

## South America Expedition

**2021 DATES ARE NOW SOLD OUT.** Discover the incredible wonders of this continent with our South America Motorcycle Tour. From the snow-capped peaks of the **Andes** to the driest desert in the world, [South America](#) has a dazzling array of natural wonders. You will see its buzzing indigenous markets, pretty colonial towns and vibrant cityscapes. There just aren't many other places on earth that offers so much variety. And let's not forget the iconic **Machu Picchu** in Peru!



And amidst all that we take you on a great motorcycle adventure from the top to bottom of this stunning continent. Starting in Bogota, Colombia, you'll ride the length of the the Andes, longest mountain range in the world. Once in Ecuador, we cross the **Equator**. Northern Chile is home the **Atacama**, the driest desert in the world. These desert roads are paved and empty, with not a soul in sight. Climbing the Andes, we cross into Argentina. A spot of wine tasting is in order before, we ride past South America's highest peak, **Aconcagua**. And then into **Patagonia**! This is a sparsely populated region, where getting away from it all has never been easier! Ride for hours and you hardly see a soul. So immerse yourself into this pristine remote wilderness – just you and your motorcycle! Your ultimate destination is the most southerly city in the world – [Ushuaia](#), Argentina.

We have been riding in South America for over 20 years. So yes, this motorcycle tour through South America will be the best 10,000 miles you've ever ridden!

This tour is Section 3 & 4 of our [Trans Americas Motorcycle Expedition](#).

Picture: Salinas Grandes, Argentina

### At a glance

Duration (days): 73  
Miles Covered: 10000  
Riding difficulty: Difficult  
Unpaved Roads: 10%  
Culture Shock: Large

### Highlights

The best bits of South America are crammed into this exceptional adventure ride!

#### Northern Andes

##### COLOMBIA

- Some of the best biking in the world can be found in Colombia, a biking paradise through jungle green tropical mountains, coffee plantations and old colonial towns.
- The ride from Bogota to UNESCO listed Villa de Leyva, with the largest cobblestone plaza in South America
- The twists and turns of the Chicamocha Canyon to Bucaramanga and onto the colonial town of Mompox on the banks of the Magdalena River
- Two nights in UNESCO Listed Cartagena, an historic 16th-century port city nestled alongside the Caribbean Sea

- Time out to explore Medellin, former stomping ground of drug lord, Pablo Escobar
- Yet another breath-taking rollercoaster of a ride to Salento in the coffee region

## ECUADOR

- Surrounded by volcanoes, the tiny market town of Otavalo, famous for its local markets and traditionally dressed indigenous peoples
- A major milestone – the Equator, where we straddle the line with our bikes between North and South
- Truly magnificent riding road from Quito to Cuenca – just how many twisties can you take!?

## PERU

- Cross the Sechura Desert to Trujillo, with time off to head to Huanchaco for sand and surfing, or visit the adobe ruins of Chan Chan.
- The superb mountain road through the Canyon del Pato and its numerous single track tunnels.
- Great Andean mountain roads through the heart of the highest peaks in Peru and the colonial town of Ayacucho.
- Cusco, via the Sacred Valley, Ollantaytambo and the market town of Pisac, with an optional visit to Machu Picchu.
- Puno and a visit out to the floating islands of Uros on Lake Titicaca.
- The White City of Arequipa in the shadow of El Misti Volcano – go and meet Juanita the Ice Princess!

## NORTHERN CHILE

- The Atacama Desert and the magnificent Pacific Ocean Coast Road
- Explore the UNESCO Listed mining ghost town of Humberstone in the Atacama
- The tiny village of San Pedro de Atacama, in the shadow of Licancabur Volcano, with ride out to the Valley of the Moon, or visit Tatio Geysers

## ARGENTINA

- The mighty Paso de Jama Andes crossing at 4,200m and ride on the Salinas Grandes Salt Flats
- The mountain of seven colours and the UNESCO Listed Quebrada de Humahuaca
- Ride along the cloud forest route to the vineyards of Cafayate and do a spot of wine-tasting.
- Aconcagua, South America's highest peak and cross over the Andes to Chile.

## Patagonia

- A night on the Pacific Coast near Concepcion
- The lakeside town of Villarrica in the heart of the Chilean Lakes, the Villarrica National Park and views of Volcan Llanin
- Seven Lakes Route to the picturesque lakeside town of Bariloche, amidst the peaks of the Andes
- The Carretera Austral "Southern Road", built by Pinochet, and one of the best scenic road journeys in the world.
- Option to visit The Marble Caverns, unusual and beautiful rock formations on the edge of Lago General Carrera
- Ruta 40 along the wild Patagonian plains to El Calafate and visit the UNESCO Listed Parque Nacional Los Glaciares to see massive ice blue glacier, Perito Moreno.
- El Chalten, located in the stunning northern sector of Parque Nacional Los Glaciares
- The magnificent UNESCO Listed Torres del Paine, with its gigantic granite peaks are a perfect backdrop for adventure motorcycling.
- Board a small ferry to cross the Magellan Straits, first discovered in 1520, to reach Tierra del Fuego.

- Ushuaia, the most southern city in the world – reach the “End of the Road” in Tierra del Fuego National Park
- A final glorious dirt road ride across the Tierra Del Fuego to Lago Blanco, for a remote lakeside setting.
- Arrive in Punta Arenas, our final destination, and rub the toe of Ferdinand Magellan!

## Map

This map is for illustrative purposes only

## Itinerary

This South America motorcycle tour operates for 73 days. It starts in Bogota, Colombia and ends in Punta Arenas

### Week 1 – COLOMBIA

We spend enough time in Bogota for you to collect the bikes, have them serviced and also see some of the city itself. The Gold Museum is a must! We head north to Villa de Leyva and Bucaramanga through the Chicamocha Canyon, turning across the flat plains to the UNESCO Listed town of Mompox on the banks of the Magdalena River. Ride through coffee plantations and sugar cane fields and through lush green mountains. Your first experience of riding in the Andes will never be forgotten!

### Week 2 – COLOMBIA

Our furthest point north in South America will be a two night stop over in Cartagena, on the Caribbean Coast, arguably the best preserved and most picturesque colonial town in South America. We turn back south and into the mountains for a two night stay in Medellin, former stomping ground of Pablo Escobar. The road twists and turns the whole way south, where we'll stay in Salento in the coffee plantation area. The Andean roads continue to Popoyan where we rest in a 16th century converted monastery. The biggest danger in Colombia will be wanting to stay!

### Week 3 – ECUADOR

Crossing into Ecuador, we head towards the quaint Indian market town of Otobalao, staying at an historic hacienda. Then it's a major milestone – The Equator! We can park one wheel in the north and one in the south as we straddle the line with our bikes. Time to explore Quito, where we have a two night stay. This is followed by a cracking ride through the heart of the Andes to UNESCO listed Cuenca. We take a small mountain road towards a quiet border and our entry to Peru.

### Week 4 – PERU

Peru is a contrast to what has gone before and you'll encounter desert! We head through the Sechura Desert to the city of Trujillo, where you have a day off to head out to the surf beaches at Huanchaco or explore the adobe ruins of Chan Chan. Travel the superb mountain road of Canyon del Pato, back into the high Andes. We drop back to the coast to visit Chincha in the pisco making region, before heading up into the Andes again, and maybe some of the best roads you've ridden to the highland towns of Ayacucho and Abancay.

### Week 5 – PERU

It's a short ride to the Sacred Valley to Ollantaytambo, where you can spend your afternoon exploring the great Inca fortress. We spend two nights here and you have the option take a sight-seeing tour to the ancient Inca Citadel of Machu Picchu. After, we ride to Cusco, with a free day to explore the city and where we can enjoy a beer at the famous motorcycle adventurers bar, The Norton Rats!

It's a high altitude ride across the altiplano to Puno on the edge of Lake Titicaca. You have a free day so you can take a boat out to the reed islands of Uros, before we take more uncongested roads (well, ok, watch out for llama and alpaca!), to the White City of Arequipa & El Misti Volcano.

### **Week 6 NORTHERN CHILE & ARGENTINA**

Then over the border into Northern Chile, to Arica, the magnificent Atacama Desert and the stunning and deserted Pacific Coast Road south – superb! From here, it's inland to San Pedro de Atacama for a two night stay, with options to ride into the Valley of the Moon, head up to the Tatio Geysers or even do a bit of star gazing at night in the world's clearest skies! Ahead waits the mighty Paso de Jama, 4200m high crossing into Argentina, where you can also get to ride on the shimmering salt flats of Salinas Grandes.

Our first night Argentina is at Tilcara, where you can enjoy your first juicy Argentine steak with a glass of Malbec. Our journey south takes us to Cafayate for two nights, at the heart of the high altitude wine region – sipping cold Torrentes wine in the town plaza and watching life go by is a great way to relax on your day off.

### **Week 7 NORTHERN ARGENTINA & SANTIAGO, CHILE**

A fantastic ride through the Tafi del Valle, with twisty roads through the cloud forest to Catamarca. Then a dramatic change in scenery to red rocks and canyons to Villa Union. Our penultimate night is in Lujan de Cuyo at a small wine lodge, before our ride the next day in the shadow of Aconcagua, South America's highest peak. Crossing the Andes, we reach Chile's modern, bustling, cosmopolitan capital, Santiago.

### **Week 8 CHILE & ARGENTINA LAKE DISTRICT**

After our bikes have been serviced in Santiago, and enjoyed some days to explore the city, we set off for the Pacific Coast close to Concepcion. Then we travel inland to Villarrica, a lovely lakeside spot in the Chilean Lake District. Our road to the border is in the shadow of Volcan Lanin and once in Argentina, we take the Seven Lakes Road for a two night stopover in the beautiful lakeside town of Bariloche. Be prepared to think you are in Switzerland!

### **Week 9 CARRETERA AUSTRAL & RUTA 40**

Cross back to Chile to ride the Carretera Austral, an incredible dirt road nestling between the ocean and the mountains, curling around turquoise lakes, passing jagged hanging glaciers and sparkling waterfalls. Our first night is in the small town of Futaleufu, before riding to the provincial capital of Coyhaique. This section of riding can be challenging, but the region is pristine and stunning. We can take a rest at our two night stop close to Puerto Guadal, where you have a free day to chill or take an optional visit to the Marble Caverns.

Then it's the most infamous road in South America – Ruta 40. A gravel road through the heart of Patagonia where the strong crosswinds will battle you for the bike! In El Calafate, we divert from the main route to visit the immense ice colossus of the Perito Moreno Glacier. We return to Chile again to Puerto Natales for two nights, a perfect base to explore the soaring granite peaks in Torres del Paine National Park, yet another UNESCO World Heritage Listed sight.

### **Week 10 TIERRA DEL FUEGO**

We will board the ferry, traversing the Magellan Straits to Tierra del Fuego, which steams back and forth without respite. We cross from Chile back to Argentina amidst reminders and memorials to the Falklands War. Then all too soon, you'll ride the final pass – The Garibaldi, before dropping into Ushuaia on the Beagle Channel. It's straight to the Tierra del Fuego National Park and the "End of the Road" sign. Congratulations! Time to celebrate! There are two free days in Ushuaia for you to soak up the atmosphere, before heading back north.

### **Week 11 (3 days)**

Our final night on Tierra del Fuego is at a remote estancia overlooking Lago Blanco. It's a perfect location to reflect on the magnificence of Patagonia. Our final days ride still has some awesome dirt roads across the island before taking the ferry again and a short ride to Punta Arenas (Chile). We drop of our bikes for freight, have our Farewell Dinner and say our good-byes.

## **Accommodation**

### **Bogota to Santiago**

We use 100% hotel accommodation, which is booked in advance. We primarily use good quality 4\* and some 3\* hotels. In bigger cities, this tends to be 4\* hotels, sometimes belonging to an international chain; in smaller or more remote places, hotels can be more independent, characterful hotels or lodges. We don't promise you that we stop at the top hotel in every town we pull into. This is not billed as a luxury tour, but we do ensure that you are comfortable, have a clean bed, can get a cold beer and a hot shower. Almost all hotels we use as standard will have rooms with en suite bathrooms, satellite TV, free wifi, bar and restaurant. In warmer climates, hotels generally have swimming pools.

We like to favour independent hotels with character where we can and in this part of the world, it can mean hotels with colonial character, like old haciendas, converted monasteries or those that typify the places where we stay, such as wine lodges or adobe built rooms. Some of our favourite places to stay are:

Its great to soak up the history in a converted [17th century colonial mansion](#) in Cusco, just a few minutes walk from the buzz of the main plaza.

We love to relax at the [lakeside hotel](#) in Puno, with a view over Lake Titicaca, and its own private jetty if you wish to take a boat trip to the Uros Islands.

We have great fun sipping wine at [Villa Mansa](#), a small wine lodge in the foothills of the Andes.

Another firm favourite is [Patios de Cafayate](#), amidst the vineyards of the winery El Esteco, the original farmstead of this estate founded in 1892.

### **Santiago to Punta Arenas**

This part of the itinerary is primarily through remote locations and the nature of the accommodation will reflect this. Some places we stay are more basic, than hotels you find in towns and cities. It may be a pine cabin by a river, bunk rooms on an estancia (local ranch), a simple wooden lodge. In these places, please don't expect a television, wifi or even a mobile phone signal – you are hundreds of miles away from anything that can be described genuinely as a town! Some places do not have single room options. To give you a flavour for the types of places we do stay at, see our typical examples below

[Terra Luna](#) is a mix of accommodations on the side of Lake General Carrera, you may be in a cabin, a small lodge or even an igloo, all with great views of the water.

The night before we reach Ushuaia, we stay at [Hosteria Kaiken](#) on the banks of Lago Fagnano, with a breathtaking view and time to reflect on the journey.

On our penultimate night we head inland on Tierra del Fuego to the shores of Lago Blanco and receive a warm welcome from the owners of [Hosteria Las Lengas](#)

[Hotel Albatros](#) is our hotel when we reach Ushuaia and we base ourselves here for three nights. Its a 4\* hotel, with great views over the bay, only a few minutes walk to the town centre and secure parking for the bikes.

### **Note for Single Supplement**

In remote locations, a single room is not always possible, so please note that there may be up to four nights in this tour where you will not be able to have a single room and also where there are multiple shared rooms (ie three or four riders to a room). We have already taken this into account in the price for single supplement.

### **Whats Included**

You have the benefit of booking your motorcycle tour with a tour operator with Financial Payment Protection Insurance with Townergate Travel and your money paid to us in advance is protected in accordance with The Package Travel and Linked Travel Arrangements Regulations 2018. You may wish to know that during the COVID-19 crisis, we gave a cash refund to all customers for all monies paid to us within 14 days as required by law.

### Before you go

- The assurance of booking with a fully bonded and insured UK operator, acting in accordance with The Package Travel and Linked Travel Arrangements Regulations 2018, ensuring your money paid in advance is protected.
- GlobeBusters Guidance Handbook with all pre-trip information
- Pre-departure expedition briefing and ongoing access to the GlobeBusters team for any questions you may have, via additional one-to-one meetings
- Assistance with the procurement of visas for each country and provision of Letters of Invitation, if required.
- Daily hard copy route notes with GPS co-ordinates and information about the hotels, the roads and the sights
- Loan SD Card with open source GPS mapping for the region, suitable for Garmin units.

### En-Route

- Normally 4\* (sometimes 3\*) hotel accommodation on a bed and breakfast basis, or in remote regions, the best available.
- Your price includes your room on a shared basis, unless you have booked a single room (not available for three nights)
- 16 group evening meals (drinks excluded)
- Ferry crossing to / from Tierra del Fuego
- Local overnight hotel parking charges.

### Motorcycle Freight

- Group freight of your motorcycle (including crating, where required, and Customs Clearance) from our UK freight agent to Santiago, Chile and from Punta Arenas, Chile to our UK freight agent.
- In transit insurance for your motorcycle, during freight, subject to an excess of £500.

### Support Crew

- Motorcycle Expedition Manager to accompany the group.
- Motorcycle Support Rider, where the group is more than 12 riders
- [Support Vehicle](#), equipped with satellite phone, spare fuel, water, tools, selected spare parts and emergency first aid kit, acting as a sweeper vehicle
- Support Driver, with motorcycle mechanical experience and first aid qualifications

### Not Included

- Return passenger airline flights or any other travel costs to get to the start and from the finish point for each motorcycle expedition or any internal flights or other travel costs required during the expedition.
- Personal travel, accident and medical insurance (covering matters such as medical expenses, repatriation, cancellation, curtailment, loss or damage to property)
- Third party liability or any other motorcycle insurance cover, motorcycle breakdown cover or recovery costs



- Entrance fees to sights and parks, optional local excursions or local activities, (except where stated)
- Lunches, snacks or evening meals (except where stated). Any meals whilst on board ferries.
- Personal spending money, tips, souvenirs or other extras.
- Personal documentation (eg visas, passport), vaccinations, personal taxes, border crossing fees, motorcycle documentation
- We do not supply riding gear; you must bring a minimum of your own helmet, jacket, trousers, boots and gloves.
- Costs of motorcycle servicing, motorcycle repair (parts, labour or other related costs), spares, transportation of your bike to the workshop
- Fuel, oil & other motorcycle consumables, toll road fees, traffic fines or other charges relating to breach of the law
- Any travel, subsistence & hotel costs to and from the freight depot when you drop off or collect your motorcycle, and to and from any UK briefing meetings.
- Freight of the Participant's motorcycle back to their home county from a place that is not the official end point.
- Additional transportation of you or your motorcycle en route where you or your motorcycle cannot continue beyond the short and temporary assistance offered by GlobeBusters Support Vehicle.
- Transfers to / from the airport at the start and end of the expedition.
- Any other item not specifically included in the price.

Please also refer to our [Booking Conditions](#).

## Flights

For clarity, we do not include your passenger flights. Once we have confirmed that this tour is a guaranteed departure, it is your responsibility to organise your own flights to and from the start and end point.

You need to book an outward flight to our start point, Bogota, Colombia to arrive no later than around 10am on 29 September 2021. The earliest leave date is any time on 10 December 2021 from Punta Arenas.

Only book your flights once we have confirmed that your motorcycle expedition is a guaranteed departure. We do not refund flight costs if you have booked flights for a tour that has not been notified as a guaranteed departure.

Should you wish to arrive before the official date or stay after the official end date, please simply request extra nights at the time of booking and we can make the reservation at our group hotel.

## Useful Info

We understand that booking a motorcycle expedition is a big commitment both financially and in terms of time and preparation. Here are some of the most common questions we are asked before riders book. If you wish to meet with us prior to booking to ask more questions, do not hesitate to contact us. In addition, we hold a Pre-Expedition Meeting for the group at our premises between 3 – 6 months prior to the start of the expedition.

### What type of bike do I need?

Our expeditions are designed so that you can use your own motorcycle. We recommend that you use a dual purpose / adventure style bike. **We support any make and model.** Our Support Crew ride the Triumph [Tiger 800XCA](#) or [Tiger 1200XCA](#). We also have extensive experience with the BMW GS motorcycle range, having ridden them for over 15 years. What is important is that you have a reliable and robust bike that you are comfortable riding and has been fully serviced prior to the start and has new tyres.

### What riding experience do I need?

This motorcycle expedition is not suitable for novice riders. We generally recommend that you are an

experienced motorcyclist, who has ridden overseas before and is used to touring. You will enjoy the experience more if your riding is of an advanced standard and by that we mean you have a good command of slow control (eg you don't dangle your feet or paddle at slow speeds and can U-turn your bike), you are assertive on the road and have good forward planning and hazard perception, you are able to perform safe and precise overtakes and are able ride to the legal speed limits.

Riding in South America can make for a challenging ride. Unpredictable road conditions, such as broken asphalt, potholes, homemade speed bumps, lack of road markings or properly marked junctions, worn cobbled surfaces, or objects and animals in the road are just some of the things to contend with.

It is also strongly recommended to have experience of riding your motorcycle on unpaved surfaces such as gravel, and dirt as some of the expedition routes are on these types of roads, especially down in Patagonia. Please note that our route covers around 6-8% of dirt and gravel roads (up to 800 miles), although as the infrastructure develops, this may reduce in future years. In addition, if there any roadworks on our route, normally diversions will be on temporary dirt roads.

If you need to improve your off road riding skills, attending a training school such as Adventure Bike Training [www.adventurebiketraining.co.uk](http://www.adventurebiketraining.co.uk), Triumph Adventure Experience <https://www.triumphmotorcycles.co.uk/adventure-experience> or BMW Off Road Skills is highly recommended.

It is your responsibility to ensure your motorcycling skills are up to the requirements for this Expedition.

#### **How does motorcycle freight work?**

Included in your price is freight to and from the UK, but no matter where you are based in the world, we can facilitate freight of your motorcycle. Freight outside of the UK may incur additional costs – please ask us for a quote, or you are at liberty to organise your own freight and we will provide you with a price that excludes any motorcycle freight costs.

You must take your motorcycle to the appointed freight depot. Our freight agent will crate your motorcycle and do all the necessary documents. Your bike is air freighted to Bogota, Colombia. At the other end, the GlobeBusters Team facilitate the Customs clearance of your motorcycle. You must be physically present for customs clearance to sign documentation in person; we cannot do this on your behalf. When the trip finishes, you will ride your bike to our freight agent, who will road transport and then sea freight your motorcycle back to the original leave point, unless you have made alternative arrangements.

#### **What about servicing & tyres?**

You must ensure that your motorcycle has had a full service prior to arriving and has new tyres. Tyre choice is your responsibility but we do discuss what some of the options available at our Pre-Expedition Meeting.

Due to the length of the journey, your motorcycle will need to be serviced en route and have a tyre change. The service point(s) on this expedition will be in Santiago, Chile, where there are authorised dealers for most brands. You are responsible for taking your bike to the dealer and the paying for the costs of the service and new tyres directly with the dealer. We can assist you in making your service appointment, if required.

#### **Is it difficult to get fuel?**

We have never had any issue with finding fuel. In certain regions, once en route, we will warn you in advance of any possible fuel shortages or if there is a route with a key fuel stop, where everyone must fill up with fuel to get to the next destination. It is not necessary to fit any after-market large fuel tank or carry fuel bottles, although some riders chose to do so. Our support vehicle also carries spare fuel for emergencies.

#### **What is the average group size?**



Our motorcycle groups are normally between 10-20 riders (some have passengers). Our groups are often very international and whilst the majority of riders come from the UK, we also get riders from USA, Canada, South Africa, Australia, Switzerland, Scandinavia, Spain, France, Germany, Italy, Russia and so on. Groups are predominantly solo male riders, but every expedition normally has between one to four couples travelling.

### **Is this ride suitable for a passenger?**

We have had other riders successfully complete this ride with a pillion passenger. Your passenger needs to also be an experienced tourer, used to long distance riding and riding on unpaved roads. Your passenger must ride the motorcycle each touring day – there is no option to sit in the support vehicle as this is only for participants who are ill or injured, or unless the road conditions are too difficult for a rider and passenger to attempt two-up.

### **Is there a support vehicle?**

All our expeditions have a dedicated GlobeBusters [Support Vehicle](#), driven by a GlobeBusters Support Driver. It is capable of carrying two motorcycle and two passengers. Our support vehicles carry a satellite phone, mobile phone, medical bag and spinal board, spare fuel, water, tools, some spare parts, some spare tyres. Our support vehicle provides temporary assistance to you if you have a mechanical problem or an accident and are injured.

This is not a luggage vehicle – you must carry your own luggage on your motorcycle. For more information, please see our [Support Vehicle](#) section.

### **Do I have to ride in a group?**

No! We do not make you ride in convoy. We offer you the freedom to decide how you would like to ride. We give you a road book, GPS co-ordinates and hotel information. You can use this to self-navigate. If you prefer to ride with our Expedition Leader, then you can do this. Occasionally we will ask you to ride in a group when we are crossing a border or if there is a security issue.

### **What documents do I need?**

You will need your original documents as follows: Passport (valid for more than 6 months after the end of your Tour), Motorcycle Registration Document or Title, Driving Licence, International Driving Permits (1968 & 1949), minimum Third Party Motorcycle Liability Insurance (where available) and Travel Insurance Certificate (see below).

You should note that we need to request copies of the above documentation, which we have to send to suppliers who are outside the EU and who do not have the safeguards in place with regard to data protection as we have within the EU. These suppliers are for services such as motorcycle freight, hotels, customs clearance, ferry services. Please refer to our [Privacy Policy](#).

### **Do I need any visas?**

UK / EU / US / Canadian citizens do not require visas in advance for this Tour. However, as visa requirements are dependent on your nationality and are complex with constantly changing requirements, we would direct you to our preferred visa agency for advice. [www.thevisamachine.com](http://www.thevisamachine.com)

The above information is general information and provided in good faith. It is your responsibility to have the correct visas in place prior to travel. Other nationalities should check as to the visa requirements.

### **Are these countries safe?**

The Foreign & Commonwealth Office (FCO) ([www.fco.gov.uk/travel](http://www.fco.gov.uk/travel)) monitors overseas destinations and provides destination travel advice for UK nationals. GlobeBusters monitors the advice from the FCO and any decisions taken regarding a Tour's safety and security will use the vast experience of the company's 16 years of operating as well as the FCO advice. In the interests of your safety and security, changes may be made to your Tour based on any FCO warnings given.

We strongly recommend that you read the information about the country you are planning to visit to be fully informed – each country has a summary and general information as well as advice on safety & security, local laws & customs, entry requirements and health, and road conditions.

**There are currently warnings and travel restrictions in place about travel to the countries listed in the itinerary due to the COVID-19 pandemic. We assume that by the time of travel these will have been withdrawn.**

If you are not a UK national please make sure you have checked your own country's travel advice for your destination/s: The US Department of State: <http://travel.state.gov> Canadian Foreign Affairs: [www.voyage.gc.ca](http://www.voyage.gc.ca) Australian Government Travel Advice: [www.smarttraveller.gov.au](http://www.smarttraveller.gov.au) NZ Government Travel Advice: [www.safetravel.govt.nz](http://www.safetravel.govt.nz).

### **What will the weather be like?**

South America is the final two sections of The Trans Americas Motorcycle Expedition. We operate this trip at the most optimum time for the best weather possible. However, given we are travelling the length of the planet, there are some sections of the trip which will not have the most optimum weather conditions. The bottom line is that on this trip, it is possible to experience every weather condition – from above 35 degrees centigrade heat in Cartagena in Colombia to snow flurries in Tierra del Fuego. We are in Ushuaia in December – early summer – but it is so far south, that this can still mean snow. So pack accordingly!

### **What about my health when I am abroad?**

You need to be physically fit and healthy and also take the necessary health precautions. It is essential for you to consult your doctor or travel clinic for up-to-date medical travel information prior of travel, particularly if you have a pre-existing medical condition. For up-to-date medical advice you may wish to use the Medical Advisory Service for Travellers Abroad "MASTA" <https://www.masta-travel-health.com/>, the NHS website <http://www.fitfortravel.nhs.uk/home.aspx> or NaTHNaC <https://travelhealthpro.org.uk/>.

You will be obliged to disclose any medical condition or medication that you are taking to GlobeBusters in advance and to your Expedition Manager at the start of your trip, for health and safety purposes. We provide you with our Emergency Details Form for this purpose and to collect information about who to contact for you back home in the event of an emergency.

Please note that many countries on this route do not have the same level of medical infrastructure nor consistent medical standards that you may be used to. In particular, emergency services often may be a long distance away, with no co-ordinated response, or sometimes no medical response available within reasonable times. Please do not book this trip if this unduly concerns you.

### **First Aid Training**

It is not a requirement to be first aid trained to participate in this expedition. However, we do strongly recommend that you consider doing a motorcycle first aid course. Some sections of this trip are remote and hundreds of miles away from medical treatment. If you, or a rider you are with, are involved in any accident, whilst not riding with or not close to the support team, having first aid skills may make a significant difference to an injured party.

### **Altitude**

When we ride in South America, you will be in areas of high altitude of up to 3,800m (sleeping and 4,500m (riding). You must think carefully about how fit you are and whether altitude may be an issue. Some pre-existing medical conditions are known to severely worsen at high altitude and be difficult to adequately treat on the ground, leading to more serious consequences.

### **Disease from Mosquitos**

In many tropical regions, mosquitoes can spread diseases such as dengue, malaria, yellow fever and Zika virus. Whilst travelling there are several simple measures you can take to reduce your risk of infections spread by

mosquitoes: wear suitable clothing and cover up at times of day when mosquitoes are active, use insect repellent on exposed skin.

### Travel / Medical Insurance

It is a condition of you travelling with us that you are adequately insured. Your insurance policy must cover you for the costs of any medical expenses, medical treatment or repatriation needed, due to injury or illness on this trip, including those that occur whilst motorcycle touring, either as the rider or a passenger. It is important that your insurance company understands that the MAIN PURPOSE of your trip is motorcycle touring, using your own large capacity cc motorcycle or a rental motorcycle. Your insurance must cover you for the full duration of the trip and for all countries we travel through.

In addition, we strongly recommend that your insurance policy has cover for loss or damage to your personal belongings, delay at your outward or homeward point of departure, personal liability, overseas legal expenses and cancellation and curtailment.

We also strongly recommend that you take out your travel insurance **at the time of booking your trip** as cover will commence for pre-departure cancellation from the policy issue date. This will therefore provide cover should you have to cancel your trip for an insured reason such as illness or serious injury. We do not refund your deposit simply because you failed to take out insurance in sufficient time.

### Foreign Currency

The base currency for this trip is the US Dollar. The US Dollar is readily exchangeable for the local currencies. When you bring US Dollars, it must be in MINT condition or locals will not readily exchange the notes. The websites below will give you the current rates of exchange.

<http://www.oanda.com/>  
<http://www.travelex.co.uk/>

### Minimum Numbers

We require a minimum number of 8 riders on this tour. If we do not have this number of bookings, then we reserve the right to cancel the tour.

### Available Dates & Prices

Date	Rider Shared Room	Single Supplement	Passenger Shared Room	Bike Rental
Sep 29 – Dec 10, 2021	£18,995	£3,995	£10,995	
Sep 27 – Dec 8, 2023	£20,135	£4,235	£11,655	