

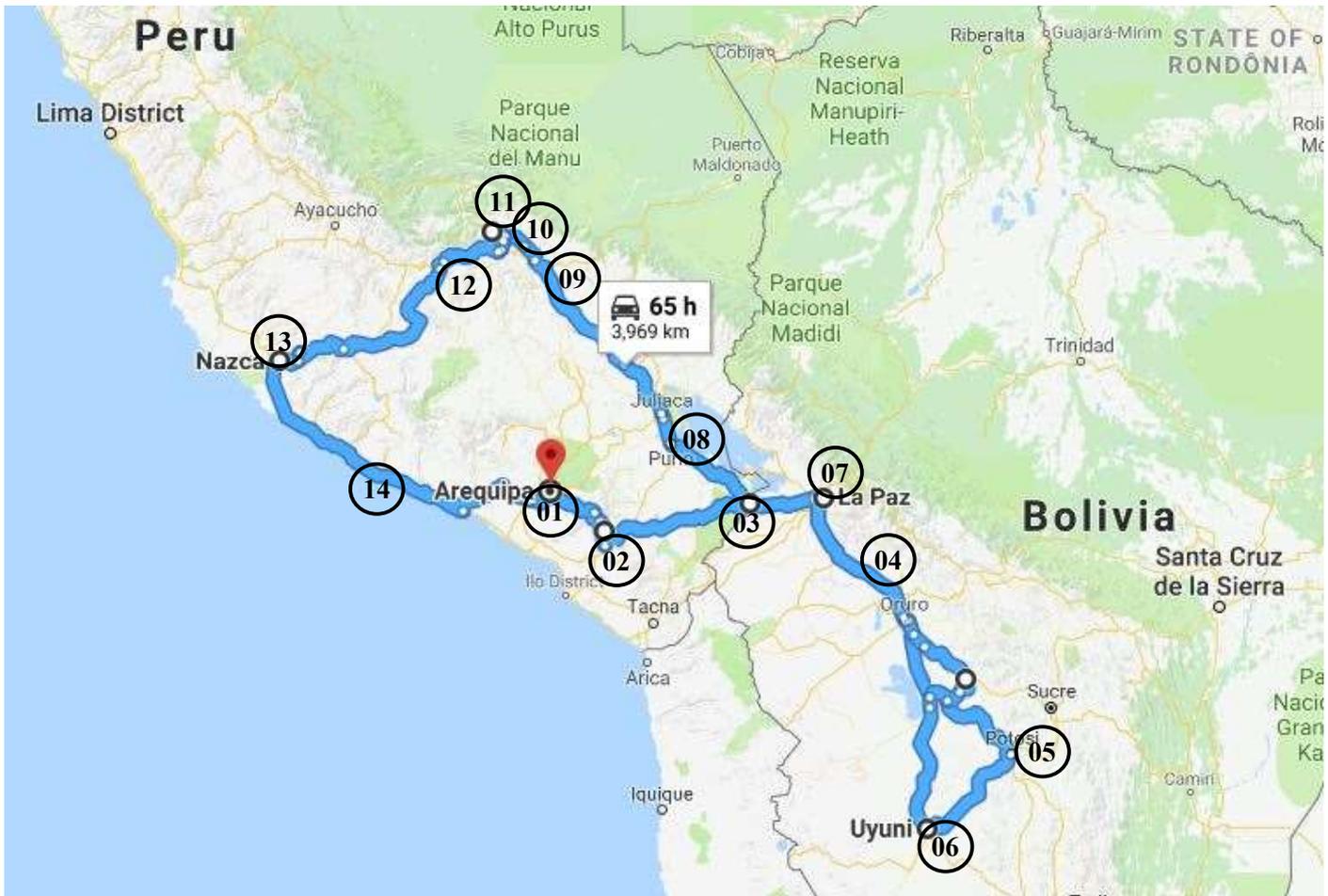
Awesome Andes



www.WorldOnWheels.tours

Life is a
DARING ADVENTURE
or nothing at all!

Awesome Andes Motorcycle Safari



Destinations and Places of Interest

01) Arequipa	06) Uyuni	11) Machu Picchu
02) Moquegua	07) La Paz	12) Chaluanga
03) Desaguadero	08) Puno / Lake Titicaca	13) Nasca
04) Urmiri spa	09) Cusco	14) Puerto Inka
05) Potosi	10) Ollantaytambo	01) Arequipa finish



Awesome Andes Motorcycle Safari

Itinerary for November 2021

Day	Date	Details	Distance
1	Nov 03	W Plan your flights to arrive in Arequipa, Peru today, for bike allocation paperwork etc	
2	04	T Briefing, familiarisation, then an easy half-day introductory ride; Arequipa to Moquegua	180k
3	05	F A long ride on a sensational new highway to the Bolivian border at Desaguadero	320k
4	06	S A leisurely ride to the thermal hot springs spa resort of Urmiri on the high altiplano	280k
5	07	S To the highest officially recognized city in the world, the silver mining town of Potosi	450k
6	08	M * Explore Potosi, buy some dynamite! Half-day visit to the ancient silver mines	--
7	09	T Awesome sweeping road to Uyuni (200k), where we ride the world's largest saltpan (150k)	350k
8	10	W From Uyuni on another beautiful new highway, a long ride to the pseudo-capital, La Paz	550k
9	11	T Rest day in La Paz, or optional ride to the infamous 'Death Road'	--
10	12	F A half-day ride brings us back to Desaguadero where we cross back into Peru	160k
11	13	S Another short ride, to Puno in time for a cruise to the floating islands of Lake Titicaca	160k
12	14	S Across a couple of very high passes (4,400m), to the ancient capital of the Incas, Cusco	400k
13	15	M * Half-day walking tour exploring the ancient capital of the Incas; half-day free	--
14	16	T Short ride via Moray, Salineras and the Sacred Valley of the Incas to Ollantaytambo	100k
15	17	W * Full day visiting Machu Picchu; there and back by scenic Inca Rail	--
16	18	T More sensational roads on our way to Chalhuanca, in the heart of the Andes	330k
17	19	F Two more 4,500+m passes then down to Nasca; afternoon flight over the Nasca Lines	360k
18	20	S We ride the sensational Pan American highway to the coast and then south to Puerto Inka	180k
19	21	S We return to Arequipa in time to freshen up for our farewell dinner in the beautiful Plaza	420k
20	22	M Tour concludes with breakfast; arrange your departure flights homeward bound	----- 4,240k

* indicates consecutive night in same hotel, allowing for laundry, etc.

Departure Date

For your Awesome Andes Safari you will need to arrange your international flights to arrive in Arequipa, Peru by **Wednesday 3rd November 2021** as shown above. There are several flight options available with different national carriers; please see further discussion on International Flights herein.

Tour Operator

This Motorcycle Safari is one of several itineraries offered by **World On Wheels**, Australia's one and only professional tour operator specialising solely in international motorcycle adventures. Operating for 20+ years as **Ferris Wheels**, Mike Ferris pioneered the Himalayan Motorcycle Safari concept in 1994 with his first crossing of the world's greatest mountain range by an Australian group of riders. In 1995, by now a qualified travel agent, he took his first commercial safari to the Khardung La in Ladakh (India), at 5,602 metres the highest road in the world. Mike and Denise Ferris now operate and personally lead annual **World On Wheels** motorcycle safaris to diverse destinations such as the Indian Himalaya, Nepal, Bhutan, Rajasthan, Turkey, Morocco, Iceland, the Dalmatian coastline, Mexico-Guatemala-Belize, the Baltic States and South Africa as well as this one through Peru and Bolivia, all of approximately three weeks in duration.

Be aware that this itinerary is a guide only and may need to change due to weather, road conditions or other factors. Please be flexible, but rest assured your Tour Leader will make the final day-to-day decisions only after consultation with our agent in Arequipa, local authorities and all group members.



Package Price

The Awesome Andes tour price, excluding airfares and **joining in Arequipa**, is US\$7,500-00. Riders must have a valid and unrestricted motorcycle rider's domestic licence. A limited number of pillion positions will be available, as some of our bikes are unsuitable for two-up usage. Price for pillion is US\$7,000-00. Please note our prices are subject to exchange rate fluctuations and we reserve the right to alter pricing, pursuant to Clause 9 of our Terms and Conditions, up to the date of final payment.

In this itinerary our tour prices are shown in US\$ for greatest stability and we ask for the equivalent in AU\$ at the prevailing daily exchange rate. The website to be used for daily foreign exchange calculations is: www.westpac.com.au/business-banking/services/foreign-exchange-rates/ We request a US\$1,000 deposit and will invoice you in US\$ thereafter for the remaining balance, but you have some flexibility as to when to pay. Final payment will be due 60 days before the tour date, but if you choose to pay us say 90 or 120 days beforehand because you feel the forex rate is favourable, this works well for everyone all round.

Price includes

- Standard motorbike rental for the duration of the Safari (see '**Our Motorbikes**', below))
- Clean, friendly mid-range hotel accommodation throughout the Safari
- Twin-share basis; (single room supplement, additional US\$1,200-00) ¹
- Three meals per day except on non-riding rest days; breakfast only, to allow maximum flexibility
- Experienced motorcycling guide, local agent and experienced mechanic
- 4WD support vehicle and driver, for luggage and equipment transport
- Spare parts, tools, medicines and first aid equipment
- All fuel costs, maintenance and running repairs, comprehensive insurance for the bikes
- Inca Rail transfer and entry to Machu Picchu; island cruise on Lake Titicaca
- A complimentary *World On Wheels* T-shirt, cap, luggage tags, basic roadmaps

¹Accommodation is provided on a twin-share basis and if you're on your own we'll do our best to bunk you in with an appropriate roommate (ie same gender, similar age). But if you're the very last person to book, there's obviously a 50-50 chance you'll have to take a room on your own and will therefore be liable for the single room supplement. So the moral of the story is, book early or bring your own roommate with you. Or both!

Price excludes

- International airfares to/from Arequipa (approx. Au\$3000-00)
- Comprehensive travel insurance policy, which must cover the use of a large-capacity motorbike ²
- Visas for Peru and Bolivia; presently not required for Australian passports, but may change ³
- Optional Cerro Rico mine visit on Day 6 (US\$20); flight over Nasca Lines on Day 17 (US\$130)
- Medical examination and vaccinations before departure (note, Yellow Fever is mandatory)
- Expenses of a personal nature such as postage, laundry, souvenirs and all drinks
- Tips for our tour staff at completion; optional but always appreciated, US\$100-00 suggested ⁴

² Please note that a motorcycle safari overseas must be considered one of life's more adventurous pursuits and therefore this personal travel insurance is mandatory. If you already have existing travel insurance, we will insist on sighting a copy of the policy before you will be permitted to participate in this tour. Or if you wish, we can help arrange comprehensive travel insurance for you (Australian clients only). **Be aware**, however, that any travel insurance ceases immediately on return to your own country, even if on-going medical treatment or surgery is required. Private cover or government Medicare resumes at that point.

³ Bolivia charges **US citizens** a US\$130 visa fee, and slightly less for some other nationalities; check with the Bolivian consulate in your own country. If flying into Peru via Santiago in Chile, the Chilean authorities charge Australian passports a US\$95 airport fee. It's called reciprocity; Australia charges Chileans the same!

⁴ A note on tips. We recognize tipping is not generally part of the antipodean psyche, but it is pretty much expected in most other parts of the world. Daily hotel porters will expect a small reward for carrying your bags to your room, and our mechanics, drivers and support staff anticipate reasonable tips to supplement their modest wages whilst on tour with us. We suggest something like US\$100-00 is affordable for your three weeks (only about US\$5-00 per day), distributed amongst the crew. If you've had a good time, we would encourage you to contribute generously! (... if you haven't, please let us know).



International Flights

You will have to arrange your own airfares through your preferred travel agent, or you may wish to take advantage of an arrangement we have with our local agent, Natasha Dann at iTravel. Phone 0402 171 106 or email her at natasha@itravel-au.com and mention you're joining the *World On Wheels 'Awesome Andes'* tour; she has a copy of this itinerary and can arrange your route and flights as well as any stopovers or extensions you desire. We recommend you book at least six months ahead, and full payment will usually be required six weeks before your departure. Please note that Arequipa sits at 2,350m and is therefore higher than Australia's highest mountain Kosciusko, so you may want to think about arriving a day or two early in order to begin acclimatising to altitude.

Food & Health

Visiting any foreign country involves exposure to food, water and disease to which your body is unaccustomed so we advise initial caution and we carry various medicines to ensure as much comfort as possible. Seafood, beef and various other meats (including alpaca and yes, guinea pig!) feature prominently in South American menus but there is usually a vegetarian selection also available. We will use only clean, reputable establishments for our meals. Participants in any of our adventure activities are obviously expected to have a reasonably high level of health, fitness and capability, but in all cases **a consultation with your doctor is recommended** in order to identify necessary vaccinations and precautions, particularly if traveling overseas for the first time.

Altitude, Climate & Clothing

We start in Arequipa, which enjoys a relatively(!) mid-range altitude and allows us to prepare for the serious highs of the Andes. We carry with us a synthetic drug called Diamox (or a local Peruvian alternative, Sorojchi), which is specifically designed to counter the unpleasant side effects of altitude sickness. We also need to drink plenty of water as the symptoms are much worse if exacerbated by even mild dehydration, and dehydrating of course, is easy to do in the rarefied air of higher altitudes.



Our itinerary is timed to take advantage of the pleasant weather of the southern spring, but the topography of our destination is very diverse and varied; bear in mind we are exploring one of the most formidable mountain ranges on the planet. Temperatures can range from bitterly cold in the mountains to quite warm (high 20's) on the coast, with little chance of rain. At times there will be little shade available, so sunscreen, sunglasses, hats and long sleeves will also be required. Jeans and our long-sleeved *World On Wheels* shirts tend to be the norm, with strong boots and gloves. Helmets, full or open-faced as you prefer, should be brought with you from home.

Professional quality riding gear including jackets, overpants and other protective clothing are an excellent investment and will go a long way to ensuring your comfort and protection in what may sometimes be adverse conditions. Jackets with a zip-in / zip-out padded liner for extra warmth and water proofing are versatile and useful. But if you're susceptible to the cold, then probably a good set of thermal underwear will also come in handy. A couple of products we've used for several years and are happy to endorse are the Kevlar-reinforced jeans and other clothing from Draggin Jeans in Melbourne (www.dragginjeans.com.au) and those Velcro alternatives to hooked 'occy' straps, from Andy Strapz (www.andystrapz.com).

And while we're giving plugs, we'd like to suggest you consider a Rider Improvement course, regardless of your experience or perceived ability on a motorcycle, to brush up on your skills prior to joining an international riding safari. We've teamed up with motoDNA as our Adventure Training partner. An Australian outfit boasting an impressive array of hugely talented instructors (Mark McVeigh, Chris Vermeulen, Garry McCoy, Peter Goddard, Kevin Magee ...) they have the skills and the syllabus to get the most out of your riding ability, which will give you the weapons you need to survive and enjoy your next ride, whether it be the daily commute or an international adventure with *World On Wheels*. They offer track training, road training, off-road courses, bush bashing, sand and water techniques, you name it, in venues up and down Australia's east coast.



Our motorbikes

Motorbikes are a luxury toy in South America and limited options are available. Our standard offering is either the Kawasaki KLR650 or the Honda CB500X. We also offer, for an upgrade premium, the luxury of a BMW F700GS, F800GS or R1200GS in limited numbers. Please see bike specifications on the final page of this itinerary to help with your selection, and our Booking Form for prices. We will endeavour, but cannot guarantee, to provide you with your bike of choice.

Please note you will be required to sign a rental contract with our bike supplier in Arequipa, and leave a photocopy of your passport and either cash or a credit card imprint for US\$2,000-00 as a security deposit. Our package price includes comprehensive insurance but the policy carries a rather hefty US\$2,000-00 Excess (or 'Deductible'); ie the rider is liable for the first US\$2,000-00 of any damage. If you drop the bike, any broken levers, mirrors, lights, etc will be payable by you. Simple scratches are ignored.

However, our bike supplier offers a VIP Insurance option whereby you can reduce this Excess to US\$300 by paying an additional premium of US\$20 per day; ie US\$340 for the 17 days of our rental. You may wish to pay this extra for additional peace of mind.

Our riding policy

We will occasionally require riders to 'bunch up', particularly when navigating through the large towns, but out on the open road we know you'll want a lot of freedom and space on your own (isn't that what riding is all about?) We allow plenty of time for people to set their own pace, but occasionally there's a long day where we'll need to move along fairly quickly. Even so, it's unlikely you'll ever be hassled by us to hurry it along.

We know of some motorbike tour operators who insist that everybody ride in formation every day and play 'follow the leader', but that's not our style at all. You'll be given daily directions on how far we're going and our destination for the night (including hotel name and phone number), and where we are likely to stop for lunch, drinks breaks, sightseeing and refuelling along the way, etc. but you're free to set your own pace. There'll be time to take photos, chat to the locals, or just sit back and soak it all in. The support van with our luggage will always be the last vehicle in the convoy, with our mechanic, spare parts and tools etc. in case of bike problems.

But let's not pull any punches here. A tour such as this is potentially a dangerous undertaking; it's inherent in the nature of the trip. You'll be on an unfamiliar bike, on unfamiliar roads in unfamiliar traffic conditions (eg. right-hand side of the road throughout South America). It is important for you to recognize this and accept ultimate responsibility, firstly for joining the tour and secondly for riding in a circumspect manner for the duration of the tour. Please read and acknowledge paragraph 16 of the Terms and Conditions forming part of our Booking Form! (End of sermon).

Detailed Daily Itinerary



Day 1 involves getting everyone to Arequipa and will entail many, many hours in the air! Arequipa is a very attractive city of cathedrals, courtyards and town squares, in a very beautiful location surrounded by impressive mountains and volcanoes. We may have some of the day here to catch up on some lost sleep, check out the motorcycles, and do last-minute preparations for our first day's ride tomorrow.

The central square of every Peruvian town is called the Plaza de Armas, and the one here in Arequipa is particularly beautiful. By the way, at 2,350 metres, we are already higher than Australia's highest peak, Mt Kosciusko.

Day 2 We'll take it easy for our first day's ride, as we get used to the personalities of the bikes and the right-side of the road driving system. The 220k to Moquegua will illustrate to you how sparse and barren the landscape of the Andes can be, as parts of the Atacama Desert here have never recorded a single drop of rainfall since measurements began. Moquegua's Plaza is a pleasant focal point and popular evening meeting place.

Day 3 is a long, sweeping blast across the Andes to the east on a beautiful new highway, climbing and twisting and turning for over 300k. You'll probably be surprised at how quickly we climb and won't notice any difficulty in breathing -- until you get off the bike and walk 20 steps! Take a photo of the signboard advising you're at 4,800 metres. We proceed to the Peru/Bolivia border and dance a merry little bureaucratic dance before retiring to our hotel in the uninspiring little hamlet of Desaguadero. In Spanish, 'agua' is water, and Des-agua-dero loosely translates as 'waste-water'! It's on the rivulet which drains nearby Lake Titicaca.

Day 4 As we ride across the *altiplano* to Urmiri, you'll notice a huge difference between relatively prosperous Peru and desperately impoverished Bolivia, the most depressed economy in South America. When a war with Chile in the 1880's cost Bolivia its coastal port of Antofagasta and access to the sea (as well as 300k of coastline), it became a land-locked state and trade suffered enormously. With the mineral wealth lurking just below the surface, the country should be hugely rich, but of course it was plundered by foreign interests (see next paragraph). Urmiri is a pleasant little spa resort in the hills, where we arrive in the evening.

Day 5 sees us meander on a very beautiful road through more hills to Potosi. This was the largest and wealthiest city in all of Latin America by the late 1700's (and bigger than either Paris or London!) thanks to the discovery of huge quantities of silver and the subsequent establishment of what quickly became the most prolific mines in the world. The entire Spanish economy for more than two hundred years was underwritten by the vast fortune dug from the slopes around Potosi. It was said that a bridge of pure silver could have been built to Madrid. . .

Day 6 we'll have a 'rest day' here in Potosi, with an optional look at one of these mines, where primitive conditions remain prevalent and we can glimpse how tough a slave's life would have been here 200 years ago. Pyromaniacs are in for a real treat, as we have the opportunity to detonate some sticks of dynamite. You can buy them for a few cents at the corner store while you're picking up your bread and milk.

Day 7 Uyuni is a lonely and remote little outpost of mining heritage, hardly worthy as a tourist destination except for the fact that the world's largest saltpan is on its doorstep. With an area of over 12,000 square kilometres, the *Salar de Uyuni* is the centre of a salt extraction industry which produces 20,000 tons of salt annually for domestic consumption. It is quite a bizarre motorcycling experience to be barrelling along in the middle of absolutely *nothing* but a white expanse from horizon to horizon. See if you're game to ride with your eyes closed for 30 seconds! We cross the *salar* for about 80km to an interesting island covered with amazing and ancient cacti, before returning to Uyuni for the night.



Day 8 We proceed north across the cold and barren altiplano to La Paz. Often mistaken for the capital (which is actually Sucre), this is a fascinating city for its location alone, at an altitude of almost 4000m but in a huge bowl of a valley 400m below the lip of the surrounding *altiplano*, and more than 5km from rim to rim. The name *La Paz* of course means 'the peace' and despite modern-day hustle and bustle, there is still a peaceful *olde worlde* air to the place. We can wander the local Plaza and explore the *Witches Market* in the afternoon/evening.

Day 9 is a rest day in La Paz. There are a couple of optional day-trips to nearby sights, or we can just wander the city centre and relax for the day. Bolivia's infamous 'Death Road' is nearby and if you have a particular desire to ride it, we'll make the bikes available to you. Oh okay, we'll let you take our support crew as well...

Day 10 and we're off across the altiplano again, to our favourite border town of Desaguadero. Once again we have to deal with the bureaucratic process of getting the bikes, the cars, and the tourists (that's you) from one country to another, which involves a lot of paperwork and muttering and shaking of heads. But we shall prevail.



Day 11 is a leisurely ride along the southern shores of Lake Titicaca to Puno, arriving in time to head out for an afternoon cruise onto the highest navigable lake in the world to visit *Las Islas Flotantes de Uros*, impressive floating islands constructed of matted papyrus reeds. In the evening we can sample delicious barbecued alpaca in one of the many restaurants, or perhaps try the local specialty, *cuy*, the grilled guinea pig. [Trivia: define navigable? Explanation last page]

Day 12 sees us heading off again to serious altitude, as we climb above 4,400m on our way north to Cusco, the ancient capital of the Incas. We climb and drop and climb and drop, and if it's a clear day the Andes will stand on the horizon

around us, to be applauded by all. Cusco is an attractive town with a very impressive Plaza.

Day 13 We will take you on a half-day walking tour of Cusco to familiarise you with your surroundings, then turn you loose for the afternoon with a few options. It's worth just sitting in the Plaza for an hour watching the

locals and soaking up the atmosphere. There's a Biker's Bar here (the Norton Rat's Tavern) which is usually popular with our clientele and we'll maybe meet there for dinner, as they boast the best burgers in Peru.

Day 14 Today is a nice gentle meandering ride, as we explore a few little gems in the Sacred Valley of the Incas. Moray is a spectacular example of early agricultural expertise, and Salineras is an equally impressive salt extraction plant. Then we head to our hotel in linguistically challenging Ollantaytambo, surrounded by astonishing fortifications but relatively uncelebrated because Machu Picchu is just up the road.

Day 15 We're on the train early in the morning. We chug for a couple of hours through the most breathtaking scenery and impenetrable countryside to arrive at mystical, magical Machu Picchu. How did they ever build a city up here? And why? Popular modern belief is that it was already deserted at the time of the Spanish invasion, after being occupied for only a hundred years or so. It is everything you've seen and read about it, and more. It's much larger than many people expect from having seen only the one classic photo from a nearby ridge, and the quality and precision of the dry stonework is absolutely incredible. If you're left unimpressed by what you see today you're pretty hard to please! It's a long day though, and we return by train in the evening to our hotel in Ollantaytambo.



Day 16 is a day of regular ups and downs as we cross two more mountain passes (4,500+ metres) on our way to the very heart of the Peruvian Andes. It is spectacular in some parts, bleak in others, sections of it are newly sealed and the temperature may vary from stifling hot to bloody freezing. And even though we are on Highway 26 all the way today you'll find nothing about it in the guidebooks because we are way off the beaten track here. It's more than 300k to Chalhuanca and a beautiful little resort hotel in the middle of nowhere.



Day 17 sees us continuing across the mountains to the west, with Nasca being our destination for the day. The Nasca Lines are a series of incredibly huge drawings and shapes carved into the floor of the stony Ica Desert, properly discernible only from the air. Current scientific belief is that the Lines pre-date the Inca culture and were created between 300BC and 700AD by the Nasca Indians, but nobody knows for certain by whom or for what reason. They were discovered in 1929 by Paul Kosok, researched extensively in the 40's by Maria Reiche, and sensationalised on TV in the 70's by von Daniken as possible alien landing maps. We'll take an afternoon flight over some pretty impressive images of monkey, hummingbird, condor, whale, astronaut (!) and others.

Day 18 and on the way out of town we may have time for a quick visit to the ancient aqueducts bringing fresh water to the town from the Andes, or perhaps the open-air cemeteries at Chauchilla, with their impressive mummified remains. We then have the pleasure of riding the Pan Americana highway nearly 200k along the rugged Pacific and continue all the way to a little spot on the south coast consisting of not much more than our resort hotel at Puerto Inka, near the town of Challa.

Day 19 Our last riding day is quite a long one, just to make sure you've earned a drink! Then we have to convince you to part company with the bikes that have taken you across the Andes in both directions. You'll



probably want to throw a lot of clothes at the nearest laundry facility, have a cold beer or three, and then we'll have our Farewell Dinner at a restaurant overlooking Arequipa's majestic Plaza de Armas, where it all began three weeks ago.

Day 20 Depending on your flight times, you can maybe explore the magnificent Santa Catalina monastery, and/or perhaps visit Juanita, the mummified ice-maiden sacrificed on the peak of nearby Misti. After a late check-out from the hotel, we shepherd you to the airport. It's been fun, now please go and tell 100 friends!

Trivia answer: In olden days, the term 'navigable' implied navigable under the power of steam. The higher in altitude one goes, the lower the atmospheric pressure and consequently the lower is the boiling point of water. Any higher in altitude than Lake Titicaca (3800 metres) yielded a steam with not enough heat and pressure to drive the turbines in old-fashioned steamboats. So now you know.

- = o O o = -

Further trip notes including a list of essential clothing and equipment to take, health considerations, visa formalities, etc, will be sent upon receipt of a completed Booking Form and deposit. Please contact our office any time for further information via email: **Adventure@WorldOnWheels.Tours**

Our motorbikes:

**Kawasaki KLR650**

Capacity	651 cc
Engine type	SOHC, 4-stroke, liquid cooled
Number cylinders	Single
Transmission	5-speed, chain drive
Brakes	Single disks, front and rear
Tires front / rear	21" / 17" wire spoked wheels
Wheelbase	1480 mm
Wet weight	194 kg
Seat height	889 mm
Maximum power	31 kW

**BMW F700GS**

Capacity	798 cc , de-tuned
Engine type	DOHC, 4-stroke, water cooled
Number cylinders	Parallel twin
Transmission	6-speed, chain drive
Brakes	Twin disks front, single rear
Tires front / rear	19" / 17" cast alloy wheels
Wheelbase	1560 mm
Dry weight	186 kg
Seat height	790 - 820 mm
Maximum power	55 kW

**BMW F800GS**

Capacity	798 cc
Engine type	DOHC, 4-stroke, water cooled
Number cylinders	Parallel twin
Transmission	6-speed, chain drive
Brakes	Twin disks front, single rear
Tires front / rear	21" / 17" wire spoked wheels
Wheelbase	1580 mm
Dry weight	178 kg
Seat height	820-880 mm
Maximum power	62 kW

**BMW R1200GS**

Capacity	1170 cc
Engine type	DOHC, 4-stroke , water cooled
Number cylinders	Horizontally opposed twin
Transmission	6-speed, shaft drive
Brakes	Twin disks front, single rear
Tires front / rear	19" / 17" cast alloy wheels
Wheelbase	1510 mm
Dry weight	205 kg
Seat height	850-870 mm
Maximum power	92 kW