

North India Himalaya Motorcycle Tour Spiti & Ladakh (M-ID: 2363)

<https://www.motourismo.com/en/listings/2363-north-india-himalaya-motorcycle-tour-spiti-and-ladakh>



from €3,490.00

Dates and duration (days)

On request

21 days

07/21/2024 - 08/10/2024 21 days

08/20/2024 - 09/09/2024 21 days

Our new motorcycle tour offers the combination of the legendary high valley Spiti with the highest passes in the world - up to 5.608 m in Ladakh.

Here the people still live firmly embedded in their ancient Buddhist traditions amidst a grandiose high mountain landscape.

The desert-like landscape is disrupted again and again by fertile oases, overlooked by snow-capped six-thousand-meter peaks and flowed through by the emerald-green ribbon of the Spiti River and its tributaries. However, visiting this region requires a bit of flexibility due to its difficult accessibility and climatic harshness. We follow the Indus Valley and experience the fascinating Buddhist hospitality as another highlight of the trip. From Leh, the highest passable road in the world, the Kardung La with 5600 meters, can be taken under the wheels. Afterwards, the journey continues by plane from Leh to Delhi. For the crowning conclusion of the trip, an excursion to the world wonder Taj Mahal in Agra is possible!

Due to the clever division of the stages, this trip is ideal to get a taste of the high altitude air in the Himalayas by motorcycle and also to get an insight into the Tibetan-Buddhist culture. This adventure has much to offer scenically and culturally, it is the ultimate motorcycle adventure on the roof of the world.

Tour itinerary:

DAY 1: ARRIVAL - DELHI

Most likely you will arrive during the night. You will have a transfer to the hotel.

DAY 2: DELHI - TRAIN TO CHANDIGARTH

We will go by train from Delhi to Chandigarh. There, the Royal Enfields will be waiting for you. The city at the foot of the Himalayas is the capital of two states, Punjab and Haryana, and is particularly well suited as a gateway to

discovering the Himalayas.

DAY 3: CHANDIGARTH - SHIMLA

After breakfast we take over the motorcycles and start our first tour. The ride to Shimla, one of the most famous hill stations in India, gives us a first impression of what to expect in the next days. Curve upon curve we swing ourselves incessantly into the height up to approx. 2.200m. In the afternoon we reach our hotel and can recover from the first motorcycle ride in India. In the afternoon you might like to visit the colonial part of Shimla. This part of the city is car-free and you can walk around quietly and undisturbed.

DAY 4: SHIMLA - SARAHAN/RAMPUR

Today we start one of the most impressive tours through the Himalayas from our program. We travel through a landscape that is breathtaking almost every kilometer and it takes us further and further. On the way to Sarahan we first visit Rampur (1,000m) where we can see the imposing Padam Palace. Then we enter the Spiti Valley. The southern part of the Spiti loop is already tarred. We turn to Sarahan and experience the first unpaved part of the trip. Sarahan is located at 1,920m, slightly lower than Shimla and therefore perfect for acclimatization. From the village we already have a magnificent view over the Himalayan peaks. The Bhimakali temple is located in Sahara. This mostly wooden temple is beautifully set against the backdrop of white snow-capped peaks. What is most special about the temple is the striking mix of Hindu and Buddhist influences and local deities. This is a characteristic of this region, where these two religions meet and easily merge.

DAY 5: SARAHAN/RAMPUR - SANGLA

We follow the Sutlej River further into the Kinnaur region.

We ride up to the town of Sangla (2,680 meters) for about 4 hours. After lunch in the village, we continue down the valley until we reach the village of Chitkul. This is quite an ascent as Chitkul is almost a kilometer higher than Sangla. This place is beautifully surrounded by snow-capped peaks. The overnight stay in Sangla is in a very simple guesthouse.

DAY 6: SANGLA - NAKO LAKE

This is one of the most impressive parts of Kinnaur with magnificent views of peaks over 6,000 meters high. The route follows the border with Tibet and in the middle of the border is the Leo Pagral peak of 6,727 meters. A pass of 4,550 meters forms a small border crossing here. The Sutlej River, which we will have been following for a few days, crosses the border with Tibet as we continue along the Spiti River. Nako is one of the most beautiful villages on this trip. The inhabitants are Tibetan and the building styles in the village are authentically Tibetan. Of course, there is also a monastery in the village and the area is dotted with stupas and prayer flags. From here the road gets worse and the environment gets even rougher.

DAY 7: NAKO LAKE - KAZA

As of today we ride through the Spiti valley. The name Spiti means house of Mani, the Buddhist mantra Om Mani Padme Hum. Erosion has given the landscape a moon-like appearance. We travel well above the tree line and it is probably one of the harshest areas on earth. Due to its centuries-old isolated location, the people of Spiti are very much on their own. As a result, many monasteries are much more authentic than in their country of origin, Tibet. We pass two of these monasteries on our way today, and we will certainly visit one of them. We will have a lunch break in Tabo and at the end of the day, after an impressive ride, we will arrive in the town of Kaza, where we will stay for two nights.

DAY 8: KAZA - REST DAY OR EXCURSION KOMIK, LANGSZA
Kaza is a small village where we can rest today. We can also make a day trip to the village of Kibber, (until recently) the highest village in the world with a road and electricity access (4270 meters). On the way there is the Kee (Kye) Monastery, where you can admire the room in which the 14th Dalai Lama used to stay when he was in the region. It is a beautiful village with Tibetan style houses. The harsh climate that prevails here during the non-summer months has clearly marked the faces of the inhabitants. On an adventurous route we ride to one of the highest monasteries in India, the Komic Gompa.

DAY 9: KAZA - CHANDRA TAAL

Today we will experience one of the most adventurous routes. Most of the time the road is only wide enough to accommodate a bus. On the one side it goes down steeply and on the other side it goes up. Fortunately, the Himalayan road builders have provided large parts of the road with good asphalt. But even so, this day is not for people with weak nerves. We ride over the Kunzum Pass of 4,551 meters altitude. The top of it is littered with prayer flags, of course. The Kunzum Pass separates Spiti from Lahaul and is only open during the summer months. On the other side of this pass we follow the Chandra River.

DAY 10: CHANDRA TAAL - KEYLONG

We return to the overgrown mountains of the Lahul Valley. Again it is an adventurous unpaved ride through the high mountains. The Rohtang Pass is not only literally "left" behind. It is greener here than in the Spiti valley: it is lower

and it rains much more. One encounters flooded roads much more often. The inhabitants are no longer ethnically Tibetan. Keylong, where we spend the night, is a quiet Indian village.

DAY 11: KEYLONG - REST DAY OR EXCURSION UDAIPUR
Another rest day. But it is nice to ride from Keylong to the valley where Udaipur and the Trilokh Nath temple are located, and where we can also visit the Bima Harimba temple. It is a beautiful ride.

DAY 12: KEYLONG - SARCHU

Keylong is located at the foot of the highest parts of the Indian Himalayas. From here, the road only goes up. Keylong is still in the green area, but we will leave it behind today. After the first pass of 4,880 meters we stay above the tree line. Shortly after Sarchu we have a fantastic view over a dry riverbed with sandcastle-like shapes on both sides. The road now climbs through a rocky area to the high plateau of Sarchu. The second pass follows, which is more than 5,000 meters. To get to Tsokar, we have to leave the main road. In this very special environment we sleep at the salt lake Tsokar. At 4,500 meters, this is the highest overnight stay of the trip. We spend the night here in a tent camp.

DAY 13: SARCHU - TSO KAR

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DAY 14: TSO KAR - LEH

Today we ride to the Rupshu plateau, also called small Tibet. Then another ascent to the second highest pass of India - Taglang La at 5,330 meters above sea level. We ride via Upshi to Leh along a variety of special landscapes. The road is in excellent condition, there is vegetation again and the climate becomes friendlier. In the evening we reach our hotel in Leh.

DAY 15: LEH - REST DAY

Leh looks almost medieval as you stroll through the winding streets of the old town overlooking the fortress. The multi-story royal palace at the foot of Tsenmo Mountain is reached by a staircase at the end of the main street. With its raised small windows and balconies, the royal residence, founded in the 16th century, is reminiscent of the Potala Palace in Lhasa. Here it is once again clear that the region is religiously and culturally very strongly oriented to Tibet. The various temples worth seeing (Lhakhang) can be visited on the way to the palace and you can also climb to the top of the Tsenmo mountain and to the Gonkhang, the temple of the protective deities. Side trips to the Changspa stupa on the western outskirts of the city are also worthwhile, as well as a visit to the Maitreya temple Dschampa Lhakhang and the Sankar monastery, about 4 km from Leh.

DAY 16: LEH - LAMAYURU

Today we ride to Lamayuru. It is a wonderful route along the Indus and Zaskar rivers and we admire the bizarre lunar landscape. Rugged passes alternate with deep valleys. On our way we will visit one of the oldest

monasteries in Alchi village.

DAY 17: LAMAYURU - LEH

The route is so beautiful that it would be a shame not to ride it a second time.

DAY 18: LEH - EXCURSION KHARDUNG LA PASS

Today we experience another highlight of the tour: the "highest pass in the world" with its 5.606 meters - the Khardung La. For Khardung La we need a special permit, for which we apply, immediately after arrival in Leh.

DAY 19: LEH - FLIGHT DEHLI

In the morning we board the plane for the flight from Leh to Delhi, which according to some people is the most beautiful flight in the world. We have a beautiful view of the highest Himalayan peaks from the plane.

DAY 20: DEHLI - TAJ MAHAL EXCURSION

Optionally you can join an excursion to the famous and most visited structure of India, the Taj Mahal in Agra. The great mogul Shah Jahan had the marble tomb monument built for his great love Mumtaz Mahal, who died in 1631. You can of course stay in Dehli and explore the city. Magnificent palaces and forts and a variety of temples of different religions dominate the cityscape. Or you can do your last shopping and browse around in some of the stores.

DAY 21: DEPARTURE DELHI

- Changes to the itinerary can be made to suit the local conditions -

Countries	India
Category	Motorcycle Tour
Terrain	Combo On-/Offroad
Vehicle	motorcycle rent incl.
Tourguide / Coach	yes (guided)
Accommodation	Camping
	Hotel / B&B or similar
Flight to / from	no, not incl.
Ferry	no, not incl.
Support vehicle (luggage/service)	yes
Level of difficulty	difficult
Customer payment protection	yes
* PRICING	Minimal without optional extras, see pricing

Pricing

per rider in a shared/double room on a Royal Enfield Classic 500cm:	€3,490.00
per rider in a shared/double room on a Royal Enfield Himalaya:	€3,490.00
per pillion passenger in a shared/double room:	€2,950.00
per person single room (surcharge - only available with an additional selection of the basic price "per rider in shared twin/double room")	€490.00

Included

National Flight Leh – Delhi incl. Airport transfers
 Airporttransfers Delhi - Hotel in the city centre
 Trainticket Delhi – Chandigarth – 2. Class
 All accommodations mostly incl. breakfast
 3 nights in a Tented camp half-board
 Innerline permit
 Multilingual tour guide on a motorbike (German, English, Dutch)
 Support vehicle and luggage transport
 Motorcycle-rental Royal Enfield
 Mechanic
 Transport motorcycles from leh to start
 Travel insurance certificate

Not included

Everything that is not listed under services

International flights New Delhi

Visa - India

Fuel

Entry fees

Optional excursions

Excursion Taj Mahal (65,- € & 1000 RS Entrance)

Food and Beverage

Foreign health and accident insurance incl. repatriation

Travel cancellation insurance

Other types of insurance

More details

Minimum number of participants: 6

Maximum number of participants: 12

Maximum number of passengers: 2

Visa (Exclusive): German citizens require a visa in order to enter India.

Pocket money (This amount is an indication of how much money you will need for this trip. It includes food, drinks, souvenirs, optional excursions and fuel.): €400

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Motorcycles:

During this trip we ride the Royal Enfield Himalaya or Enfield Classic 500cc motorcycles, on request. This is a left (European) shift motorcycle with electric starter.

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Level of difficulty:

The combination of the following three factors can at times make this trip exhausting. First, the Enfield motorcycle is a special kind of a riding machine, and second, there are the dirt roads. But most importantly, the altitude can make things difficult for the participants. Everyone, without exception, will experience discomfort on higher altitude. For some it will be shortness of breath and minor discomfort, others will experience headaches and nausea. These are all normal body reactions and most symptoms disappear after a few days. This process is called acclimatization and you can find more information in the manual. To make this process as smooth as possible, it is important to climb slowly. We have taken this into account in our tour itinerary. About 20% of the route is on dirt roads. These are mostly well passable gravel roads, but they can be difficult to ride upon when it rains. Of course, one should always be careful in the sharp curves. The high passes in the area are only open in summer, otherwise there is too much snow. This also means that in the summertime there is a lot of meltwater flowing over the roads. This can have insignificant effects, but it can also cause bigger landslides. In such cases, a solution must be found. It might mean that a short detour is needed, but it can also imply crossing the river on a motorcycle. Therefore flexibility is an important characteristic that one needs on this trip.

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Climate:

We travel through two different climatic zones. In the lowlands (in the first and last part of our trip) the rainy season will encounter us. This does not mean that it will constantly be raining but a heavy downpour is an almost daily recurring fact, although we can also be lucky and not notice it. It is different in the high mountains (the roads to the mountains are accessible only during this rainy period in the lowlands). It does not rain in the mountains. Due to the altitude, the temperature fluctuates extremely. It is very warm during the day, but after sunset it cools down very quickly and becomes cold.

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Clothing:

A helmet, a warm motorcycle jacket with protectors, gloves (summer & winter), good solid motorcycle pants with protectors and sturdy high (mountain) shoes or boots are mandatory. A jacket with a removable lining is the best option for large temperature differences. In the colder parts of the mountains you can also wear additional clothing under the jacket if needed. A good pair of sunglasses is important and a helmet with visor against the dust. If your motorcycle clothing is not waterproof, it is advisable to bring a separate rain suit.

Travel documents:

German citizens require a visa in order to enter India. At the time of your visa application you need a passport that is valid for at least one year and 15 days and has at least two free pages. You should also have your international driving license class 1 with you. If you are not a German citizen, then you should contact the embassy and inquire about the necessary entry requirements.

Additional Info:

More details about the trip and what you need to take with you are in the handbook that you will receive about 1 month before departure.