

Germany to Tibet: Eurasia (M-ID: 3581)

<https://www.motourismo.com/en/listings/3581-germany-to-tibet-eurasia>



from €12,980.00

Dates and duration (days)

07/17/2024 - 08/27/2024 42 days

08/27/2024 - 10/07/2024 42 days

Road trip Eurasia: From Munich to the roof of the world!

This superb motorcycle adventure takes the globetrotter from dignified Bavarian Munich through the wild Balkans to Istanbul, the oriental pearl on the Bosphorus. We climb the Anatolian highlands and reach the Turkish and Georgian Black Sea coast through deep gorges on winding roads. Up through the wooded mountains and the hilly steppe of Georgia, we continue over the Caucasus to Russia. A new horizon opens up to us: the Caspian Sea, on the banks of which shores we ride through the Russian and Kazakh steppes.

After crossing the Kazakh steppe we continue to follow the Silk Road to Bukhara, Samarkand, and Kokand. From there we pass through mountainous Kyrgyzstan and over the breathtaking Torugart Pass into China. Two hot days of riding along the Taklamakan, the desert of no return, bring us to the foothills of the Kunlun mountain range with the 7,700 meters high Mt. Kongur, before we ride onto the Tibetan plateau. We cross the roof of the world from west to east, pausing at Mount Kailash, sacred to Tibetans, which is good for our karma. We then ride along the seemingly endless shores of Lake Manasarovar before arriving at the base camp of the world's highest mountain. At 5,200 meters above sea level, we have one of the most spectacular views in the world and the most winding roads and passes in all of Asia right in front of us. The journey ends in mystical Lhasa, where we wander the old city with hundreds of Tibetan pilgrims and visit the former seat of the Dalai Lama. A unique superb trip, which is offered for the first time ever by a German tour operator.

Daily route:

Day 1: Munich.

Meeting of all tour participants in Munich. Getting to know each other in the evening. Tour briefing.

Day 2: Munich - Ljubljana (Slovenia), Distance - 400 km
From Munich, we cross the eastern Alps and find ourselves in the small, beautiful capital of Slovenia. Walkthrough the old town.

Day 3: Ljubljana - Belgrade (Croatia - Serbia), distance - 530 km

We will travel through the rugged and arid Croatian interior. Belgrade is a remarkable city, at the confluence of the Sava and Danube rivers stands the Belgrade Fortress, towering over a beautiful old town.

Day 4: Belgrade - Nis, distance - 240 km

A relaxing day lies ahead of us! From Belgrade, we continue to Nis, where we can have a look at the old town.

Day 5: Nis - Koprivshitsa (Bulgaria), distance - 270 km

While in Serbia and Bulgaria, we are in the center of the Balkans. The vastness of the landscape that opens before our eyes cannot be found like this in Central Europe. Rural and wild Eastern Europe presents itself to us and reminds us of a long-gone Europe. Fittingly, we will spend the night in the small and authentic town of Koprivshitsa, which will delight you with its rustic-style houses.

Day 6: Koprivshitsa - Central Balkan Mountains - Tsarevo, distance - 410 km

Today we explore the Central Balkan Mountains, which gave its name to the entire region. We rise over a thousand meters above Bulgaria and from the Beklemento Pass (1520 m) we have an incredible view over the vast landscape. Beautiful curves bring us down again, where we continue our way through the Bulgarian interior and ride east (A1) to the Black Sea to Tsarevo. The region around Tsarevo originated from the Greek colony of Apollonia and is one of the oldest towns in Bulgaria. We enjoy the rest of the day on the beach.

Day 7: Sosopol - Istanbul (Turkey), Distance - 320 km
We follow the coast south and then cross the Strandscha Mountains of Thrace. Great curves lead through this forest mountain range to the Turkish border. After the mountains, the dry steppe of Thrace begins and soon we reach Istanbul.

Day 8: Istanbul
Istanbul visiting day. We visit the modern metropolis on the Bosphorus and enjoy the flair of this unique city.

Day 9: Istanbul - Safranbolu, distance - 410 km
The Mediterranean flair of the Bosphorus slowly gives way to an alpine mountain world as we advance into the northern Anatolian highlands. Safranbolu has been on the UNESCO World Heritage List since 1994 because of its beautiful cityscape dominated by half-timbered houses.

Day 10: Safranbolu - Amasya, distance - 390 km
Amasya is located in the hinterland of the Black Sea coast in the Pontic Mountains in a narrow valley directly on the river. The main part of the charming city stretches on the east side of the river, on the west side there are only a few rows of houses at the foot of the steep castle hill. Five bridges connect both halves of the town, which invites you to linger.

Day 11: Amasya - Bayburt, distance - 450 km
Further east we follow the North Anatolian Fault. Through the idyllic steppe landscape, we continue to Bayburt, a town located in the Anatolian highlands.

Day 12: Bayburt - Savsat, distance - 350 km
A beautiful winding mountain road leads to Savsat. We spend the night in a simple yet beautiful lodge in an Anatolian mountain landscape, far away from civilization.

Day 13: Savsat - Gori Uplistsikhe - Gori (Georgia), distance - 280 km
We ride to Gori, where there is a historic cave town of the ancient Silk Road, Uplistsikhe, to admire, and of course the famous Gori Castle.

Day 14: Gori - Grozny (Russia), distance - 310 km
From Gori, we head north to the Russian border. Border formalities. Continue to Grozny, capital of the Russian constituent republic of Chechnya.

Day 15: Grozny - Astrakhan, distance - 490 km
Astrakhan is situated on the Volga River and has buildings from different eras, from Renaissance to Classicism and Orthodox influences. Sights are the Astrakhan Kremlin and the Holy Trinity Church.

Day 16: Rest day - Astrakhan
Rest day to do laundry and rest. And for everything else that an adventurer needs to do.

Day 17: Astrakhan - Atyrau (Kazakhstan), distance - 360 km
Today we cross the border to Kazakhstan. With a little luck, we will see camels on the way. Atyrau, a city that lives from the oil and gas deposits of the Caspian Sea, is also located on the shores of the Caspian Sea.

Day 18: Atyrau - Beyneu, distance - 440 km
We will ride through the Kazakh steppe to Beineu.

Day 19: Beineu - Elabad (Uzbekistan), distance - 380 km
Through the desert of Uzbekistan, we come close to the dried-up Aral Sea. We have a view over the Aralkum desert formed from the lake.

Day 20: Elabad - Xiva, distance - 350 km
We follow the traces of the old silk road and reach Xiva, the former capital of the Khanate Khiva in Khorezmia with a flourishing textile industry (among others carpets). The historic city center has been a UNESCO World Heritage Site since 1990.

Day 21: Xiva - Bukhara, distance - 460 km
We ride through the Kysylkum desert to Bukhara, which is one of the oldest cities in Uzbekistan. Like Samarkand, it was a trading and resting place of the ancient Silk Road. With its over 140 architectural monuments Bukhara is an impressive "museum city".

Day 22: Bukhara - Samarkand, distance - 280 km
This pearl of the Silk Road, which awaits us at the end of an exhausting day of riding, impresses with its Islamic architecture. It is not for nothing that it has been declared a UNESCO World Heritage Site. We visit the Reistran Square and the adjacent Madras, as well as other sights.

Day 23: Samarkand
Samarkand visit day

Day 24: Samarkand - Kokand, distance - 480 km
We cross Uzbekistan from west to east and before reaching Kokand we cross a beautiful pass near the border with Tajikistan. In Kokand, we visit the palace of Xudaya Khan, whose facade is decorated with numerous ornaments and colors. In addition, the city is known for its many madrasas and mosques, which are worth a visit.

Day 25: Kokand - Osh (Kyrgyzstan), Distance - 180 km
About 150 km east of Kokand we cross the border into Kyrgyzstan, where we spend the night in Osh.

Day 26: Osh - Kazarman, distance - 260 km
Onward journey to Kazarman and finally mountains again. The first part of the route leads to Jalalabad, the road is asphalted but with a lot of traffic. Then it goes over a partly wild gravel road and 4 passes, often deserted, through the beautiful and unforgettable mountain landscape of Kyrgyzstan. Overnight stay in the small village Kazarman in the mountains.

Day 27: Kazarman - Tash Rabat, distance - 180 km
Tash Rabat is a well-preserved, 15th-century caravanserai. Today's overnight stay will be in a yurt camp. The road to the historic settlement, which translates as "Stone Hostel", is again on good tracks today. Tash Rabat is located in the Old Bashi Mountain Range (part of the Chinese Tian Shan Mountains) on the ancient Silk Road.

Day 28: Tash Rabat - Border station near Kashgar Kashgar (China), Distance - 220 km
Around noon we reach the Kyrgyz-Chinese border area. We pass Tash Rabat - an archaeological site. From there we ride to Torugart Pass - the border between Kyrgyzstan and China. The road gets worse and worse and finally is not paved anymore. Over this adventurous track, we ride down from the Torugart Pass and into China. The vehicles have to be parked 120 km away from the customs station. We have a transfer to Kashgar in the afternoon and another

transfer back to the customs station the next morning to pick up our bikes there.

Day 29: Kashgar, distance - 150 km
Kashgar Traffic Office. Today the temporary Chinese driver's license and license plates are issued. Also, there is a short medical/technical check and vehicles. We take care of everything, only patience must be brought.

Day 30: Kashgar
Another rest day in Kashgar, which we allow for the Chinese authorities. In China, the formalities can sometimes take a little longer. We visit the beautiful old town of Kashgar and watch the market hustle and bustle at night. The barbeque is one of the best in China.

Day 31: Kashgar - Sanshiyi, Distance - 620 km
The morning is still available for errands at the traffic office (if necessary). On the way to Sanshiyi, we pass numerous controls and have to register with the police several times - this requires a lot of patience. The climate here on the Silk Road, very close to the Taklamakan Desert, is downright desert-like hot. Today we leave the "deep" Tarim Basin and the desert-like areas along the Silk Road and head up into the Tibetan mountains with the first pass beyond 5000 meters.

Day 32: Sanshiyi - Dahongliutian, Distance - 120 km
Another pass, again 5000 meters high, awaits us after breakfast. Then it goes over the wide plateau along mountains and rivers to Dahongliutan, a tiny place in the middle of nowhere.

Day 33: Dahongliutian - Ali, Distance - 550 km
Via Bangong Lake to Ali. Bangong Lake lies half in Chinese territory and half in Indian territory. One side of the lake is filled with saltwater while the other side carries fresh water. Ali is the administrative capital of Western Tibet and the first proper city since Kargilik.

Day 34: Ali - Mt. Kailash, Distance - 250 km
Short riding day to Mt. Kailash which is holy for the Tibetans. With a bit of luck, we will see numerous pilgrims, some of them coming from far away areas of Tibet. The mountain, which is sacred to Tibetans, is almost 7000 meters high and rises majestically above the Tibetan plateau with its snow-covered peak. Numerous pilgrims come to Mount Kailash from all corners of Tibet, India, and Nepal once in their lifetime. According to legend, every devout Buddhist must walk around this mountain at least once in his life. However, if he wants to experience perfect enlightenment, he has to do it even 51 times. After arriving in Darchen - the starting point for the circumambulations - we can leave it at a walk to Tarpoche Pagoda or take an off-road tour to Tarpoche. If you wish, you can also visit the other side of Lake Manasarovar.

Day 35: Mt. Kailash - Saga, Distance - 490 km
Along the deep blue Manasarovar Lake, with snow-capped mountains towering above, we head to Saga. Again, the vast expanses of Tibet and a spectacular mountain pass await us at the end.

Day 36: Saga - EBC (Everest Base Camp), Distance - 400 km
Along the Paiku Lake, today we get very close to the Nepalese border and cross some winding mountain passes. Here and today the roads are in slightly worse condition. Another highlight of the tour is the visit to the

Mount Everest base camp at an altitude of 5,200 meters. For this, we first ride to the Rongbuk monastery at 4,980 meters, where we spend the night.

Day 37: EBC - Xigaze, Distance - 340 km
We leave the bikes behind nearby and walk the last kilometer to enjoy this incredible view: the unobstructed view of the 8,848-meter high summit of Everest rewards all exertions. The road to the base camp offers incredible curves, is perfectly asphalted, and offers as "background wallpaper" the highest mountains in the world with more than 8000 meters. It could hardly be more spectacular! The "descent" is over the 5,220 meters high Gyatso Pass to Xigaze.

Day 38: Xigaze - Gyangze - Lhasa, distance - 360 km
Across the vast central Tibetan plateau, we head to Gyangze, where we visit the largest stupa (Tibetan pagoda) in all of Tibet. Along the turquoise blue lake Yamdrok, where we might see shaggy yaks for the last time, we cross a mountain pass into the fertile river valley of the Yarlung Tsangpo and on to the legendary Lhasa. We have arrived at the destination of the journey - Lhasa. From Munich along the Silk Road, we drove to here, to the roof of the world. If we haven't patted ourselves or each other on the back yet, we'll do it now.

Day 39: Lhasa
Shipping of the motorcycles. This day serves as a buffer day in case of delays.

Day 40: Lhasa
We enjoy the day at the Bharkor market in the old town of Lhasa, visit the former residence of the Dalai Lama (the Potala Palace) and the holiest of temples for Tibetans, the Jokhang.

Day 41: Lhasa - Chengdu, airport transfer - 1 hour
Departure from Lhasa: Flight to Chengdu and transfer to the hotel. Those who wish can either extend independently in Chengdu - or join the onward journey from Lhasa to Dali. (The onward journey to Dali follows seamlessly from Lhasa. Please ask for the separate short info).

Day 42: Chengdu
Individual departure from Chengdu.

(Program changes reserved)

Countries	Bulgaria
	China
	Germany
	Georgia
	Kazakhstan
	Kyrgyzstan
	Croatia
	Russia
	Serbia
	Slovenia
	Turkey
	Uzbekistan
Category	Motorcycle Tour
Terrain	Combo On-/Offroad
Vehicle	your own motorcycle
	your own, transfer incl.
Tourguide / Coach	yes (guided)
Accommodation	Hotel / B&B or similar
Flight to / from	no, not incl.
Ferry	no, not incl.
Support vehicle (luggage/service)	yes
Level of difficulty	medium
	difficult
Customer payment protection	yes
* PRICING	Minimal without optional extras, see pricing

Pricing

Preise für die Touren in 2024

Fahrer(in) mit eigenem Motorrad im Doppelzimmer:	€12,980.00
Beifahrer(in) im Doppelzimmer:	€7,980.00
Einzelzimmer (Zuschlag):	€1,480.00

Included

All nights in hotels with breakfast. Typical middle-class hotels and in some cities upscale hotels if available. In Tajikistan, Kyrgyzstan, and in the west of Tibet the accommodations are often quite simple.

German-speaking motorcycle tour guide on a separate motorcycle.

Mechanic to accompany the tour, universal tools, tire repair kit, etc.

Rotating between local country guides for numerous countries who speak the local language and know the culture. These countries include Turkey, Russia, Kazakhstan, Uzbekistan, Tajikistan, Kyrgyzstan, and Tibet/China.

Escort vehicle for luggage and passenger, capacity to accommodate a motorcycle in an emergency for a manageable period.

Shipping of the motorcycles Lhasa - Chinese East Coast and Chinese East Coast - Hamburg (further transport within the E.U. possible for an extra charge).

State-approved and prescribed Tibet guide (in the English language) from the Chinese border and for the whole of Tibet.

All entrance fees, according to the program.

City tours in Istanbul, Safranbolu, Amasya, Astrakhan, Bukhara, Samarkand, Khiva, Kashgar, Lhasa.

Flight Lhasa (or Dali after the extension) - Chengdu at the end of the trip.

Hotel parking costs (except for Munich for organizational reasons).

Support for entry into Turkey, Russia, the Central Asian states, and China.

All authority permits for Tibet/Temporary importation of a foreign registered vehicle into China:

- Temporary Chinese Driver's License,
- Temporary Chinese license plate,
- Deposit for the vehicle at the Chinese customs,
- Vehicle insurance required by law,
- Customs clearance on entry and exit,
- All permits for China and Tibet,
- All official translations.

Not included

Anything not specified under services.

Long-haul flight from Chengdu back to Germany.

Petrol, lunch, dinner, snacks and drinks.

Travel cancellation insurance.

Collection of the motorcycles in Hamburg after the return shipment.

Visa fees.

Tolls.

Vehicle insurance costs.

More details

Total distance: approx. 11,800 km.

Partners: The trip is organized and carried out in cooperation with our partners.

Visas: You will need a valid visa for the following countries on this trip, which you must apply for in Germany before traveling. These countries include:

- Turkey: Austrian citizens must apply for an online visa (e-visa). The electronic visa can be applied for and paid at <https://www.evisa.gov.tr/de/>. In the next step, it can be downloaded and printed. The cost is US\$ 20. Germans and Swiss do not need a visa.

- Russia: Please note that the application for the Russian visa can currently take several weeks. It is best to apply for the visa through an agency that will also issue you with the necessary tourist invitation letter. You will need an informal letter from your overseas travel health insurance company stating that your insurance is valid in Russia - this will be required when applying for the visa. It must be certified that the health insurance is valid for the Russian Federation, that the coverage amount is at least EUR 30,000, and the name of the health insurance beneficiary must be indicated. Furthermore, the following are required: Completed form, original passports, a passport photo (biometric, white background), foreign health insurance for the period of the Russian stay, copy of a current salary certificate/business registration/pension statement or bank statement (min. EUR 2,500). We recommend the following agency:

Haase Touristik Dickhardtstr. 56, D-12159 Berlin, Tel:+49 30 84 183 226, Fax: +49 30 84 183 227, E-Mail: [info\(at\)haase-touristik.com](mailto:info(at)haase-touristik.com) Web: haase-touristik.com

The cost is approximately EUR 130 and the visa can only be applied for 3 months before entry.

- China: To make the application for the Chinese visa as easy as possible, we cooperate with the visa specialist, China Reise Service. The cost is about EUR 300. The visa can be applied for only 3 months before entry.

China Reise Service - Heinrich Kriwet Berchtesgadener Str 8, 10779 Berlin, Tel +49 172 39 19 203

Further up-to-date information on the Chinese visa will be sent to you in a separate enclosure before you submit your application.

- Tibet: Tibet requires a costly special military and police permit for you and your vehicle, which is applied for by the tour operator Tibetmoto on your behalf. You do not need to worry about anything. This service worth EUR 2,000 is already included in the tour price.

For Kazakhstan, Kyrgyzstan, Uzbekistan, and Turkey (for Germans and Swiss), and Georgia no visa is required.

Registration: In some countries in Central Asia it may be necessary to register upon entry. However, in most cases, this is done by the hotels where you stay. There might be a small fee of about 10\$ in each case on the spot. Please note that you will need to keep any proof of registration issued by the hotels for when you leave the country.

Driver's license (FS): You must apply for an international driver's license for the trip. In addition, a national driver's license is also required. Both driver's licenses must be carried in the original. Please note that the international driver's license is only valid for three years from the date of issue. Neither the national nor the international DL is recognized in China. After entering China, we will therefore apply for a temporary Chinese driver's license for you. You only need to wait at the traffic authority while we take care of the formalities and issuance for you.

Passport: You need a passport with a minimum validity of 12 months at the start of your trip. In addition, your passport should have at least 5 more free/unstamped pages after all visas have been applied for.

Attention! Stamps from the border crossings of the regions of Abkhazia and South Ossetia (Georgia) must not be in the passport, otherwise, entry to Georgia will be refused. Furthermore, stamps from the region of Nagorno-Karabakh (Azerbaijan-Armenia) are also problematic. Furthermore, problems can arise when applying for a Chinese visa if there are already numerous stamps/visas from the countries of India, Nepal, Bhutan, or other Buddhist countries. In these cases, it is recommended to apply for a new passport to prevent complications.

Tolls: Tolls must be paid on some roads on this trip. These tolls are not included in the tour price. In many European countries that we cross there is a toll or vignette obligation. Please buy the vignettes for Austria and Slovenia online, otherwise, it will take a lot of time on site. The vignettes can be ordered online at the ADAC (approx. 13€). Other toll fees are paid directly at the respective stations:

- Croatia: 10-15 €

- Serbia: 5-10 €

Vehicle and vehicle documents, vehicle insurance: Your motorcycle must be registered according to the legal requirements in your country and approved by the TÜV for the duration of the trip. It must have valid vehicle insurance and a valid number plate. You should also carry an INTERNATIONAL DRIVING CERTIFICATE, as well as the national one. If an authority does not issue an IDC, please have your vehicle registration certificate translated into English and Russian.

Green insurance card: Another important document is the so-called "green insurance card" - an international proof that your motor vehicle has third-party insurance in your country. This proof is valid for the European countries we pass through and Turkey and, in some cases, Russia. The "green insurance card" is issued by your motor insurance company. For the other countries, you will often obtain vehicle insurance at the border of the respective country. Costs may be incurred in the process:

- Georgia 25\$

- Russia 50\$

- Kazakhstan: \$50

- Uzbekistan: 50\$

- Kyrgyzstan: 15\$-30\$

But not in all of the above. Insurance can be purchased at the border. In this case, the vehicle is ridden without insurance cover.

Health insurance: You must buy foreign travel health insurance for the entire travel period with medical repatriation to the home country in case of emergency. The proof must be sent to the organizer at least 8 weeks before the start of the trip.

Copies of all documents, passport photos: You should carry copies of all documents (vehicle documents, driving licenses, passport, etc.) and visas separately from the originals. We recommend stowing one set of copies (5 copies) in the support vehicle and one set (another 5 copies) in your main luggage. In addition, you should carry 5 passport photos.

Documents to be carried (checklist):

- Passport,

- National driver's license,

- International driver's license,

- Vehicle documents,

- National vehicle registration document,

- International vehicle registration document,

- Passport photos,

- Green insurance card,

- Copies of each document.

Money: We recommend carrying a cash mix of Euros and US Dollars in small denominations. In many Central Asian countries, US\$ are accepted, moreover, US\$ have the best exchange rate. A small denomination is advisable, as change is often only given in the local currency - often at a disadvantageous exchange rate. After crossing country borders, it is possible to exchange US\$ or EUR into the local currency. It is advisable to take at least two different credit cards (e.g. Visa and Mastercard) in addition to your debit card. In larger cities such as Istanbul or Samarkand, you can also use ATMs. We recommend taking US\$ 1,000 and EUR 500 with you. Kitty: For expenses like gasoline and e.g. the welcome drink after arrival we start a community cash box, also called "Kitty". A kitty is indispensable because paying individually at gas stations is almost not feasible due to time constraints. The kitty administrator accepts payments in the community cash box in EUR/USD and pays the gas stations from it.

Basic mental attitude towards the trip: The itinerary above reflects the perfect flow of the trip without contingencies. With 13 countries and many border crossings, a sequence of the trip as described above can sometimes not take place and cannot be 100% guaranteed by the tour operator. Also, for example, natural disasters or roadblocks can force the tour guide on site to reschedule, resulting in longer travel times or new destinations. Even with the most careful planning on the part of the tour operator, a hotel may, for example, have forgotten to book a room - or a road may be in a different condition than on the last trip and is, therefore, better/worse than advertised. As a good team, whose members look out for, support, and help each other, all obstacles can be overcome. This is an adventure journey. Welcome the headwinds, the unexpected!

Costs in the event of unforeseen travel changes: If a new routing becomes necessary (e.g. due to road closures, natural disasters, or political circumstances) or arrival dates at destinations are postponed, hotel bookings may become invalid, new bookings may be necessary or other costs may be incurred. In this case, our travel management will try to keep the additional costs as low as possible. The additional costs must be borne by the participants themselves.

Electronic data transfer to our tour operator - partner: You will be provided with a link by our partner to use a cloud service (Dropbox) before travel. In the cloud service, you will find a folder with your name and subfolders with the names of the documents that need to be uploaded to them by you (e.g. folder named "Driver's License", "Visa" or "Vehicle Registration" etc.). You can also access the documents during the trip as they are stored online. The tour operator needs all documents from you at least 6 weeks before the start of the trip so that the trip can be prepared smoothly. Your documents will be treated confidentially and deleted within 8 weeks after the trip. The transmission of documents by email or post will not be accepted. The following documents must be uploaded as a scan in at least 300dpi quality, sharp, in color, and easily legible:

The deadline for the submission of the following documents is 31 May 2022.

You will need to upload the following documents:

- Visas of the following countries: China, Turkey (for Austrians), Russia,
- National and international driver's license from all sides,
- Vehicle registration/vehicle registration from all sides,
- Green insurance card from all sides,
- Passport,
- Scan from passport photo (head and shoulders style),
- 4 photos of the motorcycle as ridden - with side boxes, bumpers, etc. but without bags or tank bags (photos from the front, from the rear with readable number plate and both sides; other vehicles or objects should not be visible on the photos),
- The completed and distinguished vehicle and participant form in your Dropbox,
- Proof of health insurance abroad.

The motorcycle: The right choice of motorcycle - motorcycles between 650 and 850 cubics are sufficiently motorized for the trip. They also have the advantage of being more maneuverable and easier to handle on tracks and bad roads than their larger counterparts. The upper limit in terms of power should be 1250cc. We recommend using motorcycles designed for adventure travel. These include in particular motorcycles from the BMW GS range (from 700/750 GS) or other manufacturers such as KTM/Honda (Africa Twin) or Triumph Tiger. When choosing a motorcycle, it is particularly important to ensure that the rims are spoke rims. These withstand greater impact than, for example, cast rims, especially on tracks with potholes. Choppers and touring motorcycles with a sprawling fairing and low-slung exhaust are not suitable for this trip. Please contact us if you have any queries regarding your choice of motorcycle and enter your motorcycle in the box provided when registering. It is your responsibility to thoroughly service your motorcycle before the trip and to anticipate the replacement of any wearing parts that may become defective shortly. Wearing parts always include: chain set (should not be older than 10,000KM at the start of the trip), all ball bearings (steering head, wheels), spark plug, battery, etc. Many countries that are visited have hardly any or no spare parts for motorcycles and the workshops can only carry out the simplest repairs. A well-maintained motorcycle is a prerequisite for the smooth running of the trip. Changing the oil and tires before the trip is essential to avoid the risk of engine damage and to minimize the risk of a flat tire. In addition, you should carry some engine oil to top up if necessary. For motorcycles with inner tubes in the tires, we recommend that you take one tube each for the front and rear wheel. There is a toolbox in the support vehicle that contains all the usual tools. You only need to bring your own special tools, if any, but not, for example, a set of spanners.

Please pay attention to your personal special tool! The Tiger 800 for example needs a special wrench to remove the front wheel. As we do not take special tools for every motorcycle, it is your responsibility to take the tool for your motorcycle with you. In case of technical failure of the motorcycle, it can be taken to the nearest workshop with the escort vehicle. Minor repairs can also be done on the road by our team. We strongly recommend taking part in this trip only with side boxes and safety bars that protect the motorcycle, additionally a waterproof bag that can be fastened between the panniers is recommended. Side boxes have several advantages: they create a safe space for the rider between the side boxes and safety bars. In case of an accident, you are protected and the motorcycle does not fall on you. In addition, you can comfortably carry everyday items such as photo equipment, drinks, or clothing yourself and do not have to wait for the escort vehicle. Furthermore, for boxer engines, we recommend a protective cover, a steel underbody engine guard, a cover for the radiator, as well as an ABS protection device. The minimum range of your motorcycle at an average speed of 100 kilometers per hour must be at least 400 kilometers - however, a higher range is desirable. The minimum range can be increased with external fuel canisters that can be fitted to your motorcycle. Please note that the support vehicle cannot transport your fuel canisters for safety reasons. On older motorcycles, wear parts should be replaced in any case, even if the wear is subjectively small. Example: On a motorcycle whose chain has only run 10,000 kilometers, the chain must be replaced because it corrodes over time. Chains generally have a service life of around 20,000 kilometers. Please also have your ball bearings checked (steering head ball bearings/wheel ball bearings). It is also advisable to change them in advance.

When buying new or used: The motorcycle should be extensively tested to identify and rectify problems and sources of faults. We recommend that you test the motorcycle at least 3,000 kilometers. In any case, you should know your motorcycle well. How does it perform on non-asphalted roads? Take a dirt track regularly or ride over the field of a neighboring farmer - it doesn't have to be enduro training in Hechlingen, although this is often helpful - it is more important to internalize movement sequences and practice them often. Otherwise, even short-track stages will become very exhausting and time-consuming. You will quickly notice that tires with a greater tread depth or half studs are much safer to ride on non-asphalted surfaces and you will be able to control the motorcycle more easily.

Road and street condition (as of summer 2020): The roads on this trip can basically be characterized as good (asphalted), especially in Europe. The first "pothole roads" will be waiting for us in Bulgaria. Turkey and Georgia have very good roads, with a few exceptions. The stages in Russia and Kazakhstan are of mixed quality, some roads along the Caspian Sea are currently under road construction - here there are every now and then 25-kilometer construction sections where progress is very slow. This extends into Uzbekistan, where ahead of us after the border the road is in very poor condition (partially asphalted with severe potholes). The roads in Kyrgyzstan were never asphalted, i.e. the road quality can be described as good to very good (small stone roads without potholes, but dusty). In China/Tibet we expect very good roads, with only a few exceptions. The ratio road/runway is about 95/5 (without guarantee).

Tires and tire changes: Participants cannot carry spare tires on the escort vehicle (for reasons of space). This is usually not necessary, as new tires will last through the journey, especially if they are half-tread tires. The low speeds contribute to the fact that the tires have a longer life span than in Germany. We have had good experiences with the Heidenau K 60 Scout, but also with Pirelli tires from the Scorpion range or the Metzeler Karoo 3. The K 60 Scout lasts up to 18,000 kilometers. Approximately 15 bikes have made the trip without a change with the K 60 Scout. If a tire change is necessary or desired, we recommend changing the tire in Kashgar, usually, this is sufficient. In Kashgar, we also have enough time to change the tire and if necessary the oil. Please note that tires in Kashgar have to be pre-ordered about 10 days in advance; we will be happy to do this for you in Russia. We recommend a tire that is also suitable for the passages on dirt roads. A track/road ratio of 20/80 or 30/70 is sufficient.

Gasoline & Refueling: In Germany, gasoline has a standard octane rating of 95, and most modern motorcycles are designed for this octane rating. In China, you can sometimes only get gasoline with an octane value of 92 or even only 90. In Central Asia, there are some parts where you can even only fill up with octane 80. You should ask your motorcycle dealer if this can be a problem for your motorcycle. With BMW motorcycles we have only noticed a drop in performance with lower octane numbers in the past. Nevertheless, it may be advisable to buy an additive for petrol (e.g. the "Original Petrol additive BMW" 100ml for 45-75 liters of petrol). Also, petrol filters which are used as nozzles when filling petrol can be recommended. The most critical country is Uzbekistan where the petrol stations are sometimes 400 kilometers apart and the petrol quality is particularly poor. The escort vehicle carries a sufficiently large spare canister to cover the distance to the next petrol station if necessary. Please refrain from taking along plastic petrol bags for the transport of petrol (available e.g. at Touratech). Many of them leak at the seams after only a few kilometers. These are in no way a substitute for proper gas cans to increase the range of your motorcycle. Please pay attention to the material of gas cans. Many manufacturers use too thin PVC, also the closures are often leaky. Check your canister before you leave: To do this, the canister should be filled with gasoline and stored upside down overnight.

Luggage: An escort vehicle is available for the trip. The support vehicle can accommodate one medium-sized piece of luggage per person up to a maximum of 10 kilograms with the maximum permissible dimensions of 60x40x20cm. Further luggage and especially the things you need during the riding day, such as additional motorcycle clothing, snacks, drinks etc., are best stowed in the side boxes of your motorcycle or in waterproof bags that you can attach to your motorcycle. Your main luggage, which will be stowed in the support vehicle, should also be packed waterproof. The main piece of luggage must be a soft-shell "duffle" bag or rucksack for reasons of manageability and storability. Hard-sided suitcases with tires cannot be transported. We recommend the use of plastic compression bags for clothing, especially for clothing you do not use daily (e.g. winter clothing).

Escort vehicle: On this trip, an escort vehicle is available to take a motorcycle for a short period in case of emergency, e.g. technical failure or illness of the rider. There is also room for pillion riders in the support vehicle. If a motorcycle cannot be repaired, a permanent transport of the motorcycle is out of the question, as this would affect the overall course of the trip. As a rule of thumb, a transport, e.g. to the next workshop, may take a maximum of two days. If it becomes apparent that the motorcycle is difficult or impossible to repair, the only option is to have it transported home by a logistics company. The team on site will help with this. The costs for this must be borne by the participant. There is no claim to permanent transport of the motorcycle in case of damage.

Pillion passengers: The trip is suitable for pillion passengers. Please note that in China it is not allowed to sit on the back of the motorcycle without restrictions. As there are many military and police checkpoints in Xinjiang Province and Tibet, the passenger can only sit on the back of the motorcycle between checkpoints and in remote areas (of which there are plenty), but not in cities, and must transfer to the escort vehicle for these sections. In other parts of China and Tibet, the passenger must sit on the motorcycle and not in the car. To comply with local rules, the pillion rider must be somewhat flexible here. Basically, the instructions of the local police must be followed.

Clothing and other equipment: In addition to motorcycle jackets and trousers, helmets are compulsory. Braincaps or half-open helmets are not permitted as they do not meet the safety requirements of the organizer.

Prepare for all possibilities:

Packing list for all cases:

- Winter inlets, long underwear,
- Rainproof motorcycle clothing,
- Winter gloves,
- Warm motorcycle boots, winter socks,
- Balaclava,
- Fleece or thin down jacket to wear underneath,
- Sun cream, lip balm UV 30+,
- Sleeping bag inlet (thin silk sleeping bag),
- First-aid kit,

Some things you will not need, for example, in the Anatolian heat, but on the Tibetan plateau at an altitude of over 4,000 meters on a cloudy day you will. We recommend to bring functional clothes (sportswear) (t-shirts and underwear) that dry quickly.

Age of tour participants - Note for participants over 60 years: In China, the age limit for motorcyclists is 60 years, this is a national law that also affects local riders. An exception can only be made upon the presentation of a medical certificate. The certificate must be issued by the Chinese medical officer in Kashgar. For this, we have planned an extra day in Kashgar. This is an expensive formality for which the Chinese authorities charge EUR 360. Please take this amount in cash to the meeting point for all "over 60" participants and hand it over to the tour guide.

Return shipment of the motorcycles: The journey ends in Lhasa. Here the motorcycles are packed into boxes and sent to a seaport on the Chinese east coast, where they are shipped via FCL Container Freight Hamburg. Here the motorcycles have to be picked up by you. Please note that storage charges may apply if you do not collect the motorcycles directly within 48 hours of arrival. The motorcycles are insured against total loss (e.g. by accident of the container ship at sea), but not against scratches or other damages, since used vehicles cannot be insured against such. We, therefore, pack the motorcycles carefully. Those who book the optional travel part Lhasa-Dali: In this case, the motorcycle will be shipped from Dali to the Chinese port and on to Hamburg. The return shipment to Hamburg from the Chinese east coast usually takes 6-8 weeks. The return shipment of the motorcycles from Lhasa or Dali to Hamburg is already included in the tour price. Not however the further transport from Hamburg (if preferred). Along with your motorcycle, you can send side boxes, top box, and bags (if they can be safely attached to the motorcycle). You will need to write an informal paper in tabular form covering the following items for customs purposes: Item description, color/characteristics, quantity, value in EUR, name, and signature. This document should be attached to the motorcycle in a transparent film. It is recommended that you write the list a few days before arrival in Lhasa.

Accommodation and meals: During the trip, you will stay in typical middle-class accommodation with breakfast. Accommodation is booked in advance in almost all cases - if possible. In the remote areas of Central Asia and Tibet, sometimes advance bookings are not possible - here we rely on the expertise of our local guide. In some regions, mid-range accommodation is not available. In this case, we take "the best on the spot". There are also some overnight stays in caravanserais. These are settlements where simple yurts and beds are prepared for guests. Please note that on days 25, 26, 30, 31, 32, 36 the accommodation is very basic, a bathroom here is not en-suite. Single room bookings on these days are subject to availability. In exceptional cases, it is possible that the overnight stay will be in a shared room. Breakfast is included in the tour price, lunch and dinner are payable locally. Prices for meals vary greatly in different countries and regions. EUR 3-10 per main meal with a drink is a realistic average. On most riding days it is advisable to replace lunch with a shorter snack break.

Altitude sickness and supply of oxygen: Oxygen: Medical oxygen is available to us from Kashgar. In addition, you should contact a doctor who can prescribe acetazolamide, a medication that can be taken in advance for altitude problems. There is little to no altitude-related illness in groups taking acetazolamide. For the smooth running of the trip, their personal health, and well-being, and for an enjoyable part of the trip in Tibet, we strongly recommend that you consider taking acetazolamide.

Navigation: We generally recommend carrying a navigation device on your motorcycle. There are numerous providers whose products can be purchased in Germany. However, many manufacturers do not have the countries of Central Asia and China available. Partially it already becomes difficult and expensive from the Balkans. Free maps of Open Street Maps can be used in some cases for their Navi. Here applies: Not everything that seems to work in Germany also works in the destination country. Before the trip, we provide lists of the corresponding daily destinations including GPS coordinates. However, a navigation device is not a prerequisite for the tour, you can also use apps on your smartphone. We recommend the free app "maps.me", where many good and free maps can be downloaded and used offline. In any case, please attach a holder for your smartphone to the motorcycle and also get a dustproof, waterproof case for your smartphone, as well as a charging cable for direct charging on the motorcycle - even if you do not plan to use it. In many cases, using a smartphone app has proven to be more practical and easier/faster than the navigation devices that are threatened with extinction. By the way, with maps.me you can also navigate very well to sights on foot when visiting cities, mark your hotel and thus easily find your way back.

Technical equipment: As a rule, there are no restrictions on normal electronic equipment. SLR cameras with 2-3 interchangeable lenses can be carried. However, make sure to leave these cameras in your luggage when crossing the Chinese border and also when passing checkpoints. Special electronic devices such as drones and the like are not welcome in many countries and could cause problems. Drones are not allowed in Uzbekistan and China. Cameras such as GoPros are not subject to any restrictions.

Guide and Guiding: We attach great importance to individual riding and support the participants in this aspect, for example with GPS coordinates of the daily destinations or hotels, which we usually send 4 weeks before the start of the trip, so that there is enough time to program them into the GPS. The guide does not always ride ahead, this allows individual breaks of the participants. For lunch or at previously determined meeting points we meet again and again during the day. Normally we make stops every 1.5 hours, where the group meets again or where we refuel. The detailed briefing in the morning serves as preparation for the day. After about a week the group is a well-rehearsed team. If you want, you can always ride together with the guide. It is never the case that all participants have to follow the tour guide, without individual freedom. There are tour operators who do this, but it is not our travel philosophy. Nevertheless, it is important to understand that this is a group tour and that it is also nice to arrive together and have a welcome beer or a dinner together, if maybe not every day, at least every few days. So a mix of individual riding and group experience is the golden ratio. An exception is certainly Tibet. There are many police checkpoints where the group has to stay together and is also accompanied by a Tibetan guide who keeps the permits ready. Here the group has to ride together more often, this is not possible otherwise by law. Who wants to ride here, must wait for the rest of the group at checkpoint X.

The first day of the tour: The meeting point of the first tour day is the tour hotel in Munich. The meeting takes place at 4 p.m. in the lobby, after which our team will look at the motorcycles and hold the tour briefing. Please fill up your motorcycle shortly before arriving at the tour hotel, so that you do not have to refuel immediately the next day. Your fuel cans do not necessarily need to be filled at the start of the tour. Please bring your passport, your national and international driver's license, and your national and international vehicle documents in original to the meeting.

Preparation and timing:

What exactly? | How long before departure? | Where? | Why?

Check passport for validity period and a free number of pages | 4 months before travel | / | Necessary identification document, time to apply for a new passport if necessary.

Green insurance card | 3 months before travel | Motor insurance | required for entry into certain countries, but also in case of accidents.

MOT | 3 months before the start of the journey | TÜV, DEKRA, GTÜ, workshop | If TÜV expires and to repair any defects.

About the visas, the China visa should be applied for first | 3 months before entry into China | China Reise Service Berlin | Necessary for the entry into China.

Russian visa: After you have received your China visa + passport back, you can apply for your visa for Russia | 2 months before departure | By yourself or through a service provider | Required for entry into Russia.

E-Visa Turkey: (only for Austrians) | 8 weeks before travel start | Self, online | Necessary for entry.

Health insurance with emergency repatriation | 8 weeks | Insurance | Personal security.

International and national | 6 weeks | / | If not available.

Check driver's license | / | expired: Reapply.

Upload documents/visa/travel health insurance etc. | 6 weeks | Cloud Service Dropbox | Tour operator needs your documents for the travel preparation.

Technical inspection of the motorcycle | 2 weeks | Workshop | Technical safety.

Tire tread depth | 2 weeks | Service stations | Riding dynamics safety.

First-aid kit, medicines for pain, diarrhea, etc., personal medicines and remedies | 2 weeks | Pharmacy | Just in case.

Baggage check, side box check, check the maximum weight of main luggage (max. 15 kilos, dimensions 60x40x20cm) | 2 weeks | / | Does everything fit into the luggage as planned?

Tire pressure | 1 day | Filling stations | Riding dynamics safety.

Extension from Lhasa to Dali: 30.08.-05.09.2022 and 10.10.-16.10.2022 optional bookable. Please ask for a separate invitation to tender.

The information in this travel overview does not claim to be complete or generally valid. Please always inform yourself about current changes and do not hesitate to contact us with any questions.

If you would like to join us but are not yet able to definitely clarify your holiday, we will be happy to reserve a place for you for some time without obligation. We look forward to your participation!