

TRAVEL TASMANIA SAFELY



STAY
SAFE



IP LAW

Devonport, Burnie – Hobart
Main highways, good roads, national standard

East and West Tamar Valley
Small and busy roads, care needed

George Town – Bridport, Scottsdale
Good roads used by all traffic

Launceston – Scottsdale
Winding road, good slow ride, be careful when wet

Scottsdale – St Helens
Winding road, good slow ride, be careful when wet

Avoca – St Helens
Nice ride, winding roads, extra care needed

Lake Leake
Good scenery, winding road –
can be wet and cold, even in summer

Launceston – Hobart
Major highway

Triabunna – Orford – Hobart
Scenic, narrow winding road, extra care needed

Port Arthur
Excellent ride, good roads, a lot of tourist traffic,
extra care needed

Huonville – Geeveston
Nice riding roads, pretty good, narrow

Strathgordon
Roads fair, need plenty of petrol, can get cold,
wet or dry at any time of year

New Norfolk – Bronte Park
Narrow and winding roads, some corners rough,
some gravel, log trucks

Poatina – Bothwell – Melton Mowbray
Narrow roads, very windy, extra care needed

Derwent Bridge – Queenstown
Very windy, narrow in places, extra care needed

Miena – Bronte Park
Rough gravel road, can be snow, log trucks,
four seasons in a day

Queenstown – Roseberry
Windy, care needed on corners,
trucks all year round, lots of rain

Miena – Golden Valley
Gravel road, rough, can be snow, extra care needed

Longford – Cressy
Good roads, narrow, log trucks, extra care needed

Murchison Highway
Scenic, good roads, gravel edges, winding roads,
wettest highway in the state

Arthur River, Marrawah
New road, good scenic ride

Marrawah – Smithton
Good road, heavy stock area,
stock crossing roads, take care

Stanley – Smithton
Good scenic ride

Burnie – Stanley
Good road, scenic

Hellyer Gorge
Good ride, damp on corners, scenic,
narrow windy roads

Sheffield – Murchison Highway
Good ride, narrow, windy roads,
tourist traffic, extra care needed



66 TYRE PRESSURE IS THE MOST IMPORTANT PART OF YOUR BIKE. TO HAVE YOUR BIKE OPERATING AND RESPONDING CORRECTLY, THE MANUFACTURER'S RECOMMENDED PRESSURES ARE A MUST."

Mal Wally Campbell

Multi-Australian Superbike Champion



IN AN EMERGENCY

- **Dial 000 or 112** (an alternative to 000 if you are outside your mobile phone provider's coverage)
- **Make the scene safe** by warning and directing traffic
- **Help those injured**, reassure them and keep them calm
- **Don't move people** unless they are in danger



PETROL

In most areas petrol is available seven days a week and most service stations are open until 7pm. Country town stations are usually open during normal business hours. There are some 24-hour stations in cities.



SAFETY CHECKLIST

- Service your motorcycle before starting your ride in Tasmania
- Consider new tyres even if yours are in pretty good condition
- **Check these features before each ride:**
 - Brake fluid and pads
 - Cables, chain and belts
 - Lights, horn and steering

The Tasmanian Motorcycle Council represents all motorcyclists, clubs, associations, groups, dealers, individuals, junior, senior, on- and off-road about roads, government regulations and Motor Accidents Insurance Board issues. The Council helps you have a safe and enjoyable stay.

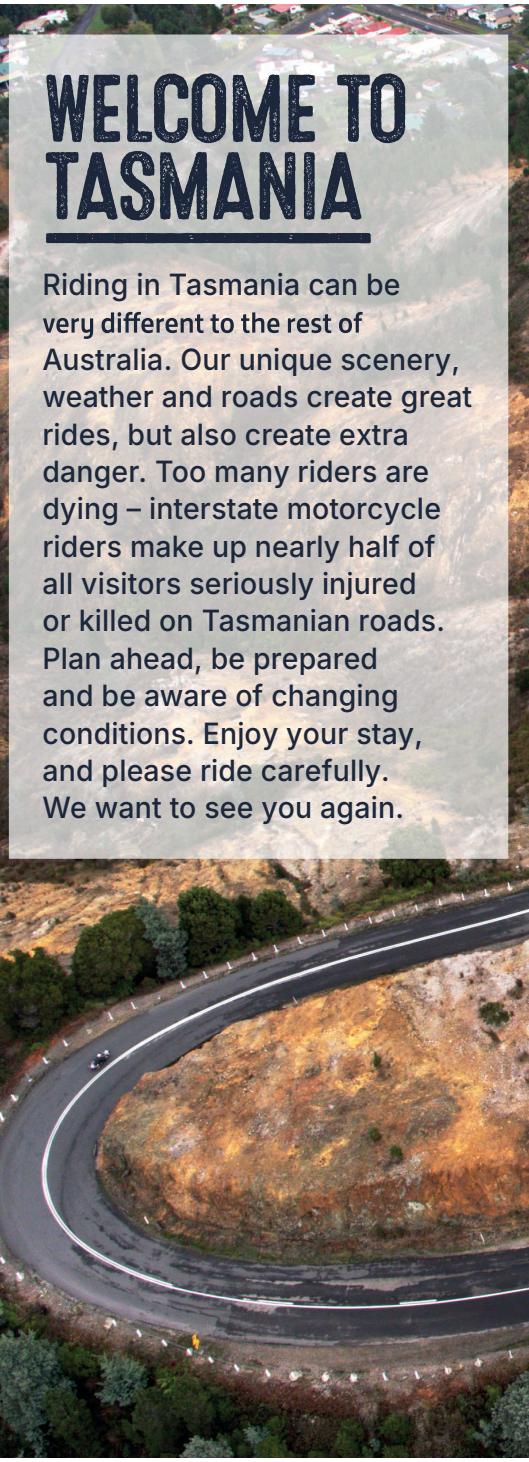
tasmanianmotorcyclecouncil.org.au



TASMANIAN MOTORCYCLE COUNCIL

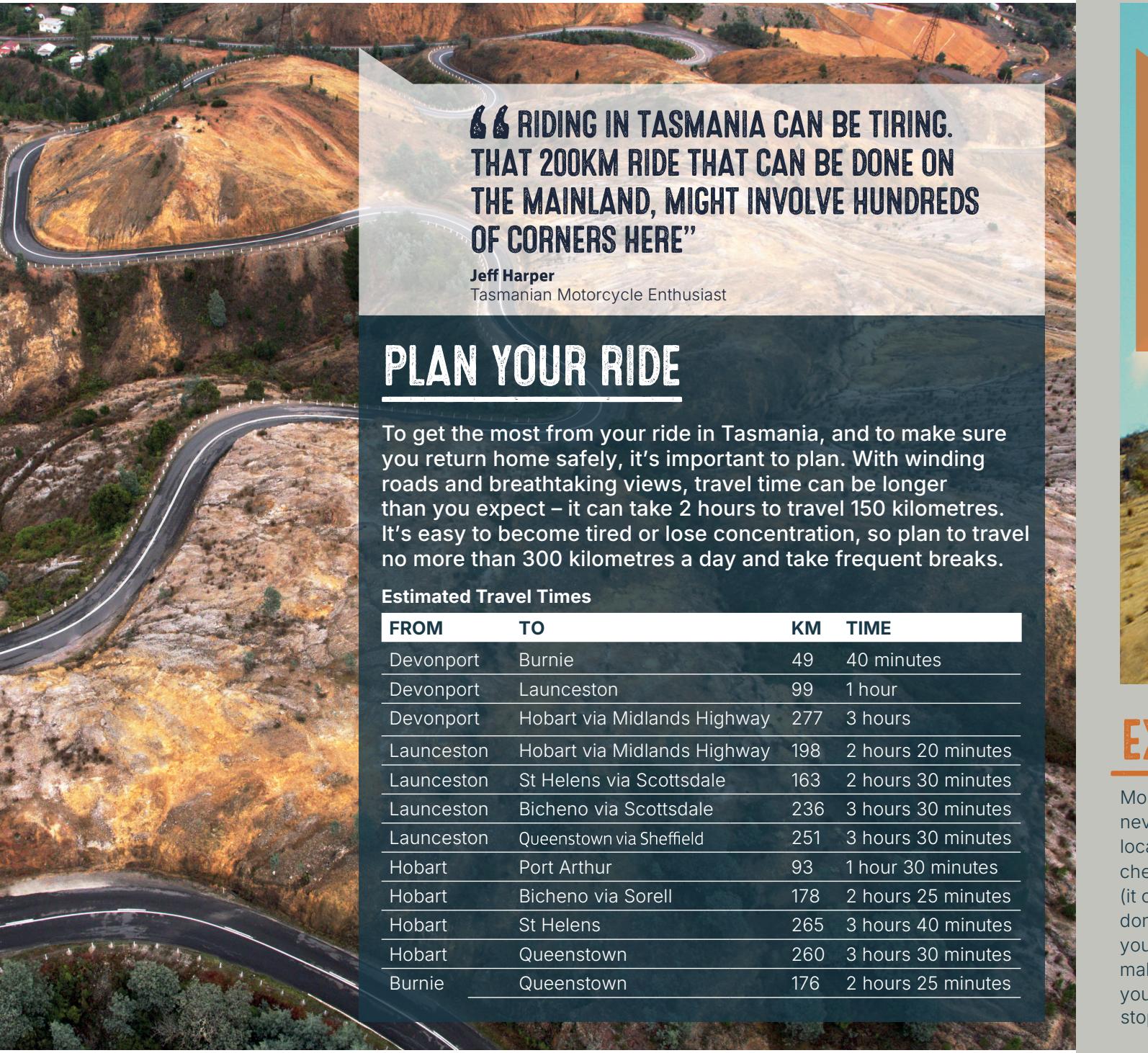
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WELCOME TO TASMANIA

Riding in Tasmania can be very different to the rest of Australia. Our unique scenery, weather and roads create great rides, but also create extra danger. Too many riders are dying – interstate motorcycle riders make up nearly half of all visitors seriously injured or killed on Tasmanian roads. Plan ahead, be prepared and be aware of changing conditions. Enjoy your stay, and please ride carefully. We want to see you again.



“ RIDING IN TASMANIA CAN BE TIRING. THAT 200KM RIDE THAT CAN BE DONE ON THE MAINLAND, MIGHT INVOLVE HUNDREDS OF CORNERS HERE”

Jeff Harper
Tasmanian Motorcycle Enthusiast

PLAN YOUR RIDE

To get the most from your ride in Tasmania, and to make sure you return home safely, it's important to plan. With winding roads and breathtaking views, travel time can be longer than you expect – it can take 2 hours to travel 150 kilometres. It's easy to become tired or lose concentration, so plan to travel no more than 300 kilometres a day and take frequent breaks.

Estimated Travel Times

FROM	TO	KM	TIME
Devonport	Burnie	49	40 minutes
Devonport	Launceston	99	1 hour
Devonport	Hobart via Midlands Highway	277	3 hours
Launceston	Hobart via Midlands Highway	198	2 hours 20 minutes
Launceston	St Helens via Scottsdale	163	2 hours 30 minutes
Launceston	Bicheno via Scottsdale	236	3 hours 30 minutes
Launceston	Queenstown via Sheffield	251	3 hours 30 minutes
Hobart	Port Arthur	93	1 hour 30 minutes
Hobart	Bicheno via Sorell	178	2 hours 25 minutes
Hobart	St Helens	265	3 hours 40 minutes
Hobart	Queenstown	260	3 hours 30 minutes
Burnie	Queenstown	176	2 hours 25 minutes



SAFE RIDING TIPS

- Obey speed limits and take note of all advisory speeds
- Be prepared for rapidly changing road and weather conditions
- Adjust your speed to suit the conditions – speed limits are a guide, not a target
- Limit riding to 300km a day and plan frequent rest breaks
- Be aware of roadkill, fallen tree limbs, gravel and ice
- It can be cold and dark, so wear highly visible protective clothing
- Keep a safe distance from other riders and cars
- Service your motorcycle before starting your ride in Tasmania

“ WHEN YOU GO ON A TRIP BY YOURSELF OR WITH A BUNCH OF MATES EASE INTO IT AND GET THE FEEL OF YOUR BIKE AGAIN. GIVE YOURSELF A COUPLE OF DAYS JUST TO GET BACK INTO IT”

Charley Boorman



“ YOU CAN BE GETTING SUNBURNT ON THE NORTH WEST COAST AT BURNIE AND BEFORE YOU GET TO ROSEBERY OR TULLAH IT CAN HAVE DROPPED 7 OR 8 DEGREES”

Jeff Harper
Tasmanian Motorcycle Enthusiast

EXPECT THE UNEXPECTED

Most Tasmanian roads are good but never underestimate what's ahead. Ask locals about the current road conditions, check the weather the night before (it can snow as late as December), don't rush and let someone know where you're going. When you're riding in a group, make sure there's enough distance between you and the rider in front for you to safely stop suddenly.

What to look out for:

- Black ice and moss on the road, especially in shady areas
- Overhanging branches and fallen tree limbs
- Gravel, dirt, rocks and soft corners
- Livestock and farm vehicles along roadsides and at property entrances
- Tree canopies covering roads leaving them damp, slippery or wet



“ A SECOND OF INATTENTION, LIKE LOOKING AT SCENERY, CAN BRING YOU UNDONE AS A RIDER”

Mal Wally Campbell
Multi-Australian Superbike Champion



RISE TO THE CONDITIONS

Road and weather conditions can change quickly and dramatically. One minute you might be riding in sunshine, and the next you're coming around a shady, wet corner – or even a patch of invisible black ice. Ride at a speed that suits the conditions and allows you to stop safely. Take notice of the road signs, especially speed limits and suggestions – you might not be speeding, but you could still be going too fast for the conditions.

“ THE ROADS CAN LAY WET IN THE TWISTY BITS WHERE YOU'VE GOT OVERHANGING TREES, AND SOME OF THOSE CORNERS CAN BE MOSSY ON THE EDGE”

Mal Wally Campbell
Multi-Australian Superbike Champion