

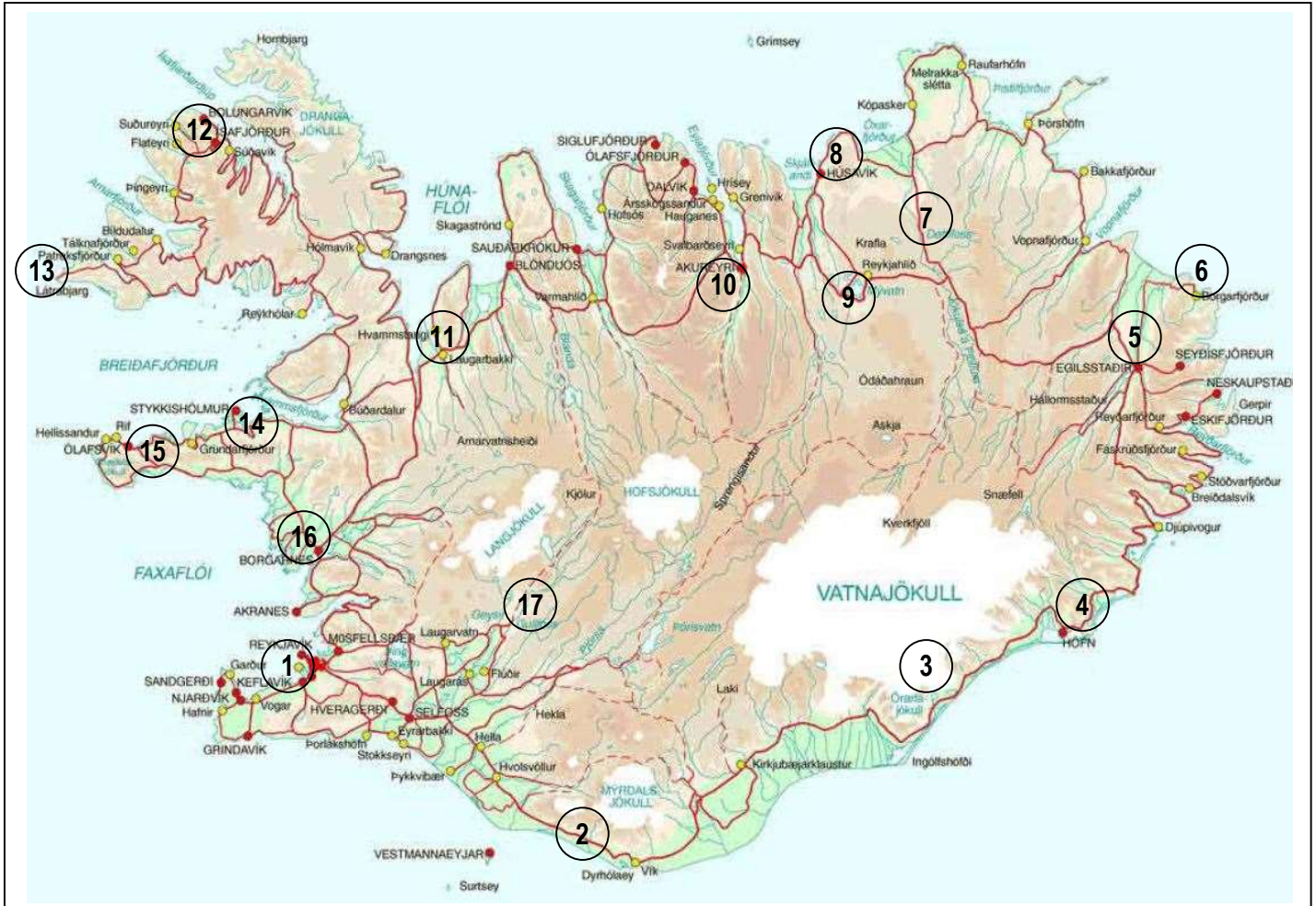
Incredible Iceland



www.WorldOnWheels.tours

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

Incredible Iceland Motorcycle Safari



Destinations / Places of Interest

- | | |
|--|----------------------------|
| 1. Reykjavik | 10. Akureyri |
| 2. Skogafoss | 11. Laugarbakki |
| 3. Vatnajökull, Europe's largest glacier | 12. Isafjordur |
| 4. Höfn | 13. Latrabjarg |
| 5. Egilsstaðir | 14. Stykkishölmur |
| 6. Borgarfjörður | 15. Snæfellsnes Peninsular |
| 7. Dettifoss, Europe's largest waterfall | 16. Borgarnes |
| 8. Husavik | 17. Geysir and Gullfoss |
| 9. Lake Myvatn | 1. Reykjavik |



Incredible Iceland Motorcycle Safari

Itinerary for May 2026

Day	Date	Details	Distance
1	May 17	S You'll need to arrive in the Iceland capital Reykjavik sometime today / evening	
2	18	M Morning at leisure in town centre, commissioning and allocation of motorbikes	
3	19	T We head to the south coast, visit Hveragerdi, proceed to Skogafoss waterfall	160k
4	20	W Ride past and around Vatnajökull, Europe's largest glacier, on the way to Höfn	310k
5	21	T Around the east coast to Djupivogur, then via Egilsstaðir, to the puffin fjord of Borgarfjörður	290k
6	22	F Via Europe's largest waterfall Dettifoss, to the whale-watching capital of Husavik	330k
7	23	S Down to and around Lake Myvatn, then onto the northern capital of Akureyri	160k
* 8	24	S Whew. A rest day. There's a motorbike museum here, shopping, chilling, wine bars...	---
9	25	M Via the coast to Blönduós then on to Hvammstangi near the start of the Westfjörds	280k
10	26	T To Holmavik and Reykjanes, then to Isafjordur at the northwest extremity of Iceland	340k
11	27	W A long road to Patreksfjörður, then Breidavik and the westernmost point of Europe	300k
12	28	T Another big day around to Stykkisholmur on the Snaefellsnes peninsular	400k
13	29	F Visit the 'Centre of the Earth' by Jules Verne, then on to Borgarnes	220k
14	30	S Inland to visit Geysir, Gullfoss and Thingvellir, then loop back to Reykjavik	320k
15	31	S Tour ends with breakfast. Fly out today, or choose to extend your stay	-----
			3100k

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

Departure Date

For the Incredible Iceland Motorcycle Safari, you need to arrange your flights to arrive in Reykjavik sometime on (or before) **Sun 17th May 2026** as shown above. There are several flights per day from various European and North American cities; please see further discussion on possible 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, by now a qualified travel agent, he took his first commercial safari to the Khardung La in Ladakh (India), at 5,600+metres the highest road in the world. Mike now operates and personally leads annual **World On Wheels** motorcycle safaris to diverse destinations such as the Indian Himalaya, Nepal, Bhutan, Tibet/Everest, Morocco, Turkey, Peru-Chile-Bolivia, Rajasthan, Mexico-Guatemala-Belize, South Africa, all five nations of S E Asia, the Baltic States and the Dalmatian coastline, as well as this one through Iceland.

Mike Ferris is the only professional motorcycle tour guide in Australia 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 final day-to-day decisions only after consultation with our partners in Reykjavik, local authorities and group members.

Here's a little trivia question for you; if you were to sail directly south from Iceland, what's the first landfall you would encounter? No peeking at a map! The answer shall be found herein.



Package Price

The Incredible Iceland tour price, excluding airfares and joining in Reykjavik, is US\$9,000-00. Pillions are welcome and we also have a limited number of passenger seats available in our minivan support vehicle– price for pillion or passenger is US\$8,000-00. Please note that our prices are subject to exchange rates and we reserve the right to alter any pricing, pursuant to Clause 9 of our Terms and Conditions, up to the date of final payment.

As you've probably heard, Iceland is not a cheap destination. We have managed to keep our package price to an almost palatable number by designing a 15-day tour, several days shorter than our usual 3-week itineraries but it is still the most expensive tour we offer.

In this itinerary our tour prices are shown in US\$ for greatest stability but we ask for the equivalent in AU\$ at the prevailing daily exchange rate. The international website (unaffiliated with any bank) to be used for daily foreign exchange calculations is: www.XE.com/currencyconverter We request a US\$1,000 deposit and will invoice you in US\$ thereafter for the remaining balance, but you have some flexibility as to when to pay. Final payment will be due 60 days before the tour date, but if you choose to pay us say 90 or 120 days beforehand because you feel the forex rate is favourable, this works well for everyone all round.

Price includes

- BMW standard motorbike rental for the duration 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\$1,500-00) ¹
- All breakfasts and dinners but no lunches
- Experienced motorcycle guide and a local escort
- Support vehicle for luggage transport and occasional passenger
- Spare parts, tools, medicines and first aid equipment
- All fuel costs, maintenance, third party and comprehensive insurance for the bikes
- A complimentary *World On Wheels* long-sleeved Safari shirt, luggage tags and Iceland map

¹Accommodation is provided on a twin-share basis and if you're on your own we'll do our best to bunk you in with an appropriate roommate (ie same gender, similar age). But if you're the very 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 both!

Price excludes

- Any airfares to/from Reykjavik
- Any tourist visas (no visa presently required for Iceland)
- Comprehensive travel insurance policy, which must cover use of large-capacity motorbike ²
- Medical examination and vaccinations before departure (recommended)
- Expenses of a personal nature such as postage, laundry, souvenirs, drinks
- Any lunches; we will always stop at a place where lunch may be obtained as desired
- Optional whale-watching cruise at Husavik on day 7; optional Lava Cave visit on day 13
- 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. 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. Or if you prefer, we can arrange comprehensive travel insurance for you (Australian clients only). **Be aware**, however, that any travel insurance ceases immediately on return to your own country, even if on-going medical treatment or surgery is required. Private health cover or Medicare automatically resumes at that point.



³A 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. If you let a porter carry your bags to your room he'll expect something, and our support staff appreciate a decent tip whilst on tour with us. We suggest something like US\$100 is very affordable for your two weeks – only about US\$7.00 per day; less than an Iceland beer! 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 to book airline tickets online these days. 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. We recommend you book at least six months ahead, and full payment will usually be required six weeks before your departure. There are several flights daily to Reykjavik from European capitals such as London, Paris, Copenhagen, or from North America via Washington, New York, Houston, Vancouver. A stopover in one of these for a day or two is suggested, before arriving in Reykjavik.

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 Iceland is a very modern country with no hygiene concerns whatsoever. We have found the food to be sensational! 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 recommended** in order to identify necessary vaccinations and precautions, particularly if traveling overseas for the first time.

Climate & Clothing

There's a good reason why this place is called Iceland. Our itinerary is designed to take advantage of the pleasant weather of spring / early summer, but it can still be **very** cold in the remote regions. Temperatures can range from warm (high teens) around Reykjavik, to downright bone-chilling in the windswept mountains of the Westfjords. At times there will be little shade available, so sunscreen, sunglasses, hats and long sleeves will also be required. Jeans and our long-sleeved *World On Wheels* shirts tend to be the norm, with strong boots and riding gloves. Helmets should be brought with you from home; our preferred choice is the flip-up variety which gives a lot of flexibility – you can close it to give protection from the wind at high speed but open it at low speed to get some air in your face or to chat to the guy beside you in the gas station.

Professional quality riding gear such as **HELD** jackets, pants and other protective clothing are essential and will go a long way to ensuring your comfort and protection in what may sometimes be adverse conditions. Your favourite old leather jacket just ain't gonna cut it here. **Please read this and digest it: We spend a lot of our year riding mountains in the Himalaya, the Andes, etc, and we can tell you we've been colder in an Iceland summer than anywhere else on the planet.** Jackets with a zip-in / zip-out padded liner for extra warmth and waterproofing are versatile and useful. But if you're susceptible to the cold, then probably a good set of thermal underwear will also come in handy. The BMWs all have heated handgrips; if you also have a plug-in electric vest, you might want to bring it along.

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 course with Stay Upright and works with them on a part time basis. In his spare time.

Please note that some of the roads we ride in Iceland, possibly 25%, are gravel or dirt. They are generally of a very good quality and there's no clay or slippery road base, no marbles or fine dust. We typically can continue to ride at a pace similar to cruising on the sealed surface highways.

Our motorbikes

Our Iceland bike provider is a dedicated BMW-only enterprise, and we will have various models available. Our standard price includes an F750/800GS, and upgrades are available to the F850/900GS or R1250/1300GS for an additional premium -- see our Booking Form. All are excellent steeds for coping with the Icelandic conditions in comfort, particularly with their heated handgrips! All bikes are late model and well-maintained. Fuel, insurance and maintenance are included, and all bikes are equipped with a top-box.

Please note you will be required to sign a rental contract with our bike supplier in Reykjavik, and leave a photocopy of your passport with a credit card imprint for €2,000-00 as a security deposit. Our package price does include comprehensive insurance but the policy carries a standard rental Excess (or 'Deductible self risk'); ie the rider is liable for the first €2,000-00 of any damage. If you drop the bike, any broken levers, mirrors, lights, etc will be payable from this deposit. If you return the bike undamaged, your credit card imprint will be handed back to you. They do not charge for simple scratches, only breakages.



Our riding policy

We will occasionally require riders to 'bunch up', particularly when navigating through towns, but out on the open road we know that you will want a lot of freedom and time on your own (isn't this 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. There is always plenty of time to take photos, chat to the locals, or just sit and soak it all in. Our support minivan with the 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. 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 (eg, 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 attached hereto! (End of sermon)

The Midnight Sun

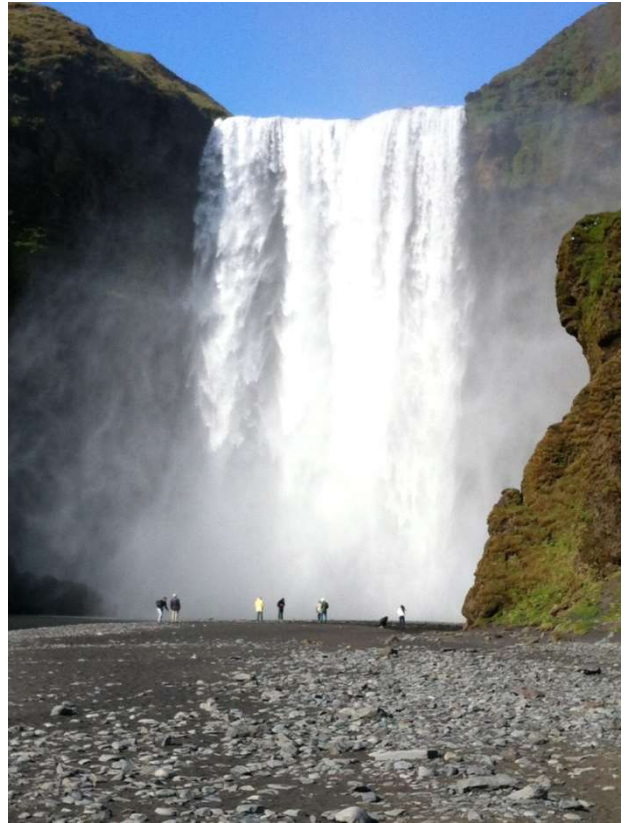
One of the unusual aspects of this tour is simply being so far north. The northern tip of Iceland touches the Arctic Circle, at 66°33'N. In the winter months they never see the sun, but in the summer when we are visiting, the sun virtually does not set. It gets a little dark just after midnight and then brightens up again at around 2:00am. So the extended number of daylight hours means our riding day (and other activities) can be very flexible. It's a little weird watching people heading out for a game of golf at 9:00pm but it means we are never pushed to find our hotel before it gets dark -- because it doesn't!

Detailed Daily Itinerary

Day 1 of the itinerary is simply everyone flying into Reykjavik on the same day, probably via several different European/American routes. The airport is quite some distance from the city and our preferred hotel is right in the heart of town. Most flights seem to take advantage of the long daylight hours, and arrive late in the evening.

Day 2 gives us some leisure time to wander the city centre in the morning and mingle with the locals for a while. Then we'll meet with our bike supplier in the afternoon because of course we need to do some paperwork for the motorbikes, in preparation for our departure in the morning.

Day 3 Even though there's something like 22 hours of daylight here, people still tend to keep 'normal' operational hours. For example, breakfast is usually available from 07:00 til 10:00. We'll probably head off at 9:00 (15 minutes after rush-half-hour finishes) and make our way to the south coast. You'll see steam coming out of the ground, you'll see volcanic lava beds, you'll see wonderful waterfalls. On the way we'll visit (wait for it...) a power station! Yes it may sound humdrum but Iceland of course is preaching the geo-thermal gospel of sustainable energy to the world, and we shall stand in their cathedral. We'll then continue along the coast a short way to the Skogafoss waterfall, where our hotel is so close you can feel the spray.



Day 4 Try pronouncing Eyjafjallajökull. This is the volcano we wake up looking at this morning; the troublesome little one which erupted in 2010 and shut down virtually all of Europe's air traffic at gi-normous financial cost. You'll ride across the new lava fields which were formed, and past resultant black glaciers as we skirt the southern coastline. From 100km away you'll start seeing first glimpses of Vatnajökull, Europe's largest glacier. We find a glacial lagoon with great chunks of floating icebergs broken off from the main glacier, and we'll stop here a while where we can opt for a short rubber-boat cruise through the bergs. Seals are often spotted fishing in the lagoon. The 007 Bond movie *Die Another Day* was filmed here.

Then with more breathtaking scenery we proceed further along the coast to Höfn (pron. 'Hurp'), a splendid little fishing town which is renowned as the lobster capital of the north. You've possibly got time for 9 holes of golf here with magnificent sweeping views of the glacier, and we hope you don't mind but we're going to insist on taking you to a local lobster restaurant for dinner tonight.

Day 5 We proceed to Djupivogur for morning coffee, before heading inland for a while through 'forested hills' in a northerly direction to Egilsstadir in time for lunch. You will by now have come to appreciate a local joke: It's important to know what to do if you get lost in the woods in Iceland ...you stand up. Then we'll head way off the beaten track to a remote and beautiful fjörd called Borgarfjörður for our night's accommodation. There's a wonderful puffin colony here, with a well-constructed boardwalk taking you very close to these comical little birds. When they come in to land it often looks like they've never flown before.



Day 6 sees us heading away from the coast for a while before swinging north to visit Dettifoss, considered to be Europe's most powerful waterfall. Refreshingly, there are no safety barriers or restrictions here; you can walk right up to the edge of the falls for spectacular photos. We continue north to visit Asbyrgi, an impressive box canyon made, legend has it, by a hoof print from Odin's 8-legged horse. And then back to the coast to Husavik, the whale-watching capital of Iceland, and perhaps jump aboard an afternoon departure in search of the gentle giants in the fjörd. Humpback sightings are common, as well as Minkes and the occasional Blue. Lots of dolphins, seals and other aquatic life abound as well.

Day 7 We're going to take the Long Way Round to Akureyri, the pseudo northern capital, by heading down to picturesque Lake Myvatn. There are some incredible geo-thermal features to visit nearby, including a smaller version of the famous and over-commercialised Blue Lagoon. But be warned now, the lake's name means 'midges' and there are millions of the little blighters. Bring some strong deet repellent.

Day 8 We'll have a rest day here in Akureyri, Iceland's only real city (well, big town) other than Reykjavik. There's good shopping and a motorcycle museum for those inclined; there are restaurants and bars and live music venues and a picturesque waterfront. It's also a good opportunity to perhaps get some laundry done.

Day 9 And again we'll again take the long way, up around the northern coastline and past a few fjörds. It's perhaps a little similar to the highlands of Scotland, except for the hundreds of Icelandic horses (don't call them ponies!) instead of sheep. In the middle of nowhere we find a nice little hotel at Hvammstangi, perfectly placed for us at the entrance to the imposing Westfjörds.

Day 10 Lots of coastline on the way to Holmavik before striking inland over a couple of high passes. Waterfalls everywhere and little fishing villages, and we proceed further into the wilderness until we reach Isafjordur in the far northwest. It's possible up here to ride for an hour and not see another vehicle on the road.

Day 11 It's a good thing your BMW has heated handgrips, 'cos it might start to get a little cool as we climb across snowy mountains to discover yet more fjörds, pass Thingeyri, and past a few more waterfalls on our way to Patreksfjördur. Then we continue right out to the westernmost point of Iceland, and therefore Europe, at Latrabjarg where we can observe puffins coming in to roost at around 9:00pm. Again they show no fear of us.

Day 12 Our destination for tonight is Stykkisholmur and it's a long but gorgeous ride around more twisty windy coastline with, yes, some fjörds. We leave behind the Westfjörds peninsular and regain the 'mainland' so watch out, the traffic density may double from four vehicles per hour to eight.

Day 13 Snaefellsnes is the name of the peninsular we find ourselves on today (it's best pronounced in a Sean Connery accent), and as we ride around it we find some startling discoveries. The Snaefellsjökull volcano's frequent eruptions have left huge lava flows all over the western half, hiding secrets underground. Jules Verne's classic book 'Journey to the Centre of the Earth' was made into a film here, both the 1959 original and the 2008 re-make. We can visit an impressive subterranean cavern within the lava flow.

Day 14 We head away from the coast to visit Iceland's most popular tourist attraction(s), the Golden Circle. The great Geysir has apparently been active here for some 10,000 years; it has given us the English word 'geyser' and was the first such geothermal phenomenon ever recorded. It is quite spectacular and well worth the visit,

and then just a few kilometres down the road is the equally impressive Gullfoss waterfall, cascading down several tiered levels. If that's not enough, there is a huge fault line nearby which is actually the continental divide in the tectonic plates; it's possible to stand here with one foot on the North American shelf and the other on the European shelf.

And at the same location is found Thingvellir, location of the world's oldest operating parliament, dating back to 930AD! At the risk of overload after all of this, we shall meander the 100k or so back to Reykjavik to complete our lap of Iceland. Back in the capital we relinquish our bikes, have a cleansing ale or two, then meet for our farewell dinner somewhere in the centre of downtown.

Day 15 That's all folks! We officially finish at breakfast (not a last supper, but perhaps a last kipper), and you're free of course to extend your stay or head to the airport. Be sure to tell 100 friends and post lots of pics on your Facebook page, and maybe we'll meet again on another tour somewhere in the world.

Answer to trivia question: Antarctica! Iceland has nothing to the north but the Arctic; nothing to the south but the Antarctic.

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Further 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. Please contact our office any time for further information via email: **Adventure@WorldOnWheels.Tours**



Our motorbikes: (As at Jan 2025; subject to change)



BMW F750/800GS

Capacity	853 cc ('powered down' to 750cc)
Engine-type	DOHC, liquid-cooled, 4-stroke
Number cylinders	Parallel twin
Transmission	6-speed, chain drive
Brakes	Single disks, front and rear
Wheels front / rear	Cast alloy 19" / 17"
Fuel capacity	16 litres
Dry weight	171 kg
Seat height options	790 / 820 mm
Maximum power	71 HP



BMW F850/900GS

Capacity	853 cc
Engine-type	DOHC, liquid-cooled, 4-stroke
Number cylinders	Parallel twin
Transmission	6-speed, chain drive
Brakes	Twin disks front, single rear
Wheels front / rear	Spoked 21" / 17"
Fuel capacity	16 litres
Dry weight	178 kg
Seat height options	850 / 880 mm
Maximum power	85 HP



BMW R1250/1300GS

Capacity	1254 cc
Engine-type	DOHC, liquid-cooled, 4 stroke
Number cylinders	Horizontally opposed twin (boxer)
Transmission	6-speed, shaft drive
Brakes	Twin disks front, single rear
Wheelsfront / rear	Cast alloy, 19" / 17"
Fuel capacity	20 litres
Dry weight	205 kg
Seat height options	850 / 870 mm
Maximum power	110 HP