

Northern Brazil: On the Amazon (M-ID: 3705)

<https://www.motourismo.com/en/listings/3705-northern-brazil-on-the-amazon>



from €4,950.00

Dates and duration (days)

On request

16 days

09/23/2022 - 10/08/2022 16 days

09/22/2023 - 10/07/2023 16 days

An eventful and adventurous journey through the Brazilian rainforest along the mighty Amazon and some of its tributaries.

The tour start is in Porto Velho near the Bolivian border. From here, the route follows the Rio Madeira via the Transamazonica to Belém. The approximately 2850 kilometer tour leads over sometimes difficult off-road tracks away from the usual infrastructure, often through the middle of the jungle. The proportion of asphalt roads is only 30 percent. The handy Yamaha XT 660 Enduros have sufficient handling qualities for the off-road part. A generally secure vehicle control and experience in off-road riding is definitely an advantage. Overnight stays will be partly in simple, customary hotels or country estates, but wherever possible in better hotels. The climate in the Amazon region is tropical with temperatures sometimes up to 35 degrees.

Program:

Individual arrival to Porto Velho

Day 1: Porto Velho (RO)

Arrival - Porto Velho is the capital of the state of Roraima. Here our adventure will begin.

Day 2: Into the state of Amazonas - to Humaitá (daily stage: approx. 204 km - asphalted)

After a leisurely breakfast we ride our first stage, which we will deliberately keep shorter so that we can get used to the climate (it will certainly be quite warm) and to the roads as well as motorcycles. And maybe here and there something needs to be adjusted to the rider. We'll have plenty of time for that.

Day 3: On the Transamazônica to the east (daily stage: approx. 296 km - not asphalted)

Our day begins, we follow the Transamazônica through the dense jungle and we're in the middle of the dusty road. Sometimes it's not so bad when a local rain shower wets the road swallowing the dust - but not us. At these

moments we have mud in front of us, which immediately makes things much more challenging. Since the small town of Apuí is 400 km away and that would be too far for just one day's ride, we will stay in a nice pousada in the middle of the jungle. This lodge is usually visited by passionate hobby fishermen because it is close to two tributaries of the Amazon that are rich in fish, the Rio Roosevelt and the Aripuaná.

Day 4: From the Rio Roosevelt to Apuí (daily stage : approx. 107 km - not asphalted)

Today, after a good breakfast with lots of fresh fruit, we let the motorcycles rest a little longer and enjoy the exotic nature around us. If you want to go fishing and get something completely different out of the water, you can let us surprise you. Or a leisurely boat trip through these watery tributaries of the Amazon? Or just stay in the hotel and enjoy the nature. It is said that jaguars can be seen in the region. Maybe you will be lucky and see (from a safe distance) one of these majestic feline predator. After a very sumptuous lunch, we ride the short distance to the small town of Apuí.

Day 5: From Apuí to Jacaraécanga (daily stage: approx. 275 km - not asphalted)

We ride from the small town of Apuí to the equally small town of Jacaraécanga. On the Transamazônica we can hardly count on seeing bigger cities. Therefore, there are not many hotels or, not to mention, luxury resorts. These small towns in the middle of nowhere, surrounded by wilderness, don't have any luxury to offer. As a rule, neither visitors nor tourists pass by here. This road is only used by truck drivers, who are usually relatively well paid for it, and a few crazy adventurers, like us. Therefore we have to be satisfied with simple accommodations on the TA.

Day 6: From Jacaraécanga to the Amazon National Park (daily stage: approx. 340 km - not paved)

Our adventure continues. We head for the town of Itaituba, which is already in the Amazon National Park. This intensely red road takes us through dark green jungle, a beautiful contrast. Improvised wooden bridges are built over rivers rich in fish and they always need to be ridden with huge caution. To the right and left of the track we find dense rainforest. You can imagine how it is teeming with life behind behind these green walls. But you can only see the parts of it that "dare" to come out to the road. Therefore you should always ride carefully. Our destination is a rustic pousada, which lies in the middle of this wilderness.

Day 7: Long stage to Uruará (daily stage: approx. 350km - not asphalted)

When one speaks of the Amazon, one does not only mean the gigantic jungle, the immeasurable variety of flora and fauna, the eternally wide rivers, whose other banks one can hardly see. One also inevitably thinks of the first people who lived here, the Indians. Everywhere in the Amazon region you can find small communities of the different tribes. They live from cultivating small plantations, and from fishing and hunting. Just like their ancestors, these native Amazonians live a very simple life. It may look to us as if they live in great poverty. This is not really the case, because they remain true to their traditions and live as they have always lived.

Day 8: From the Transamazônica to the "beach" (daily stage approx. 260 km, approx. 160 km - not asphalted)

Today we leave the Transamazônica northwards to a real city. Santarém has about 200,000 inhabitants and is located directly on the banks of the Amazon. If we didn't know better, we wouldn't even notice that we have already left the Transamazônica. Santarém has one of the most important harbours of the Amazon, from where many, also very big, ships and tens of small boats supply the small towns at the course of the rivers, which can only be reached by water. Many ships depart from here to Manaus and Belém. Ships at the Amazon are for the Brazilians a usual means of transport for all kinds of activities. Even if the trip to Manaus takes two and a half days, it is still the best means of transport, because only a few locals can afford an expensive flight. However, our place to stay for the next two nights will not be this lively city. We will move on to the seaside resort of Alter do Chao, which lies on the banks of the Tapajós River. 200 bathing beaches line the banks of the river. A paradise that invites us to wash off the dust of the Transamazônica in pleasantly warm waters. We will take our time and relax at one of the most beautiful spots in the Amazon basin and enjoy ourselves.

Day 9: Leisure day

Our guide will help with the active planning of the day. You can do a lot here - or just leave it alone.

Day 10: From Santarém back to Uruará (daily stage: approx. 260 km, 160km - not asphalted)

We ride back to the place which, in the language of the natives, means as much as flower basket! And thus we return to the Transamazônica. Taking the same road in the other direction doesn't mean experiencing the exact same thing all over again. You will be amazed at everything that changes from this perspective. And apart from that, we

have no choice, there is only this one road there and back.

Day 11: the last dusty kilometers to Altamira (stage of the day: approx. 190 km, approx. 100 km - not asphalted)

Our adventure Transamazônica is not over yet, but today we will ride the last hundred unpaved kilometers. So far, we will have seen all facets of this legendary route. Narrow, almost overgrown passages that look as if they were the neglected access roads of abandoned farms, then again wide straight roads on which airplanes could land, we could have seen water of an Amazon tributary on the left and huge corn fields or endless meadows for cattle breeding on the right. And every now and then, as if out of nowhere, a town with up to 40,000 inhabitants would appear or we would discover tiny hidden settlements with just 50 souls in the middle of the forest. This road truly showed us many of its faces. On this road, which seems to take us from "nothing" to "nothing", we reach Altamira on the banks of the mighty Rio Xingú. Since we are at the hotel a little earlier today, we can still relax a little in our hotel or take a walk along the river.

Day 12: From Altamira to Novo Repartimento (daily stage: approx. 320 km - asphalted)

After breakfast we continue on the Transamazônica, which from now on is asphalted in large parts. This is another TA we didn't know so far. So we continue our trip through the dense tropical jungle certainly faster than those in the old days who had to fight their way through the thicket step by step with a machete. We pass by some small villages, whose simple structure is typical for this area. Again, we spend the night in a rustic hotel in a very simple and small town.

Day 13: From Novo Repartimento to Cametá (daily stage: approx. 280 km - asphalted)

And yet we rejoiced too early. We make some more dust, so that we wouldn't forget the strains and the adventure too quickly. The BR422, a side road of the TA, brings us a bit closer to our destination on our penultimate stage. This dusty little country road is called Transcametá, even though it is mostly a single-track road. It's called that because it's the only land connection to Cametá. From there, there's another ferry across the Rio Tocantins to Carapajó. We will take the ferry on the following day. Today, however, we stay on the left river bank.

Day 14: Across the Rio Tocantins to a real city: Belém (daily stage: approx. km, approx. 160 - asphalted). Right after breakfast we take the ferry across the Rio Tocantins to Carapajó. This crossing takes about one and a half hour. It gives us a good impression of how difficult it must have been to develop the entire Amazon region. Here, the roads did not play a significant role in the past. Only in modern times the transport over land became more and more important. Today the cities are built along the roads. Today we ride the last 100 km on a well developed asphalt road to our final destination, the city of Belém with its millions of inhabitants. Our adventure ends here and we park our faithful companion(s) for the last time. It is a bit sad, but also a great feeling to have conquered the Transamazônica. Our adventure is over, we're back in the civilization. Off to the pleasures of the big city. Because a huge festival will be prepared exactly for the upcoming weekend and the whole city will be on its feet. That comes after the long deprived tour but just right.

Day 15: Visit to the city of Belém - the gateway to the Amazon

The large city of Belém (Bethlehem) with its almost 1.5 million inhabitants is surrounded by the huge Baía de Guajará, a freshwater bay that extends into the southern Atlantic. Already at the beginning of the 20th century the city was called "Paris of South America", because many houses and public buildings were built during the colonial period in the European style of that time. Belém became a busy trading centre between the old and the new world due to the rubber trade. Even today, many buildings from these old days are preserved, including various churches and today's museums in old public buildings, as well as the Mercado Ver-o-peso which is very much worth seeing. "Look at the weight" - that was the motto of that time when all goods were weighed and priced according to specific tables. Even today you can buy and sell almost everything there. Maybe you will also find something interesting as a souvenir and a reminder of this exciting tour.

Day 16: Flight back to Germany

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

Pricing

per rider in a double room	€4,950.00
per pillion passenger in a double room	€2,990.00
single room (surcharge)	€590.00

Included

Rental motorcycle
 15 nights in a double room
 Half board
 Mechanic
 Luggage transport in the escort vehicle
 Entrance fees
 Tolls
 various ferry crossings
 Boat trip

Not included

Everything that is not specified under services
 Flights
 Petrol

Lunch and drinks

Travel cancellation, interruption and repatriation insurance

Health insurance abroad

More details

Minimum number of participants: Five riders. If the minimum number of participants is not reached, we reserve the right to cancel the tour up to 28 days before the start of the tour.

Total distance approx. 2.850 km

Day stages: Between 105 and 350 kilometres.

Equipment: Please bring motorcycle clothing, including helmet. Since it is usually very warm, it is advisable to wear Enduro clothing (if you already have it). The normal European touring gear is not airy enough for this tour and also often too heavy and ponderous. Especially the dark colours are an extreme strain in the strong sunlight. Nevertheless, you should not forget the rain suit. This can also provide excellent additional thermal protection in the event that it actually does cool down. You should also bring: A flashlight, at best a headlamp. A multitool or pocket knife are also useful. Sunglasses are a must. If you are often thirsty on the road, a water bottle is a good idea. The Yamaha XT 660 has no saddlebags. For carrying the most important utensils, a waterproof backpack or a luggage roll with the appropriate fastening straps is recommended. This way you can detach everything from the bike at any time and take it with you if necessary. Medication (diarrhea and cold remedies, vitamins, etc.) and drugstore items (sunblock and mosquito repellent) absolutely belong in the luggage.

Riding skills: A motorcycle should be safely controlled on asphalted roads, even in hairpin bends. Unpaved sections or sometimes potholed gravel roads should not pose a problem for you, as about 70% of the route is not paved.

Hotels: The hotels we stay in are mostly typical for the country, often with a nice, stylish atmosphere and they vary from simple to upper middle class. Some are more comfortable or are situated in a beautiful location, others offer exceptional cuisine or atmosphere, but we are always warmly welcome as motorcyclists. All rooms have a bathroom.

Motorcycles: Yamaha XT 660 - The motorcycles are only insured against third party liability. In Brazil it is generally not possible to take out comprehensive insurance for motorcycles. In case of a total loss a maximum of 2500 Euro will be charged. The payment of these 2500 Euros in case of damage must be guaranteed in writing by a signed form before departure. For smaller damages the correspondingly reduced sums will be collected - minor damages can be settled more easily on site. The damage is guaranteed to be assessed very fairly on site by our tour guide, BAT stands for this. For a dent in the tank, we will certainly not charge the whole tank but only the resulting loss in value or the working time for the repair, for a broken clutch only its material value will be charged. However, all damages, especially if they exceed a few hundred Euros, are financially unbearable even for our partners, especially since the motorcycles represent an equivalent value of 5000 Euros and there is no insurance company in Brazil that would fully insure these motorcycles. The entire risk above the 2500 Euro is therefore borne by our partner in Brazil. In the worst case scenario, our local partner would have to lament a loss of 2500 in the event of a total loss. Should the motorcycle have to be salvaged due to an accident, these salvage costs will also be borne by the responsible party. We ask for your understanding for this safeguarding measure. It is also important to know that the deductible in the amount of the deposit must also be borne by the renter/rider of the motorcycle for damages that are not his fault, for example due to an accident with a third party. This is because in Brazil there is a so-called No Fault - System, where everyone bears his own material damage. Only personal injuries to third parties are minimally insured.

Daily routine: Normally, a travel day begins with a breakfast at 8 am. At about 9 o'clock, after a short briefing by the tour guide, we start with the differently long daily stages. Lunch and short breaks will of course not be missed out. Coffee breaks, as usual in Europe, are rather not feasible on the Amazon tour. Here we mostly use food from our escort vehicle.