

# *Four Corners of S E A*

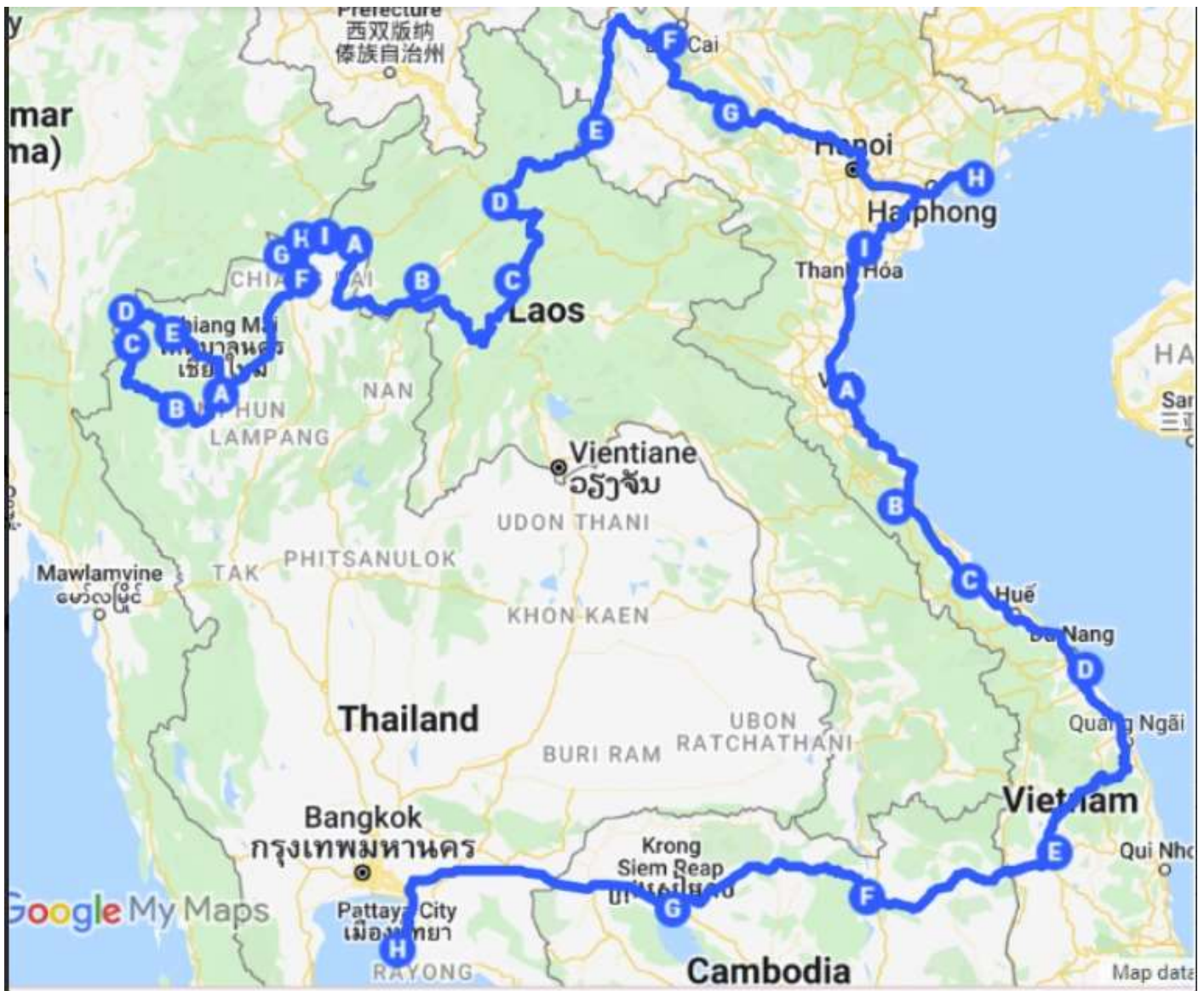
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[www.WorldOnWheels.tours](http://www.WorldOnWheels.tours)

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

## *Four Corners of South East Asia*





# Four Corners of South East Asia

Itinerary for March 2023

Day		Date	Destination	Country	Distance
01	S	Mar 04	Arrive into Chiang Mai in time to process bike commissioning	Thailand	
02	S	05	From Chiang Mai, via Thailand's highest mountain, to Mae Hong Son		310k
03	M	06	Visit the Karen tribe then embark on 1,864 bends on our way to Pai		180k
04	T	07	Complete these bends then visit the White Temple of Chiang Rai		310k
05	W	08	A scenic stop at The Golden Triangle, then proceed to Chiang Khong		250k
06	T	09	Cross the Mekong River, and the border, into Laos and on to Pak Beng	Laos	250k
07	F	10	To the UNESCO World Heritage acclaimed town of Luang Prabang		280k
08	S	* 11	A rest day enjoying the various options offered in this historic town		---
09	S	12	Through virgin forests and remote, unpopulated regions to Muang Xai		230k
10	M	13	Sensational rural mountains roads, cross the border, to Dien Bien Phu	Vietnam	230k
11	T	14	Explore twisty roads and small villages all the way to Sapa		300k
12	W	15	Small communities and endless rice paddies on the way to Nghia Lo		250k
13	T	16	A long day, bypassing as much as we can of Hanoi, to Ha Long Bay		360k
14	F	* 17	We charter a boat to cruise the spectacular <i>karst</i> islands of the Bay		---
15	S	18	A half-day ride south, stopping at small towns on the way to Ninh Binh		180k
16	S	19	Via the Van Long Nature Reserve to the picturesque Cua Lo Beach		190k
17	M	20	Ride the Ho Chi Minh Trail to visit the massive caves of Phong Nha		210k
18	T	21	A short boat ride to explore, then ride to the Vinh Moc war tunnels		150k
19	W	22	Visit historic city Hue for lunch, then proceed to beachfront Hoi An		190k
20	T	23	Down the coast then inland via Violac Pass to Pleiku near the border		330k
21	F	24	Our 'Fourth Corner' country, through pepper plantations, to Stung Treng	Cambodia	280k
22	S	25	Small villages again as we wind our way along to Siem Reap		300k
23	S	* 26	A 'rest day' exploring the amazing temples of Angkor Wat		---
24	M	27	Our final border crossing, and a long but easy ride to Pattaya Beach	Thailand	400k
25	T	28	The tour finishes with breakfast; we'll transfer you to the airport		-----
					5,180k

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

## Departure Date

For our **Four Corners of South East Asia** tour, your arrival date into Chiang Mai should be on or before **Saturday 4<sup>th</sup> March 2023** as shown above. Please allow time in the afternoon for the commissioning of motorcycles, as we leave town the following morning. See discussion on International Flights herein.

## 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, 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, Peru-Bolivia, Iceland, South Africa, the Dalmatian coastline, Mexico-Guatemala-Belize, as well as this new one through four SEA countries, most of which are approximately three weeks in duration.



## Package Price

Our **Four Corners of South East Asia** price, excluding airfares and joining in Chiang Mai, is US\$9,000-00 per rider. Pillions are welcome; our motorbikes are pillion friendly. Price for a pillion is US\$7,000-00. 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](http://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

- BMW or Triumph motorbike rental for the duration of the Safari; see '**Our Motorbikes**' below
- Clean, efficient, mid-range accommodation throughout the Safari, nights 1 through 24 inclusive
- Twin-share basis; (single room supplement available, additional US\$1,200-00) <sup>1</sup>
- Three meals a day except on some non-riding rest days; breakfast only, to allow maximum freedom
- Water, soft drinks, coffee/tea in conjunction with meals
- Experienced guide, local agent(s), driver with basic mechanical skills
- 4x4 support vehicle with trailer, for luggage transport and assistance
- Spare parts, tools, medicines and first aid equipment
- Fuel costs, maintenance and third party insurance for the bikes (please see additional note\* Page 6)
- Complimentary *World On Wheels* t-shirt and cap, luggage tags, regional maps

<sup>1</sup>Accommodation 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. 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 Thailand (allow around Au\$1,500-00 depending on airline)
- Any visa fees
- Travel insurance policy covering use of large-capacity motorbike <sup>2</sup>
- Medical examination and vaccinations before departure (recommended)
- Tipping for local hotel porters and guides
- Road / highway / bridge tolls (which we avoid wherever possible!)
- Entry fees to optional temples, monuments, places of interest
- Expenses of a personal nature such as postage, laundry, souvenirs and alcohol
- Tips for our support staff at completion; optional but always appreciated, US\$100 suggested <sup>3</sup>

<sup>2</sup> Please note that a motorcycle safari overseas must be considered one of life's more adventurous pursuits and therefore 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. If you prefer, we can assist in arranging comprehensive travel insurance for you (Australian clients only). **Be aware**, however, that any travel insurance 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.



<sup>3</sup> 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 (or carry them yourself) and our mechanic/driver/local guides will anticipate a reasonable tip to supplement their modest wages whilst on tour. We would suggest something like US\$4 per day is affordable, collected at the conclusion of the tour. If you've had a good time, we would encourage you to contribute generously! (... 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, etc which will give you comparisons on all available carriers to/from your required destination. There are a number of airline options to/from Thailand. We recommend you book your airfare about six months ahead, and full payment will usually be required six weeks before your departure.

## 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 not always as fiery and spicy as some people would have you believe. 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 traveling overseas for the first time.

## Climate & Clothing

Our itinerary is designed to take advantage of the pleasant cooler weather of the tropical northern Spring. However, Asia's geography varies greatly and temperatures can range from cold in the mountains to quite warm on the coast, with some chance of rain. At times there will be little shade available, so sunscreen, sunglasses, hats and long sleeves will also be required. Jackets, riding jeans and our ***World On Wheels*** T-shirts tend to be the norm, with strong boots and riding gloves. Helmets can be full faced or open-faced as you prefer.

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. Goretex jackets with a zip-in / zip-out padded liner for extra warmth and water proofing are versatile and useful. 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](http://www.dragginjeans.com.au)) and those velcro alternatives to hooked 'occy' straps from Andy Strapz ([www.andystrapz.com](http://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. Our recommendation here is the renowned operation Stay Upright, who offer a varied range of courses designed to progressively increase your riding ability. Mike Ferris completed his Riding Instructor's certificate with Stay Upright and works with them on a part time basis. In his spare time.



## Our Motorbikes

Our bike supplier has a limited range of models available. Our standard rider price includes a Triumph Tiger Sport 660, and upgrades are available to the Sport 850 or a BMW R1250GS for an additional premium – please see our Booking Form. All of these bikes are perfect steeds for traveling these roads. Fuel, insurance and routine maintenance are included. Please note that you must have a Rider's license, as well as an International Driving Permit for driving/riding in South East Asia.

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 self-risk', of US\$1500 for the Sport 660, US\$1700 for Sport 850, and US\$2500 for R1250GS – ie the rider is liable for this first amount of any damage; if you drop the bike, any broken levers, mirrors, lights, will be payable by you. Simple scratches are tolerated, but dents and breakages will be charged.



\* We need to also advise that our Thailand-registered bikes are by default insured in Thailand only. Our bike supplier therefore offers an additional (optional) Damage Cover policy for the other three countries, for a daily premium of \$30 for the 660, \$40 for the 850, \$60 for 1200. You will see from our colour-coded itinerary above that we spend 18 days outside Thailand. Please note this policy is optional, but if you decline it you are then accepting full liability for the motorcycle. If the bike is totalled, this could be very expensive.

## 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 plenty of time for people to set their own pace, and it's unlikely that you'll ever be pressed to keep up. 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 maps 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. You'll be given a detailed briefing on how our 'corner marking' system works. There is usually plenty of time to take photos, chat to the locals, or just sit for a while and soak it all in. Our support vehicle 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. You'll notice there are only three 'rest days' built into this 24-day riding program and some of the riding days may be long and arduous. In addition, a tour such as this is potentially a dangerous undertaking; it's inherent in the very nature of a motorcycle adventure. You'll be on an unfamiliar bike, on unfamiliar roads in unfamiliar traffic conditions; for example, **left side** of the road in Thailand but otherwise **right side** of the road. 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)

## Detailed Daily Itinerary

**Day 1** will consist mostly of flying, and involves the logistics of everyone getting into Chiang Mai at more or less the same time from several different locations. If you're arriving on our nominated Day 1 we'll meet you at the airport. If you choose to arrive earlier, you will have our list of hotel addresses for the tour and you can simply show your cab driver the first on the list. You'll need to arrive by mid-afternoon so we have time for some bike paperwork, and we'll have a meet 'n' greet before we head out for our first dinner.

**Day 2** is our first riding day, leaving Chiang Mai in a westerly direction heading for Mae Wang, famous for its many Elephant camps and we'll stop at one of them. We continue on back roads up in the mountains towards *Doi Inthanon*, Thailand's highest mountain standing at 2,565 meters. We'll park our bikes and walk 200 meters to the shrine on the summit.



We virtually **never** ride in tight formation like this. But it makes for a great photo!

Crossing the highest point we spend the rest of the day on beautiful scenic curvy roads the whole way to Mae Hong Son, but before reaching there we'll stop at the Japanese war museum in Khun Yam.

**Day 3** Before we ride today, we'll visit the Karen tribespeople, perhaps better known by the less attractive tourist moniker of The Long Necks. They're actually natives of Myanmar who migrated across the porous border several generations ago and made Thailand their home, and the women of the tribe typically wear heavy brass rings around their neck (and arms and legs) to give a 'stretched' or elongated appearance, which they find more attractive. Then we head off to explore the roads for which northern Thailand is justifiably famous! It's a short half-day's ride to Pai through some absolute riding nirvana. There's a section of road where the engineers (obviously bike riders) thoughtfully packed 1,864 bends into just 100 kilometres. We'll get to Pai in time to explore the famous Pai Walking Street markets in the early evening.

**Day 4** Today we have a diverse ride in front of you. Leaving Pai, heading back towards Chiang Mai for a while to complete the remaining 1864 bends we started yesterday. Lunch at Chiang Dao, a beautiful mountain formation famous for its many caves. We continue to Fang before crossing yet another mountain range to Mae Suai. Along the way we'll stop at Mungmee Coffee Roasters and try some of their coffee blends. The owner is very friendly and passionate about his coffee. Before reaching our hotel in Chiang Rai we'll stop at the famous white temple. Once you visit the temple you realize why it has become one of the main tourist destinations of Northern Thailand.

**Day 5** Quickly leaving Chiang Rai behind we head for the mountains towards Choui Fong tea plantation. We'll enjoy the beautiful plantation and try some of the great cakes and tea blends. From here we ride up to Doi Tung, a mountain range along the Thai - Myanmar border. We'll stop at a military checkpoint, offering a spectacular view and its own coffee shop. Along the military road we head for Mae Sai, one of the main border points between Thailand and Myanmar, which is also the most northern point of Thailand. Next stop is the famous Golden Triangle where the three borders of Thailand, Myanmar and Laos meet. We'll drive up to the temple Wat Sop Ruak where you have a great view over the Golden Triangle. Then visit the 'House of Opium' and learn the interesting history of this area and the once flourishing opium trade. Late in the day we ride along the 'Paradise Road' following the Mekong River to our destination for today, Chiang Khong.



**Day 6** Today we leave Thailand and cross the Mekong River into Laos. The border opens at 8:00am and with some luck we clear both side's Customs and Immigration within a couple of hours. Just relax and enjoy the bureaucratic show and let our tour guides work their magic! Once we've crossed into Laos (where we also cross over to the **right side** of the road!) you will notice some differences, as this country is much less developed and populated than Thailand. We'll ride along the Mekong River, crossing a mountain range heading to our destination of the day, Pak Beng on the Mekong River. Pak Beng (Pak means mouth and Beng is the name of the river) was originally developed as an overnight stop for both cargo and passenger ferries, set in a scenic spot where the Nam Beng flows into the Mekong. Let's enjoy the view from our hotel's infinity pool.

**Day 7** Our first stretch today is to Hongsa, most 'famous' for its huge lignite power station. It's an enjoyable stretch of road, snaking its way over gentle mountains where we enjoy small Lao villages. From Hongsa we take the new road over the mountain to Luang Prabang. The scenery is beautiful and not many people inhabit this part of Laos; there's still plenty of virgin jungle in the area. In the afternoon we shall reach Luang Prabang with its gleaming temple roofs, fading French architecture and stunning mountain backdrops. It's been claimed by UNESCO to be the best-preserved ancient city in South East Asia.

**Day 8** Today is our first rest day. The town of Luang Prabang is a former royal capital of Laos and is easily explored on foot or on wheels – you'll have the use of your bike if you want it. It's an unstructured day to give you options; some of you will probably visit a few of the 32 *wats* (temples), others may choose to ride to the nearby Khung Si waterfalls, or take a river cruise on the Mekong River, or sit quietly in a café with a drink and count the number of saffron-robed monks passing by.

**Day 9** Once again on the bikes we'll ride north along the Nam Ou river. It's a joy to ride this road with its gentle curves. Once in Pak Mong we'll be crossing over the Song Cha mountain range. A couple of years ago this 120 km stretch took the whole day, sometimes longer, but now there is a new road snaking its way over the mountain. Today it's an absolute pleasure to negotiate the curves and enjoy the scenery. Passing Muang Xai we ride out into the countryside and to our beautiful resort in the jungle at Muang Xai.

**Day 10** Our tour continues in an eastern direction on provincial, low-density traffic roads to the Vietnamese border. The first stretch we will ride along the Nam Phak River, enjoying the scenery. At Pak Nam Noy we start climbing up the mountains towards the border. This is a remote area of Laos with not many villages and the scenery is spectacular. It's pretty quiet at the Lao - Vietnam border, but it can take some time to work through the paperwork. Our Vietnamese guide will wait for us at the Tay Trang border crossing and together we will ride to Dien Bien Phu. You will notice how things have changed once crossing into Vietnam; different landscape, more people, villages and traffic.

The Battle of Dien Bien Phu was the climactic confrontation of the first Indochina War between the French Union's French Far East Expeditionary Corps and Viet Minh communist-nationalist revolutionaries. We can visit the Dien Bien Phu Museum, the notorious hill A-1 battlefield, and the former French command post with a captured tank.

**Day 11** Today we have quite a long ride ahead of us, passing endless villages with plenty of photo opportunities on offer. After an early breakfast, we follow the NR12 to Muong Lay, then head up to Taphin plateau to enjoy a scenic and stunning road through the Sin Ho Valley. We stop at the Sin Ho Market, which is more lively and crowded if we arrive early. Towards the end of the day we start climbing up into the mountains and the scenery gets better by the hour. We continue on this road less travelled until Lai Chau and ride the winding road to Sapa. We'll have a





photo stop at the O Qui Ho pass at 2,005m, where we have a spectacular view of 3,143m Phan Xia Pang, Vietnam's (and South East Asia's) highest mountain. In Sapa, there are plenty of restaurants, souvenir shops and bars, something for every taste.

**Day 12** Today our journey takes us in the southerly direction. We ride on good quality mountain roads to Nhiah Loh. Throughout the whole day we pass through endless villages and rice fields. There are countless photo stops and possibilities to mingle with the locals. The closer we get to Nhiah Loh the more spectacular the landscape becomes, particularly the valleys with their endless rice terraces. The road is especially scenic between Than Uyen and Nghia Lo. We'll stop at a monument on Pass 1570 and visit Viewpoint No. 1 where we have the opportunity to climb the watchtower. The view of the rice paddies is best from here.

**Day 13** Motorcycle riding is all about the journey, yes? Today this is partly true, but it's also a long riding day passing through the busy outskirts of Vietnam's capital city Hanoi, on our way to Ha Long Bay. The closer we get to the capital, the more dense the traffic becomes. After crossing the Red River we cover the final stretch to Ha Long Bay, our end destination of the day.

**Day 14** Hạ Long Bay is another UNESCO World Heritage Site. The name Hạ Long means 'descending dragon'. The bay features thousands of limestone karsts and isles in various shapes, sizes and cultural characters. Hạ Long Bay has an area of around 1,553 km<sup>2</sup> (600 sq mi), including some 2,000 islets, most of which are limestone. The limestone in this bay has gone through 500 million years of formation in different conditions and environments. The evolution of the karst in this bay has taken 20 million years under the impact of the tropical wet climate. We'll leave our motorcycles behind today and explore this spectacular area on a boat, including overnight.



**Day 15** Disembarking our boat around noon we are back on the bikes. Passing Haiphong, the biggest port in north Vietnam, we continue along country roads in the south-east direction. We arrive at Tam Coc, a small town full of guest houses, coffee shops, restaurants, and souvenir shops (good opportunity to buy inexpensive Vietnamese handicraft) etc. This was once the ancient capital of Vietnam, settled in the 10th century. We'll visit temples of two dynasties of Dinh and Le with their very unique architecture. We can explore the area by bicycle, and overnight in Ninh Binh.

**Day 16** In the morning we will explore the Van Long Nature Reserve on our motorcycles. After lunch we head south passing the city of Thanh Hoa. From here we follow the main coastal highway connecting Hanoi with Ho Chi Minh city in south Vietnam. Our destination today is Cửa Lò, one of the most beautiful beaches in Vietnam. This is one of the main weekend destinations for the Hanoi crowd.

**Day 17** Once on the road we take the small highway QL15, also known as the Ho Chi Minh trail, through some beautiful countryside to reach Phong Nha. The 'NHA' stands for Natural Heritage Area and it lives up to its name. There are some spectacular caves to be found in this region of Phong Nha province. Hang Son Doong is the largest known cave in the world but unfortunately it's extremely remote and difficult to access (ie, a four-day trek!) so perhaps we'll go to another one a little closer by.

**Day 18** Phong Nha-Kẻ Bàng national park, (yes, another UNESCO World Heritage site), is our first destination of the day. The park borders the Hin Namno National Park in Laos. The core zone of this national park covers 857 square km and it was created to protect one of the world's two largest karst regions, with 300 caves. The total length of the cave system discovered so far is about 126 km. We will explore part of this beautiful area by boat.



From here we make the relatively short ride and visit the Vinh Moc Tunnels. When the Vietnam War took place from 1965 to 1973, the US Army released over 9,000 tons of bombs on the Vinh Moc area, with a ratio of 7 tons of bombs on average per inhabitant. The locals began to dig tunnels with simple tools in 1965 and finished in 1967 in 18,000 labour days. The total length of the tunnels is nearly 2,000m with six entrances to the tops of hills and seven entrances to the South China Sea. We overnight in Dong Ha.

There is also the possibility to visit the Khe Sanh military base, immortalised in the famous Cold Chisel song 'Last Plane out of Sydney'. This is a much longer riding day.

**Day 19** Today we are heading south to the historic old city centre of Huế for lunch. Huế was the seat of Nguyen Dynasty emperors, and the national capital from 1802 to 1945. We will visit the vast, 19th-century Đại Nội Citadel, surrounded by a moat and thick stone walls. It encompasses the Imperial City, with palaces and shrines; the Forbidden Purple City was once the emperor's home. From Huế we'll cross the spectacular Ocean Cloud Pass on a high coastal road. We'll then bypass the busy commercial city of Da Nang before reaching our resort hotel in Hoi An, right on the beachfront.

**Day 20** We'll continue down the coast for a little while before striking inland via the Violac Pass to the town of Kon Tum. There's an old wooden church and a Catholic seminary school here, a legacy of French missionaries from over 100 years ago. We'll then proceed to our hotel in picturesque Pleiku for the evening.

**Day 21** Today is quite a long ride, and of course we have another border to cross. We head to Le Thanh and pass into Cambodia, our 'fourth corner'. The usual four-stage process applies (passports and bikes stamped out of one country; passports and bikes stamped into the next), and then we're in Cambodia. This part of the country is full of pepper plantations. Along our way we can stop at Yeak Laom, a volcano lake for lunch and maybe a swim. You will notice that the countryside has become flat, roads are straight and we cover the last distance to Stung Treng quickly, where we meet the Mekong River yet again.

**Day 22** Through small villages we wind our way to Siem Reap, which has become Cambodia's, and possibly Asia's, most holy of tourist pilgrimages. Prepare for a few more people than we've typically shared our space with over recent days! Siem Reap is a bustling commercial (dare we say, tourist) town because of the nearby temples, and also boasts a vibrant nightlife of pubs, bars, pool rooms, music, restaurants. It's a great place to unwind and have a few drinks whilst soaking up the atmosphere.

**Day 23** You're about to transition from those who haven't yet seen Angkor Wat, to those privileged few who have. It's right up there with Machu Picchu or the Taj Mahal or the medinas of Marrakech. The sheer scale of the temple complex is mind blowing, and a visit to Ta Prohm is particularly impressive, as the authorities have left much of it in the same condition as they found it, still covered in lush jungle growth and creeping vines. The place is truly awesome.





**Day 24** We are well and truly winding down the clock, as we cross the border back into Thailand (and cross back to the left side of the road). It's a 400k final run into Pattaya Beach, where we'll probably have a cleansing ale or two before the famous promenade at our front door turns on its wild night scenes.

**Day 25** Our tour officially ends with breakfast, then you're on your way to the airport. From one of the nearby airports you can fly Domestic or International, depending on your connections. Bye for now, it's been fun and the memories will last a lifetime. Please go and tell 100 friends!



### Special notice with regard to Travel Insurance

We have to insist that all participants on our tours take out a comprehensive travel insurance policy, and we can assist in providing one if desired. Many insurance providers will not cover use of a motorcycle of greater than 250cc engine capacity, so we have been recommending for many years one company which *does* provide such cover; AussieTravelCover based in Sydney. You can purchase a policy online.

Vietnam, however, appears to be an anomaly in the world of vehicle driver's licensing, in that it does not officially recognise licenses from any other country. To legally ride (or drive) in Vietnam, one needs to possess a domestic Vietnam driver's license, and this can only be obtained if you've been a resident of the country for three months. Which of course is impossible if you're only passing through for a few days. The police and authorities are very quick to turn a blind eye to any minor infractions, particularly if there's a small financial incentive to do so, but in the event of a serious accident requiring medical/hospital treatment, potential problems arise.

Any insurance company, including the aforementioned AussieTravelCover, can and will wriggle out of honouring a claim, on the grounds that the rider does not (and cannot) hold a legal license for riding in Vietnam. As far as we can determine, every foreign tourist who's ever ridden or driven in Vietnam over the past 40 years or so, must have done so *illegally* according to the official definition.

In recognizing and addressing this problem, our bike suppliers in Thailand therefore include, in the rental contract, their own Insurance Policy covering our riders anywhere in S.E.A. including Vietnam. It provides up to US\$15,000 cover per person for Medical/Hospital expenses, as well as Loss of Life / TPD of US\$30,000. Not very large amounts by any means, so the message is: please ride in a circumspect manner while in Vietnam!

Incidentally, contrary to our usual advice not to bother getting an International Driving Permit, you will need one for South East Asia, in addition to your Domestic License showing Motorcycle Endorsement.

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Further detailed 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. Contact our office any time for further information via email; **Adventure@WorldOnWheels.tours**

Continue to next page to view a detailed description of our motorbikes.



## Our motorbikes:



**Triumph Tiger Sport 660**

Capacity	660cc
Engine type	DOHC, liquid-cooled, 4-stroke
Number of cylinders	Three cylinder transverse
Transmission	6-speed, chain drive
Brakes	Twin disks front, single rear
Wheels front / rear	Cast alloy 17" / 17"
Fuel capacity	17 litres
Dry weight	188 kg
Seat height	835 mm
Maximum power	80 hp



**Triumph Tiger Sport 850**

Capacity	888 cc
Engine type	DOHC, liquid-cooled, 4-stroke
Number of cylinders	Three cylinder transverse
Transmission	6-speed, chain drive
Brakes	Twin disks front, single rear
Wheels front / rear	Cast alloy 19" / 17"
Fuel capacity	20 litres
Dry weight	192 kg
Seat height options	810 / 830 mm
Maximum power	84 hp



**BMW R1250GS**

Capacity	1254 cc
Engine type	DOHC, air-cooled, 4 stroke
Number of cylinders	Horizontally opposed twin (boxer)
Transmission	6-speed, shaft drive
Brakes	Twin disks front, single rear
Wheels front / rear	Wire spokes, 19" / 17"
Fuel capacity	29 litres
Dry weight	267 kg
Seat height options	870 / 850 mm
Maximum power	136 hp