Motorcycles**” to find Turkish partners in his new passion.

“England arguably has the richest heritage of motorcycling history. As an enthusiast for over 40 years I think that I almost qualify as part of that history. Think of the famous old motorcycle marques, such as Triumph, BSA, Norton, Vincent and Brough and they are all English. In all over 100 individual makes of motorcycle have existed in the UK since around 1900. It would be unfair not to mention the fact that Europe also produced some fine bikes and names such as Ducati, Moto Guzzi, BMW and CZ have a very honorable past, and in some cases still thrive today. Sadly, almost all of the early manufacturers met a sad ending, each leaving behind a number of machines in different stages of decay. Now, interest in old (classic) bikes is booming. Over 7000 people belong to the UK based Vintage Motorcycle Club and many 1000’s of others own, restore and ride bikes from these previous eras. Interest is also very strong in some parts of Europe, The US and in Japan. What puzzled me was that the joy of owning and riding these older machines does not seem to have reached the shores of Turkey yet. After all, I know there is a relatively small but very enthusiastic following for motorcycles in Turkey. I have ridden with some of them myself. I have asked Paolo why I see no older machines in Turkey. He tells me that there is no motorcycling history in Turkey (no stock of interesting old machines) no resources available to restore them and a problem in importing older (used) machines. So, I felt it was my duty to explain the joys of riding older motorcycles to my friends in Turkey and hopefully fire their enthusiasm enough to want to own one.

Gentlemen. I offer you a new world of motorcycling experiences. Not only will you be the proud owner of an eye catching machine that your friends cannot buy from their local bike shop. But, above all that it’s also lots of fun!

Let’s just take a look at all the benefits:

1. *Unlike modern machines every old bike is unique. Unique due to the uncertainties of the production process and because every previous owner has stamped his or her personality on the bike in some way. It really doesn’t matter how much you spend of a modern bike it has still come off the same automated production line.*

2. *Old bikes need love and care to keep them working. Those hours spent in the garage, tightening spokes, adjusting tappets and trying to make the brakes actually slow down the machine will establish a bond between man and machine.*
3. *Old machines, even sporting ones such as 1960's Triumphs and 1980's Laverdas are slower and harder to ride well. So, now you have a good excuse to be the slowest rider in the group or better still to impress your friends with the quality of your riding skills. After all, anyone can go fast on the latest Superbike, can't they?*
4. *OMM has a well deserved reputation for persuading riding friends to share masochistic long distance rides. It's difficult to find a good excuse when you have the latest, super efficient, comfortable sports tourer in the garage. However, it's a different matter if you can honestly say that your 1964 Harley Sportster can only do 120kph, has a tank range of around 150kph and needs a major service every few hours.*



*You are convinced and want to buy? What are the options? Although owning a classic motorcycle is a romantic thing the romance tends to fade if the much loved vehicle is constantly being repaired. Some classic bike owners get most of their (biking) pleasure from restoration and repair. For the purposes of this article I assume that most Turkish enthusiasts will not have ready access to skilled and experienced repair facilities, so I recommend machines from the 1950's, through to the 1980's. Generally they are more reliable, manuals are available and spares are easy to get for the popular makes, from a host of specialist suppliers. If you want a leisurely ride of 150 kms. on a Sunday mornings, on a bike that inspires affection and allows you to enjoy the sights and smells of the countryside as you sweep around bends at a pleasant yet undemanding 80-100kph, a 1960's British Triumph or BSA twin cylinder machine is ideal for the task. They handle well, don't stop quite so well, are easy to maintain and like many others from the same era they have the ability to bring a smile to the face of all but the most world weary rider. If you crave excitement buy a 1980's Superbike from Italy. A Ducati 900SS, a Moto Guzzi Le Mans or a Laverda Jota will have the desired effect. You will own a machine that looks as if it is doing 150kpm when it is standing still. Top speed will me a genuine 200kph and it will feel and sound like a lot more. I have a red 1983 Jota. You may be interested in experiencing biking from the boom years of the 1930's, when there were scores of manufactures in Northern Europe selling every imaginable configuration of bike. If so, you can have anything from a modestto a magnificent 1000cc V twin Brough Superior SS100, the superbike of its day and now changing hands for at least \$30,000. **Ask yourself this question. Why do you ride motorcycles?** Do you ride as a convenient and low cost way of riding to Istanbul or another busy city? To you ride because you think that being a motorcycle rider adds glamour to your fading image? Do you ride to challenge your skills and courage? Do you ride to take your mind away from the every day stresses and boredom that seem to make up so much of modern life? Do you ride because you value the comradeship that comes from sharing dangerous pastimes?*

If you answer 'yes' to all but the first two questions you should have an older classic bike in your garage. I have been riding for 40 years. I still ride all year around and probably cover 15,000 kms per year on a range of bikes. Currently I own a modern BMW R1100R, a 1983 Laverda Jota and a 1967 Triumph Trophy 650. I enjoy them all. The BM because it is a trusted friend. It always gets me there and is still fun to ride on the twisty bits. The Triumph, despite the facts that it has poor brakes, modest power and the gear change on the 'wrong' side, because everything seems OK with the world when the tarmac is rolling under the wheels at 100kph and the exhaust note brings a smile and a wave from villagers as you ride through the countryside. Last but not least the Laverda, because it is big, red, noisy and beautiful to look at, always attracts a crowd (even when the latest 150BHP superbikes are around) and never fails to excite when you twist the throttle open. Perhaps it is the mistress that I never had? "

Ride in gear

From Horizons Unlimited comes the "Tom Childers Guidelines for jump starting your bike" To keep handy for those critical moment when your "gear battery" fails

Step 1. Position the vehicles close enough for jumper cables to be connected, but not touching each other. Step 2. Connect one end of the positive cable to the positive terminal of the good battery. Step 3. Attach the other end of the positive cable to the positive terminal of the disabled battery. Step 4. Connect one end of the negative cable to the negative terminal of the good battery. Step 5. Attach the other end of the negative cable to the engine block or alternator mounting-bracket of the disabled vehicle, as far from the battery as possible. Do not connect the negative cable to the negative terminal of the dead battery. Step 6. DO NOT Start the engine on the car providing the jump. When attempting to start the disabled bike, don't crank the starter for more than 20 seconds. If it doesn't start, wait two minutes before trying again. Step 8. When the disabled bike is running, disconnect the jumper cables in the reverse order from which they were connected.

Ride and Think



This month, instead of the usual short phrase for meditation I would like to suggest a book for good reading. **"Dinners of Herbs"** from **Carla Grissmann** is a 1970 diary of a period of life in Uzak Koy, a small village in Central Anatolia. The title comes from Proverbs 15:17 "Better a dinner of herbs where love is, than a stalled ox and hatred therewith".

This book is a sincere hymn to the real Turkish hospitality and reflects in plain words the greatness of Turkey. Published in UK-2001 Arcadia Books ISBN I-900850-26-5

More information about Turkey can be found at these selected web sites:

<http://www.turkey.org> A complete Country's profile containing essential notes on government, education, tourism and consular services.

<http://www.kultur.gov.tr/english/main-e.html> This is the web site of the Turkish Ministry of Culture covering historical places, museums and events.

<http://www.mfa.gov.tr/GRUPg/gg/default.htm> The Ministry of Foreign Affairs offers a list of Embassies and Consulates of Turkey combined with useful information for border crossing.

http://www.focusmm.com/index_03.htm "Focus on Turkey" is one of the best sources of information for travelers in this country.

<http://www.thy.com.tr/en/index.htm> Turkish Airline web site with all internal and international flights. You can also read on line the last issue of the on-flight magazine "SkyLife" containing pictures and articles on Turkish itineraries.

<http://www.twarp.com/turkwarp.htm> A well informed site that offers a list of virtual traveling options. You may want to move in time to the prehistory of Anatolia for a walk into the land of the legends and a multitude of civilizations. Or you may want to visit the top 10 natural beauty of Turkey. Or you may explore the Jewels of Anatolian history.

http://www.csd.uu.se/~pierref/travel/turkey_guide.html Mr. Pierre Flener maintains a "travel guide to Turkey intended to show foreign would-be travelers and residents what Turkey is really like, unbiased by glossy brochures or homepages by Turkish authorities or individuals". This is essential reading for the preparation of a ride.

<http://www.hitit.co.uk> This is a good place for advises to independent travelers

<http://www.naturekey.com> The place for a valid list of outdoor places (and activities) in Turkey

<http://www.worldexecutive.com/cityguides/istanbul> A practical guide about Istanbul with city map, restaurants and hotels.

<http://www.osmanli700.gen.tr> A site dedicated to the Ottoman history.

<http://www.exploreturkey.com> A commercial site offering Hotel reservations, information about important tourist places and good pictures.

<http://www.beyogluweb.com/istanbulshit/core.htm> This is the site of the alternative magazine for Istanbul: Istanbulshit. Go there for something different.

<http://www.ptr.co.nz/turkey> A photographic essay about Turkey with hot spots map of Turkey.

<http://www.ideamerge.com/motoeuropa> This site offers a summary of information for road users in Turkey.

<http://www.great-adventures.com/destinationss/turkey/turkey.html> is the place of Adventures Great and Small offering a well prepared selection of activities in the Country and a large list of links.



Serex generously supports the OMM web site and some of OMM activities.

Information about this Company can be found at:

<http://www.seratarim.com.tr/> <http://www.seratarim.com.tr/>

[Please contact the Webmaster Bora Sezer for any comment about the OMM site](#)