

## **[Day 1] 14 hours journey (570 kilometers between Ghaziabad to Manali)**

1. **Ghaziabad -> Sonipat** [70 kms via Eastern Peripheral]
2. **Sonipat -> Panipat** [53 kms via NH 44]
3. **Panipat -> Karnal** [73 kms via NH 44]
4. **Karnal -> Kurukshetra** [38 kms via NH 44]
5. **Kurukshetra -> Ambala** [50 kms via NH 44]
6. **Ambala -> Rupnagar** [78 kms via Jhansa-Tangori Rd]
7. **Rupnagar -> Swarghat** [52 kms via NH 205]
8. **Swarghat -> Mandi** [104 kms via NH 205/154]
9. **Mandi -> Kullu** [70 kms via NH 3]
10. **Kullu -> Manali** [40 kms via NH 3]

## **[Day 2] 6 hours journey (140 kilometers between Manali to Jispa)**

1. **Manali -> Marhi** [33 kms]
  - Altitude elevation from 6,400 to 10,800 ft
  - It is a steady climb but good road
2. **Marhi -> Rohtang Pass** [18 kms]
  - 13,060 ft and its is a steady climb
3. **Rohtang -> Gramphu** [19 kms]
  - Altitude 10,500 ft and its a steady descent but decent roads
  - Turn left (towards west) at Gramphu on the highway along Chandra river to proceed towards Leh
  - The right turn (towards east) at Gramphu leads to Spiti valley and Batal, Kunzum La and Kaza on a road along Chandra river that is paved for some distance and then unpaved
4. **Gramphu -> Kokhsar** [6 kms]
  - The first village north of Rohtang Pass
5. **Kokhsar -> Sissu** [25 kms]
  - Altitude at 10,270 ft and brilliant roads.
  - There is a heliport at Sissu. The highway runs along left (south) bank of Chandra River
6. **Sissu -> Tandi** [8 kms]

- Altitude at 8,430 ft. Good road except for a 1 km stretch of off-road. Avoid stay here
- Tandi is situated at the bottom of the river valley at the confluence of the Chandra river and the Bhaga river
- Cross the Bhaga river over the bridge towards the right, take the right turn at the fork and the road again starts climbing

7. **Tandi -> Keylong** [9 kms]

- Altitude at 10,100 ft but good road
- Keylong is the administrative center of the Lahaul and Spiti district in the Indian state of Himachal Pradesh
- Keylong faces the famous Kardang Monastery, the largest and most important monastery in Lahaul
- Can stay here or Jispa

8. **Keylong -> Jispa** [22 kms]

- Altitude 10,860 ft, good road. Can stay here

## **[Day 3] 11 hours journey (336 kilometers between Jispa to Leh)**

1. **Jispa -> Darcha** [6 kms and altitude at 11,020 ft]

- All tourists have to register at the police check post here. Mixed road-offroad-decent road

2. **Darcha -> Zingzingbar** [26 kms and altitude at 16,500 ft]

- The steep ascent to Baralacha La starts at Zingzingbar and mixed road

3. **Zingzingbar -> Baralacha La pass** [18 km and altitude at 16,500 ft]

- It is a steady climb and offroad
- Both the Bhaga river and the Chandra river originate from melting snow at opposite sides of Baralacha La, finally to merge at Tandi

4. **Baralacha La -> Bharatpur** [2 kms]

- It is a steady descent and offroad

5. **Bharatpur -> Sarchu** [38 kms and altitude at 14,100 ft]

- Himachal Pradesh state ends here. Ladakh region of Jammu and Kashmir state starts here. Mostly offroad
- Sarchu is a military base and has a police check post. Register at the police check post here
- Sarchu is on the boundary between Himachal Pradesh and Ladakh, Jammu and Kashmir
- It is situated between Baralacha La (16,040 ft) to the south and Lachulung La 16,600 ft to the north, at an altitude of 14,070 ft

6. **Sarchu -> Pang** [80 kms and altitude at 15,100 ft]

- Offroad climbing 500 m through the Gata loops (22 hairpin bends) at 13,750 ft elevation
  - Nakee La pass at 15,547 ft and Lachulung La pass at 16,616 ft
  - Register at the check post at Pang
7. **Pang -> Tanglang La pass** [69 kms and altitude at 17,480 ft]
- Pass through a 15,400 ft plateau called 'Morey plains'
8. **Tanglang La pass -> Upshi** [60 km]
- Brilliant roads. Upshi has a Customs and Excise taxation check post before crossing the river. Stop here for checking of vehicles
  - Then cross Indus river to reach Upshi village on the right bank (north) of the river
  - An ancient trading road (right turn while coming from Manali and going to Leh) heads to the east from Upshi towards Tibet
9. **Upshi -> Karu** [16 km]
- After crossing Indus river, the highway is on the right bank (north) of the river from Upshi to Leh
  - Turn left at Upshi for Karu. Do not take the right turn that leads to the east towards Tibet. Good road
10. **Karu -> Leh** [35 km and altitude at 11,483 ft]
- Continue on the highway towards Leh. Do not take the right turn just before Karu that leads to Shyok. Good road
- 

## **[Day 4] rest, acclimatize and get innerline permit from Leh district office**

- Leh local: leh palace, war memorial, shanti stupa, magnetic hill, gurudwara pathar sahib, market etc

## **[Day 5] 8 hours journey (200 kilometers between Leh to Turtuk)**

1. **Leh -> Khardungla Pass** [35 kms and altitude at 17,582 ft]
  - This pass is strategically important to India as it is used to carry supplies to the Siachen Glacier
2. **Khardungla Pass -> Khardungla** [35 kms]
  - Its a beautiful village, can eat here
3. **Khardungla -> Diskit Monastery** [41 kms and altitude at 10,310 ft]
  - Diskit Monastery is the oldest and largest Buddhist monastery in the Nubra Valley of Ladakh, northern India

- The monastery has a 32 meter statue of Maitreya Buddha facing down the Shyok River towards Pakistan
4. **Diskit Monastery -> Hundar** [9 kms and altitude at 10,310 ft]
- Between Hundar and Diskit lie several kilometres of sand dunes, and (two-humped) bactrian camels graze in the neighboring forests
5. **Hundar -> Changmar** [45 kms]
- The area of the Shayok river past Hundar, including the three villages of Changmar, Bogdan and Turtuk, were only opened to foreign tourists in 2010
6. **Changmar -> Turtuk** [50 kms]
- Turtuk is the northernmost village of India, on the banks of the Shyok River
  - It is the only Balti region under the Indian administration and was under Pakistan's control until 1971
  - Turtuk is the last outpost of India at Thang after which Pakistan-controlled Gilgit-Baltistan begins
  - Stay at Turtuk at night, its a less explored area in Ladakh region
- 

## **[Day 6] 10 hours journey (320 kilometers between Turtuk to Pangong Tso)**

- Start very early from Turtuk and arrive at Pangong Tso
- It has a 134 km long lake which extends from India to China
- Approximately 60% of the length of the lake lies in China. During winter the lake freezes completely
- Pangong Tso is in disputed territory. The Line of Actual Control passes through the lake

## **[Day 7] 6 hours journey (223 kilometers between Pangong Tso to Leh)**

- Start very early from Pangong and arrive by noon at Leh
  - Stay at Leh and take complete rest, to start riding back home
- 

## **[Day 8] 8 hours journey (270 kilometers between Leh to Sarchu)**

1. **Leh -> Tanglang La Pass** [108 km via Keylong-Leh Rd/Leh Manali Hwy]
2. **Tanglang La Pass -> Pang** [87 kms via Leh Manali Hwy]
3. **Pang -> Sarchu** [75 kms via Leh Manali Hwy]

## **[Day 9] 8 hours journey (230 kilometers between Sarchu to Manali)**

1. **Sarchu -> Baralacha La Pass (Keylong)** [105 kms via Keylong-Leh Rd/Leh Manali Hwy]
2. **Baralacha La Pass -> Rohtang Pass** [65 kms via Keylong-Leh Rd/Leh Manali Hwy]
3. **Rohtang Pass -> Manali** [55 kms via Keylong-Leh Rd/Leh Manali Hwy]

## **[Day 10] 14 hours journey (570 kilometers between Manali to Ghaziabad)**

1. **Manali -> Kullu** [40 kms via NH 3]
2. **Kullu -> Mandi** [70 kms via NH 3]
3. **Mandi -> Swarghat** [104 kms via NH 205/154]
4. **Swarghat -> Rupnagar** [52 kms via NH 205]
5. **Rupnagar -> Ambala** [78 kms via Jhansa-Tangori Rd]
6. **Ambala -> Kurukshetra** [50 kms via NH 44]
7. **Kurukshetra -> Karnal** [38 kms via NH 44]
8. **Karnal -> Panipat** [73 kms via NH 44]
9. **Panipat -> Sonipat** [53 kms via NH 44]
10. **Sonipat -> Ghaziabad** [70 kms via Eastern Peripheral]