

The main road towards Son La went by fast and when I saw a billboard beside the road for a waterfall after ~30 kilometers, I had to make the detour. It was only 10 km – should be quick. I quickly returned to the main road, continued my way and at that time still thought I could make it to Phu Yen Vietnam.

But then the big screw up happened. I got so lost by my navigation app that I lost another two hours. To keep it short – my navigation soon decided that it was time to get off the main road and go uphill on a smaller road. Everything seemed right and it looked like it knew where we are going, but soon there was no more paved road and well... at times there was no road at all.

And after 20 kilometers the navigation on my phone decided it was time to turn around and head back. Just like that. Damn, was I pissed, I almost smashed my phone, but... I took a deep breath and drove back to the main road, still swearing.

No way to reach Phu Yen today, so where to now?

First, I had to figure out how far I've come. Without the navigation. I took out my paper map and started asking people. I then marked the next town on my way – Moc Chau, only 75 km from my start point.

It was getting dark when I reached it, so I just called it a day and decided I'll wake up early and make up for this screw up the next day. After 20 minutes of driving around town I've found out that there is only one (!) hotel in town – the Thao Nguyen Hotel by [Dulichso](#). Luckily, it was very nice. A bit more expensive than what I usually paid for on this trip, but it was some much-needed comfort. The communicated price for a night with breakfast was 500.000 VND (22 USD), but they gladly lowered it to 400.000 VND (18 USD).

Moc Chau to Tu Le

I slept like a baby and after the breakfast (a bowl of Pho Bo – beef noodle soup) I was ready for a full day of motorbike riding. I made very little stops this day and literally drove for 5 hours straight, except one stop for lunch and...

There was a horse standing at the side of the road and luckily, I slowed down almost to a halt, because a big truck was approaching. I met the truck just before I passed the horse, who probably got scared of it and suddenly jumped on the road and started kicking in all directions. I stopped just a few inches away from his kicks (I felt the "wind" from the kick on my fingers!). I don't even want to imagine how badly this would end if I got hit. I slept in a small village town of Tu Le, which I've reached just before dark. The first place I've stopped at had a room and some food – my third Pho Bo (beef noodle soup) in one day. And well... some rice wine (... schnapps).

It was funny how almost everybody at the place came to sit at my table when I ate, stared at me, smiled and wanted me to drink with them. I did a few shots and after the usual conversation (What's your name? Where are you from? How many children?) with the help of Google Translate application on my phone got old, I went to sleep.

From Tu Le to Sapa

Again, a smooth day of motorbike riding. It hit me on this day that the views are getting more and more impressive, but the greens and yellows are nowhere to be found. They've finished with the harvest in these parts and I've missed the golden yellow colored rice fields by two to three weeks.

Just 15 km before Sapa the road passes the Tram Ton Pass, which at 1900 m is Vietnam's highest mountain pass. If you are ever in Sapa, first book a room on [hotels in Sapa](#) online and

then do rent a motorbike (a scooter is ok) and drive through the pass and back from there. The scenery is amazing.

Just when the road starts descending down to Sapa, there is a possible stop at the Love waterfall. It was still plenty of daylight left, so I've decided to check it out. It's an easy 2 km walk to the waterfall and worth stopping at. There's another, bigger waterfall before you reach Sapa, but I was too tired to go see both.