



**30 DAYS**  
**11,000 KMS**  
**5 COUNTRIES**  
**3 RACE TRACKS**  
**UYUNI SALT FLATS**  
**5,000 M ALTITUDE**  
**500+ TIMING POINTS**  
**6 COMPETITIVE CLASSES**  
**JUNGLE, DESERT, MOUNTAINS**

**CAN YOU FINISH WHERE  
FANGIO FAILED ?**



30 DAY RALLY



OCT 18 TO NOV 18 2023



"The very best" is how Sir Stirling Moss describes Juan Manuel Fangio. The legendary Argentine (pictured left) enjoyed a fantastic career in racing. In Formula One he scored 24 Grand Prix victories from just 51 starts. He tops nearly every poll that attempts to name the world's best, and it is easy to see why Moss refers to him as **"the greatest of all time."**

VIEW OUR VIDEO



- CARTAGENA 24
- MONTERIA 23
- MEDELLIN 22
- CALI 21
- PASTO 20
- QUITO 19
- CUENCA 18
- LOJA 17
- PIURA 16
- TRUJILLO 15
- HUARAZ 14
- HUANUCO 13
- HUANCAYO 12
- AYACUCHO 11
- URUBAMBA 10
- PUNO 9





OCTOBER 18 TO NOVEMBER 18 2023

*It was hailed as the greatest road race of its age and attracted such star driving legends as Fangio and the Galvez brothers to compete for 11,000kms over just 14 days for the glory of winning the Grand Prix of South America.*

## THE HISTORY

In 1948 the Ford V8 was the car making all the running. Fangio in his Chevrolet Master was in the top five but was chasing Oscar Galvez's Ford which was a front runner all the way swapping stage wins with his brother Juan in a similar car.

Fangio, meanwhile was heading towards disaster on Stage 7, but before that we was to win stage 5 from La Paz to Arequipa. At the same time a real Knight of the Road was emerging in the form of Eusabio Marcilla who was dubbed El Caballero del Camino for his selfless acts of rescuing competitors when they got into trouble on the road.

He was the person who came to the aid of Fangio on the 1322km Stage 7 when his car slipped off the edge and disappeared down a 200 metre drop. Marcilla was in contention all the way and would probably have had a top two or three finish if he had ignored the plight of his fellow competitors.

With Juan and Oscar Galvez now clear of their main rivals they continued to swap stages through Tumbes, Quito, Pasto, Cali, Bogota, Cucuta and Valera before the final run into Caracas.

But drama was unfolding as the cars sped towards the finishing line. Juan Galvez was involved in an accident on the last stage leaving the prize open to his brother only for him to breakdown within sight of the finishing line. As he was pushing the car towards the chequered flag a spectator joined in which resulted in this being classified as receiving outside assistance and a disqualification!

The spoils then went to the surprised Domingo Marimon, nicknamed Toscanito, because of his habit of always smoking a Tuscan cigar. He had driven a steady race and was rewarded for his cautious approach.

The rally covered nearly 10,000kms, visited Argentina, Bolivia, Peru, Ecuador, Colombia and Venezuela and attracted crowds of millions along the way.

**IT IS STILL REGARDED AS THE GREATEST ROAD RACE EVER AND ONE THAT DESERVES TO BE RE-RUN IN CARS OF THE PERIOD.**

*In 2023* we will celebrate the 75th anniversary of this great event with a the second Grand Prix of South America which follows the original route where possible. Where the roads are new we find the old and where they have been covered in tarmac we look for dirt.

This competitive event will start at midnight in Buenos Aires (just as the original event did) and will run north to Salta and into Bolivia. Once over the border we cross the high plains to the great salt flats at Uyuni. The roads we select are very much the same as they were in 1948 when the cars scabbled over the gravel on these challenging stages.

From Bolivia the route is modified to run to Cusco along Lake Titicaca, then through the Andes before dropping down to a welcome regroup in Trujillo.

After Trujillo we are once again on the historic route with minor changes to ensure we find some of the more interesting roads and stages. We enter Ecuador just after Tumbes which saw Fangio crash out in 1948.

After Quito we enter Colombia for four intensive days of driving before arriving for a heroes' welcome in Cartagena.

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## THE FUTURE

The 2023 Grand Prix of South America will start 75 years to the day of the original start – and will follow the same route as far as possible but include some race tracks and special tests as road racing is now prohibited. Our event aims to recreate the look and feel of the great original Grand Prix.

It is open to all cars built before 1960 but will have a special category for the type of American cars of the period which ran in the first Grand Prix event

| CLASSES ARE AS FOLLOWS  |                       |  |  |
|---|-----------------------|--|--|
| <b>1</b> Pre-war up to 1939   | <b>4</b> 1948 to 1958 |  |  |
| <b>2</b> 1940 to 1947   | <b>5</b> 1959 to 1972 |  |  |
| <b>3</b> Wagon Tourism - American cars that ran or could have run in the 1948 event | <b>6</b> Touring      |  |  |

This is a competitive event which will combine Regularity, closed roads and circuits. We include a Touring class for those who want to join in with the journey but not the competition.





| COUNTRIES   | DAY  | DATE   | CITIES        | TO            | KMS      |
|---|--|--------|---------------|---------------|----------|
| <br>ARGENTINA  | 1 + 2  | 18 +19 | BUENOS AIRES  | ARRIVE + CARS | 0        |
|   | 3  | 20 OCT | BUENOS AIRES  | SAN FRANCISCO | 551      |
|   | 4  | 21 OCT | SAN FRANCISCO | CORDOBA       | 240      |
|   | 5  | 22 OCT | CORDOBA       | CATAMARCA     | 424      |
|   | 6  | 23 OCT | CATAMARCA     | SALTA         | 532      |
|   | 7  | 24 OCT | SALTA         | SALTA         | 20       |
|   | 8  | 25 OCT | SALTA         | HUACALERA     | 361      |
|   | <br>BOLIVIA | 9      | 26 OCT        | HUACALERA     | UYUNI    |
| 10  |  | 27 OCT | UYUNI         | UYUNI         | 80       |
| 11  |  | 28 OCT | UYUNI         | HUANUJATO     | 620      |
| 12  |  | 29 OCT | HUANUJATO     | PUNO          | 336      |
| <br>PERU     |  | 13     | 30 OCT        | PUNO          | URUBAMBA |
|   | 14   | 1 NOV  | URUBAMBA      | URUBAMBA      | 0        |
|   | 15   | 2 NOV  | URUBAMBA      | AYACUCHO      | 337      |
|   | 16   | 3 NOV  | AYACUCHO      | HUANCAYO      | 433      |
|   | 17   | 4 NOV  | HUANCAYO      | HUANUCO       | 632      |
|   | 18   | 5 NOV  | HUANCAYO      | HUARAZ        | 308      |
|   | 19   | 6 NOV  | HUARAZ        | TRUJILLO      | 250      |
|   | 20   | 7 NOV  | TRUJILLO      | PIURA         | 491      |
| <br>ECUADOR  | 21   | 8 NOV  | PIURA         | LOJA          | 380      |
|   | 22   | 9 NOV  | LOJA          | CUENCA        | 385      |
|   | 23   | 10 NOV | CUENCA        | CUENCA        | 0        |
|   | 24   | 11 NOV | CUENCA        | QUITO         | 450      |
| <br>COLOMBIA | 25   | 12 NOV | QUITO         | PASTO         | 378      |
|   | 26   | 13 NOV | PASTO         | CALI          | 440      |
|   | 27   | 14 NOV | CALI          | CALI          | 0        |
|   | 28   | 15 NOV | CALI          | MEDELLIN      | 485      |
|   | 29   | 16 NOV | MEDELLIN      | MONTERIA      | 455      |
|   | 30   | 17 NOV | MONTERIA      | CARTAGENA     | 305      |
|   | 31   | 18 NOV | CARTAGENA     |               | 0        |





## WAGON TOURISM

Wagon Tourism or Turismo Carretera as it is called in Argentina was created in 1937 and is the oldest racing series still active in the world. Initially used for road racing it is now more generally used as a closed circuit category. We are reviving it in its traditional sense for the 2023 Grand Prix of South America where it will apply to 'stock' cars of the original period. Juan Manuel Fangio won the 1940 and 1941 TC championships in his Chevrolet, helping to launch his career as arguably the world's greatest ever Grand Prix driver.

## SERVICE SUPPORT

We will only provide limited mechanical back-up on this event so we will allow dedicated service wagons at a separate cost. They must be vehicles not newer than 1988 and weigh no more than 3.5 tons – anything larger than a small van is not eligible. They will have a dedicated service route and service points. The service vehicles can be shared.

## PERIOD LOOK

Participants are encouraged to dress in period style clothing. There will be awards for best combination of car and clothing throughout the event.

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The GP of South America was a great event and John and I enjoyed ourselves immensely. It is always good to be the first to try something that no one else has done for a long time, in this case 70 years. Your team were fantastic and that made it even more enjoyable. The roads were challenging as they should be and the scenery spectacular. The hotels were good quality and the food was very good. This is an event for anyone who wants an adventure and I would whole heartedly recommend it; if you want to do something a bit different, exciting and a bit of a challenge, then the GP of South America is for you. Thanks John and team for putting together such a great event.

**Paul Michael, The Grand Prix of South America 2018**

'I would like to thank you and all your staff for the wonderful time we had. Sarah, John, the two mechanics, the doctor and all the others were always very helpful and did a great job. We experienced demanding back roads, unbelievable landscapes, always good hotels (in some remote places the best available) and a perfect organization. In all an experience we would like to repeat.'

**Arnold and Melanie Meier,  
The Grand Prix of South America 2018**



# BESPOKE RALLIES

We organise great rallies and tours around the world, sometimes with your own car and sometimes we are able to provide 4x4s. It all depends on what will give you the best experience. The events range from tours, often in far flung places such as Central America and Madagascar, to Enduro events where getting to the end is the aim. We also run competitive events such as our four day rallies in the Pyrenees and Scotland to our month long Grand Prix of South America.



We are there for you. We always have mechanical back up and where necessary we provide medical assistance too. Our dedicated team of professionals, with vast experience of these demanding events, are always on hand to help you. We pride ourselves on great and cheerful service. We do our best to get every car to the end. When occasionally this is not possible we will help make all necessary arrangements for your vehicle and for you to accompany the event to the finish.

## WHAT'S SO SPECIAL ABOUT BESPOKE RALLIES

We are friendly people who care about your rally. We have been organising rallies since 1999 and have pioneered events in South East Asia where we were the first to open up Vietnam, Laos and Cambodia. We did the same in Bhutan and Cuba. Where we trailblaze others follow.

We are innovative and always look for the places you might never have thought of going, such as Madagascar. We innovate with technology to give you a better rally experience. We even find better ways to rally – such as using the Hurtigruten ships as your floating hotel on our Slartibartfast Rally and Imperial Rally.

## WHAT OUR PARTICIPANTS SAY

*'Well organised, good company, Good hotels and excellent Support. Driving during the day and on the Ferry at night all down the west coast of Norway was magical.'*

**John and Fen Aird,  
The Slartibartfast 2017**

*'Really enjoyed the Madagascar Rally one of the best I have done so far. A fantastic route, rainforests, mountains and beautiful beachside resorts. Magical Boobabs, Lemurs Zebus and Whales. Exciting driving through crowded towns and off-road tracks. Top off with the best available accommodation, a great variety of food each night and the company of the like-minded Rally Family. Great memories and new friends.'*

**Reg Toohey,  
The Magical Madagascar Rally 2019**





Make sure you check out our Rally Live page for all the latest on our current rally [bespokerallies/rally-live](http://www.bespokerallies.com/rally-live)

For more information and to book one of our worldwide classic rallies visit [www.bespokerallies.com](http://www.bespokerallies.com)



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