

Spiti Bike tour

08 Nights and 09 Days

Those voyagers who really seeking for the wilderness can visit this jaunt as here they will get chance to cross the bad boulevards, poor weather environments, marine adventures, high altitude ride and all that things which one desires to have within the barren spree. Here

Day 1: New Delhi to Chandigarh (4 Hours; Distance Covered: 244Kms)

Meals: Dinner

Reach Delhi airport/railway station; meet our representative with whom you will be driving Chandigarh from New Delhi (about 250Kms). On arrival in Chandigarh, check into your accommodation where you will be spending your rest of the day at rest.

Day 2: Chandigarh to Arphu (7:30 Hours; Distance Covered: 206Kms)

Meals: Breakfast & Dinner

Today morning drive from Chandigarh to Shimla. The road to Shimla and further ahead is generally good in shape, all year round, which gives a smooth ride. Before your Arphu hit you will visit Narkanda is pretty much only one single highway. After 31 km you found a small establishment near Kingel, in a town named 'Arphu', to camp for the night, and overnight stay there.

Day 3: Arphu to Sangla (9 Hours; Distance Covered: 173Kms)

Meals: Breakfast & Dinner

Today morning drive towards Arphu to Sangla Kinnaur. Kinnaur can give you a drizzle at times, so do not forget to bring a rain cover for your luggage and for yourself. Spiti is comparatively dry.

You'll experience the first ever "You Don't Call It A Road" episode near Wangtu where you drive about 8 kms towards Tapri under an angry, bright sun. It took approx 40 mins to cover this nasty 8 km stretch.. Tapri awards you with a perfect Hot Spring where you can swim. The hot spring is situated about 2 kms away from the town of Tapri. The town also has a petrol pump, in case you're planning a little detour towards Chitkul – the last Indian town.

Chitkul, in recent times, has gained some interest among the travel community, due to its beautiful surroundings and a perfect climate. It is required to go off the track and a different

road from Karchham (towards Chitkul) and the way back (approximately 75 Kilometres each side).

Day 4: Sangla to Chitkul (1:30 Hours; Distance Covered: 22kms)

Meals: Breakfast & Dinner

Today morning drive towards Sangla to Chitkul. You feel the difference when you enter Sangla valley (which starts from the town of Sangla and ends in Chitkul), for it has an unparalleled beauty. Snow-capped mountains, perfectly beautified with ancient Tibetan architecture – dating back its foundation more than 100 years ago. A gentle stream of water can be found running next to the narrow driveway – which, for most of its part, was good in condition. This drive is ‘road to heaven’.

Chitkul is a tiny Tibetan settlement claiming its small portion of land at the end of Indian border. Often known as the last Indian town, it is a perfectly quiet town, with good – though a little expensive

Day 5: Chitkul to Nako (8 Hours; 172Kms)

Meals: Breakfast & Dinner

You can pretty much kill your engine, for most of the time, during the 75 km stretch – back to Karccham, from Chitkul. Karccham to RekongPeo, is a little less than an hour drive which can be avoided, if you’re Indian – foreign nationals, however, are required to obtain a pass in RekongPeo, which they will have to submit at a couple of checks posts in Spiti Valley.

Fill your petrol tank in RekongPeo, which has the last petrol station, until you finally hit Kaza, after a long and dusty ride of more than 200 kilometres.

It is required to register yourself at your first checkpoint in Pooh, which takes 2 minutes for Indians and about 15-20 minutes for non-Indians. The road from Pooh soon transforms itself into a driver’s nightmare. Though numerous hair-pin bends and close to open views of valley will keep you engaged, and a little encouraged too, with its beauty.

Day 6: Nako to Kee (9:30 Hours; 111Kms)

Meals: Breakfast & Dinner

Kee is about 5 kms from the town of Kaza. The drive from Nako to Kee was pretty much – for most of the part – on concrete, gravel and small/big size boulders. Though big sized excavators and road-rollers can be found running all over the year, trying to remove any debris from the road, and change the condition of the road from worse to manageable. From comparatively

narrow driveways – the valley opens itself into the vast and uncluttered spaces, once you cross the town of Tabo and keep expanding and beautifying itself until you cross Kunzum Pass.

Day 7: Kee to Losar (5:30 Hours; 81Kms)

Meals: Breakfast & Dinner

Kaza is the district headquarters of Spiti valley, and runs the only petrol pump in the area – for about a 200-km radius, in either direction, Check in to camp/ hotel and night stay there.

Day 8: Losar to Chandratal (3 Hours; 38Kms)

Meals: Breakfast & Dinner

After Losar, brace yourself for the ascent to Kunzum La and for another episode of World's Worst Roads (which lasts until you reach Gramphu and merge with the traffic of Leh-Manali). Tar will occasionally come and go here – leaving the roads similar to the condition of a nasty dirt track situated somewhere far in the Middle East.

After crossing Kunzum Pass and driving a few kilometers downhill towards Batal, you will come across a narrow driveway – wide enough for only one car to clear. This is a 12.5km stretch which goes all to Chandratal. A traffic signboard, however, ostentatiously points towards Chandratal, so you'll have no problem in finding which way to go. Caution is advised while driving.

, Chandratal is situated at an altitude of about 4,300m The way to Chandratal is accessible by a motorbike, or a jeep, up to the very end. Chandratal has no guest houses but only a few camping sites.

Day 9: Chandratal to Manali (10 Hours; 120Kms)

Meals: Breakfast

Travel back 12.5 Kms on the same road that you took for Chandratal, until you come back to a diversion and take the highway that goes towards Batal. Make sure you fill your stomach at one of the dhabas in Batal, because the next town might be a little far. Though it's only 18 kms away, but since you'll be driving at only about 10kms/hour – thanks to a poor road, something only suitable for a JCB excavator. This 50 km stretch, from Batal to Gramphoo, will eat up good 4-5 hours of your daylight.

Once you're back in Gramphoo you will find yourself in a different world. Here you'd be exchanging, quite often, thumbs up with few more (less) crazy riders, seeking adventures on Manali-Leh route.

A few kilometers of drive and you'll reach Rohtang Pass – overcrowded by people to spend a few hours on Ground Zero, surrounded by thick fog.

****Tours Ends****