



TRANS-AMERICAS 2009

ride the Pan-American highway
with KUDU Expeditions

Customer Information Pack

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INTRODUCTION

Trans-Americas 2009 overview

Welcome to the **Trans-Americas** Information Pack. This document is full of relevant, and we hope inspiring information, to help you to get the most out of the epic adventures that are to come. Reading this is your first step towards embarking on 17 weeks, and 20,000 miles on the road – a simply amazing adventure that will stay with you for the rest of your life. This document should answer most of the questions, however there will inevitably be more, so please don't hesitate to get in contact with us to talk to a member of our team.

The KUDU philosophy

Our philosophy is central to the way in which we run our expeditions. We take great pride in guiding genuine off-road novices through some of the most challenging and remote terrain to be found anywhere on earth and we can do this thanks to the unique way in which we plan and conduct our long distance adventures. We are committed to:



- Comprehensive pre-expedition training for participants
- Providing qualified expedition support in the form of
 - Guides with first hand experience of the regions in which they travel
 - Mechanics able to keep bikes and support vehicles safe and on the road
 - Medical support for riders and staff integral to the support team
- Providing REAL adventures in a well organised, well supported environment

YOUR TRANS-AMERICAS TEAM

KUDU's Trans-America Specialists

We at KUDU have a policy of employing not just enthusiasts, but professionals, and we are fortunate in our Trans-Americas team to be able to draw upon a wealth of experience of travel on the continent. With many years, and many thousands of miles running commercial tours throughout the Americas, in particular in Central and South America, your crew are amongst the most experienced in the business.



Technical Support



In keeping with KUDU's philosophy you will not only be supported by a qualified and experienced mechanic, but he will be equipped with the tools and spares to be able to do his job efficiently. Mechanical problems are an inevitable part of this kind of long distance, challenging adventure, and we take great pride in solving these issues quickly, and with the minimum of fuss. We have never failed to repair any bike on the road, thanks to having the right logistic support and the right expertise at our disposal at all times.

Medical Support



You will be accompanied by a qualified medic during Trans-Americas 2009. We are committed to bringing you REAL adventures, and that will always mean an element of risk. We take your safety very seriously, and with Kudu's medical expertise and equipment as a part of your support team, you can rest assured that you will receive professional, on the spot help in the event of injury or illness. Riders also receive first-aid instruction as part of their pre-expedition training package.

Rider support



We have taken many riders of varying abilities and experience on our expeditions. From national level enduro competitors, to riders who have never taken a bike off tarmac before in their lives. We take a very pro-active approach to rider training. As well as pre-expedition off-road training, we will also usually have en-route instruction as well. Trail rides will be challenging, but they are always technically straightforward, and suitable for off-road novices.

EXPEDITION ROUTE*

Week 1 – Alaska

- Anchorage
- Mount McKinley
- Fairbanks
- Dalton Highway
- Alaskan Highway



Before we head south it is time to head northwards into the Arctic circle. It will be late summer and so prepare for cool weather as we ride the Dalton Highway. This road is extremely isolated and with barely any settlements or services for hundreds of miles it is a great way to begin the adventure. We travel well above the Arctic circle to Prudheo Bay and from here we head along the Alaskan Highway towards Canada.

Week 2 – Canada

- Alaskan Highway
- Dawson City
- Whitehorse
- Watson Lake
- Jasper National Park
- Icefields Parkway



Gradually we begin to head South and towards the Canadian Rockies where you will pass stunning scenery and some of the finest biking roads in the world. Visit the isolated town of Dawson City at the end of the Alaskan Highway and tackle some fantastic mountain roads with Icefields Parkway in Jasper National Park. You will also have the chance to get off-the-main roads on some fantastic, and technically straightforward trail rides into the Canadian wilderness.

Weeks 3 & 4 – Canada and U.S.A.

- Glacier National Park
- Yellowstone
- Route 66
- The Grand Canyon
- Monument Valley



We enter the U.S. at Glacier National Park and the famous "Going-to-the-Sun" road. More stunning mountain and glacial scenery with overnight stops at some great lodges at the end of each unforgettable day's ride. From here it is down to the Grand Canyon and Monument Valley via sections of Route 66 – enjoy all the trappings of the tourist trail as we cross the U.S.A. using some of Americas most famous desert roads.

Weeks 5 & 6 – Mexico

- Copper Canyon
- Durango
- Guadalajara
- Guanajuato
- Teotihuacan



Mexico is where you will truly get a sense of the even better adventures to come. A change in culture and a change in the pace of life make for a great time in this colourful, and yet easily explored country. One of the biggest highlights will be exploring the Copper Canyon – in particular for those keen to get their bikes and riding kit a little dirty!

Technically simple routes, the freedom to explore, and one of the best trail riding locations in the world. From there we visit many of Mexico's great sights, including the ancient Aztec ruins at Teotihuacan.

Weeks 7 – Guatemala

- Quetzaltenango
- Chichicastenango
- Panajachel
- Antigua



From Mexico we cross into Guatemala, in every sense the real Central America, where we will be staying at the beautiful old colonial town of Quetzaltenango. We will also visit the bustling markets of Chichicastenango, before heading to the border with Honduras. Expect the pace of life to change significantly as we skirt the beautiful, but increasingly humid coast of Central America.

Weeks 8 & 9 – Central America and shipping to Quito

- Honduras
 - Copan
 - La Tigra
- Nicaragua
 - Grenada
 - Ometepe Islands
- Costa Rica
 - Arenal volcano
 - San Jose
- Panama
 - Panama City
 - Ship bikes to Ecuador



A very busy couple of weeks with many border crossings through 4 different countries. There is a huge amount to see packed into a very small area, like the Mayan ruins at Copan, old Colonial villages in Nicaragua and the Active volcano at Arenal. Once we arrive in Panama it is time to get ready for the flights and shipping to Ecuador. Now you can sit back and relax, as the KUDU team take the hassle out of dealing with customs officials in Central America!

Week 10 – Ecuador

- Collect Bikes in Quito
- Tungurahua volcano
- Cuenca
- Ride into the Andes



Again, it is the KUDU staff who will be dealing with the local customs as we collect our bikes once again, and set off to explore South America. Ecuador is a great place to start and you will quickly get your first sight of the Andes as we head towards Peru.

Weeks 11 & 12 – Peru

- Cordilleras
- Huanchacho
- Chan Chan
- Nazca Lines
- Machu Picchu
- Titikaka



Peru really is an adventurers paradise, and we will take almost 2 weeks to explore this remarkable and stunningly beautiful country. See the world famous enigma of the Nazca Lines and the lost city of the Incas at Machu Picchu, as well as visiting many more of Peru's main attractions. We will make sure that we do this unique country justice, and that means plenty of time to explore, and plenty of optional excursions too. A beautiful country packed full of culture and undoubtedly one of the great highlights of Trans-Americas 2009.

Week 13 – Bolivia

- The Antiplano
- Salar de Uyuni
- Potosi



This is where the riding become more challenging as we cross the Peruvian and Bolivian Antiplano – the worlds highest plateau and an extreme environment where the trails are very remote, and much more of a challenge. These are the kind of off-the beaten track adventures for which KUDU have become famous, and you can rest assured that you will remember this part of your Trans-Americas adventure for a long time to come. We will also ride onto the worlds largest Salt Flats at Salar de Uyuni – 4,000 square miles of barren, beautiful wilderness and a unique, unforgettable experience.

Weeks 14 & 15 – Chile & Argentina

- San Pedro de Atacama
- Atacama Desert
- Santiago
- Pucon
- Bariloche
- Chubut



Chile means, above all else, the Atacama Desert. The driest desert on the planet, and in our opinion the most beautiful too. Ride vast distances through mind-blowing scenery, and take on more fantastic desert trails on your way south. Challenging, exciting and an experience that will stay with you for a lifetime. Once the Atacama has been conquered we cut across into Argentina for the final leg of the greatest ride of your life.

Weeks 16 & 17 – Argentina

- Ruta 40
- Moreno Glacier
- Torres del Paine
- Ushuaia
- Tierra del Fuego National Park
- Ride back to Buenos Aires



The final leg of Trans-Americas 2009. Tackle the famous Ruta 40 down through Patagonia. Hundreds of miles of gravel road south towards Tierra del Fuego where a relentless wind will make you really appreciate your hotel bed at the end of each day's ride. Finally we arrive at Ushuaia, and then it is a short hop down to Tierra del Fuego and the famous signpost at the end of the earth for our group photo. Time for a proper celebration after 20,000 miles and 4 epic months on the road. The final week will involve riding back up to Buenos Aires and then the KUDU team get to work arranging the return shipping of the bikes and support vehicles. Job done!

*Please Note: We are continually updating and changing all of the routes which we take as we want to improve our trips every time they run. Also, there are many variables when travelling through so many countries and crossing so many borders, which means we may also have to alter our route through matters entirely beyond our control. Therefore, the route outlined above should be taken as a guideline only and may be changed prior to departure, or during the expedition itself. We will keep riders updated on any route changes that may become necessary, and please check back regularly for the latest information pack updates.

Your Typical Day on the Road

There really is no such thing as a "typical day" when you are on a KUDU Expedition, however this section will give you a good idea of the unique way in which we run our trips which is designed to give you as much freedom and as many options as possible. We want this expedition to give you the adventures and once-in-a-lifetime experiences which you will be telling people about for years to come.

Ride on your own, in a small group, or with the support team

Most people do not want to spend every day riding in a big group, but would much rather have the flexibility to either spend the day in a small group, or travelling on their own if they so wish. We use GPS technology to make this a real, and safe means of travelling for all of our riders – learn more about how we use satellite navigation below. For the majority of the time on Trans-Americas 2009, it is you who will decide exactly how you spend your day getting from A to B.

Expedition notes

During the expedition you will receive comprehensive notes providing you with a wealth of information on all aspects of the trip. The detail covering roads, accommodation, food and fuel will mean that you can start the day's ride – whether it be in Anchorage or the Atacama Desert – confident that you know where you are going, and exactly how you are going to get there. Contingency plans in-case of any problems en-route will also be given to you so that if the need arises you can summon help from the KUDU team as quickly as possible.

GPS Technology



For those of you not familiar with GPS (Global Positioning System) Technology, it is used extensively by us to plan and run our expeditions. They are a piece of fantastic technology which will give you a huge amount of freedom to go out and explore during Trans-Americas 2009, and they also significantly enhance the overall safety of everyone on the expedition.

Put simply, a GPS is a hand-held device which you can mount onto your motorcycle handlebars, and using satellite technology it will enable you to very easily navigate to any given destination en-route. That could be to meet up with the support crew for lunch, a key petrol station, or your hotel accommodation at the end of the day. All of the co-ordinates that you will need can usually be pre-programmed into your GPS for you by the KUDU team and you will be given comprehensive, practical training on how to use the system during our pre-expedition training sessions.

GPS Recommendations: KUDU recommends Garmin's GPSMap 60CSx model (pictured above). It is rugged and will give you a colour map display to make navigating incredibly easy. There are cheaper models available which are also perfectly suitable for this trip and if you would like further advice on which GPS unit to opt for then please feel free to contact us and we will be glad to help.

Accommodation and Food

Hotel accommodation

Trans-Americas 2009 is **95% hotel based**, with camping usually only when we are in the more remote regions during one of our off-the beaten track trail rides. As well as some unforgettable desert camps we will be staying in some fantastic hotels and lodges along the

way. Accommodation is generally on the basis of twin rooms sharing, however single room supplements are payable locally depending on availability.

Expedition food

Accommodation on the expedition is mostly on a bed and breakfast basis, and so you will often need to purchase your own meals for lunch and dinner. If finding a good place to stop for lunch is not simple, which will quite often be the case in the more remote regions, then lunch will be provided from the support vehicle. On the rare occasions that we are camping, dinner will be provided from the support vehicle as well. We will also be collecting a £250 food kitty prior to departure to finance meals provided from the support vehicle. This should help keep the cost of meals down significantly during the course of the trip.

EXPEDITION MEMBERS

Am I Suitable?

Good news... the short answer is "probably". Trans-Americas 2009 is designed to suit all kinds of riders with all kinds of abilities. If you consider yourself an adventure novice then that is where KUDU's pre-expedition and en-route training comes in. You will need determination to get through, but our staff and expedition support is there to assist you.



Motorcycling Experience Required

This expedition is not just for very experienced motorcyclists. It is not essential for you to have any off-road experience or experience of riding in the developing world either as you will learn the skills needed during pre-expedition training and as you go along during the expedition itself.

The only requirements we have are as follows:

- You should have held a full motorcycle licence for a minimum of two years in order to ride one of KUDU's motorcycles.
- You should have covered 2,500 miles in the year leading up to departure on a bike of 500cc or more.

If you feel that your riding experience is lacking or you hold a licence but haven't ridden for years, then there is no reason why you can't make the effort to get lots of bike miles under your belt in the months leading up to departure. This will ensure that you are able to handle a motorcycle confidently and safely before you leave.

Who else will be taking part?

Your fellow expedition members will be like you – after an adventure of a lifetime which they will never forget. They may come from any walk of life and from any country, although we expect most, if not all to be English speakers. They may be experienced bikers or relative novices but we can guarantee that there is little chance any of them will have done anything like this before.

How to apply

You can now apply for Trans-Americas 2009 and place your deposit. Please go to www.kuduexpeditions.com/prices.htm where you can complete our on-line booking form. Alternatively please phone +44(0)1480 819364 to speak to one of our staff. Places are confirmed on receipt of your £1,500 deposit.

PRE-EXPEDITION TRAINING

Overview

Our unique pre-expedition training package, conducted in the U.K., is designed to ensure that expedition members have confidence in themselves and their equipment prior to departure. For Trans-Americas 2009, training will be held over four days and you will be given plenty of notice of when and where it will take place. If you find that you are unable to attend the training days then please do not worry, as it is not compulsory for attendance on the expedition and we will be conducting some important elements of the training sessions en-route for those who cannot make it.

Expedition orientation (1 day):

- Meet the KUDU team and each other
- Equipment familiarisation
- Route familiarisation
- GPS training
- Expedition administration

Mechanics and first aid (1 Day):

- Motorcycle maintenance
- Basic motorcycle repair
- Puncture repair
- First Aid training

Off Road training (2 days):

- Dedicated off-road instruction and practice

The off-road training is suitable for both novices and more experienced off-road riders. If you were a beginner at the start of the weekend, by the time the second day has ended you will hopefully be ready for the vast wilderness of the Atacama Desert. Bikes will be provided for you, as well as experienced off-road instructors.



THE BIKES

KUDU's Motorcycles

If you opt to take one of our bikes you will be riding a BMW F800GS. The latest addition to BMW's stable of adventure motorcycles, they have the perfect balance of asphalt touring comfort, and adventurous trail riding ability.



KUDU's F800GS specifications:

- 798cc twin cylinder 4 stroke
- Water cooled, chain drive, electronic fuel injection, electronic ignition
- 21" front rim, 17" rear rim
- Aluminium lockable panniers
- Fork seal guards
- Various additional fairing/bodywork modifications to increase robustness.

For more information on these bikes please feel free to contact us by e-mail or by telephone.

Maintenance

Day to day maintenance

A daily routine of basic checks will be put in place which will be the responsibility of expedition members to carry out on the bikes they are riding. This will include checks on such things as:

- o Chain lubrication and tension
- o Tyre pressures
- o Oil and coolant level
- o Brake checks
- o Light and indicator checks



KUDU personnel will have their own matrix of more detailed checks to carry out to ensure the bikes stay safe and mechanically reliable. The rigours of trans-continental travel can quickly turn a new, mechanically sound motorcycle into an unreliable and potentially dangerous one if not cared for properly. It is absolutely essential that expedition members take a keen interest in the mechanical upkeep of their machines and you will be given plenty of guidance where this is concerned.

Using and maintaining your own motorcycle

Which bike?

There is little doubt these days that BMW are the market leaders in producing adventure motorcycles for global travel. Their 650GS, 1200GS and new 800GS bikes are popular and for good reason, being relatively robust, comfortable over distance and also capable of tackling some good off-road trails. They are not the only option however, and you would be wrong to think that BMW is the only way to go. KTM, Yamaha and Honda, amongst others, have great alternatives to the ubiquitous "beemer" which are worth serious consideration.

What if it breaks down?

When you join a KUDU Expedition we do our utmost to look after you and we will maintain and look after your bike as if it was one of our own. If your bike breaks down and it is within

our abilities to fix it (remember – we have yet to encounter a mechanical problem that we could not resolve!) then that is what we will do. Kudu Expeditions cannot, however, be held responsible for the mechanical failure of non-Kudu owned bikes but you will have access to the spares, equipment and mechanic expertise that comes with the support vehicle at the discretion of the KUDU expedition leader.

En-route servicing

We will have pre-determined maintenance and servicing stops during the expedition where bikes will be thoroughly checked over and tyres can be replaced.

Pillions and support vehicle passengers

Riding Pillion

Pillions are very welcome on Trans-Americas 2009. The majority of roads are perfectly suitable for riding 2 up, and where they are not, a space will be reserved for you in one of our support vehicles. That means that when the terrain becomes difficult you can simply hop off the bike, and into one of KUDU's 4x4s. If you wish to be pillion on Trans-Americas 2009, or a passenger in one of our support vehicles, and you have any questions at all then please contact us and we will be glad to help and advise you.

Motorcycle Shipping

Shipping of bikes is included in price to and from the U.K. and Australia, as well as from Panama to Quito at the mid-point of the expedition. If you need to ship your bike to the start from an alternative country, then please let us know and we will be glad to help.

Shipping to the start point

KUDU will be shipping vehicles from the U.K. and Australia to the start point using our own freight forwarders. The process for this will need to begin 12 weeks prior to departure, and we will need documentation and your motorcycle for a significant period before the start of the trip. Full details will be released in due course.

Mid-expedition shipping – Panama to Ecuador

This will all be arranged by KUDU and again it is included in price for all riders.

End of expedition – getting your bike home

Again, KUDU will be arranging the return shipping of your motorcycle to the U.K. and Australia. If you need to get your motorcycle to an alternative destination, then please get in contact and we will let you know what services we can provide.

PRICES

Please visit www.kuduexpeditions.com for all current prices

A non-refundable deposit of £1500 secures your place on the expedition. Full payment is due 12 weeks prior to departure.

How do I pay?

You can now book your place on-line - simply go to the booking form on the website at www.kuduexpeditions.com/prices.htm and follow the instructions there. Payments can be made by cheque or bank transfer. Cheques made payable to "Kudu Expeditions Limited" should be sent to:

Kudu Expeditions Ltd
Station Farm
ST NEOTS
PE19 5UH
United Kingdom

Alternatively you can make a bank transfer using the following details:

Kudu Expeditions Limited
Lloyds-TSB Bank
4 The Cross
Worcester
WR1 3PY
United Kingdom
Sort Code: 30-99-90 Account Number 03865636
I-Ban Number: GB60LOYD 3099 - 9003 - 8656 – 36 Swift Code: LOYDGB21126

All Riders

Included in price

- Visas
- Accommodation
 - Hotel room fees (shared with single supplement payable locally)
 - Tents (1 x tent per person)
 - Communal cooking and eating equipment when required
 - Filtered water for cooking and washing food
- Motorcycle shipping (please see "Motorcycle Shipping chapter")
- First Aid and use of emergency medical equipment with the KUDU medic.
- Ferry charges

Not included in price

- Sleeping equipment for use when camping (sleeping bag, roll mat etc)
- Miscellaneous personal camping equipment (torch, penknife etc)
- Medical costs beyond those incurred as first aid. This relates in particular to those incurred to third parties. All participants must have comprehensive medical insurance cover which includes repatriation to their own country.
- Border administration - miscellaneous local administrative fees encountered are payable by customers.
- Costs incurred conducting independent tourist activities
- 3rd party motorcycle insurance. It is customers' own responsibility to obtain this type of insurance and full details of where and how this type of insurance can be purchased will be made available to you.

- Most lunches and dinners (please see the "Accommodation and Food" chapter).
- Flights

Riding KUDU bike

Included in price

- BMW F800GS
- Spare tyres
- Aluminium panniers
- Pre-expedition service and preparation
- Support vehicle with mechanic to fix or recover bikes if required
- Spare parts
- All equipment required to service and repair bikes
- Oil/fluids

Not included in price

- Fuel
- Repair or recovery of KUDU owned bikes where damage or failure has occurred due to negligence or irresponsible behaviour. In these circumstances charges for damage may be raised.

Riding your own bike

Included in price

- Support vehicle with mechanic to fix or recover bikes which have failed mechanically or been damaged. Costs incurred to third parties (e.g. local mechanics, parts or shipping agents) are not included.
- Access to Kudu Expeditions' motorcycle parts acquisition and shipping service.
- Spare parts and equipment for KUDU owned bikes which can be used to fix non-KUDU bikes may be used at the discretion of KUDU Expeditions.

Not included in price

- Fuel
- All costs incurred to third parties (e.g. local mechanics) are not included. Where significant costs are incurred to Kudu Expeditions, customers will be liable for those costs.
- Kudu Expeditions are under no obligation to repair non-KUDU owned bikes, although we will normally make every reasonable effort to do so entirely at our discretion.
- Unfortunately refunds are not available where a customer is unable to ride his own motorbike due to mechanical failure or damage.

Spending money

What non-inclusive costs will I incur?

The main non-inclusive costs will be fuel, food, flights and personal spending money on non-essential items such as drinks and snacks. Please contact us with any questions you may have and how best to prepare your finances for the trip.

PREPARING FOR DEPARTURE

Personal documentation

All personal documentation will be checked prior to departure to ensure it does not become the source of frustrating delays once the expedition is under way. It is essential that you make sure your documents are in order with plenty of validity remaining after the expedition ends.

- Passport – with 14 empty pages and 6 months validity from end of the expedition.
- Passport photos x 16
- Credit/Debit/ATM card (*Visa recommended*)
- Traveller's cheques
- Driving licence
- International Driving Permit (available from your national automobile association)
- 2 x Photocopies or preferably a digital scan of the key pages of all documents.
- If using your own bike you must also bring your vehicle ownership document
- Valid yellow fever certificate

A scan of your documents will be collected by Kudu Expeditions' personnel during the training weekend to enable us to produce copies as and when required once the expedition is under way.

Flights

As well as booking your flight to the start point in Anchorage, please ensure that you book a return ticket from Argentina back to your home country before travel. It is a requirement for entry into some countries on the Trans-Americas route.

Visas

At the time of writing visas were not required prior to departure for the Trans-Americas Expedition for European Union, American, Canadian, Australian and New Zealand passport holders.

Please note: Kudu Expeditions cannot be held responsible for individuals who are denied entry into a country. We make every effort to ensure that entry visas are consistently available to all our potential customers before they join our expeditions, and if you have any concerns about your eligibility then please get in contact for some advice.

Riding equipment

This tends to be a matter of personal preference, however there are some good guidelines as to what you should be looking at wearing below. If you want our personal recommendations on specific items feel free to contact us by phone or e-mail and we will be more than happy to give them to you.

- **Helmet** – Either motocross helmets or normal "full-face" helmets without goggles are perfectly acceptable. The best option however, is a motocross style helmet that has a full visor and also allows you to wear goggles. Arai Tour-X is a good example and it is the helmet that our guides normally wear.
- **Goggles** – If you are a keen off-road rider, intent on tackling the most adventurous sections on offer, then goggles with tints are recommended with a nose cover and clear tearaways to protect the lens from dust and sand.



- **Jacket/trousers** - Waterproof is a must and detachable inners a very good idea too – at the time of year that we are travelling however, the cold should not present much of a problem. Easily accessible pockets, vents and synthetic material rather than leather are the way to go. Try the BMW Rally suit or Hein Gericke's Tuareg series amongst other much less expensive options. It must, however, be able to keep you cool in the heat and dry in the wet!
- **Boots** - A high leg motocross/enduro type is essential. If you wish to carry an additional comfortable pair of leather riding boots for the long tarmac sections then please feel free, however as soon as the tarmac ends then experience tells us that tough motocross style boots are an absolute must.
- **Gloves** – A reasonably light set of MX style gloves are ideal most of the time, but you should also bring a warm, waterproof set.
- **Ear plugs** - 1 x pair per week is recommended as a minimum for health and hygiene reasons.

Personal equipment

If you follow the basic list below as a guideline you will find yourself well equipped to look after yourself throughout the duration of the trip. Please remember, although the vast majority of accommodation will be hotel based, we will be camping in some very remote regions and so the better prepared you are, the more comfortable you will be.

- Small day sack
- Sleeping bag
- Inflatable pillow
- Roll mat and compact/inflatable sleeping mattress (e.g. Thermarest)
- Head torch
- Sewing kit
- Compass
- Laundry soap
- Penknife (Leatherman or Gerber multi-tools are recommended)
- Lighter
- 4 x bungees
- Water bottle/camel pack
- Cable ties

Personal clothing

The clothes that you wear on a day to day basis will get very dusty and dirty, and so expect the majority of garments that you bring to be very well worn indeed by the time you reach Tierra del Fuego.

- Trousers/long skirt x 2
- Shorts x 2
- Swimwear x 1
- T-shirts x 5
- Thermal vest x 2
- Underwear x 5 sets
- Socks x 5 sets
- Sun hat (wide brimmed or baseball type)
- Sandals/flip-flops
- Light walking boots or trainers
- Sun glasses

Toiletries

- Soap and dish
- Toothbrush
- Toothpaste
- Shampoo
- Shaving gel/soap
- Razor and blades
- Ear buds
- Anti-perspirant
- Foot powder
- Moisturiser
- Compact travel towel
- Toilet roll
- Sun lotion (a 100% sun blocker is essential for nose and face)
- Insect repellent
- Wet wipes
- Nail clipper
- Headache tablets/non-prescription pain killers
- Small mirror

All of the items listed here are readily available in towns and cities en route and so it is a good idea to take just enough supplies to last the first 2 or 3 weeks.

Miscellaneous items

- Camera
- Music/MP3 player
- Note-book and pen
- Guide books (Lonely Planets)
- GPS and road maps

Health

· Pre-departure preparation

- You must have all the relevant travel inoculations prior to departure. Please speak to your doctor for advice on exactly what, if any, inoculations you will need to be given.
- Get a doctor's and dentist's check up before the departure date as it could prevent you having to do this once you are on the road.
- Seek advice from your doctor if you have any concerns about ongoing or previous medical problems you may have had. Make sure he knows the true nature of what it is you are undertaking and if you require any further information regarding the expedition then don't hesitate to contact us.
- Get good travel insurance which includes all medical costs with repatriation. You must make sure that your insurance company is aware of the nature of the expedition – in particular the fact that you will be riding a motorcycle.
- Those who wear glasses should carry a spare pair in their luggage.
- Equip yourself with a personal first aid kit. They can be purchased cheaply from high-street chemists and as a minimum should contain the following:

- Plasters
- Anti-septic cream
- Immodium (diarrhoea prevention tablets)
- Re-hydration sachets
- First aid dressings
- Tweezers
- Headache tablets
- Iodine or other water purifying tablets

EXPEDITION COMPLETION

Flying home

You must book a return flight home from Argentina prior to departure and have the ticket with you throughout the expedition. A return ticket is a pre-requisite for entry into some of the countries we will be travelling through.

Shipping of vehicles

Bikes will be handed back to Kudu Expeditions for us to arrange return shipping to the U.K. or Australia. If you do not wish for your bike to be shipped back home by KUDU then you will need to make alternative arrangements. We have many shipping contacts and will gladly offer whatever help and advice we can to enable you to do this very easily. Please contact us for more details.

THE END... OR JUST THE BEGINNING?

Thank you for taking the time to read through the Trans-Americas 2009 information pack. We have tried to make it as comprehensive and informative as possible but it is inevitable that you will have more questions. Please feel free to e-mail them to info@kuduexpeditions.com, or telephone +44(0)1480 819364 for a chat on any aspect of Trans-Americas 2009, and hopefully we will see you in Alaska in 2009!

