

Fabulous Fjords!

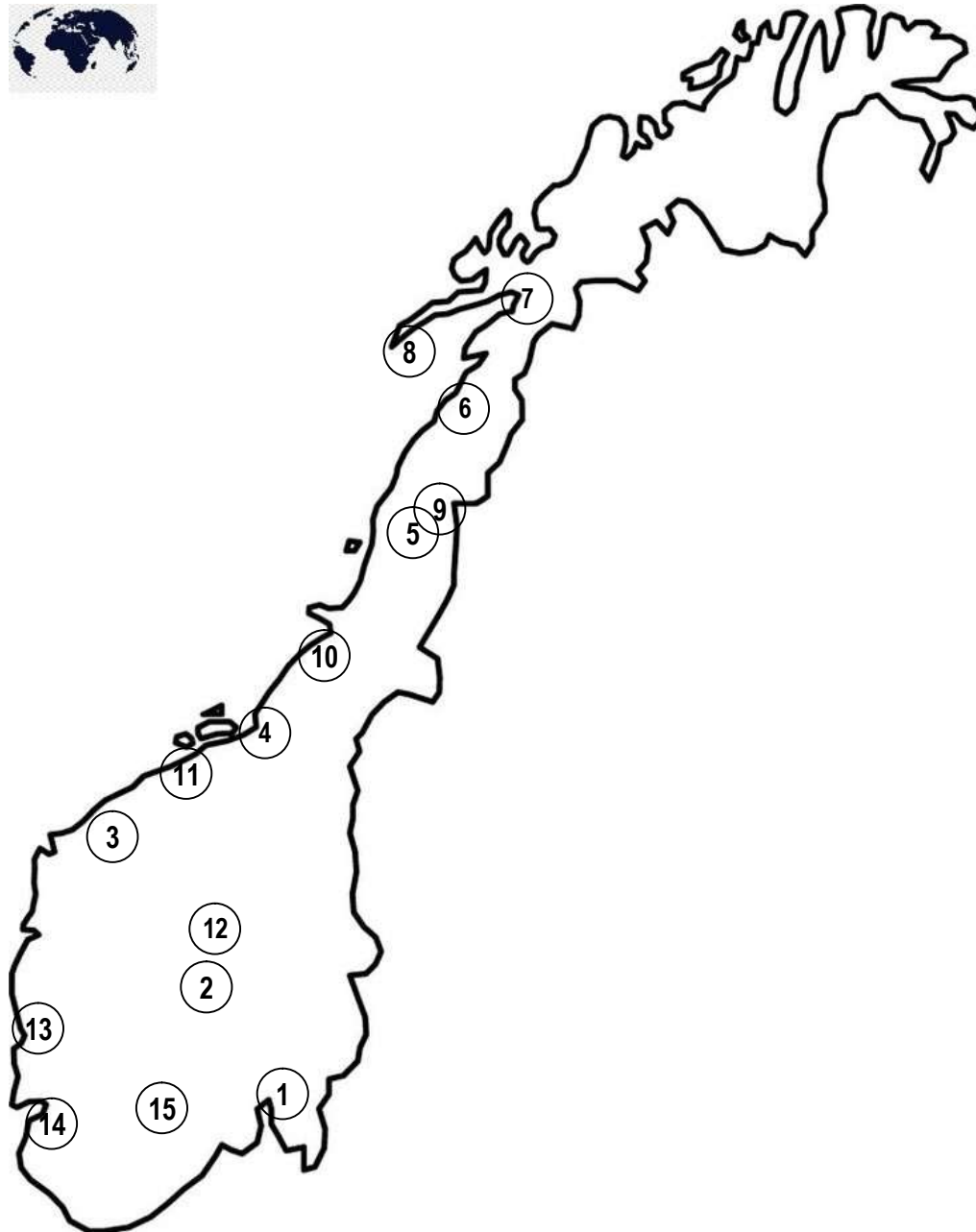
of Norway



www.WorldOnWheels.tours

*If you're not living on the edge
you're taking up too much room !*

Fabulous Fjords of Norway Motorcycle Safari



Destinations and Overnight Stays			
1. Oslo	5. Mosjøen	9. Mo i Rana	13. Bergen
2. Beitostølen	6. Bodø	10. Namsos	14. Stavanger
3. Molde	7. Narvik	11. Kristiansund	15. Seljord
4. Trondheim	8. Reine	12. Fossbergom	1. Oslo



Fabulous Fjords Motorcycle Safari

Norway Itinerary for July 2024

Day	Date	Details	Distance km	Hours (est)
01	M Jul 01	Arrange your international flights to Oslo, the capital city of Norway		
02	T 02	To Beitostølen in Valdres Nat Park, across high mountain plains	320	6.0
03	W 03	To Fossbergom then via Geiranger and Trollstigen, and on to Molde	350	6.5
04	T 04	Along the spectacular Atlantic Coast Road and Kristiansund, to Trondheim	330	6.0
05	F 05	* We'll have our first rest day Trondheim, a very pretty little city	---	---
06	S 06	There's really only one road north today but still scenic, the E6 to Mosjøen	390	5.5
07	S 07	To Mo i Rana then via the coast to cross the Arctic Circle, and on to Bodø	300	5.0
08	M 08	Deeper inside the Circle to reach our tour's northernmost point, Narvik	300	5.0
09	T 09	* We'll have a rest day here; plenty to see and do. Or you can go for a ride!	---	---
10	W 10	Out along the stunning Lofoten Peninsula to the tip, at Reine.	340	5.5
11	T 11	We take the 9:00am ferry back to Bodø, then ride south to Mo i Rana	330	6.5
12	F 12	We need to re-trace our highway steps a bit here, then small roads to Namsos	430	7.0
13	S 13	Ride via Brekstad on small country roads, and on to Kristiansund	400	7.5
14	S 14	We re-visit Trollstigen and Geiranger again, then on to Fossbergom	300	6.5
15	M 15	* Fossbergom is also known as Lom, and we'll have our last rest day here	---	---
16	T 16	Out to the coast on small roads via Balestrand and Lavik, to visit Bergen	400	7.5
17	W 17	Further south the long way via Kvanndal and Hardangerfjord to Stavanger	380	7.0
18	T 18	A sidetrip to Lysebotn then via Nomeland and Dalen to Seljord	350	6.5
19	F 19	Return to Oslo, relinquish bikes, enjoy a well-earned drink, farewell dinner	220	3.5
20	S 20	Tour concludes with breakfast; arrange to fly out today, or choose to extend (Oslo is a beautiful city and is probably worth a day or two of your time)	5,140k	91.5

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

Start Date

For the **Fabulous Fjords** Motorcycle Safari, your latest possible arrival date in Oslo is **Monday 1st July 2024** as shown above. Many European capital city airports have daily flight connections to Oslo. Please see further discussion on International Flights herein. You may wish to arrive earlier, to recover a bit from jetlag.

Tour Operator

This Motorcycle Safari is one of several itineraries offered by **World On Wheels**, Australia's 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 as a newly 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 now operates and personally leads **World On Wheels** motorcycle safaris to diverse destinations such as the Indian Himalaya, Nepal-Bhutan, Rajasthan, Peru-Bolivia, Iceland, Turkey, Mexico-Guatemala-Belize, South Africa, the Baltic States, and the Dalmatian coastline, as well as this new one through Norway, each of them two to three weeks in duration.

Mike Ferris is Australia's only international motorcycle tour operator and guide who is also a fully qualified, government-accredited motorcycle riding instructor.

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 local partner, local authorities and group members.



Package Price

The **Fabulous Fjords** tour price, excluding airfares and joining in Oslo, is US\$9,500-00. Riders must have a full and unrestricted Rider's license. Pillions are welcome and we also have a limited number of passenger seats available in our support minivan, accompanying the riders for the length of the Safari – price for pillion or passenger is US\$8,500-00. Please note that our prices are subject to foreign exchange fluctuations, and we reserve the right to alter any pricing pursuant to Clause 9 of our Terms and Conditions herewith, up to the date of final payment.

In this itinerary our tour prices are shown in US\$ for greatest stability but we ask for the equivalent in AU\$ at the prevailing daily exchange rate. The international website (unaffiliated with any bank) to be used for daily foreign exchange calculations is: www.XE.com/currencyconverter 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

- Full motorbike rental for the duration of the Safari; see '**Our Motorbikes**' herein
- Clean, friendly, mid-range accommodation throughout the Safari, nights 1 to 19 inclusive
- Twin-share basis; (single room supplement, additional US\$1500-00) ¹
- Breakfasts and dinners; no lunches – but we'll be sure to stop where lunch options are available
- Experienced guide, local agent and qualified mechanic
- Minibus support vehicle and driver, for luggage transport and assistance
- Spare parts, tools, medicines and first aid equipment
- All fuel costs, maintenance and third party insurance for the bikes
- A complimentary *World On Wheels* T shirt, luggage tags and map

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 acceptable roommate (same gender, similar age). But if you're the 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 preferably both!

Price excludes

- Airfares to/from Oslo (allow around Au\$3,000-00 depending on airline)
- Comprehensive travel insurance policy, which must cover use of large-capacity motorbike ²
- Medical examination and vaccinations before departure (recommended)
- Tipping for any local hotel porters you may choose to utilise
- Entry fees to selected destinations of interest and fees for local guides
- Ferry tickets, because we might not always be together for the same time at ferry crossings
- Expenses of a personal nature such as postage, laundry, souvenirs and all drinks
- Tips for support driver at completion; optional but always appreciated, 100-00 Euro suggested ³

² Please note that a motorcycle safari overseas must be considered one of life's more adventurous pursuits and therefore personal travel insurance is mandatory. In Australia, for many years we've been using and can recommend www.AussieTravelCover.com.au where you can easily issue your own policy online – be sure to nominate the optional add-on Motorcycle Pack. **Be aware**, however, that any travel insurance policy ceases immediately upon return to your own country, even if on-going medical treatment or surgery is required. Private health cover or government Medicare resumes at that point.

³ 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 mechanic/driver/local guide will anticipate a reasonable tip to supplement his modest wages while on tour. We suggest something like 100 Euro is affordable for this tour (only about 5 Euro per day), collected at the conclusion of the tour. If you've had a good time, we would encourage you to contribute generously! (...and if you haven't, please let us know why and we'll contribute on your behalf).

International Flights

It's a pretty simple procedure these days to book airline tickets online. There are several internet sites such as FlightCentre, Expedia, SkyScanner, FlightNetwork, etc which will give you comparisons on all available carriers to/from your required destination. There are many daily airline connections to Oslo. We recommend you book your airfare about six months ahead to get the best prices.

Food & Health

Quality of food can obviously be a concern when visiting exotic foreign lands. We take care in selecting clean and reputable establishments for our meals and the local fare is always of a high quality. Our clients are often pleasantly surprised by the delicious meals available. Even so, an occasional upset stomach cannot always be avoided in remote areas, so we advise initial caution and we carry various medicines to ensure as much comfort as possible. 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 suggested** in order to identify necessary vaccinations and precautions, particularly if you are traveling overseas for the first time.



Climate & Clothing

Our itinerary is designed to take advantage of the pleasant weather of the northern summer. However, Norway's geography varies greatly and therefore temperatures can range from very cold in the mountains to quite hot on the coast, also with a high chance of some rain. At times there may be little shade available, so sunscreen, sunglasses, hats and sleeves will also be required. Jeans and our *World On Wheels* shirts tend to be the norm, with strong boots and riding gloves. Helmets, full or open-faced as you prefer, should be brought from home.

Professional quality riding gear including jackets, over-pants 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. If you're susceptible to the cold, then possibly a good set of thermal underwear might 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). All our bikes will have a top-case, so it's easy and convenient to carry some extra clothing with you.



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. Our recommendation here in Australia is the renowned operation Stay Upright, who offer a range of courses designed to progressively increase your riding ability. Mike Ferris completed his Instructor's course with Stay Upright, who offer various track and adventure riding courses in the eastern states of Australia.

Our Motorbikes

We've been unable to identify any motorcycle rental company in Norway with sufficient numbers to provide what we'll need, so we're obliged to import them from our European partner based in Slovenia. They have provided excellent and reliable bikes for our Dalmatian Delights tours for the past 20 years. As a result of needing to transport these bikes on a trailer and a support van to/from Norway, we will need to limit the number of participants to **just 12 bikes** (with or without pillion). These will be allocated on a first-in first-served basis, upon receipt of a completed Booking Form and US\$1000 deposit each. And we also have to restrict the range of models available, in preference to having 12 completely different bikes. Our bikes available for this tour will be the following:

Suzuki: Vstrom 650

Yamaha: MT-07 (with optional lowering kit available for shorter riders)

BMW: F750GS, F850GS, R1250GS

Ducati: Multistrada 1200

Fuel, insurance and maintenance are included. Our standard package price includes any bike up to 1000cc. The 1200 and 1250 are available for an additional premium of US\$500. We will attempt to provide you with your preferred choice, but they may be allocated on a first-in first-choice basis and we retain the right of assignment.

Please note you will be required to sign a rental contract with our bike supplier and leave a photocopy of your passport and a credit card imprint as a security deposit. Our package price includes comprehensive insurance but the policy carries an Excess (or 'Deductible'), depending on the size of the bike; typically €1,600 for a 650/750/850cc and €1,800 for the 1200/1250cc. The rider is liable for this first amount of any damage; be aware that if you drop the bike, any visible damage will be payable by you, they will even charge for repairing a scratch because it diminishes the re-sale value of the bike. Our bike supplier will give you options to further reduce your liability, through payment of an additional premium.

Our Riding Policy

We will occasionally require riders to 'bunch up', particularly when navigating through large towns, but out on the open road we know that you will want a lot of freedom and time on your own (isn't that what riding is all about?) We allow time for people to set their own pace, and it's unlikely that you'll ever be pressed to keep up. You'll be given detailed road maps courtesy of Google, and daily directions on how far we're going, the destination for the night (including hotel name and phone number), and where we are likely to stop for lunch, drink breaks, sightseeing and refueling along the way, etc. Although the riding days are long, there is usually plenty of time to take photos, chat to the locals, or just sit and soak it all in. The support vehicle will always be the last vehicle in our convoy, with spare parts and tools, etc. in case of any bike problems.

The beauty of being so far north in the summer of course is that we will have more than 20 hours of sunlight in the day. But let's not pull any punches here. A tour such as this is potentially a dangerous undertaking; it's inherent in the very nature of the trip. You'll be on an unfamiliar bike, on unfamiliar roads in unfamiliar traffic conditions. It is important for you to recognize this and accept ultimate responsibility, firstly for joining and secondly for riding in a circumspect manner for the duration of the tour. Please read and acknowledge Paragraph 16 of our Terms and Conditions! (End of sermon)



Additional notes for Norway: Roads, ferries, tunnels, tolls.

Be aware, you'll need to be "match fit" for this tour. The riding is not arduous, nor are the roads particularly challenging but there are several long days requiring many hours on the road. Most days will be 300+km in the saddle, and we cover around 5,000km in 15 riding days. The number of hours shown above in the itinerary is Google's estimate without any stops – we'll usually need to add at least an hour for coffee, fuel, and lunch stops.

The Norwegian road system is excellent. Well signposted, clear numbering system, and the roads themselves are sublime. Well-engineered, superbly built, well maintained with nary a pot-hole. The Norwegians have taken tunnel building to an art form – on the coast they have bridges and ferries, and in the mountains they have tunnels, lots of tunnels. One we encountered is 24.5 kilometres long. Usually they are well lit but occasionally we may come upon one which is not, so make sure you know where your headlight switch and hi- lo-beam button is located, *before* you need it. And maybe slide your sunglasses down your nose a bit! Long tunnels can be somewhat hypnotic, as there's no scenery to distract us so we tend to simply look straight ahead for the whole time; ie 'tunnel vision'. Be aware, many of the tunnels will have a speed camera within, but there's always a warning sign advising of it.

Much has been written in online forums about the over-zealous policing of speed limits, and the associated eye-watering fines. The reality we observed is very different. Traffic frequently cruises with impunity at 20kph above the posted limit, and on our scouting tour of the country, we did not see a single police car on the road outside of the towns. Mike enjoyed an enthusiastic ride for 18 days with his license and his wallet unassailed.

We'll be using quite a few ferries, and we'd like to be able to include ferry tickets in our package price but it's just logistically not possible, because the group might not always be together for a particular ferry timing. For example, if half of the group are in time for an 11:00am ferry but others have not arrived yet, it's unfair and illogical to hold the front runners back to wait half an hour for the next departure. The fares are usually quite cheap, around Au\$10 or less, (some of them are free for bikes!) and don't need to be purchased in advance. There's always room for motorbikes and they usually usher any bikes to the front of the ferry so we can disembark first and get a clean jump on the trucks and motorhomes. Very civilised. You can simply pay after boarding, with any credit card. Be sure to wait by your bike for the fare collector, don't just disappear inside for a coffee, because when you pay on-the-spot, it's only about 40% of the more complex pricing procedure where they have to take a digital photo of your license plate and track you down through 'the system'. And our bike supplier might also add a surcharge if they need to get involved.

There will be occasions when we'll take to the highway in order to make good time. Some of these highways are toll roads, but you'll be happy to know motorcycles don't pay on toll roads! How *very* civilised. In the narrow part of Norway between Trondheim and Narvik there's basically only one road connecting north and south, so we'll be obliged to travel at least some of this section on the E6 in both directions.

Geiranger (pronounced Gear-Anger, by the way; second half of the word rhymes with 'anger', not 'danger') is a highlight, but be prepared for a very touristic experience. There will be dozens of motorhomes on the narrow roads in and out, packed with tourists who think nothing of stopping in the road to take a must-have photograph. And cyclists, who will crawl painfully up a mountain pass, oblivious to the 27 vehicles queueing up behind.

You'll notice from the itinerary that we visit Geiranger and Trollstigen twice; on the way north and on the way back south. This would appear to be an unnecessary repetition, but there's a method in our madness. The Nordic weather, even in the summer months, can tend to be unreliable and unpredictable so we're hedging our bets and trying to ensure we get at least one clear sunny day to appreciate these two wonderful features. We are almost guaranteed a few rainy days, even in the height of summer. There's a reason why there are waterfalls everywhere and Norway is so incredibly green. Be sure to bring good rain gear with you for this tour.



Currency: The Norwegian unit of currency is the Krone, but like much of Europe these days, it's virtually a cashless society and it's difficult to get by without a credit card. Cards are used for everything from hotels, fuel and coffee, to a banana in the supermarket. Mike traveled 18 days throughout the whole country without the need for a single Krone in his wallet. **Tip:** if the eftpos machine asks whether you want to pay in local currency (NOK) or your own national currency, choose NOK every time to save on an extra conversion fee.

Tour Highlights:

- . Cross the Arctic Circle in both directions, at 66° 33' North
- . Ride the length of the stunningly gorgeous Lofoten Peninsula
- . Climb the spectacular mountain roads of Geiranger, Trollstigen and Lysebotn
- . Ride across the famous Atlantic Coast Road bridge(s)
- . Admire the many fjords, lakes, rivers, mountains, glaciers, forests
- . Ride through and overnight in the beautiful Valdres National Park
- . Visit Oslo, Bergen, Stavanger, Kristiansund, Trondheim, Bodø, Narvik

We do not go all the way to Nordkapp. It's a further 700km each way from our turnaround point of Narvik, which would add another 4 days to the itinerary for what's basically not much more than a photo tick in the box.

Tip for the **caffeine aficionados:** We'll be stopping for most of our re-fueling at Circle K gas stations, of which there are hundreds. As a loyalty reward they offer an unlimited coffee cup (*Kopp*) for a purchase price of 400NOK (A\$60). It's valid for a whole year and of course we'll only be there for 20 days, but if you only use it once a day it's still a decent saving on the regular \$7-00 price per cup. Their machines dispense a good range of acceptable coffees.

There is often a restaurant/cafeteria in these stations also, which offer a cheap and semi-decent lunch. If you're the kind of person who's happy to get by on just a light lunch, their bacon-wrapped mustard hotdogs are sensational!

You will have heard Norway is an expensive place to visit, and we certainly found this to be true. By way of a couple of examples, in Australian currency, a pint of Guinness is \$25, a cup of coffee is \$7 to \$10, and gasoline 95 is \$3.60 per litre...



Detailed Daily Itinerary

Day 1 is arrival day, which will see people flying in via various European capital cities to reach Oslo. We need you to arrive please in time to do our motorbike commissioning, which involves the usual paperwork and credit card imprinting etc. Then depending on your arrival hour there will probably be time for a stroll around the city centre before we meet 'n' greet for a drink at the hotel and our first meal together, with a briefing on the plan for the next few days.

Day 2 will see us on the road out of Oslo. We'll need to use a major highway E18 until we clear the capital, but then we'll take to the smaller roads. You'll immediately come to appreciate how superbly forested Norway is, as we wind our way up through the broadest part of the country. We're also climbing steadily, to reach an altitude of nearly 1,400 metres as we enter the Valdres Nature Park. Mountains, lakes, rivers and forests are the order of the day. Our hotel here is within the Park, offering the energetic amongst us the opportunity to go for a walk or a kayak on the lake across the road.



Day 3 has us continuing north through the Park to emerge at Fossbergom. There's beautiful stave church here, one of the largest and oldest in Norway but we're having a rest day here later in the itinerary, so for now we'll just pass straight through. We climb again as we approach Geiranger with its wonderful road full of switch-backs, with of course the mandatory photo opportunity at the viewing platform overlooking the fjord. There's free parking for motorcycles – what a biker-friendly country this is indeed. We then descend into the fjord and climb out the other side to take us across a vast mountainous plain, then a short ferry crossing on our way to the second highlight of today, Trollstigen. Down into the next fjord, and on to our destination hotel in Molde.



Day 4 is our first 'coast run' as we head to the highly-lauded Atlantic Coast Road bridge. There are actually several bridges along here but one in particular is a major tourist attraction because of the often-spectacular waves crashing into/over it in turbulent weather. This photo shows it on a more pleasant day.

Through Kristiansund then a long ride up to Trondheim, where we take rural route 65 rather than the major E39 highway. Entering the town gives us a unique Nordic experience; a roundabout intersection – in the middle of a tunnel...

Day 5 is our first rest day, with the picturesque town centre of Trondheim to explore. There's a wonderful cathedral here for those who are so inclined, and a museum, and the gorgeous waterfront with rows of old maritime warehouses, antique shops and breweries. Lots to see and do.

Day 6 We're on the road again heading north and there's really only one option here, the E6. But 'E' does not mean Expressway, and it's far from boring as it takes us through glorious mountainous territory with glaciers, rivers and lakes. Our destination is Mosjøen, a port city on yet another fjord.

Day 7 We'll stay on the E6 for a short time this morning, but then turn off at Mo i Rana and take to the coast on a beautiful rural road. A ferry ride from Kilboghavn to Jektvik sees us cross the Arctic Circle on board, and there's a prominent marker on a headland announcing same. Then we skirt a huge glacier, staying on the smaller roads all the way to Bodø.



Day 8 puts us back on the highway through wide-open and little populated areas as we continue north along this incredible coastline. More fjords, another ferry, and 300km of wonderful scenery brings us to Narvik.

Day 9 is our second rest day. Narvik is a fishing town and trading port with a rich history and we can wander around taking it all in. Or those of you who haven't yet had enough hours in the saddle will have access to the bikes, and you can nip across to nearby Sweden for lunch if you like. Don't forget to take your passport.



Day 10 will be one of the highlights of the tour! We head out along the sensational Lofoten Peninsula, a wild and rugged promontory jutting out into the Norwegian Sea. It's a long and winding road, and very scenic the whole way. Our destination is the small town of Reine but we might as well also do the extra 10km or so down to Å ("Awe") at the end of the road, surely the shortest-named place on the planet.

Day 11 We need to be on time for the 9:00 ferry from Moskenes, which takes three hours to deliver us back to Bodø on the mainland. We'll re-join our old friend E6 through the mountainous highlands as we now head south, and cross the Arctic Circle this time on two wheels. There's another geo marker and a souvenir shop for those who'd like a memento of their pilgrimage beyond 66° 33' North. We proceed to Mo i Rana for the night.

Day 12 We will seek out some small winding roads through the coastal fjords as we continue our return journey, passing small villages in harsh terrain to arrive in Namsos. The early Vikings of course were the first to establish the tradition of turf-roofed houses which are still very much in evidence here in modern times, it's not simply a tourist novelty.

Day 13 and we'll continue on these smaller roads. A ferry takes us across the fjord from Brekstad, we'll bypass Trondheim this time because we've already seen it, and take a different route back to the coast to overnight in Kristiansund which we briefly passed through earlier in the tour.



Day 14 has us re-visiting a few places we've already seen, in order to maximise the chances of clear weather on at least one occasion.

We head (on a different route) to the ferry at Molde then it's into the mountain ranges again to climb the stunning Trollstigen and Geiranger passes in the opposite direction, before dropping to a lower altitude on our way to Fossbergom.

Day 15 gives us our final rest day. We can visit the old Lom stave church we saw briefly earlier, there's a short zip-line across the river in the centre of town, and various other options. Fossbergom / Lom is a pleasant little town with shops, restaurants, pubs etc. even when it is quite busy with tourist traffic on the way to Geiranger.

Day 16 turns us south-west on route 55. More high country, more glaciers, twisty roads, lakes, fjords – you're accustomed to the picture by now. And yes, a few ferries and tunnels. We're heading to Bergen, the regional capital on the coast and a famously picturesque little port town.

Day 17 will bring us yet another magical piece of natural scenery, the Hardanger fjord. Inland for a while, past the Folgefonna National Park with an impressive glacier, we continue south-west to Stavanger back on the coast.



Day 18 holds, yep another stunning feature, the side trip to Lysebotn. Dozens of switchbacks from the viewpoint and café at the top of the mountain lead down to the small village. It's perhaps not as famous as its cousins Trollstigen and Geiranger, and less visited because it's a one-way road in and out, but it is spectacular nonetheless and well worth a deviation from our route through to Seljord later in the day.

Day 19 and it's time to head for home. But we're not going to take the shortest and most direct route of course, we'll choose the smaller roads again until we're obliged to join the highway into the capital. In Oslo we need to relinquish our motorbikes, complete any necessary paperwork, then retire for a well-earned drink or two before our final farewell dinner together.

Day 20 Be sure to exchange contact details with your fellow riders before heading off to the airport. Or of course you can extend your stay for a day or two to explore the capital at your leisure. It's been a long and exhilarating ride, we trust you've had lots of fun exploring our **Fabulous Fjords**, and we hope to see you again!

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(Please continue to next page, where we describe our motorbike options)

Motorbikes currently available (as of July 2023) – Page 1 of 2

The bikes shown here are less than 1000cc and are available for our standard package price.

 <p style="text-align: center;">Suzuki DL 650 Vstrom</p>	<table border="1"> <tbody> <tr><td>Capacity</td><td>645 cc</td></tr> <tr><td>Engine-type</td><td>DOHC, V twin, 4-stroke</td></tr> <tr><td>Transmission</td><td>6-speed, chain drive</td></tr> <tr><td>Brakes</td><td>Single disks, front and rear</td></tr> <tr><td>Wheels front / rear</td><td>Cast alloy 19" / 17"</td></tr> <tr><td>Fuel capacity</td><td>20 litres</td></tr> <tr><td>Dry weight</td><td>181 kg</td></tr> <tr><td>Seat height options</td><td>790 / 820 mm</td></tr> <tr><td>Maximum power</td><td>70 HP</td></tr> </tbody> </table>	Capacity	645 cc	Engine-type	DOHC, V twin, 4-stroke	Transmission	6-speed, chain drive	Brakes	Single disks, front and rear	Wheels front / rear	Cast alloy 19" / 17"	Fuel capacity	20 litres	Dry weight	181 kg	Seat height options	790 / 820 mm	Maximum power	70 HP
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Motorbikes currently available (as of July 2023) – Page 2 of 2

The bikes shown here are 1200 / 1250cc and are available for an additional premium of US\$500.



BMW R1250GS

Capacity	1254 cc
Engine-type	DOHC, liquid-cooled, 4 stroke
Transmission	6-speed, shaft drive
Brakes	Twin disks front, single rear
Wheels front / rear	Cast alloy, 19" / 17"
Fuel capacity	20 litres
Dry weight	205 kg
Seat height options	850/870 mm; 800/820 w lowering kit
Maximum power	136 HP



Ducati Multistrada V4 1200

Capacity	1158 cc
Engine-type	Liquid-cooled, 4 stroke
Transmission	6-speed, with quick shift
Brakes	Twin disks front, single rear
Wheels front / rear	Cast alloy, 19" / 17"
Fuel capacity	22 litres
Dry weight	215 kg
Seat height options	840 / 860 mm
Maximum power	170 HP