

Everest Explorations!

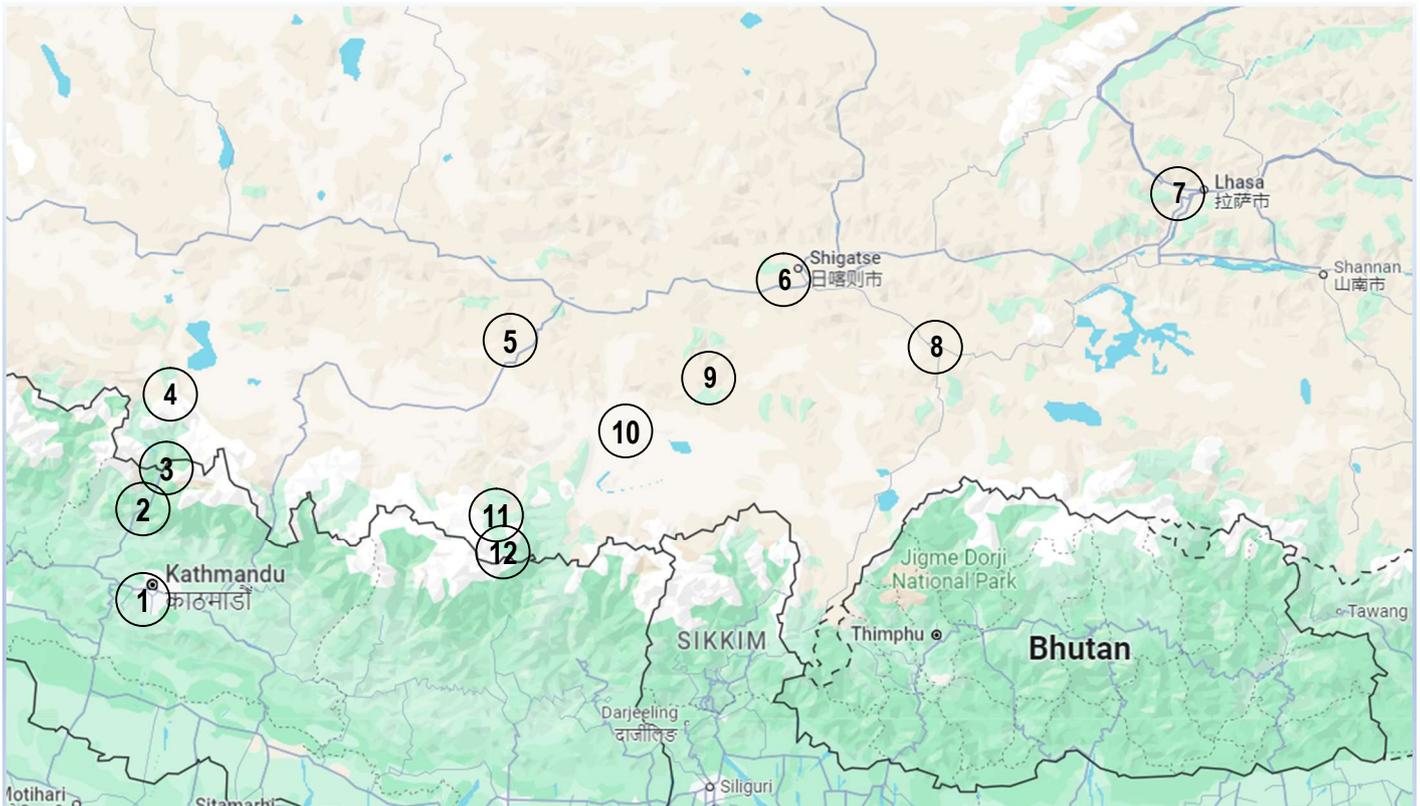
Kathmandu to Lhasa via Everest Base Camp



www.WorldOnWheels.tours

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

Everest Explorations Motorcycle Safari



Destinations and Places of Interest

- | | | |
|----------------|-------------|-----------------------|
| 1. Kathmandu | 6. Shigatse | 11. Rongbuk |
| 2. Syabru Besi | 7. Lhasa | 12. Everest Base Camp |
| 3. Rasuwa Gadi | 8. Gyantse | ... then return to |
| 4. Gyriong | 9. Sakya | 4. Gyriong |
| 5. Shegar | 10. Tingri | 1. Kathmandu |



Everest Explorations Motorcycle Safari

Itinerary for Apr-May 2026

Day	Date	Details	Distance
1	S Apr 26	Arrange your international flights to arrive by today in Kathmandu, the capital of Nepal	--
2	M 27 *	While we process Tibet (China) paperwork, we'll take you to see some of Kathmandu	--
3	T 28 *	Bike allocations and introductory ride around the local Thamel (Kathmandu centre) area	10k
4	W 29	We ride to Rasuwagadhi via the hot springs town of Syabru Besi	150k
5	T 30	Ride to the border, cross into Tibet, continue on a short ride to Kyirong	30k
6	F May 01	Cross a couple of mountain passes (5,236m) to Shegar, catching our first view of Everest	340k
7	S 02	Cross another relatively 'small' pass (4,300m) on our way along to Shigatse	250k
8	S 03	The morning has us processing yet some more (!) paperwork. Afternoon ride to Lhasa	290k
9	M 04 *	Sightseeing day Lhasa, visit Potala Palace etc.	--
10	T 05	We take a different road out of Lhasa and proceed along to Gyantse	290k
11	W 06	Heading towards Everest, we ride wide open Tibetan Plateau spaces to Sakya	240k
12	T 07	To Rongbuk in the shadows of the tallest Himalayan peaks, via 5,248m Gyatso La pass	260k
13	F 08	Excursion to nearby Everest Base Camp, then continue on a long ride back to Kyirong	340k
14	S 09	Via Kyirong and crossing the Friendship Bridge, we return to Kathmandu	160k
15	S 10	Our tour finishes with breakfast; arrange to fly out or choose to extend your visit	----- 2,360k

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

Departure Date

For the **Everest Explorations** Motorcycle Safari 2026, your recommended arrival date in Kathmandu is **Sunday 26th Apr 2026** as shown above, or earlier. Thai Airways have a direct connection from Bangkok, and 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 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. He has personally crossed the Khardung La 58 times.

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, Morocco, the Baltic States, and the Dalmatian coastline, as well as this new one through Nepal-Tibet, each of them two to three weeks in duration. **Mike Ferris** is Australia's only international motorcycle guide who is also a fully qualified and 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 **Everest Explorations** package price, excluding airfares and joining in Kathmandu, is US\$7,000-00. 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 vehicle, accompanying the riders for the length of the Safari – price for pillion or passenger is US\$6,000-00. 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. We request a US\$1,000 deposit and will invoice you thereafter for the remaining balance, in US\$ but payable in the AU\$ equivalent at the prevailing daily rate. You'll have some flexibility as to when to pay – final payment will be due 60 days before the tour date, but you may choose to pay us at any time beforehand if you feel the US\$/AU\$ forex rate is favourable.

Price includes

- Royal Enfield motorcycle rental for the 12 riding days of the Safari; see '**Our Motorbikes**' below
- Clean, friendly, mid-range accommodation throughout the Safari, nights 1 to 14 inclusive
- Twin-share basis; (single room supplement, additional US\$1200-00) ¹
- Three meals per day
- Experienced guide, local agent and local mechanic
- Entry fees to sight-seeing destinations as described in this itinerary
- Jeep/truck support vehicle and driver, for luggage transport and assistance
- Spare parts, tools, medicines and first aid equipment
- 'Special Permit' and temporary license required to ride a motorbike in China, and other formalities
- All fuel costs, maintenance and third-party insurance for the bikes
- A complimentary *World On Wheels* T-shirt and cap, luggage tags

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. 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 Kathmandu (allow around Au\$2,500-00 depending on airline)
- Comprehensive travel insurance policy, which must cover use of large-capacity motorbike ²
- Multiple-entry visa fee for Nepal (currently A\$50) and Tibet/China (currently US\$215)
- Medical examination and vaccinations before departure (recommended)
- Tipping for any local hotel porters you may choose to utilise
- Expenses of a personal nature such as postage, laundry, souvenirs and drinks
- Tips for support staff at completion; optional but always appreciated, US\$100-00 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, we can suggest www.AussieTravelCover.com.au where you can easily issue your own policy online – just be sure to add in the optional Motorcycle Pack. **Be aware**, however, that travel insurance ceases immediately on 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 if they carry your bags to your room and our mechanic/driver/local guide will anticipate a reasonable tip to supplement his modest wages whilst on tour. We suggest something like US\$100-00 is affordable for this tour (only US\$7.50 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 Flight Centre, Expedia, Sky Scanner, Flight Network, etc which will give you comparisons on all available carriers to/from your required destination. There are several daily airline connections from international cities to/from Kathmandu. We suggest you book your airfare at least six months ahead to get the best price.

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 riders are quite 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. Anti-malarials are not necessary and can sometimes have a negative impact on the digestive system as they are a very strong drug, so we generally advise against them. And don't get talked into a rabies vaccine unless you're intending to wrestle with the street dogs or monkeys...

Climate & Clothing

Our itinerary is designed to take advantage of the pleasant weather of the northern spring. However, the Himalaya region's geography varies greatly and therefore temperatures can range from very cold in the mountains to warm on the plains, and also with a chance of some rain. At times there will be little shade available, so sunscreen, sunglasses, hats and sleeves will also be required. Jeans or riding pants 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. Our personal preference is the modern flip-up variety which gives the option of opening the face when standing stationary, while closing it to provide security at cruising speeds.

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. Multi-layered jackets and pants with removable liners are the way to go. If you're susceptible to the

cold, then possibly a good set of thermal underwear might also come in handy. Mike uses and recommends **Held** riding gear, sold in Australia by a company called Made In Germany. It's top quality clothing.

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 range of courses designed to progressively increase your riding ability. Mike completed his Instructor's course with Stay Upright, who offer various track and adventure riding courses in the eastern states of Australia. Check your own regional area to see what courses might be available. Highly recommended.

Our Motorbikes

Our bike supplier provides Royal Enfield motorcycles, the perfect robust choice for riding these sometimes harsh roads. You may choose from the Bullet 350cc, the Classic 500cc, and the Himalayan 410cc.

Bullet 350



Classic 500



Himalayan 410



Our Riding Policy

We will occasionally require riders to 'bunch up', particularly when navigating through busy 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. Our preferred Corner Marking system will be explained to you in detail. There is always plenty of time to take photos, chat to the locals, or just sit 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 any 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 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)

Detailed Daily Itinerary

Day 1 will mainly consist of flying, and we need you to arrive in Kathmandu by this afternoon, in time please for a meet 'n' greet with a welcoming drink at our hotel early this evening, before our first group dinner together. We need to dedicate some time to processing paperwork for your motorbike rental, and have a briefing on road rules, etiquette, our corner-man system, 'the plan' and so forth.



Day 2 The first couple of days are necessarily devoted to dealing with the somewhat laborious process of applying for our Tibet/China visas and riding permits, but while our team takes care of this for us, we'll take you to see some of the wondrous sights of Kathmandu.

We'll visit Pashupatinath, the largest Hindu temple in the city, and the famous Durbar Marg Square. Then perhaps the Swayambhunath Stupa, also known as the Monkey Temple. We'll visit the Burning Ghats, where the devout cremate their recently-departed loved ones. And we will of course also dine on local Nepalese fare, in a carefully chosen restaurant.

Day 3 is also dedicated to the paperwork process – the Chinese bureaucratic machine moves slowly, and it can take 2 or 3 full working days to make sure everything is in order. We'll again spend the day exploring some of the Kathmandu Valley; if it's a clear day, we might even get our first glimpse of Mt. Everest from a nearby elevated platform. Today we will also take delivery of our Enfields and we'll have a short introductory ride around the local area of our hotel in order to familiarize everybody with the workings of their allocated steed.

Day 4 We'll meander out of Kathmandu in a north-westerly direction, climbing several ridges and dropping into valleys, and make our way along to Syabru Besi which has a hot spring bubbling up out of the river. We'll continue on further to Rasuwagadhi near the border for our night's accommodation.

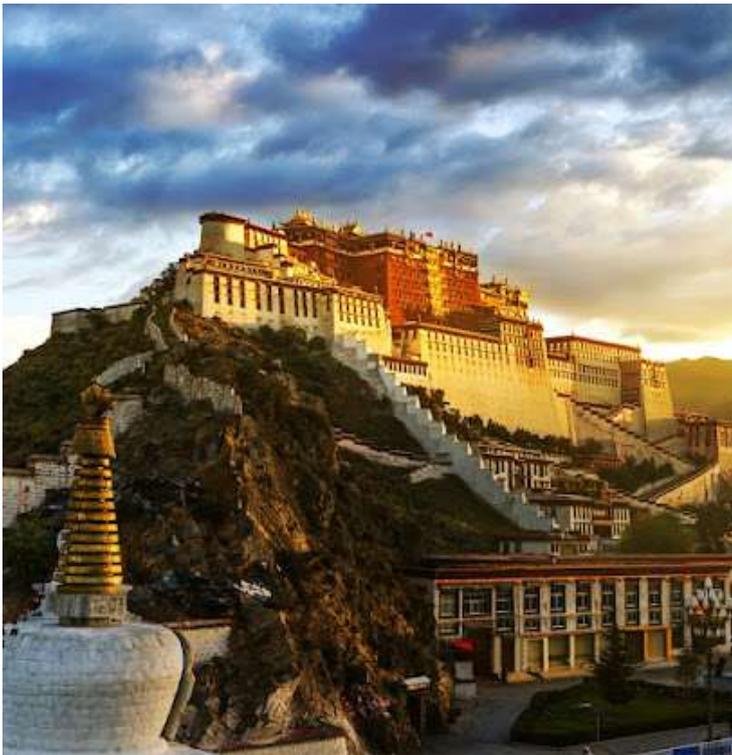
Day 5 sees us crossing the border, a four-stage process (bikes out, humans out; bikes in, humans in) which will still take us an hour or two despite the pre-authorised paperwork. We pick up our mandatory Chinese tour escort and then have only a short ride to our destination for the day, as there are not many towns in this remote part of Tibet. There will be plenty of time to wander and explore the town of Gyirong in the afternoon/evening.



Day 6 is our first very long day on the bikes, as we cross multiple high passes (the highest being 5,236m so you'd better have some warm gear!) on our way to Shegar. There are good views to be had of several magnificent 8,000m peaks in this part of the Himalaya, and if the weather is clear we can see all the way to Mt. Everest. Today is 340k on the bikes and some of us will probably find this challenging...

Day 7 A shorter ride than yesterday, but still 250k which is not a walk in the park. We cross a 'small' pass of just 4,300m on our way to the regional capital of Shigatse, where the local Chinese authorities require us all to have a Health Checkup... presumably to make sure no-one has yet died of altitude sickness.

Day 8 Chinese bureaucracy is not done with us yet. Despite already having ridden in China for three days now, our bikes need to be examined this morning to ensure they are legal and suitable, and the correct bikes for which we obtained permits. When we are free to proceed, we then ride 290k on a new and fast highway, to Lhasa.



Day 9 is our only 'rest' day, which we spend visiting the sights of The Forbidden City, including of course the famous and magnificent Potala Palace which was once the home of the Dalai Lama, but we're not supposed to mention his name in what is now a very Chinese city. He is *persona non grata* for some people in these parts. We'll also visit the nearby Jokhang temple containing, amongst other artifacts, the sacred and most revered image of Buddha in all of Tibet.

The Tibetan family bloodlines have been deliberately and systematically diluted by the Chinese authorities since they took over Tibet in the late 1950's. There are stories of truckloads of young Chinese girls being sent into Lhasa to seduce Tibetan boys and become pregnant, thereby forcing a mixed marriage and subsequent dilution of the Tibetan heritage. It's probably best if we don't refer to this in front of our Chinese government tour escort...

Day 10 sees us heading out of Lhasa to Gyantse and along the way we'll cross the 4,794m Khamba La pass, where we can pause to take in the stunning blue lake of Yamdrok-Tso. We will then pass beneath the towering Kang Sang glacier rising above 7,250m then cross the 5,000m Karo La pass, and through small Tibetan villages along the way to Gyantse.

Day 11 Today we follow the Brahmaputra River (locally: Yarlung Tsangpo) for some time as we travel west to the monastery town of Sakya. It's an impressive monastery well worth visiting, with some 84,000 scrolls, manuscripts and *thankas* up to 1,000 years old, stored within its walls.



Day 12 We've done a few high passes already but today we do our highest; we cross Gyatso La at 5,248m and you will be gasping for oxygen at this point! We ride via Shelkar and Tingri into the Chomolungma (Everest) National Park on a highway so new it's not on Google Maps yet. There are more than 100 sweeping corners on this spectacular road. We arrive at Rongbuk Monastery which has a simple and basic guesthouse, our accommodation for the night.



Day 13 You'll want to rise early to see the sunrise over Everest this morning. We will take a short side trip right up to Everest Base Camp, which sits at an altitude of 5,200m. The majestic mountain itself, at 8,848m, towers above us and makes a spectacular backdrop of course for the obligatory photographs.

In addition to magnificent Mt. Everest, we can also see other massive peaks in this area, notably Cho Oyu 8,201m, Shishi

Pangma 8,012m, Lhotse 8,561m and Makalu 8,463m. We pass these as we re-trace our steps rather a long way back (340k) to Gyriang near the border, for the night's accommodation.

Day 14 We ride back to the border crossing we used two weeks ago and into Nepal via the Friendship Bridge, with less bureaucracy to deal with this time, and take a slightly different route to return us to Kathmandu where this adventure all began. Our farewell dinner tonight will have us all reflecting on what we've just achieved!

Further trip notes including a Checklist 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



Sakya Monastery houses 84,000 manuscripts