

# Asian Overland: 89 days

## 2020 Client Information Kit

Be one of only a handful of adventure bikers to embark on this extraordinary, sometimes life-changing, expedition the length & breadth of Asia.



"We must go beyond textbooks, go out into the bypaths and untrodden depths of the wilderness and travel and explore and tell the world the glories of our journey".

John Hope Franklin



## A little about the expedition

**Welcome to Compass Expedition's "Asian Overland" info kit. Within these pages you will be introduced to one of the world's most scenic and diverse journeys. This kit will detail everything you need to know to participate in this historic ride. Read on and dare to dream.**

This extraordinary, unique and challenging journey offers riders some of the finest landscapes on earth, from lush impenetrable verdant forests to the towering snow-capped peaks of the Himalaya, remote empty highways to vibrant mega cities, hill tribes to beach dwellers and world-renowned UNESCO listed sites to unknown antiquities, this ride truly highlights the amazing diversity of Asia. Starting off we visit one of the world's most dynamic cities of Singapore, Malaysia offers a surprise with superb eating and stunning coastal scenery and Thailand offers some of the most extraordinary coastal scenery on earth with legendary towering limestone Karsts that populate sheltered coves that dot the coastline. We visit the famous "Bridge on the River Kwai" before crossing into the recently opened Myanmar, formerly Burma. Be one of the first people to explore this amazing country, witness sunrise over Bagan, often compared with Ankor Wat, spend a day in Yangon, see the renown fishermen on Inle Lake, and truly explore this absolutely unknown region of Asia. Re-entering Thailand we ride south where we visit the amazing Opium Museum at Golden Triangle as well as riding some extraordinary roads. We spend a week in the French influenced Laos and visit one of Asia's most stunning temple complexes at Luang Prabang, on the Mekong. We enter one of the world's biggest countries, China, home to some of earth's most remarkable civilizations, the world's highest mountain peaks, stupendous scenery, most amazing roller coaster high altitude remote highways, 1000-year-old villages and some of mankind's greatest antiquities. As soon as we enter China, we experience what is the quintessential Chinese scenery of ancient rice terraces that cling to the hillsides seemingly with every inch under cultivation. After visiting renown Tiger Leaping Gorge, we soon enter the high-

altitude region of Tibet and visit the capital of Lhasa with its world-renowned Potala Palace. The riding, across the roof of the world, is absolutely incredible and the view from Everest Base Camp offers staggering views of Mount Everest. Descending via three 5000mt passes we reach Xian, home to the amazing Terracotta Army and we visit villages that give us a glimpse of the "Old China" with their ancient city walls and narrow alleyways jammed with vendors. Riding triumphantly into Beijing, after travelling over 14,000ks, we visit the Great Wall and Forbidden City before enjoying a celebratory meal and a few well-earned drinks at the completion of what has been one of the world's greatest long-distance rides.





# Expedition Route

## Week One

Collecting our bikes in the dynamic city of Singapore we cross into Malaysia, ride north into the Cameron Highlands before visiting the wonderful Melaka with its UNESCO Heritage listed old town. We move north to the legendary Penang nicknamed the Pearl of the Orient, Penang is famous for its soft sandy beaches and is regarded as the food capital of Malaysia. We spend two nights in Penang allowing us time to wander the UNESCO listed old town and of course sample its legendary food.

## Week Two

We cross into Thailand and visit the amazing karst & mangrove scenery around Krabi. We spend two nights at AVALLEE Beach Resort exploring this fantastic scenery. We visit the amazing Khao Sok, a nature reserve containing dense jungle, tower like limestone karst formations and the man-made Cheow Lan Lake. Overnighing at the Elephants Hills resort where we experience an incredible Asian elephant safari.

## Week Three

Riding north we spend three nights in Kanchanaburi, home to the famous, yet tragic, "Bridge over the River Kwai" that formed part of the Burma Railway in WW2. We then cross into recently opened Myanmar, a landscape of shimmering pagodas, mighty rivers and epic lakes. We visit the renown Yangon where we spend two nights

## Week Four

Turning north we reach the incredible Bagan, often compared to Ankor Wat, without the crowds! Bagan is a landscape of over 2000 monuments that tower over a green plain. Turning east we visit Kalaw, the mountainous trekking capital of Myanmar, before spending two nights at Inle Lake for the quintessential Burmese experience of fisherman on their handmade boats displaying their unique way of fishing. Week four is seen out at Inle Lake

## Week Five

Spending our last couple of days in Myanmar's remote east, Shan district where permits till must be obtained to travel, we cross back into Thailand and ride south, visiting the Opium Museum in the Golden Triangle. We reach the renown highlands city of Chiang Mai renowned for its lush forests and endless valleys and mountain peaks before riding the superb Mae Song Loop, a wonderful mountain escape of terraced hill tribes' farmlands and endless Twisties and long neck women tribes.

## Week Six

This week we cross into Laos and spend two nights in the French influenced capital of Vientiane, a wonderful leafy town, more than a bustling city, scenically located on the banks of the Mekong. We can wander the old town, enjoy one on the many sidewalk cafes or enjoy a Beerlao watching sunset over the Mekong. Riding due north, we spend two nights in one of Asia's most scenic destinations of Vang Vieng, surrounded by limestone mountains and caves, stunningly located on the Nam Song River.

## Week Seven

Continuing north we spend two nights at one of South East Asia most iconic religious sites. Luang Prabang, a wonderful patchwork of traditional Lao wooden houses & Golden-roofed wats. The site is stunningly located at the confluence of the Mekong & Khan Rivers. We cross into China, an immense country of impossibly diverse landscapes and peoples with a storybook history. We start our Chinese adventure riding through picturesque hilltop villages covered in centuries old rice terraces, tea gardens & undulating countryside, it is the quintessential Chinese scene.

## Week Eight

We the ancient cultural treasure known the Tea Horse Road, a road of similar importance to that of the Silk Road but far less famous. We visit Lijiang, a maze of cobblestoned streets and canals lined with pagoda's and vendors, nothing,



it seems, has changed much in centuries. Ascending ever higher into the mountains we visit the renowned Tiger Leaping Gorge before riding into the real Shangri-La, a stunning landscape of dense forests, alpine lakes, grasslands and gorges set amongst meadows and plains. Leaving beautiful Yunnan Province, we cross into Tibet and ride one of the most stunning highways on the entire ride, the Sichuan – Tibet Highway. This route rewards us with utterly stunning high-altitude views of mountains, glacier fed lakes, remote monasteries and alpine visits on what is some of the highest, wildest and remote regions on earth.

## Week Nine

Continuing on the epic Sichuan – Tibet Highway riding amongst the towering mountains, verdant green and glacier fed rivers we arrive into the Tibetan capital of Lhasa where we spend three nights allowing us time to acclimatize. In Lhasa we have the opportunity to visit the remarkable Potala Palace, Jokhang Temple and witness the great pilgrimage around Barkhour. Joining the Friendship Highway, we continue southwest via the stunning Tashilunpo Monastery located in Shigatse. We continue to the world's highest monastery, Rongphu, where we overnight allowing us the best opportunity to get immense views of the towering Mount Everest. Watching the rays of the day reflect of the snowcapped Everest is an indescribable sight that will remain with you forever, it's a rare privilege to view the absolute top of the world at sunset and if we're lucky, sunrise. Leaving Everest Base Camp, we ride north east and see this incredible week out in Gyantse home to the architectural wonder that is 108 chapels of the Gyanste Kumbum

## Week Ten

We begin another epic week as we ride further north along the “other” legendary highway into and out of Tibet, the Qinghai – Tibet Highway, a roller coaster ride of epic proportions though a wall of seemingly impenetrable mountain peaks across the Tibetan Plateau. We visit Namsto Lake, a magnificent turquoise lake surrounded by snowcapped peaks and Buddhist prayer flags before continuing north over a series of 5000mt passes through an epic landscape of prairie, lakes, mountains and desert at an average altitude of 4000mt on the Quinhai – Tibet Highway, the main artery to/from Tibet. The road continues into the province of Quinhai and descends to Golmud. This is a ride we will remember forever for its outstanding mountain views at every turn.

## Week Eleven

Descending from the lofty mountains, and leaving Tibet, we visit Chinas largest lake of Qinghai Lake before we reach Dulan and ride via the amazing scenery of the Kandula Forest Park. we have experienced in Tibet. Continuing on we visit the amazing Maijishan Grottoes that have over a 7000 buddha sculptures and 1000 square meters of murals inside the grottoes, an amazing sight. Seeing the week out we ride into the world renown Xian, home to one of the greatest antiquities on earth, the Terracotta Army.

## Week Twelve

We spend two nights in Xian giving us time to visit this extraordinary site created by Chinas first dynasty, the Qin Dynasty from 246 to 206BC. This is one of the most extraordinary archeological sites ever discovered after being dug up by farmers digging for a well in 1974 after lying hidden buried for 2000 years!! We also visit the ancient Ming Dynasty city walls that encircle numerous backstreets, narrow alleyways and shops. Leaving Xian, we visit the utterly incredible cliff tunnels

### Highlights

- Cosmopolitan Singapore
- Malaysia's Cameron Highland
- Foodie capital of Penang
- Karst scenery of the Thai coastline
- Elephant Experience, in Thailand
- Yangon, Myanmar
- Incomparable Bagan, Myanmar
  - Inle Lake, Myanmar
  - Chiang Mai
- Ma Sae Valley Loop, Thailand
- Luang Prabang temple complex, Laos
- Yuanyan Rice Terraces, China
- China's Tea Horse Road settlements
- Stunning Sichuan – Tibet Highway
  - Midui Glacier, China
  - Rongbuk Monastery
    - Lhasa
    - Potala Palace
    - Everest Base Camp
    - Namsto Lake
- Stunning Quinhai – Tibet Highway
  - Terracotta Warriors of Xian
  - Hanging Monasteries
  - Pingyao Walled Town
    - Budda Caves
  - Great Wall of China
    - Beijing





near, Guoliangcun, where we spend two nights. We visit superb Pingyao, Chinas best preserved ancient walled town giving us a real taste of "Old China". The week comes to a close in Wutaishan, home to the amazing hanging Temples built precariously into a cliff face.

## Week Thirteen

Our last week of what has been an utterly amazing adventure we visit Yuxian enroute to Beijing, after experiencing an impossible array of landscapes, cultures and experiences from Singapore to Beijing. We spend three nights in the capital giving us time to visit some of Chinas most legendary sites such as the Great Wall, Forbidden City and Tiananmen Square to name a few. Our final days riding will see us travel to Tianjin to pack our bikes and prepare for shipping of the bikes home before catching a bullet train back to Beijing at 350kph

### *The Schedule*

*The schedule above is a guide only and we will endeavour to remain faithful to the itinerary. However, during an expedition of this magnitude, things sometimes go wrong, events that are completely beyond our control; border strikes, landslides, road closures, surly border guards, local conflict, even being forbidden to ride a motorcycle into a city (it has happened), all may have an effect on our expedition. We will endeavour to get back as per itinerary as quickly as possible. The final decision as to what course of action to take lies with the Compass Expeditions crew.*



## A Day in the Life

No two days are the same, nothing can be assumed but we do follow a certain routine. Each morning we arise at a reasonable hour and have a filling breakfast, where possible, before going over the days ride. You will be fully briefed the night before of our next destination, route to be taken, road conditions, sights to see, and things to do. Depending on location, availability and need we will first fill the bikes before riding out toward our next destination. At a pre-determined point, we shall meet for lunch. Lunch is had at either a restaurant / café or prepared by us out of our mobile kitchen and is a hearty filling meal enough to sustain us for the afternoon's ride. Arriving at our overnight destination we perform minor safety checks of the bikes as well as any routine maintenance that may be needed before having a shower and a cold beer or wine. In keeping with our "ALL INCLUSIVE POLICY" breakfast is included on every day of the expedition. Lunch is included on ALL ride days and dinners once a week.

### Weather

We shall be arriving into Singapore and will be anticipating hot & humid weather, its only 85 miles from the equator. Southern Thailand will still be wet, but the rains generally consist of afternoon showers and rarely interfere in our travels. Myanmar will be hot but dry in the south and a little cooler in the northern regions. Northern Thailand will be great blue-sky weather and Laos will be cooling down but still a little humid. China will be perfect for riding with cool to very cold temperatures and we time the ride to Everest Base Camp to offer the optimal time for epic views Mt Everest under a clear blue sky. We are close to the Equator on this expedition so hot and sometimes humid weather must be expected. 50% of this ride will be in cool to cold conditions, mostly in China, but as we descend from the Tibetan Plateau it will begin to heat up again.

### Road Conditions

The road conditions vary wildly on this expedition however it must be remembered that this is a paved road expedition, mostly, except for a few occasions. Malaysian & Thai roads are superb and in excellent condition the roads through Myanmar are narrow & rough and sometimes busy with traffic and on occasions the original paved road has returned to dirt. Chinese roads vary the greatest during this expedition from superb empty highways to rough single lane roads that dissect the mountains we ride in throughout China. Wherever there is roadwork in China the adjoining tracks can be very rough dirt and the Qinghai – Tibet Highway is a VERY rough paved road with a LOT of truck traffic

The most critical thing to consider on an expedition of this magnitude is "other traffic" that has a totally differing view to road rules, or lack thereof, and road safety, particularly in China.

As with the weather riders should prepare for all road conditions.

**This ride is completely achievable by anyone with motorcycling experience. At no times do we include extreme moto-cross style riding, we always chose the least difficult option and the majority of riding is very easy, however we will encounter some challenging sections on a ride of this magnitude.**

### Food

As stated above all breakfasts are included & lunches are included on each and every ride day for the duration of the expedition. Dinner is included one night per week as is a joining and final night dinner.

The food is much like the weather and roads, just about every conceivable cuisine can be experienced during this journey. Food in South East Asia is of course legendary, varied and plentiful, Thailand is internationally renowned for its great cuisine however in remote China, and particularly Tibet, food can sometimes be



somewhat bland / monotonous, consisting of noodles and rice. Many major cities have restaurants that attempt to cater to the western palette. While in China our guide will assist in translating the sometimes-impossible menu. This is one expedition where we won't starve!!

### **Breakfasts**

Some tour operators claim that "breakfast is included" with their accommodation, having previously travelled in the regions that this expedition is going to we know a single egg on a piece of toast will not sustain anyone for a long and sometimes arduous day on the bike, on those occasions we will supplement these breakfasts with our own supplies, especially in China where boiled broccoli just won't cut it for breakfast

### **Lunches**

For the first half of the ride, up until the Chinese border, lunches will be had at restaurants and cafes, each and every one has been checked and eaten in. In China we will provide picnic lunches which usually consists of a choice of salads and a platter of luncheon meats with a choice of fruits and non-alcoholic drinks and usually cakes or biscuits. (Everything is subject to availability). Sometimes these lunches may be the best meal of the day in the more remote regions of China

### **Dinners**

We provide one dinner per week, usually from a wonderful local restaurant or hotel where you can select from the menu and one where we have eaten at before. Dinners are NOT exactly 7 days apart, sometimes there is 3 nights between dinners and other times it may be 9 nights between dinners. We choose the best locations to provide these dinners.

## **Accommodation**

### **Hotels**

We use quality, best available, hotels for this expedition, usually 3 to 4 & even 5 stars in standard, however on a very few occasions we must use very basic accommodations as that is all that is available. We have chosen our hotels for the location, quality and uniqueness but also for the sake of the itinerary, we may pass a large city early in the day but continue on to a smaller town with basic accommodation. If we stopped at every city that has decent accommodation the expedition would take 200 days. The accommodations are as varied as the landscapes we ride through, from wonderful beachside resorts in Thailand to very basic high-altitude dwellings in Tibet and absolutely everything in between.

### **Camping**

There is NO camping on this expedition

## **ARE YOU UP TO IT?**

### **The Rider**

The rider should have at least two years' experience on riding large motorbikes; this however is not a "set in concrete" requirement as we realize that riding skills differ from person to person. The rider does, however, need to be confident with a larger bike and confident in his/her abilities to ride safely in foreign countries that have a slightly different view of road rules than what we may be accustomed to. If carrying a co-rider, this expedition is not the time to find out you are not comfortable with it. Riders do not need to be enduro experts but more importantly it is the rider's attitude to safe riding that makes or breaks their tour.

### **The Co-rider**

The Co-Rider needs to have experience in riding as a pillion and have confidence that they can handle some long days on the saddle on some very

ordinary roads in sometimes-inclement weather. On the more difficult sections co-riders have the option of riding in the support vehicle (space permitting).

### **In Closing**

It is in the nature of this expedition that you will at times be tested. There will be times that people will feel exhausted, hot / cold or simply frustrated. A flexible attitude is paramount as is a good sense of humour and above all a tolerance for things that can and do go wrong, as well as an acceptance of other peoples and cultures that are completely removed from ours. A willingness to work as a team for the general day-to-day running of the expedition and to "muck in" is essential. The more you put in the greater the sense of achievement at the end. If you are intolerant to riding dirt roads, sometimes lack of choice for lunch supplies/fruit and vegies and the inevitable breakdowns then for your own sake please consider if this journey is for you. It is paramount that all clients are aware that this expedition is 90 days in length and as such you will be away from family and friends for this time.

The points below are critical, and you need to possess these qualities for your own enjoyment

### **ARE YOU?**

- ✓ Good humoured
- ✓ Tolerant
- ✓ Accepting of things that may be different
- ✓ Willing to help out for the success of the expedition
- ✓ Have the drive to keep going when everyone else has long since given up

## **GREAT THEN READ ON!!**

## **CHOOSING YOUR BIKE**

### **Choosing to ride a Compass bike**

If you choose to ride one of Compass Expeditions bikes you will be riding new BMW F 750 / 850 GS or R 1250 GS. These bikes come from a stable of the world's finest touring bikes and as such we have chosen them for our epic "Asian Overland" ride. Unencumbered by luggage these powerful bikes are ideally suited for the demands of riding this challenging expedition that covers over 20,000ks / 12,500ml.

### **Additional Accessories for Compass Expeditions bikes**

- » Crash bars
- » Aluminium Bash Plate
- » Top box
- » Radiator protector
- » Bark busters (hand guards)

### **Bringing your own bike**

There is no doubt that just about any bike could feasibly attempt such a journey, but for the sake of the expeditions success we must insist you leave your step through 50cc at home. Bikers will insist that they and they alone have the most suitable bike for doing the "Asian Overland", they could be right, but we have compiled a "by no means complete" list of the bikes we have owned over the years and that would be more than capable of completing this expedition. Please be aware below is not a definitive list.



### Suitable bikes

- » BMW R 1250 GS or any BMW in the GS Range (except the 310)
- » HONDA AFRICAN TWIN
- » YAMAHA TENERE
- » KTM 990 ADV
- » TRIUMPH TIGER / Explorer

### Modifications that need to be considered

- ✓ At least 650cc
- ✓ Range of at least 350 km/ 200 miles
- ✓ Have protective equipment such as crash bars, aluminium bash plate, headlight protector, Barkbusters (hand protectors)
- ✓ Top box for personal day use items
- ✓ Bike alarm and/or disc lock
- ✓ Heated hand grips
- ✓ Garmin GPS unit (compulsory)

All bikes must be in a roadworthy condition, be fully serviced with new chain sprockets (were necessary) & new tyres immediately prior to shipping. We reserve the right to refuse participation for any bike we believe simply won't make it; the timely success of the expedition is our priority. Contact us on [info@compassexpeditions.com](mailto:info@compassexpeditions.com) for any questions concerning your bike.

### Bike shipping

We include all shipping to and from your homeport\*, no matter where you are from, we don't **cost** penalize you if you aren't from our country of residence, (Australia), as some other operators do!! We also include the following shipments

- ✓ Shipping from your homeport to Singapore \*
- ✓ Shipping from China to your homeport \*

\*More info on the term "homeport". Below are the ports that we return all bikes to:

- ✓ Australia; Port of Melbourne
- ✓ USA: Port of Los Angeles
- ✓ UK: Felixstowe
- ✓ Other destinations: Please contact us

Please note that at no time do we collect or deliver to/at your house, bikes must be delivered and collected from the above ports.

**Important note:** If you are unable to finish the expedition on your bike due to any reason and the bike has to be shipped out BEFORE the group reaches Tianjin then this extra shipping cost will be your responsibility. Compass Expeditions provides all shipping FROM TIANJAN to your homeport\*, if you decide in Thailand, for example, that you don't wish to ride any further or you crash out and you want your bike home ASAP or for any reason whatsoever the cost of getting your bike home from your "end of tour" point is your responsibility.

## FREQUENTLY ASKED QUESTIONS

### **What do I do if my bike breaks down?**

If your bike breaks down, we will endeavour to fix it ourselves or get it to a point where it can be fixed, all repair costs are borne by the client if not riding a Compass owned bike. We have never been “stuck” unable to proceed, and the locals are masters at getting broken down bikes going again.

### **Do I need to bring my own spares?**

Yes, you do need to bring a basic list of spares with you, suitable for your bike. These spares need to include, front fork seals, head stem bearings, if on a BMW F750 GS, wheel bearings, front and rear sprocket and drive chain, clutch and brake lever, mirror joining brackets, brake pads, this is for ALL bikes (old & new). If riding an older bike, you will be familiar with what you need, however please contact us at [mick@compassexpeditions.com](mailto:mick@compassexpeditions.com) for more info. Our support vehicle will carry all your spares. A more complete list of spares will be provided in due course.

### **What about tyres/tires?**

Big bike tyres can a little difficult to get and tyres for bikes of our size are a rarity. Additionally, it is impossible for us to carry up to 60 tyres on this expedition thus we have an agent in Thailand who can provide new tyres to complete the expedition with. We are able to purchase dual-purpose tyres in Thailand, a little short of halfway; we order these 3 months in advance. We ask clients to be prepared to use 1 rear & 1 front tyre during this expedition. Your tyres should be new at the beginning of the expedition. Tyres are an endless subject of conversation however we are tied to what we can get, and longevity of tyre life is absolutely paramount on this expedition, thus Mitas EO -7 or Heindenau K60 Scouts or Motoz Tractionators, made in Thailand have been our choice for all past expeditions. Contact us with any questions you may have regarding your tyres.

### **What about servicing?**

The Asian Overland is just over 20,000 km, so if serviced just before you depart you will only need 1 service during the expedition. We have 1 major service point for this expedition at an authorized BMW dealership, a little short of halfway but there is nothing else until Beijing. If a service is needed earlier or later, we shall arrange that on your behalf, but it won't be at an authorised dealership. Service costs for your own bike is at your own expense. Any issues with your bike MUST be notified to your crew ASAP so that we can arrange repairs, sourcing of parts etc as far in advance as possible.

### **Will it get stolen?**

Hopefully not, it's a long way to walk. Seriously though, theft is an important consideration. We park our bikes at secure bike/car parks that are under 24-hour guard or inside the hotel property whenever in a city. At a small number of hotels bikes are parked overnight in front of the hotel. A disc lock and/or immobilizer are required. Theft is not something to stress ourselves about; with a little care your beloved bike will be safe. It is important to remove everything from the bikes each night. A small bike cover is also a good idea.

### **How do I get to start/finish point?**

Easy, as mentioned above we include all shipping to and from your homeport, unlike other operators who only include shipping IF you happen to live in the same country as them? As far as we are aware, we are the ONLY company to include shipping to and from your homeport no matter where you are from. Caveat: there are a few rules here, if you are from Antarctica or some equally remote, impossible to ship from, port or no port at all country the cost burden will be on you to get your bike to a port that has “regular” shipments from.

### **Can I get my bike insured?**

Good luck, we have never met an insurance company that will go near you once you mention that you are taking your bike overseas, but at least give your insurer a call, miracles may occur. You will need to purchase compulsory insurance from border insurance issuers however this is 3<sup>rd</sup> party liability only. This policy is arranged months in advance for China.

### **Do I need a Carnet de Passage en Douane if bringing my own bike?**

Yes, carnets are required for this expedition. We shall assist you in obtaining your carnet if bringing your own bike. If riding a Compass bike, the carnet is included.

### **What about visa's?**

In most of the South East Asian countries, and definitely China, you will need a visa along with a letter of introduction or L.O.I. we will obtain the L.O.I for you at our cost however the client is responsible for obtaining his/her own visa's (we shall coordinate this for you). A visa agency is adept at getting visa's especially those that are a little tricky to obtain and we have established a working relationship and have an account with CIBT who have obtained many visas for us in the past. We will need to co-ordinate, with you, the L.O.I and visa process. It all sounds complicated, but we have done it all before with no problems.

### **What about vaccinations?**

We highly recommend that you speak with your doctor and/or check out the World Health Organization website at [www.who.int/country](http://www.who.int/country) and have a look at their excellent International Travel and Health book, available online. In Australia visit the Australian Medical Centre website at [www.traveldoctor.com.au](http://www.traveldoctor.com.au) or phone 1300 65 88 44. For our U.S clients visit [www.cdc.gov/travel/](http://www.cdc.gov/travel/) and for our U.K clients go to [www.doh.gov.uk/traveladvice/](http://www.doh.gov.uk/traveladvice/) for travel health recommendations in general go to [www.mdtravelhealth.com](http://www.mdtravelhealth.com). We are not allowed to, by law, hand out health advice as we are not medical practitioners, so it is paramount to visit your travel health professional well before departure. If you have any general questions regarding staff vaccination choices, then please contact us.

## **WHATS INCLUDED WHEN RIDING A COMPASS EXPEDITIONS BIKE?**

### **Equipment**

- ✓ BMW F 750 / 850 GS or BMW R 1250 GS
- ✓ All mechanical spares, servicing, repairs and tyres/tires
- ✓ Top box for personal day use items
- ✓ Carnet de Passage

### **Expedition support**

- ✓ Services of ride leader & support vehicle driver, with mechanic and/or medic experience
- ✓ Full GPS Track logs
- ✓ Support vehicle to carry all luggage, (two Compass Supplied bags per person), spares etc.
- ✓ Mobile kitchen for lunches
- ✓ Satellite phones & DeLorme InReach devices (charge per minute)

### **Daily on road costs**

- ✓ Airport transfers
- ✓ All accommodation of a generally 3 to 4-star standard
- ✓ One bonus night accommodation
- ✓ All ride day lunches & mentioned dinners (1 per week)



- ✓ All breakfasts on every day of expedition
- ✓ All tolls, ferries and security park costs
- ✓ Motorcycle third party insurance

### **Excursions and entrances\***

- ✓ Entrances to all national parks as mentioned on itinerary
- ✓ All entrances to historical sites as mentioned on itinerary
- ✓ All museum entrances as mentioned on itinerary
- ✓ Off bike activities, such as Elephant safari's & Forbidden City
- ✓ City guide, (this is for city guide only, if extra guiding is asked for by client, such as take me to a good bar or a BMW dealership, this is at client's costs)

\* Please refer to the end of this document for a full list of included excursions

### **Other stuff**

- ✓ A medical kit in support vehicle
- ✓ Comprehensive pre-departure booklet
- ✓ Daily briefings on route and destination
- ✓ All Myanmar permits & guides
- ✓ All Thai permits and Thai registered guide (if group size is over 10)
- ✓ All Chinese documents, permits & drivers license and guide for entire time in China

## **WHATS NOT INCLUDED WHEN RIDING A COMPASS BIKE?**

- × Visa's
- × Fuel
- × Lunches on non-riding days
- × Traffic fines
- × Repair and/or recovery costs to Compass Expeditions bike for loss or damage caused by negligence or failing to heed ride leader's directive
- × Medical costs, it is a pre-requisite that all clients have comprehensive medical insurance that covers for riding a motorcycle over 650cc in foreign countries.
- × Activities not mentioned on the itinerary
- × International flights

## WHATS INCLUDED WHEN RIDING YOUR OWN BIKE?

### Expedition support

- ✓ Services of ride leader & support vehicle driver, with mechanic and/or medic experience
- ✓ Full GPS Track logs
- ✓ Support vehicle to carry all luggage, (two Compass Supplied bags per person), spares etc
- ✓ Mobile kitchen for lunches
- ✓ Satellite phone & DeLorme InReach devices (charge per minute)
- ✓ Mechanical support if needed

### Daily on road costs

- ✓ Airport transfers
- ✓ All accommodation of a generally 3 to 4-star standard
- ✓ One bonus night accommodation
- ✓ All ride day lunches & mentioned dinners (1 per week)
- ✓ All breakfasts on every day of expedition

### Excursions and entrances

- ✓ Entrances to all national parks as mentioned on itinerary
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\* Please refer to the end of this document for a full list of included excursions

### Shipping

- ✓ As mentioned, shipping to the Singapore start point and home again is included from your homeport

### Other stuff

- ✓ A medical kit in support vehicle
- ✓ Comprehensive pre-departure booklet
- ✓ Daily briefings on route and destination
- ✓ All Myanmar permits & guides
- ✓ All Thai permits and Thai registered guide (if group size is over 10)
- ✓ All Chinese documents, permits & driver's license and guide for entire time in China

## WHATS NOT INCLUDED WHEN RIDING YOUR BIKE?

- × Visa's
- × Fuel
- × Third party insurances
- × Carnet de Passage
- × Servicing of your bike, repairs and transport costs to repair point (if needed)
- × Lunches on non-riding days
- × Traffic fines
- × Medical costs, it is a pre-requisite that all clients have comprehensive medical insurance that covers for riding a motorcycle over 650cc in foreign countries.
- × Activities not mentioned on the itinerary
- × International flights

**An important note: the word “medic” does not imply that our medic is a doctor or paramedic, but our medic will have successfully completed advanced first aid training at the very least.**

**The word “mechanic” does not imply that our mechanic is a fully qualified BMW technician, but our mechanic will be very experienced with motorcycles in general**

## WHAT YOU NEED BEFORE GETTING ON THE PLANE!

### Personal documents

All documents must be the original and will be checked before departure so to ensure no nasty surprises while sitting at a far-flung border.

- ✓ Passport, must be valid for at least 6 months after completion of this expedition, passport must also have at least 15 empty pages
- ✓ Five colour passport photos
- ✓ Your original local driver's license
- ✓ For riders bringing their own bikes, the original bike registration document known as the V5 logbook in the U.K
- ✓ International driver's license I.D.P available at your motoring organization e.g.: AAA in the U.S, R.A.C in the U.K, R.A.C.V, R.A.A etc in Australia.
- ✓ Credit card, either Visa or Master Card
- ✓ ATM card
- ✓ Original travel insurance documents
- ✓ Visa's



- ✓ Carnet de Passage (if bringing own bike)
- ✓ Please supply to us one photocopy of all documents and keep two copies for yourself
- ✓ A current vaccination certificate showing all inoculations

### Things of a personal nature

- ✓ Camera, SLR and a small digital one to carry in your bike jacket
- ✓ I-Phone
- ✓ Sleeping bag
- ✓ I-pod
- ✓ Swiss army knife
- ✓ Diary

A COMPLETE LIST OF THINGS TO TAKE WILL BE INCLUDED WITH YOUR PRE-DEPARTURE BOOKLET

### Recommended Riding Gear

As bikers you will undoubtedly already have your own personal riding gear. The list below is simply a guide to what you need to be comfortable for the duration of the expedition; one of the most important things to bring is a CAMELBAK for rehydration

#### ✓ **Helmet**

Again, a very personal choice but in our view a full-face helmet is a good choice, riding with a motocross style and goggles can be extremely uncomfortable for such a long expedition especially in dusty, polluted or freezing conditions. A silk or thermal balaclava worn under the helmet is also a lifesaver on those cold mornings at altitude in China.

#### ✓ **Clothing**

Waterproof gear is absolutely essential, as are removable liners in both the pants and riding jacket. You will be riding through virtually every weather condition so a good jacket and pants that can be adapted to the riding conditions will only enhance your experience. Your riding jacket / pant needs to be adaptable to some very hot and humid days as well as cold high-altitude climes of Tibet & the mountainous regions of China. A thermal fleece such as Paddy Palin, Himalaya or Patagonia is excellent for wearing under your jacket on colder days at higher altitude. A set of light coveralls is indispensable.

#### ✓ **Boots**

Again, this is a personal choice, a pair of motocross boots is of course ideal, but they are cumbersome and bulky to carry half way around the world. A pair of knee-high leather riding boots is a great compromise, they should be light, robust and provide as much ankle support as possible

#### ✓ **Sunglasses**

Don't forget your sunglasses. A good pair of strong sunglasses is essential.

## SITES INCLUDED ON THIS EXPEDITION

- ✓ UNESCO listed Melaka & Penang, Malaysia
- ✓ Limestone Karst scenery around Krabi, Thailand
- ✓ Renown WW2 site, Bridge over the River Kwai
- ✓ City tour of Yangon
- ✓ Archaeological site of Bagan, Myanmar
- ✓ Stunning Inle Lake, Myanmar
- ✓ Chang Mai and the Mae Song Loop, Northern Thailand
- ✓ Thailand hill tribes
- ✓ Incredible Vang Vieng, Laos
- ✓ Luang Prabang, Laos
- ✓ Tea Horse Road
- ✓ Tiger Leaping Gorge
- ✓ Ancient city of Lijiang
- ✓ Potala Palace & Jokhang Temples, Lhasa
- ✓ Rongbuk Monastery, Tibet
- ✓ Everest Base Camp
- ✓ Terracotta Army, Xian, China
- ✓ Famous cliff tunnels of Guoliangcun
- ✓ Ancient walled city of Pingyao
- ✓ Maijishan Grottoes with 7500 Buddha statues
- ✓ Hanging temples
- ✓ Great Wall of China
- ✓ Beijing City tour including the Forbidden City & Tiananmen Square



**We are sure you will have a thousand more questions; we hope so. Below are our full contact details. Thanks for spending your time reading this info kit. We hope it has inspired you to challenge yourself, if not riding with us then just riding and enjoying this remarkable world that we live in.**

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