One More Mile March 2002 Information Bulletin

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Visit www.ommriders.com

The **One More Mile** Web Site is the virtual meeting point of all Riders interested in Turkey. Updated every month, it gives suggestions for rides on 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 OMM group activities. The **OMM Riders Group** is committed to serve the Turkish Biking Community and to help in any form Clubs, Associations and Groups in this Country. Information on OMM Group spirit, organization, financial policy and history can be found on the section **"Meet One More Mile Riders"**

A View from the Cockpit

Niceties of a shrinking market. OMM will be present at the next Motorcycle Show in Istanbul (28 – 31 March 2002). We sent an invitation to all our friends telling them that: *"YAMAHA and BELDEYAMA Turkey are supporting the OMM presence hosting the OMM Meeting at the Yamaha booth. This is a good opportunity to meet old and new friend, to catch on the new initiatives of OMM and to plan the rides of the new season. OMM Riders will be there to welcome all of you during the opening hours ready to present our Group, to provide all the information you may need, to connect you with the worldwide Biking community. We will also present our Training Program 2002 and the new First Aid Course. Come and bring your friends to the OMM Meeting Point at the ISTANBUL MOTORCYCLE FAIR, the biker's place for a relaxed and informative stop."* We had the idea of being present at the Fair last year: it is practical to have a place where to rest, a point for meeting friends, a place where to talk bikes (no models) or where simply leave the helmet while visiting the show. We talked about this idea with our friends in Clubs and Importing Companies: Yamaha, in the person of **Osman Lav** came back to us with a proposal for a free a space in their exhibition area. From the beginning it has been OMM policy not support any specific brand: we do not accept money from Importers or Producers but we welcome any help they can give us. In the past BMW offered to OMM demonstration bikes for Trainers or foreign visitors and they made available to H.H. Dilthey and OMM the Korfez Circuit for one day. In four years of activities we did not receive any other help from the Industry despite our desire to offer to Producers, Importers and Distributors a large platform for expanding and improving biking in Turkey. We imagined, in our wild fantasy, that some of them (Yamaha, Kawasaki, Honda, Harley Davidson, Suzuki, Ducati etc.) would appreciate and sustain our Training Program (after all we are bringing new users to biking), that they would be interested in our Touring program (after all we are expanding the use of bikes), that they would follow with interest our events bringing good international experience to Turkey. Above all we hoped that our Bulletin would be taken as an open forum for Importers and Producers in order to bring to the **Turkish Biker** their worldwide expertise. Honda, Harley, Yamaha, BMW (just to mention few) run in Europe some of the best riders clubs offering to their clients courses, tours, education and fun. Our honest offer has always been ignored: with the noticeable and laudable exception of HOG (Harley Davidson Owners Group) no other Importer/Producer in the Motorcycle industry demonstrated any interest in what we are doing.

Not a big problem… just a bitter taste. We continue in giving our time, resources and (limited) talents to the service of the biking community in Turkey. They continue to sell hardware hoping to "move metal" around without creating a "motorcycle culture and acceptance". While abroad Producers and Distributors are busy in educating and entertaining the bikers, here they are only interested in selling. This attitude probably explains why Turkey last ear did not sell more than 600 big bikes: a ridiculous number when compared with other countries. The market is shrinking under economic pressure and under lack of correct marketing. We are unable to attract new bikers to our sport, we are incapable of overcoming family and women resistance to biking, we do nothing to present to young consumer the beauty of biking. No surprise that several dealers are going out of business, some producers are revising their plans and some brands are disappearing from the market. Few Clubs try to react to this negative attitude and the appearance of new groups is the only positive sign at the beginning of the season: we are all working with limited resources without the traditional support of the major players in the Industry.
For this reason we thank the people at Beldeyama and Yamaha: without putting any pressure on us they felt the need to "give back" to biker s. For our invitation we were not expecting any "thank you" but we felt a little sad when the only reaction we received was a note complaining about our "involvement" with Yamaha. *"I believe it is a good idea for OMM to have a stand at the Motorcycle Fair. But it would be nicer and indeed more polite if it was an independent stand for the image of OMM*." write one of our readers involved in the bike industry … and I agree.
It would be "nicer" if we had an independent stand. It would also be "nicer" if I had in my garage 10 bikes at disposal (list sent on request). It would be nicer if Turkish bikers had a training circuit available. It would be also nicer if OMM had unlimited funds and unlimited power to do what we dream about. Unfortunately the "nicer" is the realm of fantasy and we cannot go around begging for favors or concessions. We try to be "polite" and occasionally we succeed. In this case we do not consider impolite to accept hospitality from a Producer/Importer. OMM does not have a commercial activity: we do not sell anything to bikers and we try to be as independent as possible when asked for advises.
Producer and Importers must meet the bikers at a level above "competition": they must join forces to expand the market and to attract new users. In doing this they must be ready to "give back" to the biking community with open hearth using (yes, we like to be used) all the opportunities that Groups, Clubs and individual riders create in this country for the promotion and acceptance of the two-wheels passion.
On this vision OMM remains an open forum and a willing tool at disposal of all the protagonists of this (still) small market: all ideas, suggestions and offers will be taken in serious consideration.

OMM Rides & Travels

OMM Ride "Going for Corners 2002" took place in the Maritimes Alps of France from 23 to 27 of February. We cannot recommend enough this area (just of the Cote d'Azur) for pleasant riding. The weather was perfect and so was the tarmac. Full report will be available soon on the OMM web site at the "Travel" section. If you need specific information we will be happy to answer to your e-mail. **Kazim Uzunoglu** (kuzun99@yahoo.com) planned all the logistics of our ride and he will be happy to offer the same excellent service to your group. We rented the bikes from Milan where **Mototouring** of **Eligio Venturi** (www.mototouring.com) provides a valid service. We also enjoyed the warm and extended hospitality of **Antonio Giuliani** and wife

(antoniogiuliani@tin.it), Gold Wing Riders who visited Turkey last summer and felt in love with this country.

OMM – ARA Courses. The repetition of the first ARA lesson on February 20th was very well attended and we would like to thanks all riders for the support given to our winter course. We had almost 100 pilots attending the lessons and 19 of them qualified for ARA Certificate. They are:

	Name	Family Name	12-Dec	17-Jan	24-Jan	31-Jan	20-Feb
1	Hamit	Abassoglu					
2	Selim	Ak					
3	Cemil	Akyurek					
4	Bulent	Boytorun					
5	Omer	Buyukavsar					
6	Taner	Celik					
7	Carol	Celik					
8	Fuat	Domanic					
9	Emin	Gursoy					
10	Selim	Karadag					
11	Mithat	Korkut					
12	Aydin	Kucuk					
13	Koray	Ozkaplan					
14	Ugur	Polat					
15	Alain	Sarafyan					
16	Tulin	Sen					
17	Richard	Tredennick					
18	Temel	Yolgecenli					
19	Ibrahim	Yurtlu					

All these Riders should have received the ARA Certificate by now (directly or by e-mail). **If you are in the list above and you did not receive your certificate (or if your name is misspelled in the certificate) please e-mail volpara@homemail.com and we will take care.** The Pilots with OMM – ARA Carnet of Evaluation can add this course to the second page and it will be signed at the next ARA meeting.

Rides and Events Ahead

The OMM Rally opening the Riding Season planned in Aphrodisia (35 K from Denizli) with overnight stay in this historical place or on the nearby Pamukkale. This event is designed to be a simple ride for a long weekend with the added pleasure to meet old and new friends. It is an opportunity to know more about OMM, to bring your suggestions and to spend time with us in a relaxed atmosphere. You can organize the Ride as you like on your own or with your friends: the appointment is Saturday Lunch Time in Aphrodisia. **Saturday evening and Sunday morning we will present and discuss ideas for rides and training with some exciting new adventures in Turkey and Abroad.** Off course we will also talk “bikes & gears” and we will bring down (to see and test) some new equipment.

We need to plan in details the logistic (accommodation and food) and for this reason we kindly ask to send your request of participation (passenger co-pilots are welcomed) well in advance to **Taner Celik** (tanercelik@hotmail.com). We really would like to see all of you at this Rally Meeting and we look forward to receive your confirmation.

April 19, 2002 will see the start of the First OMM – ARA Riding Course. We will spend Saturday and Sunday on the roads around Bursa where Jon Taylor and myself will try to put in practice the principles of OMM Theory Lessons. The Course is at the moment fully booked but you may want to check with Taner Celik for "last minute seats" (tanercelik@hotmail.com). **Jon is an high qualified Trainer with his own school in UK and he will give a Theory lesson starting at 16:00 on Friday 19 at Boxer Café: even if you do not plan to take part on the practical course you are invited to attend this portion of the course open to all riders.**

Four Corners of Turkey. We decided to cancel the event for this year. **Michael Kneebone** and the IBA people are pretty busy in organizing USA events (including the famous Iron Butt Rally) and we could not find time for coordination. The ride is a very demanding one and adequate time must be allocated to the correct organization in order to provide to all participants a good level of safety. We will include this ride in the next year calendar trying again to "lure" in our Country top Long Distance Riders.

The list of Riders competing for the **"OMM 2002 Year on the Saddle Award"** is now closed: the pilots will receive at the end of march a request of updating the mileage covered on the first quarter of the Year. On the next Bulletin the presentation of prices to be won.

Iron Butt. The LDR 500 miles in 12 hours and 1000 miles in 24 hours certified by IBA USA and planned in April are now a free events left to the decision of the riders desiring to qualify. If you intend to enter the elite of LDR all you have to do is to mail to us your plan of ride (550 miles = 800 K and 1000 miles = 1600K), the day and hour of your departure and your desire to be certified by OMM and IBA. We will send to you the rules of certification, the list of checkpoints and the forms. After completion of the ride you will send to us the checkpoints documents and the forms reporting your ride. We will control the accuracy of your report and we will deliver to you certificates. **More information, rules, reports on Turkish LDR and suggested routes can be found at OMM web-site section Long Distance Rides.**

Long Distance Riding. The **"Sunrise to Sunset Ride"** is our major event in LDR for the year 2002: more than 1.000 K crossing Anatolia from North to South, from Sinop to Anamur in one "solar" day. OMM is supporting the Ride and it will issue a special Certificate in association with Iron Butt USA.
In coincidence with this ride planned for June 21 a small group of OMM riders is considering a 60 hours attempt criss-crossing Turkey for a total of 5.000 K. The initial plan is to ride Istanbul – Sinop – Anamur – Dogubeyazit – Izmir tracing an additional LDR route for Turkish Corners. If this idea attracts you send your message to volpara@homemail.com and you will be contacted directly for more details.

Next Month we will publish on the web side the 2002 **Ring of Friends** who volunteered to help bikers in trouble.

OMM Calendar Update

From	To	Description	Itinerary
Jan-01	Jan-01	Mad Run	Ist-Sile-Ist
Jan-104	Jan-24	ARA Theory Lesson (2)	Istanbul
Jan-12	Jan-13	First Aid Course	Istanbul
Jan-17	Jan-17	ARA Theory Lesson (3)	Istanbul
Jan-24	Jan-24	ARA Theory Lesson (4)	Istanbul
Feb-20	Jan-24	ARA Theory Lesson (1 rep.)	Istanbul
Feb-22	Mar-03	Star Ride	Italy and France
Apr-19	Apr-21	ARA Course J.Taylor / P.Volpara	Bursa circuit
May-10	May-12	OMM Rally	Aphrodisia
Jun-21	Jun-21	Sunrise to Sunset Ride	Amasra - Anamur
Jul-17	Jul-17	Ride to work day	Turkey
Sep-20	Sep-22	ARA Course JT	Kas Circuit
Oct-25	Oct-29	OMM Ride South East	Urfa, Van
Nov-16	Nov-17	OMM Rally	Assos

Riding the Web

Preparing for the season? You may want to increase the comfort of your bike with a new screen. **AeroFlow** designs bike screens to provide airflow solutions that work where others fail. Aeroflow truly believes that their Screens and Fairings work better than anything else that's available, stock or aftermarket. Check the catalogue at http://www.aeroflowscreens.com
On the same subject check **Parabellum** at www.parabellum.com Charly Perethian really cares about windshields and fairings and has dedicated his entire career to this field since graduating from Rhode Island School of Design (Industrial Design) in 1972. Unfortunately he only works on BMW.
Again for BMW only the new **Garmin GPS Navigator** is presented at http://www.garmin.com/products/bmwNavigator/
With two new bikes in the garage it was time to get more information: **Ian Smith (Ian@MCReports.com) offers an excellent service**. For little money he will send to your home a comprehensive collection (photocopies) of all the articles appeared in USA on your selected model. Check on his web side the models available: www.MCReports.com
Looking for that unobtainable **sticker**? www.adesivimoto.com offer an excellent service selling adhesive kits for all bikes.

One More Web Site for Turkish Bikers: at http://www.motobar.com/ good pictures of wild "no-helmet" riders moving big machines off-road. (You should not try this at home).
Good accessories for sport bikes at http://www.vimoriracing.com you can order from UK.

OMM Ring of Riders

Court Fisher is having the life that any biker dreams of: he writes to us after a Ride in New Zealand: *"I'm back from NZ. It's an incredible land, for riding and scenery and people. So "young" compared to Turkey. The Maori didn't arrive until 1000 years ago, Europeans (Brits) didn't really arrive until mid-19th century. The 3.8 million people and 12 million sheep live with an understated friendliness. Outside of Auckland's 1 million people, it's a bit like small town mid-60s America, but with Pacific Rim nouvelle cuisine, Internet connections and espresso machines in every local bar and cafe. Nestled in splendid isolation down under, it's also the highest intensity of different dramatic scenery I've experienced: volcanoes, alps, fjords, deserts and rain forests, even tropical beaches, all on two islands the length of California, connected by well maintained two-lane hardtop (and lots of off road track if you want) with some really great riding. Go if the opportunity presents..."*

The ones of you who met **Rick Blocksidge (ride_of_a_life_time@hotmail.com)** in Istanbul around Christmas will be pleased to know that he made it to Goa. After shipping the bike from Istanbul to India he writes: *"I finally made it to Savio Rest House (because that's what I need) last Friday (March 15) at 10:30. I have been traveling at night because it is so hot here. At the end I found a jeep & followed it, only ran off the road once, big truck coming the other way, jeep moved off the road, so did I, but stayed on the bike (just)! Life's hell here, do I have more beer or go for a swim! Changeling (his modified BMW) has a small leek from her master cylinder, finding Dot 4 HY oil on the road was fun!"*

Bulent Boytorun, OMM rider and Member of OMM Association (bulent@zapmedya.com) had his bike stolen last week. Looking from help he writes: *"Got my KLR 650 stolen last night at 23:00 from front of Burger King Restaurant at Nisbetiye Cad. (Right opposite D&R)). I was just in, ordering something to eat, and within 5 minutes whoosh! Gone! All the police crap was done within another 5minutes after realizing bike was gone. My KLR has one very unnoticeable mark, that is; the cover for the leg ignition system on the left side is missing. Usually the left lower part of the bike is covered and you don't see much, mine however, since without cover, reveals all electric circuits etc. The bike has (or had 'till last night) 11,300 kms. Is green/purple, European model 2000 and the chassis number is JKAKL650CCA020823. It has no registration number having lost it few days before. Please spread the word that this one is missing. My bike also had the OMM logo sticking right at the front fairing, but I presume the thief may get rid of that one (if he has at least some brains)."*

The first Rider from Saudi Arabia contacting OMM has great projects. **Shaker Asiri** is a Saudi Arab national living in Dhahran along with his Turkish wife Dilek. He writes*: "Dhahran is on the east coast of Saudi Arabia (just next to Bahrain). I am very much into motorcycles 'bought my first motorcycle back in 1983) now I have three bikes: 1998 HD Softail Heritage Classic,*

2000 Fireblade CBR929RR, and off road Honda XR400R. I first saw your OMM web site about one month ago and liked it very much and appreciate the effort you guys put into all OMM activities. Good luck indeed. This summer I am planning to ride to Turkey with my wife and spend the summer riding all over the country. The distance from where I live to Istanbul is about 3200 Km. and I drove to Istanbul. last summer. I would like to get certified by Iron butt and OMM". We are offering to Shaker all the support he requires to accomplish a first Iron Butt from Saudi.

Watch That Corner

Omer Koker, OMM riders and Computer Guru is inviting all our readers to a **PHOTO CONTEST**. Here is the simple invitation:
"Why don't you send us your motorcycling related pictures and have the chance of winning t-shirts as well as becoming famous through the OMM distribution list and web sites. Well you may not become famous enough to be sponsored by your preferred bike producer just yet but will have a chance to enjoy your moments with the rest of the biking community in Turkey and friends abroad. Pictures may be of you with your bike, your bike alone, artistic, fun or just interesting vistas from your journeys. Prizes will be given away monthly and included in the next months e-distribution.
Send your photos in JPG (JPEG) format to omer@insan.net writing in subject "OMM Photo Op."

Did You Know That? The only city in the world located on two continents is Istanbul… The oldest known human settlement is in Catalhoyuk, Turkey (7500 BC)… Temple of Artemis and the Mausoleum at Halicarnassus, the two of the seven wonders of the ancient world, are in Turkey… Abraham birthplace is traditionally indicated as Sanliurfa in Southeastern Turkey… Julius Caesar proclaimed his celebrated words, "Veni, Vidi, Vici" (I came, I saw, I conquered) in Turkey when he defeated the Pontus, a formidable kingdom in the Black Sea region of Turkey... Turks introduced coffee to Europe and gave to the Dutch their famous tulips… St. Nicholas, who became popular as Father Christmas, was born in Demre on Turkey's Mediterranean Coast… Part of Turkey's southwestern shore was a wedding gift that Mark Anthony gave to Cleopatra… Leonardo da Vinci drew designs for a bridge over the Bosphorus, the strait that flows through Europe and Asia. It was never built… Alexander the Great cut the Gordion Knot in the Phrygian capital (Gordium) not far from Turkey's present-day capital (Ankara)… Istanbul's Robert College (established in 1863), is the oldest American school outside the United States… The first church built by man (St. Peter's Church) is in Antioch (Antakya)… Anatolia was producing wine as early as 4000BC.

Ride in Gear

We all bought time ago **a First Aid Kit**, dropped it in the bag hoping we will never use it. Then, when the bad time comes, we open in hurry the kit to discover that what we urgently need is not there, is past its best, or is not for use. The first Aid kit must be check every month and at the beginning of each long ride. Instead of spending money in buying a fancy box, build your own Kit gaining in reduced space (use a transparent plastic bag so you can see

the content, fast) and quality of the medical products. Here is a good list of item to stock: Air-way, gloves-latex, pen flash light, sterile gauze (5x5cm 10 pieces), sterile gauze (10x10 5 pieces), dressing (10cm wide 2 pieces), triangular bandage, elastical bandage, stick bandage for small cuts, syringe (2), sterile strip (used instead of stitching), betadine or batticon antiseptic liquid, antibiotic cream for wounds, antibiotic drops for eyes, antibiotic pills with a wide spectrum, cortisone cream (for allergy cases), pain relief and fever pills, anti-acid tablets intestinal antiseptic or active coal pills for diarrhea, scissors (should be strong enough to cut riding gear), chalk. Also to keep handy in the bag is the new Neck Protector presented in the picture and available by e-mail (with or without OMM logo). It packs in designed bag (included) in small dimension (10 cm. high and 10 cm. diameter) and it is ready to avoid further injuries till the paramedics arrive.

Ride and Think

Courtesy of **Cam Penner** and received from one of our readers on Internet, is a description of the **Vanishing Point** technique for staying out of trouble in the twisties.

Overall Safety Principle

- Observe where the center of the road appears to meet the right edge of the road (left edge for countries with traffic on the left) A long way away on a long, flat straight road, but a constantly changing point on most curves.
- Never ride faster than you can stop in that distance. Never ride faster than you can see, identify and avoid all obstacles within that area.

1) Constant radius corner: As you approach the corner from the long straight you are on, the Vanishing Point (VP) is essentially at the corner entrance (since you can't see around it), you slow down as you get closer to it, and it doesn't move. As you get close, you can start to see around the corner, and the VP starts to move away from you. Adjust your speed so you are neither gaining on it, nor losing on it. As you go through the corner, the VP will be the same distance from you. As you start to straighten out at the end, the VP will accelerate away from you, allowing you to do the same. The VP picks the point of acceleration, so you don't end up accelerating too early.

2) Increasing radius corner: As you approach the corner from the long straight you are on, the Vanishing Point (VP) is essentially at the corner entrance, you slow down as you get closer to it, and it doesn't move. As you get close, you can start to see around the corner, and the VP moves away from you. You adjust your speed accordingly. As you are in the corner, and the corner widens up, the VP starts to accelerate away from you. In the absence of road hazards, you can accelerate after it. As you start to straighten out at the end, the VP will further accelerate away from you, allowing you to do the same.

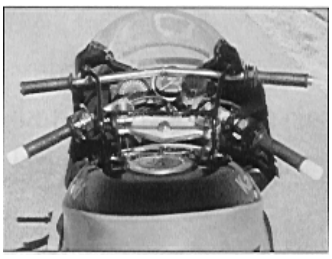
3) Decreasing radius corner: As you approach the corner from the long straight you are on, the Vanishing Point (VP) is essentially at the corner entrance, you slow down as you get closer to it, and it doesn't move. As you get close, you can start to see around the corner, and the VP moves away from you. You adjust your speed accordingly. As you are in the corner, and the corner tightens up, the VP starts to decelerate towards from you. You slow down too. Remember, if you can't stop within what you see, you're asking for trouble. As the corner finishes, and you start to straighten out at the end, the VP will accelerate away from you, allowing you to do the same.

This method allows you to deal with unknown varying radius corners with a minimal amount of fuss and hassle. A decreasing radius corner will never sneak up on you, since you've been continually adjusting your speed through it. The beauty of it is that it automatically adjusts for hedges, parked cars, and other vision blockers. If you can't see the curb because a car is there, the VP will slow down, and so will you. It also dictates a different line through some corners. In order to go the fastest SAFELY through the corner you need to stay within your VP. So, the fastest way through the corner then, is to maximize the VP. This often means a different line than a traditional "racing line". You DO need the skill of braking and accelerating while leaned over though. You need to at LEAST be able to brake as fast as the corner decreases. Practice this on a controlled area before riding to 100% of the VP on unfamiliar roads.
It is sometimes argued that available traction is reduced in a turn, and that slowing in a turn may cause a front-wheel slide as the wheel loading changes. Keep in mind that at all times, using this technique, you are traveling slowly enough that you can stop in a space you can see. If your braking technique in turns is such that a skid is likely, you need to reduce speed earlier, to eliminate this hazard. This is not the technique for maintaining the highest speed; this is the technique for maintaining the highest safe speed.
This method will protect you against visible stationary hazards in the road, by assuring that you always have the ability to stop before you reach the hazard. If you choose to ride at a speed so high that you can't stop between where you are and the point at which you can no longer identify a hazard, you have only yourself to blame if you suddenly find yourself trying to ride your bike through a pile of boulders or off a cliff or over an oil spill. Obviously if there is some fine loose gravel visually indistinguishable from the pavement, this approach will give you no additional protection. Oncoming vehicles may intrude into your path at higher speeds than you can respond to, and, of course, risks from hazards overtaking you from behind are not addressed. Be careful out there.

Two notes at the conclusion of the OMM ARA Course:

We discussed about the **braking reactions** of a big chopper and how it differs from other (sport) bikes. In a recent article on American Magazine proof was given (after numerous tests) that a long wheel base bike (such as a chopper) is less efficient in transferring the front weight transfer generate by front braking in traction power. The long wheelbase tends to transfer part of the forces forward and not down to the tire. So front and back braking is a must on these bikes.

All discussion about **counter steering** seems to come to an end in an article of David L. Hough published under the title “Keith Code’s No BS Bike” on the last issue of BMW ON Magazine. David tested the “no BS” bike available at Keith Code Cornering School in USA: the bike is a 600cc. Kawasaki sport bike with one simple modification. A second handlebar is attached rigidly to the frame just forward and above the normal handlebar attached to the front end. The second handlebar has a parallel throttle but no parallel clutch or front brake. The principle is simple: if you believe that you can steer a motorcycle by how you shift your weight around the bike then you should be able to hold onto the fixed handlebar and steer the NBS bike. After several attempt David concludes: “Everyone who tried the no BS bike has come to the same result: all that elbow-waving, knee



slamming, shoulder leaning body English may be good for your heart and muscles, but it doesn't do much to control the bike. Two-wheeled motorcycles are balanced and steered by counter steering the front wheel"

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.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/istanbullshit/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