

BAD PLACES
Sand



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GAIN

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NO GPS

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Wonders, Temples & Land Mines

BANDITS ON THE ROAD
Braving Russia's Lake Baikal

Jan/Feb 2016 | No. 10

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East Coast RALLY ROUND-UP

Camping in NORTHERN PERU

NOT ALWAYS A SWEET & BEAUTIFUL DREAM

by Ivana Colakovska and Manu Torres

It was one of the highest sections of the Tajikistan's Pamir mountain range, on a dangerously icy road that kept us on our toes. There'd been plenty of warnings not to challenge the mid-November forces of nature as this mountainous region had little respect or mercy for travelers. Although the going was expected to be tough, slogging through a snowstorm while facing -20°C temps turned out to be far more harrowing than we ever imagined. Then at 5,000 meters the nose bleeds started, forcing us to somehow find shelter before nightfall. Severely dazed and confused by the conditions and altitude, having no GPS or maps, and immersed in darkness to a point where we couldn't see the road, we were barely able to crawl along at 10 kph. This was the first time ever that traveling the world by motorcycle sucked!



Visiting Komodo Island, home of the famous dragons.

STILL GOING STRONG

'We bought our XT to go round the world!'

75,513 miles later it's still going, say
Manu Torres and Ivana Colakovska

Manu and Ivana set off on their *Ténéré* in 2013 and are still going



Three-and-a-half years ago, I had never ridden a motorcycle. But Ivana and I knew we wanted to travel around the world on one. So, we walked into a Yamaha dealership and bought a 2012 Yamaha XT660Z and set off. No mechanical knowledge and no plans. We left with very little money and have been on the road ever since.

The only difficulties we've had are with wildlife and weather. Wild wolves and big cats are everywhere. We've faced tigers in Sumatra, bears in Alaska and poisonous snakes in the Amazon. But our hardest test came in the Pamir Mountains, Tajikistan, with temperatures of -20°C. And at 5000 metres above sea level our fingers suffered frostbite, we had exploding blood capillaries and bloody noses. It was freezing and we didn't have a GPS either, so searching for a farmer's house to take shelter from wilwys was tricky to say the least.

The *Ténéré* has proved to be the



perfect bike for our adventure. It's a mechanical motorcycle, which doesn't need to be plugged into a computer to fix its problems.

The big 23-litre tank returns just over 300 miles a day, more than enough for crossing deserts and remote locations. It comes kitted out with everything we need for this trip. People told us it's low on power, but it's carried both of us (150kg) plus our gear (60kg) over icy roads, up mountains, through deserts, rivers and over mud and nothing's stopped us or the XT so far. I bought it to take us both round the world, and it has done a brilliant job of that. **ADV**

THE RIDERS

Manu Torres, from Seville in Spain, and Ivana Colakovska, from Skopje in Macedonia, have been traveling around the world on their standard Yamaha XT660Z since April 17, 2013. They've covered 75,513 miles and 42 countries, and have just arrived in Africa. To find out more about Manu and Ivana and their charity visit www.aroundgaia.com

Best use of a rattle stick, ever



In Chilean Patagonia, it was cold and muddy. 24 hours of riding meant we lost control and the bike landed on Ivana's leg, breaking it. She needed nine screws and a couple of plates.



The desert of Colombian Guajira



The *Ténéré* has taken the couple across every kind of terrain the planet has to offer



Rain makes the Dalton a slippery ride.

Bear Glacier along Canada's Cassiar Highway.



Along the way to our final destination we saw bears, caribou and even muskox. It was those moments that reminded us why we fell in love with the lonely wilderness, and why we chose to avoid the busy summer season even though we faced more difficult conditions.

The last section of highway followed the Sag River, interjecting some visual variation as we crossed a world where everything is frozen. It was also the first day of the year when the sun never sets, only dropping as far as to kiss the horizon before rising again to continue its journey across the sky.

Suddenly there it was—a small sign indicating that we'd made it to Deadhorse. The feeling was so personal and strange that only those who dare to make the effort will understand. A long time ago we had anticipated how we'd feel at this moment. Deadhorse was one of the three important checkpoints we were determined to visit before returning home. But with it now checked off the list here was no time to lose, we must continue our way looking for new goals. Ten minutes after beginning our return to Fairbanks, Africa was on our minds.... **ADV**



After achieving our goal of making it to Deadhorse, it was time to start thinking about what continent was next.



Manu Torres and Ivana Colakovska are a Spanish and Macedonian couple who started the Around Gaia Project ("Gaia" is the term for Earth as a living organism) with the mission of traveling the globe by motorcycle. Their goals are straightforward: "We intend to prove there's no need to be frightened of the unknown. That we can break the misconceptions, mistrust and fear of the danger of faraway people and places. And, we want to show how the world is a much nicer place than many believe it to be." **AroundGaia.com**

Big Agnes Copper Spur UL2 mtnGLO

by Manu Torres

Traveling by motorbike around the world means you have very little room for gear, and that everything you do carry must be diverse. When we arrived in the U.S., our 40th country, *Big Agnes* offered us one of their tents: a *Copper Spur UL2*, weighing three pounds, at 5.5" x 17.5", with significantly reduced numbers compared to our previous gear. And it has a feature that we really appreciated—an interior LED lighting system! It requires only three triple-A batteries or can be connected via USB to a computer or battery source, allowing the light we needed to keep working on photo editing and our diary even after the sun had set.

We also needed equipment that held up to the challenge of a route that would take us from San Diego to Deadhorse, confronting all kinds of extreme weather from the heat of Death Valley, the moisture of the Cassiar Highway, the wind of Highway 101, to the cold air of Alaska. The creators of this new generation of tents were able to use materials resistant to almost any kind of weather, and a low-profile design that makes it perfect shelter from the wind. It's an ideal formula of comfort without diminishing the quality or strength of the gear.

The perfect complement to this tent are the *Big Agnes* sleeping bags: *Ethel O* and *Storm King O*. The north, well into the Arctic Circle, where we would spend several months, is

wet and cold so we had to protect ourselves in order to stay healthy. These down sleeping bags all sleep comfortably at temperatures around 0°F. The outer shells were capable of repelling water—completely dry even in the wettest places.

After four months of using the *Big Agnes* equipment, we're convinced they're the brand that will accompany us on our next continent. With a road full of Africa waiting for us, and no doubt *Big Agnes* partner for that mission.

MSRP: Copper Spur UL2 mtnGLO tent \$479.99; *Ethel O* sleeping bag \$329.95 | Storm King O sleeping bag \$379.95 **BigAgnes.com**

PROS

- Lightweight
- USB or AAA battery-powered light system

CONS

- The tent's netting is sensitive to tears
- Sleeping bags pack a little large



Vee Rubber V163 Tires

by Manu Torres

It's a long way to Deadhorse, Alaska.

Snow and muddy snowmelt covered our route north from Seattle, where we had accepted the offer to try *Vee Rubber's V163* tires. I wasn't sure they would be the right tires for the hard ride ahead.

Traveling through 41 countries for more than three years, we've used high-end brands like *Pirelli M60*, *Metzeler Tourance*, *Heidenau K60*, and *Michelin Sirach*. Across the range of brands we have consistent goals, seeking tires suited to all kinds of routes, on- and off-road, with durability for long hauls on loaded bikes—often two-up.

The first day we rode from Seattle through the Rocky Mountains with great satisfaction and security; the *V163s* gave us great grip through every curve. The first 6,000 kilometers were mostly asphalt and our load was heavier than normal because we had to carry food and water for camping as well as spare fuel.

On the Dalton Highway the tires worked perfectly on dry dirt but maneuverability became more complicated after we ascended the Atigun Mountain Pass. It was a muddy mess the rest of the way but even with two persons and 130 pounds of equipment, we were able to complete the entire Dalton Highway without so much as a single tip-over.

As I write this we've now traveled 8,000 kilometers on the same set of *V163s* and they're only showing about 50% wear. Not bad for a low-priced tire. Definitely a perfect choice for the Dalton and for low- to medium-level off-road riding. If your routes typically fit that description we recommend the *V163*. **MSRP:** ~\$40-\$90 **VeeRubber.co.th**



PROS

- Strong and durable
- Cornering grip
- Economical

CONS

- Unstable in very muddy gravel

Chilean Carretera Austral that ended with three broken bones, nine stitches, and a metal plate... every one of these incidents had us wondering whether to continue or not. The monsters of the road test the traveler every day.

If this nomadic life is so messed up, why even bother? We can't find the magic combination of words to explain why—you must discover the answers for yourself. But challenges like these also make us grow, so we can only suggest to BE BRAVE and SEE THE WORLD. Accept the sacrifices—they'll be your best memories someday. Stay away from the comforts, don't sleep in fancy hotels and don't take the main roads. Be brave, wander, explore—it'll all be worth it!

Remember... no dream is too big, no dreamer is too small.

Buen Viaje mi amigo!!!! **ADV**

Ivana Colakovska and Manu Torres are a Macedonian and Spanish couple who started the Around Gaia Project with the mission of traveling the globe by motorcycle. Their goals are straightforward: "We intend to prove there's no need to be frightened of the unknown. That we can break the misconceptions, mistrust and fear of danger of faraway people and places. And, we want to show how the world is a much nicer place than many believe it to be." **AroundGaia.com**



Here we are at the Salar Grande in northern Argentina. It's not only a cool place but it's great for photography, too



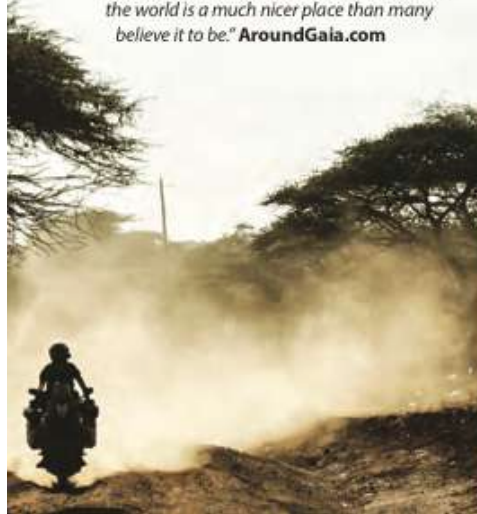
7 GIKONGORO MEMORIAL (RWANDA)

Rwanda is known for one of the bloodiest genocides in recorded history. The event occurred 20 years ago, when within a three-month period almost one million were murdered. But we invite you to visit and witness just how amazingly this culture has transformed itself. Although anyone over the age of 20 has a survival story to tell, Rwanda today is a peaceful and hate-free country, with a people united and committed to moving forward together. Not only that, Rwanda wants to be a showcase in many other respects. It's a country where hospitable people try to make the best impression possible. It's also the cleanest and most organized country you'll find in Africa—so much so that they're calling it "The African Switzerland." But after the tragedy it's now forbidden to forget and that is why, from its capital to the smallest village, you'll find memorials of the holocaust. The most impressive is in Gikongoro, where on a hilltop are the buildings that once housed universities, but today provide shelter to thousands of corpses preserved in limestone powder.



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term for Earth as a living organism) with the mission of traveling the globe by motorcycle. Their goals are straightforward: "We intend to prove there's no need to be frightened of the unknown. That we can break the misconceptions, mistrust and fear of danger of faraway people and places. And, we want to show how the world is a much nicer place than many believe it to be." **AroundGaia.com**



8 SOURCE OF THE NILE (UGANDA)

There are many rivers in the world, but none as long as the Nile—the longest on Earth. Born on Lake Victoria in the city of Jinja, the river begins a spectacular trek across the Sahara, the driest region of the planet en route to the Mediterranean Sea—a journey that takes months. **ADV**



Arriving at the source of the Nile in Jinja (Uganda)

Erongo

13 - 19 October - number 118



THREE DAYS OF TRADE EXPO IN SWAKOP

pg

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SWAKOPMUND

AROUND THE WORLD ON A MOTORCYCLE

... which formed part of a couple from Spain's... they which to date has seen them cover... more than 130 000 km and 44 countries... and the world. Ivana Colakovska and

Manuel Torres spoke to Erongo about their travels, the hardships they endured and the highlights of their journey 'Around Gaia'. Full report on page 5.



ARANDIS

Solar energy ray of hope

The mayor, Risto Kapendah, said Arandis in the Namib Desert can become a leader in clean technology markets that are growing now. Solar systems are increasingly providing clean renewable sustainability.

land lease agreement between the town council and the developers of the first 3 MW power plant on 12,5 ha of land just west of the present townlands. The development partners are Oldthunder & List Energy, Commitment Mining Power Solutions from Germany and the Women of Destiny Trust. The developers were represented by Bertus Vincent Walbaum, managing director of O&L Energy.

The development will consist of 12 000 solar panels and the initial investment is N\$80 million. The completion date is as early as April 2017. At least thirty jobs will be created in the development phase. The lease agreement is for a period of 25 years. Kapendah said this would be the largest

solar power energy facility in the Erongo region, generating electricity to be supplied to Erongo Red. "The high demand for electricity in the entire SADC region has become a serious concern; hence it has opened up opportunities for other energy resources of which solar is vital. As far as the potential for solar energy is concerned, Arandis has an excellent record, probably one of the best in Namibia, because we have the most hours of sunshine per year. Arandis is strategically situated outside the fog belt, increasing its advantage in terms of renewable energy projects. Thus the Arandis town council has prioritised renewable energy as one of the key drivers for its economy."

The partnership is also unique in terms of tourism promotion because an information centre will be constructed to enable council to promote information on renewable energy, give an opportunity to visitors to view the facility from a raised platform, as well as general promotion of tourism-related activities. The partners in the development are in agreement that the lease period can be renewed after the first 25 years.

Só lyk die naweek

Rovwe water gaan vandag weer pla, maar binne 'n dag gaan die omgekeerde ses bedaar met 'n belowende naweek wat op hengelaars wag. Gister was die styging nog 2,8 meter, vir vandag word 3,8 meter voorspel en mire gaan die see tot 1,9 meter bedaar.

Goede nuus vir strandgangers is dat die wind tot Sondag kwalle meer as 'n briesie gaan wees. Ondanks die water wat gelol het, het mooi kabeljoe we die afgelope dae by Myl 9, ook bekend as die Witklop, uitgekom. Die meeste visse het die skaal in die omgewing van 4 kg gestrek. Wiltzklabaken en Myl 26 het ook billike kabeljoevangste gelever en noord van Hentiesbaai het dit

goed gegaan, veral by die Richtersfeld noord van M108.

Veral die Suid-Afrikaanse besoekers in die skoolvakansie van die buurland is bevrede met vangste nou van Hentiesbaai. Op see brom die skibroekhengelaars wat snoek gaan soek. Die bote kom met v tot sewe snoeke terug na die Mole met klagtes dat die skole baie klein is. 'n Ewening is dat hoe helder die maan skyn, hoe kleiner word die skole. Kom die donkermaan, gaan die snoe daer wees. Op see was di kabeljoevangste we goed. Mire gaan dit om 07:45 laagwater wees en om 14:08 hoogwater. Saterdag se laagwater kom om 09 en hoogwater om 15:30

I el más fiel de los monitores podrá reemplazar adquisiciones de 360 graue Manuel e Ivana do cosechando a lo de 63 mil km de l bordo de la Yama- l'660Z Tenere. Par- de Sevilla (Espa- n abril del 2013 y GPS, ni siquiera apa, sino el instinto han conducido viajeros por Europa, 7 ahora América, último fin de semarribaron a Lima. TAS salió a su ntro en plena Plaza mas. "Hemos visugares alucinantes, Croacia, la India, esia y Australia, ninguno como el ", comentaron.

ómo dar la vuelglobo en una moto iorir en el intenablan los moteros. r equipaje básindas que soporten tes tipos de clima, s, guantes, cascos, y bolsas de dormir. lvidar las herras básicas para la y, sobre todo, carnsgo la pasión por ntura". El resto es perseve, carisma y algo de . Ellos evitan los s. Prefieren per en casa de los ores o en alberle municipios, temu otras institucio- dependiendo del

Dúo en Órbita

El mundo desde una moto, según Manuel Torres e Ivana Colakovska.



FOTO OSCAR MEDRANO

Manuel (32) e Ivana (29) se casaron antes de emprender el viaje en abril del 2013. Sueñan con llegar a Alaska en el 2016.

Chile. Ivana sufrió rotura de tibia y peroné en la pierna derecha y tuvo que ser operada. Costos del clima y de la ruta.

Superado el bache, continuaron por Bolivia para ingresar al Perú por Puno.

¿Cómo empezó la aventura? Manuel Torres, abogado laboralista español (32) e Ivana

Colakovska, abogada internacionalista macedona (29) se conocieron en la isla de Mikonos (Grecia). Ninguno ejerció la carrera, así que decidieron trabajar juntos para cumplir el sueño de la vuelta al mundo. Empezaron vendiendo bisutería en las islas de Grecia. Ahorraron y compraron la moto.

La ruta en m era: España-Marr- Francia - Italia - venia - Croacia - bia - Macedonia - Turquía - Geo- Azerbaiyán - Kazaj - Uzbequistán - Tán - Kirguistán - Tailandia - Camb - Laos - Malasia - nesia - Timor Orien - Australia (de allí t- darian la moto por b - Argentina - Chile - via - Perú.

Y así fue. Llegar Lima (el 28º país v do), el resto de la ru incierto. La aguja tal de ambos solo i una cosa: hacia el r hasta Alaska.

La buena no durante el trayecto, ido ganando auspicio res que ayudan a m nerlos en ruta y co ran para la futura p cación de todo el r ial de viaje.

Ivana Colako es la primera ciuda na macedona en d vuelta al mundo en "Creo que como muj demostrado que hay perderle el miedo a lo conocido, a la gente y lugares lejanos. El m es mucho más bonito de lo que creemos. Los mejores maestros son la gente que vamos conociendo. Ellos nos ayudan a continuar. Existen muchas formas de ser feliz, i so con pocos recursos. Esta es una de ellas. Dijo. Que los vientos pista les sean prop (Orlando Bardales Noguier

todo es éxtasis por saje, desde luego. res meses, la pareó por un barranco arretera austral de

"El mundo es mucho más bonito de lo que creemos. Los mejores maestros son la gente que vamos conociendo".

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LOS PELIGROS DE DAR LA VUELTA AL MUNDO

TEXTO: Manuel Torres | FOTOS: Around Gaia

DAR LA VUELTA AL MUNDO EN MOTO SUENA MUY BONITO Y UTÓPICO... PERO ENTRAÑA UNA SERIE DE PELIGROS QUE DEBES ASUMIR. MUCHOS PUEDES PREVERLOS PERO LA MAYORÍA SURGEN DE MANERA INESPERADA EN EL CAMINO. CON ESTA PEQUEÑA GUÍA DE PELIGROS IRÁS MEJOR PREPARADO EN TU AVENTURA...

Dar la vuelta al mundo en moto, una frase de 7 palabras que no tardas más de dos segundos en pronunciar, el sueño de muchos pero la realidad de muy pocos.

Un reto que nosotros decidimos aceptar de la única manera que concebíamos, en una sola etapa. Salir de casa y no volver hasta visitar todos los continentes y sentir que por fin... tendremos una idea más clara y global de este planeta en el que vivimos. Y ese simple hecho de obligarnos a dar a vuelta al mundo en una sola etapa significa más de lo que pensáis amigos lectores, cualquier peligro u obstáculo que la ruta nos pusiese de por medio habría que aceptarlo, asimilarlo y sobrepasarlo para seguir adelante sin rendirse. En nuestra mente no existe la posibilidad de volver a casa para retomar más tarde el viaje, algo así nos haría sentir como si hiciésemos trampa contra nosotros mismos. Ahora la ruta es casa, y el viaje es vida.



SEVILLA

Jna vuelta al mundo sobre dos ruedas

Un sevillano y su pareja realizan con éxito la aventura de recorrer 59 países en cuatro años



Los viajeros cuentan su experiencia en el proyecto liderado por Around Gaia

JOSÉ MORÓN SEVILLA

Ivano Torres e Ivana Colakowska se conocieron en las playas de Mykonos (Grecia) en el verano de 2009 cuando iban a los turistas. Él es un artesano de la madera y ella es una diplomática. Él, de 35 años, es diplomático de Relaciones Laborales (35 años), macedonio y licenciado en Derecho Internacional (31 años); se dedica a viajar por Asia el resto de las semanas. «Era la mejor forma de vivir una vida libre», cuentan. En estas escapadas se hicieron un coche a Royal Enfield de los 70 para ir a la India en tres meses. Les costó poco. Se miraron y decidieron ir a cumplir un sueño: dar la vuelta al mundo en moto. «A veces es más habitual leer historias como ésta en los medios de comunicación y redes sociales. Quien quiere hacerlas y la cantidad de opciones que existen hace que sea más complicado tomar este tipo de decisiones. Eso que te echa la valentía y un toque de ira para realizar tales hazañas». Ivana partieron un 17 de abril de 2013 desde la capital hispalense y años después regresaron al mismo día el 29 de abril de 2017, en plena inauguración de la Feria de Sevilla. El viaje arrancó por el este: Europa, Australia, América y África. En 59 países —de los 192 oficialmente— recorrieron 150.000 kilómetros en su Yamaha Teneré 660XTZ y a pocas maletas para rellenar con artesanías que venderían poste-



Manuel Torres e Ivana Colakowska, junto a su moto Yamaha Teneré 660

VANESSA GÓMEZ

riormente para subsistir los primeros meses. Atravesaron todos los continentes de un extremo a otro antes de volver a casa y un 40 por ciento lo hicieron a través de rutas sin asfalto.

Su historia va más allá. Durante estos cuatro años no pagaron una sola noche de alojamiento. «Cada día era distinto. Nos levantábamos en una casa de una familia que conocimos el día anterior. La gente es amable y siempre ayuda», explica Ivana en un perfecto castellano. «También hemos dormido en estaciones de policía y bomberos, campings, iglesias, templos budistas... con nuestra tienda de cam-

pañías». La gasolina ha sido la parte que más dinero se ha llevado. En total, se han gastado unos 45.000 euros entre los dos, es decir unos 5.625 euros cada uno cada año. «Si te quedas en España, con ese dinero no tienes para nada», afirma Manuel.

Es difícil elegir un país o un momento feliz en estos cuatro años de aventura, pero ambos destacan que lo mejor ha sido compartir experiencias con la gente de todas las culturas y también superarse ellos mismos cada día. «Encuentras en situaciones que jamás pensarías que te iban a suceder. Ahí se ven capacidades tuyas que desconocías».

Como en la vida misma ha habido momentos no tan felices. Por ejemplo cuando intentaron robarles en un par de ocasiones o cuando Ivana se rompió una pierna en la Patagonia chilena. «No pudieron operarla hasta cuatro días después porque los hospitales estaban cerrados. Estuvimos a punto de finalizar el proyecto. Pero afortunadamente todo se solucionó», cuenta el sevillano.

La pareja asegura que pesa más el buen momento «por supuesto», y van a continuar viajando por Europa en breve. Para ellos viajar «es vivir, es crecer como persona, es aprender, es descubrir nuevas sensaciones. Parece que hemos vivido cuarenta años en estos cuatro. Viajamos para que la vida no se nos escape y debería ser una asignatura obligatoria».

“

«Around Gaia» El proyecto de esta joven pareja se puede seguir a través de su web www.aroundgaia.com y en sus redes sociales

ва патување, јас и мојот сопруг научивме за многу различни култури, традиции, стекнавме многу пријатели, видовме многу природни убавини, најсвetsки градби и икони, се она што некогаш сум го гледала само на слики

ва и ризици, но едноставно, еден ден репултив на патот и на она што суд- го има подготвено за мене. Ги зат- чите и им се препуштив на предиз- Со Ману се запознавме на одмор во Кога го запознав, тој веќе неколку имаше искуство со вакви слични па- и многу ме заинтересира овој но- начин на живот- малку багаж, а млузии. Со него се претворивме во та сонилта", вели Ивана.

а ја почнат авантурата. Ивана и Ма- одготвувале две години. Вели дека не се случило лесно туку со многу аботеле и штеделе пари за да го поч- екотот. И покрај тешкотните, сега се поминати две години и над километри.



Ивана во Тајланд пред огромен споменик на еден будистички манастир

Не знаев дека на патувањето ќе станам амбасадор на нашата земја. Ме нарекуваа девојката од егзотичната земја наречена Македонија, која патува околу светот. Добив понуди за пишување книга, за снимање документарец. Ми даваат простор, за да имам можност, на крајот на ова патување да ги кажам сите тајни и најдобри приказни.



Ивана Мачу Пикчу, во Перу

та авантура е полна со емоции, рило откритија. Сонот се претвори во за да почне и да трае сето ова, моја најдеме средства, да го наполниме варот со бензин и да продолжиме со не на магични моменти. За да го из- патувањето, почнавме со продаж- приказани, искуства и на фотографи- анија. Ова не го планирааме прет- не знаев дека наеднаш ќе се претво- новинар, но и ќе станам амбасадор на ова земја. На многу места низ светот ните покажаа интерес за, како што рекуваа, девојката од егзотичната наречена Македонија, која патува на светот. Добив понуди за пишување на снимање документарец. Ми дава- тор, за да имам можност, на крајот патување да ги кажам сите тајни и

најдобри приказни. Токму ова ми дава сила за да продолжам напред и да се вратам од спротивната страна на светот", вели Ивана.

Ивана и Ману патот го почнале од Севиља, Шпанија на 17 април 2013. Кога ќе ги поминат Америка и Северниот Пол, преку Русија, ќе се вратат повторно во Севиља, да го затворат кругот на патувањето, а тоа, како што вели Ивана, значи дека нејзиниот сон ќе потрае уште нај- малку една и пол година.

"Секој треба да го живее својот сон и да го прави она што го прави среќен и што го исполнува. Без страх и двоумење да тргне во потрага по сонилтата. На ова патување не беше се сјајно, ама и покрај многуте проблеми, продолжувам со освојување на патот. Научивме многу различ-

ни култури, традиции, стекнавме многу пријатели, видовме многу природни убавини, најубавите свetsки градби и икони, се она што некогаш сум го гледала само на слики. И секогаш чувствувам посебна топлина кога ќе го развиорам македонското знаме. Бевме на саем во Колумбија, имав можност пред илјадници луѓе зборувам за Македонија и да им покажам на мапа каде се наоѓа. На фотографите им се потпишувам на македонски јазик", вели гордо Ивана.

На патувањето околу светот Ивана имала можност да се сретне со многу нашинци. Некои од нив многу ѝ помо-



EAST TIMOR ДИЛИ

После 400 години окупација, во 2002 година Источен Тимор конечно прогласи независност. На денот на нејзиниот роденден стасавме во оваа млада држава. Во Дили, главниот град, се одвиваше голема забава. Ентузијазмот на ова племенско село да расте и да се развива на свој начин, за момент ни го пренесе вкусот и чувството на слободата.



UZBEKISTAN ХИВА

Поминавме речиси 1.000км, пустина помеѓу Казахстан и Узбекистан се додека не стасавме до првото дрво. Тоа беше оазата Хива, антички град кој пред многу векови им

овозможувал простор за одмор на трговците кои го следеле патот на саилата, пат во кој се пронајдојме и ние. Тука се освеживме, ја исправме облеката, јадевме разновидна храна и собравме сила за да се вратиме назад во пустината што не водеше на исток.



INDONESIA ВУЛКАН БРОМО

Пејзажот во кој уживавме додека го баравме вулканот, ни даде чувство небаре сме на месечината. Сиви песочни рамнини без никакви ознаки. Густа магла поради која не можевме да видиме ништо пред нас, западнавме во најголем момент на збунетост и дезориентација. Откако се изгубивме неколку пати, конечно ја пронајдовме иконата на островот Џава. Никогаш претходно не сме биле толку блиску до еден активен вулкан. Звукот и чадот што го испушташе неговиот кратер беше несомнено голема награда за одисејата што ја пројдовме за да стасаме тука.

INDIA ПАХАР ГАНЏ

Хаос, силен мирис, зачинета храна, улични крави кои се хранат од губриште, постојана свирка од рикша такси, сари и раце насликани со хена. Не може долго да се следи ритамот на оваа улица, но со сигурност тврдиме дека ако еднаш ја посетите ќе ја паметите засекогаш.



MUST HAVE

ОРУЖЈЕ ЗА АВАНТУРА

Доверба во луѓето. Помногу луѓето кои ни помогнаа на различни начини кои обрвнаа да заврши патување не е биг пат. Плика однапред со даве овие непознати

Бонбони. Одличен подарок за децата кои скокаат по месечини што не гледат

Копија од документите. Документите за моторот тешко се обновуваат, а во земите со виртуелни патници, За да не виста оригиналите, имајте коп

Мотивација. Нашата физичка состојба постојано е изложена на ризици и пати сме пронајале сето заврши. На, силната мотивација не дозволуваа да се

Телефон и пенкало. Паметен телефон, селфана, стилски пенкало, сени - белешка на секоје движење ќе за голема работа кога патуваат

Насмева на лицето. Доволна за да се разбегне биго кој човек на оваа

Фотографии од патувањето. Атлетични на хартија - се наоѓаат кога ќе сме парични средства. Предајте фотографии од нашиот патувањето им овозможуваат пронајдат нави

Прецришо. Една прецизно може да трансформира под во Индија, полицна кланчарија во Индонезија треба на сред пат во ментален. Исто така може претвори во торба со сите



Subminera las mucho más duro de la operación. El calor de la sierra, el viento, el frío, el cansancio se nota en nuestros rostros. El día caído más, se reconstruyen, pero la siguiente. El agente nos acompaña en el camino peligroso. Los caminos y guerras, a veces.



hencia". Manu, que había estado pensando que era el quién quedaba la fortaleza que era algo reconocible para cumplir el objetivo, dentro de un día y plantándose en el punto aguarar siempre estar y decidir entonces un pequeño pueblo parado en los Andes de la Pizgona delira. No tiene tiempo con nosotros nuestra conexión y humanidad con la ruta. No necesitábamos GPS porque era una zona con sus caminos solo nos quedaba el camino a seguir. El clima la confusión que la conexión en el cuarto integrante de este proyecto Ivana, Manu, la moto y ella la ruta. Así que se decidió que la primera etapa que empezamos en Pizgona, sería con algo de experiencia sobre los caminos en historias y recuerdos por no olvidamos a ver lo que pasamos en esos momentos.

En verdad que al principio pensábamos que tendríamos más garantías de salir operando en Centro, o al menos en Santiago de Chile. Siempre es difícil entender situaciones inesperadas y muchas veces que la suerte juega y a veces, pero cuando nos fuimos con optimismo y posibilidad, terminamos por salir cosas maravillosas.

A parte de entender todo solo perfecto. Apareció Manu y su familia, que nos acogieron como si fuéramos sus propios hijos, custodiaron en su pequeña casa de madera por el tiempo que fueron necesarios, con atención y hasta invitando las tabernas de Irana cada día para ellos. Los recuerdos de

El accidente de Ivana su primer revés serio de nues abandonar se convirtió en

una tragedia que debía irse que la primera etapa debía de ser un viaje de Manu y Manu no podía de salir, ni de salir de un accidente por accidente con un accidente serio. Manu para ver un día más que nosotros en respuesta. Al parecer había alguna colaboración y un momento cuando conseguimos los datos de un accidente y muchas veces que la suerte juega y a veces, pero cuando nos fuimos con optimismo y posibilidad, terminamos por salir cosas maravillosas.



2016 WORLD MOTORCYCLE TOUR

FAST FACTS

- THE TRIP**
Takes an early start to take advantage of the long days of the summer months. It takes you to see amazing scenery and landscapes.
- THE LOCATION**
Manu Torres and Ivana Colakovska have chosen a route that is both scenic and challenging. It includes some of the most beautiful landscapes in the world.
- THE WORLD**
At the end of 2016, Ivana and Colakovska were exploring the world's most beautiful landscapes.
- THE TRIP**
Much of the trip is spent in the mountains, including some of the most beautiful landscapes in the world.
- THE TRIP**
The Avana-Gaia project has been supported by the Spanish government and the Spanish motorcycle community.
- THE TRIP**
The motorcycle of choice for the trip was a Yamaha Ténéré XT660Z. It was chosen for its reliability and performance in the most challenging conditions.

Mother Earth

Around Gaia

A snapshot into the lives of two travellers after 1,277 road, 45 countries visited and 125,628 km riding two

Story by **David G. Williams**
Photos by **Ivana Colakovska & Manu Torres**

24 MOTORCYCLE MOJO DECEMBER 2016

MAGAZINE



ENTRANDO AL PERU POR COPACABANA, PUÑO, NUESTRO PAS ES EL VEIGESIMO OCTAVO QUE VISITAN

AUNQUE AÚN NO SABEN DECIR EN QUÉ ACABARÁ ESTA ODISEA, POR AHORA LO ÚNICO QUE TIENEN CLARO ES QUE QUIEREN EDITAR UN LIBRO ILUSTRADO CON TODO LO VIVIDO.

ampliación: dinamita, camiones, lluvia todo el tiempo y mucho barro. "Generalmente, uno se cae en rutas como esta", afirma Manu, pero esta vez Ivana llevó la peor parte. "Me rompí la tibia y el peroné y tuvieron que operarme. Fue el momento más



TENERÉ XT660Z

Es una motocicleta hecha para viajes como esta. Su motor es un monocilíndrico de 4 tiempos que entrega una potencia de 47 HP a 6.000 rpm. Su capacidad de tanque de 23 litros le da una autonomía de 500 km. "Su mantenimiento es sencillo, tiene buena potencia, trepa muy bien y, por su refrigeración líquida, no recalienta. Hemos manejado a -15°C, en montaña, pista con hielo, nieve, desierto, junglas muy húmedas, en altura donde falta el oxígeno, atravesado ríos profundos con su escape bastante alto... Tras 28 países, no lo voy resentedá ni nada. Está perfecta", acota Manu.

sus próximas paradas rumbo a la meta mayor: Alaska. Por ahora, lo único que tienen claro es que quieren editar un libro ilustrado con todo lo vivido.

La Gazzetta dello Sport PASSIONE MOTORI

Vai alla sezione **PASSIONE MOTORI**

- Volkswagen sconta l'iva sui modelli elettrici...
- 4 anni in giro per il mondo sulla Yamaha Teneré...
- Ducati, voci sul futuro...

MOTO AROUND GAIA

4 anni in giro per il mondo sulla Yamaha Teneré

Ivana Colakovska, macedone di 32 anni, e Manu Torres, 34enne spagnolo, per viaggio hanno attraversato i 5 continenti, senza programmi, GPS e tools di navigazione: 59 Paesi, 150 mila km percorsi in moto, con la Givi come sponsor tecnico.

27 APRILE 2017 - MILANO

6

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