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General.

Avoid Highway 1, Hobart to Launceston to Burnie if possible. Locally the Hobart to Launceston section is called the Midlands Highway and the Launceston to Burnie section is the Bass Highway. These 2 roads are only useful if you want to travel from one end of the state to the other in the shortest time or if you don't like corners. Then again, if you don't like corners, you won't like riding in Tasmania.

The vast majority of A and B roads are in good condition. However, there are major differences in the C roads. The very minor C roads will be narrow with little if any speed advisory signs.

Road workers can be careless about gravel placement. They are also good at leaving fine dust on the road after road repairs. Normally there will be signs to indicate that there is gravel on the road but there are some roads where there never seems to be warnings.

Watch out for very tight 90 degree corners around paddocks in farming country. These can be as sharp as an intersection in towns and may not be signposted

Premium unleaded isn't universally available at all service stations. 98 RON unleaded isn't available at all.

Unlike the big island, 400klms can be a reasonably long day in Tasmania because of the roads. Assuming you stop to look at the scenery or check out the towns, it can take most of the day to do 400klms. It is certainly possible to do much greater distances but it defeats the purpose of coming to Tasmania if you don't relax and enjoy the scenery.

This guide is split into 5 sections representing the 5 regions of the state and a section on a suggested itinerary.

Each regional section contains

- a section providing short descriptions of the roads in the area,
- suggested day trips in that region, and
- additional information on selected roads in the region.

North West

After arriving on the ferries, most motorcyclists immediately head to the west coast or east to Launceston and beyond. Although these areas offer excellent riding and should be included on any trip to Tasmania, there are many excellent roads on the north west coast and a couple of days can easily be spent exploring these roads and the attractions in this part of the state.

Number	Where	Comment
C132	Forth going south then west to the A10 on the west coast	Known as the Cradle Mountain link road. The best way to get to the west coast from the Devonport end of the north west coast. Nice corners through farm land and bush from Forth to the top of the climb past Moina although the last few kilometres to Moina are very narrow and rough with lots of blind corners. Take this part gently. After the climb, the road opens up a lot and although very high speed is possible, the police do patrol the road occasionally. See below for more details.
A10	Somerset going south to Fingerpost junction on the A10	This is the original road to the west coast. The best way to get to the west coast from the Burnie end of the north west coast. From Somerset the road passes through farm land and forest with a mixture of open and tight corners. In Hellyer Gorge the corners are very tight and can stay wet for a few days after rain. In the dry, it is real fun on a good handling bike. Once out of Hellyer Gorge, the road is more open to Fingerpost junction where the B18 joins the A10 going south to the west coast
B18	Burnie going south to Fingerpost junction on the A10	Built as the truck route to the west coast. Mainly straight with gentle bends. The quickest but most boring way to the west coast.
A2	Burnie going west to Marrawah	Nice scenery and small towns but the road carries a lot of traffic and it isn't the most exciting ride. Stanley is a pleasant stop with a chair lift to the top of the "Nut" which gives great views along the coast. Further west, the A2 links to the Western Explorer (dirt road) which goes from Smithton to Zeehan
C136	Moina going east to Sheffield	Lots of corners (some very tight) especially the descent into and ascent from Cethana. The corners open out the closer you get to Sheffield. A lot of fun but be careful as many of the corners don't have speed advisory signs.
C138	East of Cethana going east to the B12	Links the C136 to the B12. Great views from the top of the climb from the C136. The road is in good condition although narrow in places with all manner of corners. A very entertaining ride but be careful as many of the corners don't have speed advisory signs.

B12	C138 going east to Deloraine	Just a nice easy ride through farm land with mainly gentle corners. There are a number of caves in this region that are worth a visit. Note: if coming from the Deloraine end, you must turn right in Chudleigh to stay on the B12.
B14	Spreyton (near Devonport) going south to Sheffield and Railton	A good country roads with light traffic. Plenty of good corners. Check out the murals at Sheffield. Just watch out for farmers driving all sort of farm equipment.
B15	Ulverstone going south to Nietta	A good country roads with light traffic. Plenty of good corners. Go past Nietta to the Leven Canyon lookout. It is a 10 minute walk from a picnic area. Just watch out for farmers driving all sort of farm equipment.
B17	Ulverstone to Gunns Plains, Riana and Penguin	The road from Ulverstone to the Gunns Plains turnoff is a nice ride on a well made road. You do need to make a right turn to stay on the B17 to Gunns Plains and again in Gunns Plains to continue on the B17 to Riana and Penguin. The section of the road to South Riana is quite narrow and poorly sign posted. Take your time on this section. The road improves from South Riana to Penguin.

Day Trips from Devonport

Devonport has been selected only because it is where the ferries dock in Tasmania.

Day Trip 1: Devonport to Sheffield and Railton on the B14 then to Elizabeth Town and Deloraine on the B13 and Highway 1. I would recommend a trip to the top of the A5 (see section on North roads) overlooking the Great Lake. A great road and great views. Either return to Deloraine on the A5 and continue to Mole Creek on the B12 or use some of the lesser C roads to get to Mole Creek. Continue through Mole Creek (visit some of the caves if you wish) then turn onto the C138 to Cethana and the C136 to Moina.

Return to Forth on the C132 and then take the B19 to Devonport. 280klms

If you wanted a shorter ride, at Sheffield do not continue on to Railton but take the C136 then turn left onto the C137 which comes out an Ugbrook on the B12 after Mole Creek. Then continue through to Cethana, Moina and Forth.

For an even shorter alternative, stay on the C136 after Sheffield all the way to Moina. Although, it is a pity to miss the A5 and the C138 as they are very good rides.

Day Trip 2: Devonport to Forth and Ulverstone on the B19, then the B16 to Nietta and the C128 to the Leven Canyon lookout. Return to Nietta and take the C125 and C127 to Gunns Plains. These 2 roads are quite narrow and very tight in spots with little if any sign posting. Check out the Gunns Plains cave if you are interested.

Continue on the B17 to South Riana and Penguin. Follow the old highway beside the sea to Ulverstone. Return to Devonport on Highway 1. 150klms
If you would like a slightly longer trip, instead of returning direct to Devonport from Ulverstone, take the B17 to North Motton and continue on the C125 to Preston. Turn left onto the C126 to Sprent and turn right onto the B16 to Forth. Then take the B19 to Devonport or follow the Forth river down to Highway 1 and return to Devonport. 190klms

Day Trip 3: Devonport to Somerset on Highway 1, from Somerset through the Hellyer Gorge via the A10 to the junction with the C132. Turn left onto the C132 to Moina. Continue on the C132 to Forth and then the B19 to Devonport. 240klms
This trip does cover the 2 best ways to get to the west coast. You can then pick which one to use when you actually go to the west coast.

Additional Details of Selected Roads

Road Number: C132

Forth going south through Wilmot and Moina then west to link to the A10 on the west coast.

Comments

Locally, this is known as the Cradle Mountain link road. This road is the best way to get to the west coast from the Devonport end of the north west coast. Although only a "C" road, the vast majority of it is in very good condition.

From Forth, the road follows the Forth river along short straights and flowing corners until it leaves the river and climbs through bush land via a series of tight corners. After the climb, the road opens out slightly (but still with lots of corners) and continues through farm land to Wilmot.

There is an excellent series of corners after Wilmot mostly through farm land. The last few kilometres to Moina through thick bush is very narrow and rough with lots of blind corners. Take this last part gently.

There is food and petrol available at Moina but the petrol is amazingly expensive.

There are lots of corners on the climb past Moina with a couple of decreasing radius left hand corners that can catch you out. The road to this point is a lot of fun but be careful as many of the corners don't have speed advisory signs.

After the climb, the road opens up a lot and although very high speed is possible, the police do patrol the road occasionally.

Keep an eye out for livestock as the road past Moina isn't fenced.

It's worth a detour to Cradle Mountain. The scenery and walking is great but you will have to pay to enter as it is a national park.

West

The majority of the accommodation is in Queenstown and Strahan, although accommodation is available in Roseberry, Zeehan and Tullah.

My recommendation would be to choose a location to stay on the west coast and spend at least 3 nights there. Given that the roads are so good, one full day can be spent doing a day ride and at least one day can be spent being a tourist. Take a boat cruise from Strahan or ride on the ABT railway from Strahan to Queenstown and return or whatever else takes your fancy.

Number	Where	Comment
C252, C249	Tullah west to Reece Dam and south to Zeehan	This is a must do section of road. The road surface is generally good and has everything, with tight corners, sweeping corners, long straights, little traffic, no towns and good views. Note: I have a map that shows the section of road between the A10 and C249 as the C250. However the other 2 maps I have show it as the C252. See below for more details.
A10	Tullah going south to Queenstown	Very nice road with plenty of corners. Watch out for tightening corners that aren't signposted. There is one particularly bad down hill left hander after a series of corners about 5klms past the B24 junction before Queenstown. This road carries much more traffic than the B28.
B28	South of Tullah going south to the A10	An excellent alternative to the A10. The road was built to provide access for dam construction. It runs up and around the side of mountains so it has lots of good corners with very few surprises, nice views and very little traffic as most of it uses the A10. Try not to look at the views too much whilst moving because if you run off the road, you may never be found.
B24	Just north of Queenstown going west to Strahan	The corners just never seem to stop on this road. Most of the corners are reasonably tight and a lot of them aren't signposted. The light coloured rock used to seal the road can hide gravel well. This can be a problem on a number of the west coast roads. A great ride on a light nimble compliant bike. You may need to take it easy if two up on a big touring bike.
B27	Zeehan going south to Strahan	More open than a lot of the west coast roads with mainly sweeping corners which can make a nice change from the tighter corners on the other roads.
	South of Queenstown to Lynchford and Mount Jukes	A good ride with great scenery. It isn't a through road so you have to backtrack to Queenstown.

A10	Queenstown going south east to Ouse	A great road. Travels over a number of mountains and has a combination of straights, sweepers, tight corners, climbs, descents and scenery. Be careful of damp patches in sheltered corners if it's rained recently. Be cautious on the very windy sections as lots of large trucks, campervans and caravans use this road. See below for more details.
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Day Trips on the west coast

Day Trip 1: From Strahan, take the B24 towards Queenstown. When you reach the A10, do not turn right to Queenstown, but turn left onto the A10 and then right onto the B28.

At the end of the B28, turn right back onto the A10 to Tullah.

Just north of Tullah, turn left onto the C252 to the Reece Dam and continue on the C249 to Zeehan. Check out the museum for a history of mining in the region.

From Zeehan, take the B27 to Strahan. 220klms

To increase the distance travelled, you could go into Queenstown from Strahan and take the road to Lynchford and Mount Jukes and return to Queenstown before continuing to Tullah. This would add at least 70klms to the trip.

Additional Details of Selected Roads

Road Number: C252, C249

Tullah west and south to Reece Dam and Zeehan.

Comments

These 2 roads have something for everyone. Tight corners, sweeping corners, long straights, little traffic, no towns and good views. There are few sections of road in Tasmania that are 100klms long and have no towns on them. There is no intersection between the 2 roads. The C252 just becomes the C249. The dirt section of the C249 (which goes to Smithton) turns off the sealed section and heads north where the C252 and C249 join.

The C252 starts just north of Tullah and snakes it's way through thick bush between the mountains. There aren't many really sharp corners on the road as it was built for the heavy equipment used to build the Reece dam. There is a river crossing about half way along the C252 that offers a nice photo opportunity if there is no wind as the reflection of the forest from the river surface is quite spectacular. Every time I have been on this road, I park the bike in the middle of the bridge and enjoy the view.

As you get closer to the Reece dam, the road climbs onto a plateau that gives views across to the ocean. The road stays fairly twisty until after the Reece dam.

The dam itself isn't a bad place for a stop as there is parking on either side.

Once past the dam, the road opens out and from there to Zeehan, there is a series of straights connected by very nice sweeping corners.

In Zeehan, there is a museum that is worth a look.

Road Number: A10

Queenstown going south east to Ouse.

Comments

The climb out of Queenstown to the top of the hill is one tight corner after another. There are a number of blind tightening left hand corners around rock faces on the climb where it is very easy to end up on the wrong side of the road even at slow speed. First gear is not uncommon on these particular corners.

Once past Gormanston, there is no town until Derwent Bridge which makes this stretch of the A10 one of the longest uninterrupted stretches of road in Tasmania. Initially the road is straight with fast sweepers as it follows Lake Burbury. Once across the bridge, the corners start as you re-enter the hills and mountains. From this point until the start of the Mt Arrowsmith climb, the corners are relatively easy to negotiate with the vast majority of the tighter corners having speed advisory signs. The corners get quite serious on the climb of Mt Arrowsmith. There is a good lookout on the right over looking Surprise Valley on this climb.

Once over the top of Mt Arrowsmith, the corners open out a lot and the road to Derwent Bridge is a series of straights and sweepers. There is petrol available at Derwent Bridge and a good pub for lunch. It is well worth a visit to The Wall just past Derwent Bridge to see the history of the region in a series of large Huon pine carvings.

The road past Derwent Bridge continues as a series of straights and sweepers until the drop to the Tungatinah power station just before Tarraleah. The drop to Tungatinah and climb out the other side is fairly steep with a number of tight corners.

From Tarraleah the road is a mixture of straights, sweepers and tighter corners with a particularly nice set of sweepers about 10klms before Ouse.

On all parts of this road, be careful of damp patches in sheltered corners if it's rained recently. Stretches of this road can stay wet all winter and can be closed because of snow.

South

The vast majority of accommodation is in Hobart although there are many country hotels and motels and bed and breakfast places available outside Hobart.

Number	Where	Comment
A10	Ouse going south east to Hobart	A pleasant ride through farm land with 15klms of very fast sweepers between Hamilton and Gretna to play on. At New Norfolk, you must cross the river to continue on the A10 to Hobart. An alternative is to stay on the west side on the river and take the B10 to the Highway 1 junction. This road has more corners and less traffic.
C608, B61 and B62	A10 near Ouse going south east to Ellendale, Westerway and New Norfolk	Alternative to the A10. The first 5klms of this road is in poor condition. Look for potholes and repairs with fine grey dust left on the road. Once over the second hill the road improves with lots of good corners to Ellendale and Westerway. Watch for the right turn onto the B62 at Bushy Park. The road is a bit bumpier past Bushy Park. The salmon hatchery is on this section of road and is worth a visit for a nice afternoon tea. You have to pay to wander around the fish ponds.
B61	Westerway going south west to Strathgordon	Definitely worth the 200k round trip from Westerway. Great scenery in Tasmania's south west. Lots of corners. Watch for damp corners and road repairs with fine grey dust left on the road. See below for more details.
B110	A10 near Hamilton going north to Bothwell	The first 13klms of this road is superb. It was rebuilt a couple of year ago. Lots of corners signposted at 55 and 65kph and the surface is highway quality. The last 17klms to Bothwell is pretty average. Lots of straight bits and the surface is very poor in places. It is still worth the side trip. There is a golf museum at Bothwell and the oldest golf course in Australia.
A5	Miena going south east to Bothwell and Melton Mowbray	Nice highland road although the surface is average in a number of places before Bothwell. Contrary to what the maps say, this is all sealed. However, the roads on the other side of Miena are gravel. The turn off to Poatina and Cressy (B51 see North section) is about 10k south of Miena on this road. Bothwell to Melton Mowbray is a nice combination of straights and corners. The road is in excellent condition although it isn't particularly wide.

B68	Hobart going south to Kingston, Margate, Kettering, Gordon, Verona Sands, Cygnet and Huonville	Definitely worth a ride. Most of the road is in excellent condition. It is reasonably narrow with lots of corners from Kettering to Gordon. The section from Gordon is more open and follows the water very closely for some time. There can be lots of slow traffic especially on weekends. See below for more details.
C626	Oyster Cove going west to Nicholls Rivulet and Cygnet	A must do ride if you like endless smooth corners. Very nice road, all hot mix with lots of corners signposted at 35, 45 and 55kph. Only local traffic but watch for cars turning on and off the road as there is a fair number of houses on the first part of this road. There is a particularly bad left hand corner as the road enters the trees after the top of the climb up the hill from the B68. It tightens severely and there is no speed sign on the corner. Turn right off the B68 just before Kettering to get on this road.
A6	Hobart going south to Kingston, Huonville, Dover and Southport	The road varies from dual lane highway to very tight corners. The road is quite open to Geeveston and then lots of corners to Southport. If you like caves or thermal swimming pools, you can visit Hastings Caves and thermal pool south west from Southport. The road in is good dirt assuming it's dry. The Tahune Airwalk (suspended walkway amongst the tall trees) can be accessed from Geeveston. See below for more details.
B64	Hobart going south to Fern Tree, Longley and Lower Longley (on the A6)	Alternative to part of the A6 It's quite bumpy but there are lots of corners through thick bush across the mountains just south of Hobart. At Fern Tree, take the C616 to the top of Mount Wellington for the great views. To find this road in Hobart, go up Davey St in the right hand lane. Go straight across the intersection with the A6 (Southern Outlet) and continue up Davey St. Note: the middle and left lanes in Davey St must turn onto the A6.
A9	Sorell going east to Port Arthur	A nice road mainly through bush. The road to Copping isn't very interesting but past there the corners start and continue all the way to Port Arthur. The penal colony at Port Arthur is worth a visit. Avoid weekends because of traffic.
B37	Port Arthur going west to Nubeena and back to the A9	If you get to Port Arthur, returning via this road is much better than back tracking on the A9. Once again, there is nice scenery and plenty of corners to enjoy.

C324	Hobart (Risdon Vale) going north to Richmond	Fantastic road. All hot mix over Grasstree Hill with plenty of corners. Slow traffic can be a problem but this is the most entertaining way to go to the east coast from Hobart. To find this road, stay in the left hand lane as you cross the Tasman bridge from Hobart city. Follow the road left after the bridge all the way to a roundabout that forms a T intersection (about 5k). At this stage you will be out of the suburbs. Turn right at the roundabout. The Willows Tavern on the left just before the roundabout is where the Ulysses club rides start each Sunday at 10:00.
B31	Richmond going north to Highway 1 near Jericho	Alternative to Highway 1. Known as the mud walls road. A more interesting ride than the highway but the road surface is bumpy in lots of spots. You need to turn left in Richmond to get on this road.
C350	North of Richmond going east to the A3 (East coast highway)	Known as Fingerpost Road. Nice fast road that links to the east coast highway. Recommended way to the east coast via the C324 and B31. You need to turn left in Richmond onto the B31, go 5k and then right onto the C350.
C351	Richmond going east to Sorell	Use the C324 and the C351 to get to Sorell and Port Arthur. Much more fun than the A3 from Hobart to Sorell. To find this road, go through Richmond and turn right to cross the bridge. Just continue on after the bridge.

Day Trips from Hobart

Day Trip 1: Hobart to Kingston, Margate, Kettering, Woodbridge, Verona Sands, Cygnet, Huonville and return via Mt Wellington.

Take the B68 to Kettering. Have morning tea at the wharf. Backtrack 3klms to the C626 and follow this road to where it rejoins the B68 before Cygnet.

Turn left, go 2 klms and turn left again onto the C627 to Gardners Bay and Woodbridge. This is not a very good road but it has very nice views from the top of a steep climb overlooking the Derwent River and D'Entrecasteau Channel and it gets you back to the B68 not too far from Kettering.

Turn right at Woodbridge back onto the B68 and continue to Cygnet for lunch.

Continue on the B68 to Huonville. Turn right in Huonville and take the A6 to Lower Longley (it's at the top of the first climb).

Turn left at Lower Longley onto the B64 and continue to Fern Tree. You must turn left at a T junction about 5klms into the B64 to continue to Fern Tree. Just after Fern Tree, turn left onto the C616 to go to the top of Mount Wellington. Return to Hobart on the B64. A nice leisurely 190klms through lots of corners and picturesque country side.

Day Trip 2: Hobart to Kingston, Huonville, Dover, Southport and return on the A6. A side trip to the Tahune Airwalk from Geeveston is worth the effort. 190klms without the Tahune Airwalk and 240klms with the detour.

Day Trip 3: Hobart to Richmond, Sorell, Port Arthur, Nubeena and return.
Use the C324 and C351 to get to Richmond and Sorell and then the A9 to Port Arthur and return via the B37, A9 and A3. 210klms.

Day Trip 4: Hobart to New Norfolk, Bushy Park, Westerway, Strathgordon and return.
Use the A10, B62 (do not cross the river at New Norfolk) and B61 on the outward leg and the B61, A10 and B10 on the return leg. It may be a good idea to fill up with petrol at Westerway or Maydena before continuing to Strathgordon. 320klms.

Day Trip 5: Hobart to Richmond, Orford, Swansea, Campbell Town, Oatlands and back to Hobart.
Use the C324 to get to Richmond and the B31 and C350 to get to the A3. Turn left and take the A3 to Swansea. About 10klms past Swansea, turn left onto the B34 to Campbell Town. Turn left onto Highway 1. If you leave early enough, Ross is a good place for lunch, otherwise, call in for afternoon tea. Continue on to Oatlands.
There are 3 ways to return to Hobart from Oatlands:

- Continue on Highway 1. The quickest road in the best condition, but the most boring, or
- Turn onto the B31 past Oatlands to go to Colebrook and Richmond. Then take the C324 to Hobart. A lot more corners but the B31 is quite bumpy, or
- Go into Oatlands and turn left onto the C312 to Parattah and Baden. If you end up in Tunnach, you need to backtrack 3klms to Baden. Turn left at Baden (no town sign, just a couple of buildings) onto the C318 to Whiteford. Continue on to Woodsdale and Levendale where the road turns back into the C312 and continue on to Runnymede. Turn right and return to Hobart either through Sorell or Richmond. These are basically quiet country roads, a little bumpy in spots between Baden and Woodsdale and contrary to what the maps say, it is all sealed. This is the longest but most entertaining way to get to Hobart from Oatlands.

330 to 360klms depending on route from Oatlands.

Day Trip 6: Hobart to Richmond, Colebrook, Campbell Town, Cressy, Poatina, Bothwell and Hobart.
Use the C324 to Richmond, turn left onto the B31 to Campania and Colebrook and continue to Highway 1. Turn right onto Highway 1 and continue to Campbell Town. Turn left onto the C522 and proceed towards Cressy. Turn left onto the B51 before Cressy to go past Poatina and the Great Lake on the Central Plateau. Turn left onto the A5 to Bothwell.

There are 2 ways to return to Hobart from Bothwell:

- Continue on the A5 to Melton Mowbray and take Highway 1 to Hobart, or
- Turn right onto the B110 in Bothwell to just east of Hamilton then left onto the A10 to Hobart. My preferred route.

350klms.

Additional Details of Selected Roads

Road Number: B61

Westerway going south west to Strathgordon.

Comments

Definitely worth the 200k round trip from Westerway.

This is the only sealed road that heads deep into Tasmania's south west.

The first 21klms to Maydena is a series of moderate speed sweepers with an excellent road surface to National Park but the road does deteriorate a little the closer it gets to Maydena.

If you like waterfalls, a visit to Russel Falls at National Park is worthwhile. It is only a short walk from National Park.

The next 30klms of road from Maydena is full of good corners through forest but it is a bit bumpy where log trucks have chopped up the road. Watch for damp corners and road repairs with fine grey dust on this section of road.

The next 40klms to Strathgordon are terrific as the road is a little more open and the corners are easier to see through. There is diesel and standard unleaded available at Strathgordon but it is very expensive. There is accommodation and food there as well.

Continue on the last 12klms from Strathgordon to the Gordon dam. The road is sealed but it is in poor condition so take your time. It is worth the trip as the dam is very impressive. You can walk across the top of the dam.

Road Number: B68

Hobart going south to Kingston, Margate, Kettering, Gordon, Verona Sands, Cygnet and Huonville.

Comments

The B68 starts as Sandy Bay Rd turning left from the lower end of Davey St in Hobart. The corners start in Taroona and continue unabated to Kingston. All this section is either 60 or 80kph but the corners are fairly tight so it still fun except if you are behind traffic.

Once through Kingston, the road is quite open and fairly straight until just before Kettering. There always seems to be slow traffic on this section of road. The café at the Kettering wharf is a good place for a stop. It is also the ferry terminal for the trip to Bruny Island.

The tight corners start in earnest past Kettering and continue to Gordon. The road surface is excellent but the road isn't very wide and not all the bad corners are sign posted. There can be lots of slow traffic, especially on weekends.

Past Gordon the corners are more open and the road follows the water very closely for some time. The climb over the hill just past Garden Island Creek is very entertaining

but watch for a couple of corners at the top as they are sharper than the rest of the corners and aren't sign posted.

The rest of the ride to Cygnet and Huonville isn't as entertaining as there are less corners and some speed limits to observe.

Road Number: A6

Hobart going south to Kingston, Huonville, Dover and Southport.

Comments

To find this road in Hobart, go up Davey St in the middle 2 lanes. At the intersection before the start of the A6, the extreme left lane must turn left and Davey St goes back to 3 lanes only. At the next intersection, the left and middle lanes must turn onto the A6 (known as the Southern Outlet).

The road to Kingston is a dual lane divided highway. However, the speed limit is 80klms to the top of the climb from Hobart and then only 100klms to Kingston and there seems to be speed cameras on the road most days. As you get to Kingston, the road splits into 3 lanes and you need to be in the middle lane to continue on the A6 to Huonville. The A6 actually loops down to a roundabout and then goes underneath the road that goes through to Margate.

The road from Kingston to Huonville is fairly straight except for a very nice set of sweepers that climb over the mountain at Lower Longley.

From Huonville the road follows the Huon River to Geeveston through mostly gentle corners. You can turn left onto the C634 at the northern boundary of Geeveston to bypass Geeveston if you wish.

The corners start in earnest after Geeveston and continue all the way to Southport. There are a number of tight corners on this section of road, a lot of which aren't sign posted. You need to turn off the A6 to get to Southport in the middle of a sweeping right hand bend.

If you miss the turn off to Southport, the A6 becomes gravel and will take you to the Hastings Caves and thermal pool. The road in is good dirt assuming it's dry.

The Tahune Airwalk (suspended walkway amongst the tall trees) can be accessed from Geeveston on the C632. The first part of the road isn't in good condition but it soon improves and is a very good ride into the Airwalk. Unfortunately, a lot of it is speed limited.

East

There is accommodation available in Swansea, Bicheno, Coles Bay, Scamander and St Helens. All these towns have a nice relaxed holiday feel.

Number	Where	Comment
A3	Fingerpost Road turnoff going north to St Helens	A very nice ride up the east coast of Tasmania with a nice mix of straight bits, corners and good ocean views. This is the warmest part of the state and although it isn't full of endless corners, it always seems to be a good ride. There is a very nice series of corners over Bust Me Gall hill just before Buckland, and from Little Swanport to Swansea and Cranbrook to Bicheno. It's worth a visit to Coles Bay. The road in (C302) is good with straights connected by good sweepers. There is a 30 minute walk to a lookout that gives magnificent views over Wineglass Bay. It is a reasonably steep walk so I wouldn't recommend doing it in riding gear. You can walk to Wineglass Bay, but this will take between 2 and 3 hours each way.
B34	North of Swansea going west to Campbell Town	Known as the Lake Leake road. Arguably the best bike road in the state. Do not miss it. Built primarily for log truck access so all the corners are fast constant radius sweepers. There are only a few corners on the road with advisory speed signs on them. They are sharper than all the other corners and you do need to slow down a bit for them. It is policed more often than it used to be. The first 24k to Kalangadoo (not shown on maps – it is just a store) from the east coast is the best although the whole lot is a good ride. Even if you don't want to go to Campbell Town, do the bit to Kalangadoo, turn around and come back to the A3. It's worth it.
A4	St Marys going south to the A3 via Elephant Pass	A lot of this road is very narrow, with very tight corners and the road surface is indifferent. Large vehicles will take up most of the road in a number of the corners. Ride fast on this stretch of road at your own peril. However, there is an excellent pancake shop on Elephant Pass that is worth the trip. Note, the shop doesn't take credit cards. You will need cash.
A4	St Marys going north to the A3 via St Marys pass	The corners are not as tight as Elephant Pass.
A4	St Marys going west to Conara	From Conara on Highway 1 just north of Campbell Town to St Marys is a pleasant ride. Not that many corners to get excited about though. Not much traffic.

Day Trips from the east coast

There is very little in the way of day trips on the east coast unless you like dirt roads.

Day Trip 1: Bicheno to St Marys on the A3 and A4 continuing through to Conara.
Turn left onto Highway 1 to Campbell Town. Take the B34 past Lake Leake and the
A3 back to Bicheno. 180klms

North

The vast majority of accommodation is in Launceston although there are many country hotels and motels and bed and breakfast places available outside Launceston.

Number	Where	Comment
A3	St Helens going north west to Launceston	Road surface is generally very good and the road has everything. Tight corners, sweeping corners, long straights. Very entertaining ride. Beware of trucks in the tight sections. See below for more details.
B81	Scottsdale going west to Lilydale and Launceston	Alternate route to the A3 past Scottsdale. Doesn't go high into the mountains and the corners are more open. Still an entertaining ride through farm land and forests. Try this road if you want a change from the tight sections on the A3 from St Helens. See below for more details.
B82	The A3, 50k from St Helens going north to Gladstone, then west to Bridport and George Town	A pleasant ride to Gladstone and then about 16k of gravel. Once past the gravel section, the road is very open with little in the way of good corners for the next 80 klms. Gives access to lots of dirt roads in the north east.
C401, B43	Fingal (on the A4) going north west to Launceston	Pleasant ride on sealed section from Fingal to Upper Esk with some corners. Good tight hilly dirt road from there to Upper Blessington (20k). Nice sealed country road from Upper Blessington to Launceston with some good corners.
B83	Launceston going north to Pipers Brook (on B82)	This road goes through forest and farm land and has a great variety of corners and straight sections. You turn left onto this road about 5klms from the start of the B81.
A8	Launceston going north to George Town	Main truck route between the port at George Town and Launceston. A well made road but not very inspiring on a bike. There are alternatives that are more fun.
A7	Launceston going north to Exeter and Beaconsfield	A more entertaining road than the A8 and links to the B71 and C715 if heading to the north west coast. Passes through farm land for most of it's length with a good assortment of corners. It does carry a fair bit of traffic that can be slow and difficult to pass until after Exeter.
B71	Exeter going west to Devonport	Nice road, well surfaced with enough corners to be enjoyable. The best way to get from Launceston to the north west coast. See below for more details.

C715	Beaconsfield going south west to Frankford	Although maps will say otherwise, this road is all sealed. The first 11klms of this road climbs gently through farm land with straights joined by open sweepers. The last 8 klms consists of tight corners, some of which aren't signposted. The surface is basically quite good. It is a nice alternative to the first part of the B71. If coming from Launceston, in Beaconsfield, take the left turn onto the C720 at the northern end of town and then turn left again onto the C715.
A5	Deloraine going south to Miena	Well surfaced sealed road with lots of great corners to the top of the central plateau overlooking the Great Lake. Turns to gravel just before the Great Lake through to Miena. The road is worth the ride up to the end of the sealed section and back. See below for more details.
B51	Longford going south to the A5 between Miena and Bothwell	Nice ride up past Poatina to the Central Plateau and beyond. Road zigzags up the mountain in a series of 15 and 25kph hairpins. Beware of fully laden log trucks coming down the mountain. They can take up a lot of the road in the hairpins. There is a good lookout about three quarters of the way up the climb accessed via a short dirt road on the left.
C522	B51 turnoff south of Cressy going south to Campbell Town	Pleasant country road. A little bumpy in spots but there is little traffic. Far more enjoyable road than Highway 1. At least there are some corners.
Various C roads	Cressy going West to Deloraine	There are a lot of these roads that can provide an alternative to Highway 1 if travelling to the north west coast. Their condition can be a bit average in spots, but they carry little traffic and at least have some corners.

Day Trips from the Launceston

Day Trip 1: Either take the B81 from Launceston through Lilydale to Scottsdale or the A3 from Launceston to Scottsdale.

Take the B84 to Bridport. Then take the B82 towards George Town but turn left onto the B83 at Pipers Brook to return to Launceston. There are many wineries and a large lavender farm in this region. 170klms

Day Trip 2: Either take the B81 from Launceston through Lilydale to Scottsdale or the A3 from Launceston to Scottsdale.

Take the B84 to Bridport and then the B82 to Georgetown. Return towards Launceston on the A8 but turn right onto the B73 and cross the Batman Bridge to the A7. Turn right onto the A7 and head to Beaconsfield and Beauty Point to see the mining museum and seahorse farm. Return to Launceston on the A7. 260klms

Day Trip 3: Launceston to Conara on Highway 1. Conara to St Mary's on the A4. Alternatively you could take the C401 through Upper Blessington to Mathinna and the B43 to Fingal, then the A4 to St Mary's (there is about 20klms of dirt on this alternative route).

Proceed to St Helens via the A4 and A3. Continue to Scottsdale via the A3 and return to Launceston via the A3 or via the B81 through Lilydale. 340klms

Day Trip 4: Launceston to Longford and Cressy on Highway 1, the B52 and the B51. Continue past Cressy and turn right to continue on the B51 to Poatina and the Central Plateau. Turn right at the intersection with the A5 to go to Bothwell and Melton Mowbray. Turn left onto Highway 1 Campbell Town. It's worth a visit to Ross 10klms before Campbell Town.

There are 2 ways to return to Launceston from Campbell Town:

- Turn left onto the C522 to return to Cressy and Launceston.
- Return to Launceston from Campbell Town on Highway 1.

370klms

Additional Details of Selected Roads

Road Number: A3

St Helens going north west to Launceston.

Comments

The road out of St Helens has relatively open corners for the first 15klms. From there, the corners tighten as the road climbs over a series of mountains for the next 40klms. From Derby to Scottsdale, the road straightens although there are still many corners to maintain interest. There is an excellent series of sweepers past the turnoff to Legerwood.

After Scottsdale the road climbs up into the mountains and through the Sidling. Once again the corners are very tight so a little caution may be wise.

Once past the Sidling, the corners are less severe and it is a nice ride into Launceston through a combination of some sweeping and occasionally tighter corners.

Road Number: B81

Scottsdale going west to Lilydale and Launceston

Comments

This road doesn't go high into the mountains and the corners are more open than the A3. The road goes through farm land and forests and has very few 'bad' corners on it. Most of the road to Lilydale consists of short straights connected by sweeping corners or a little tighter. From Lilydale, there are fewer corners all of which are sweepers. Try this road if you want a change from the tight sections on the A3 from St Helens.

It's not easy to find the turnoff in Scottsdale. If you are coming from the east coast, turn onto the A3 as if you are going to Launceston. Go through the main shopping

area of Scottsdale (about 500mts) and turn right just over the railway crossing. I think the sign says Winery Route. The turn is poorly signposted. At the next intersection, the road you want isn't directly opposite you. It is about 20 meters away on the left. There is no signpost.

In Launceston the B81 comes off Georgetown Rd in the suburb of Rocherlea. This is north of the city centre and on the east side of the river. If you are leaving the city on the A8, take the Newnham/Lilydale turnoff to connect to Georgetown Rd.

Road Number: B71

Exeter going west to Devonport

Comments

The first part of the road to just short of Frankford is mainly longish straights connected by relatively gentle corners.

The next 20 klms consists of lots of good average speed corners, a few tighter corners (mostly sign posted) and more open sweepers.

Once out of the forest and back in farm land, the road climbs a hill through a couple of good sweeping corners (the second corner, a right hander, is tighter than it looks) and comes to a T junction. It is just over the brow of the climb and there is little warning that it is there. Turn right at that junction. 2klms down the road you come to another T junction where you must turn left to go to Devonport. From here there is a series of straights connected by sweepers of varying severity.

Continue through to the second roundabout and turn left. This very short section of road connects to Highway 1 just east of Devonport.

Road Number: A5

Deloraine going south to Miena.

Comments

The first 7 klms of this road are not very inspiring but persevere as the rest of the road to the top of the climb is magnificent.

Be careful at around the 7 klm point as there is a sharpish S bend that has a road going straight ahead in the middle of the bend. It is easy think that you continue straight ahead after the right hand corner at the start of the bend instead of continuing to the left.

From this point to Golden Valley the road improves markedly with nice corners connected by short straights. From Golden Valley, the road heads up the climb to the Central Plateau over looking the Great Lake in a never ending series of corners. The road surface is excellent. Note: not all the tight corners are sign posted.

The road turns to gravel just before the Great Lake through to Miena. It is usually in good condition through summer but can be in poor condition in winter.

If you don't mind dirt roads, Liffey Falls is a nice place to visit after Golden Valley. The falls walk takes about 40 minutes and there are picnic facilities available. It is well worth a ride from Deloraine to the end of the sealed section and back even if you don't want to go through to Miena.

Suggested Itinerary

My personal preference is to travel in a counter clockwise direction around Tasmania. The reason is that in this direction, you tend to have to climb more of the steep tight mountainous section than descend them. In particular it is easier to climb up the corners overlooking Queenstown, the corners on Mt Arrowsmith between Queenstown and Derwent Bridge and the Sidling outside Scottsdale than it is to ride down them.

However, there is no reason why you shouldn't go in a clockwise direction. Your choice may come down to whether it is wet on the west coast when you want to leave the north west coast as this region isn't much fun in the wet.

For visitors to the state I would recommend basing your trip around a minimum 5 day circumnavigation of the island. Each days travel takes you to a different region in the state and you can add additional day trips depending on your length of stay.

The Basic Lap of Tassie

- Devonport to Strahan.
Take the B19 to Forth and then the C132 to Moina and continue through to the A10.
Turn left onto the A10 and turn right onto the B24 just before Queenstown to go to Strahan. 230klms.
- Strahan to Hobart.
Take the B24 and A10 to Queenstown and continue on the A10 to Hobart. 300klms. Try and do the first part of the B110 just south of Hamilton. It's worth the detour.
- Hobart to Coles Bay and Bicheno.
Take the C324 to Richmond. Turn left in Richmond onto the B31 and right onto the C350 to get to the A3. Turn left onto the A3 and continue to Swansea. Unless you plan to do the Lake Leake road (B34) just north of Swansea on another day, I recommend you do the first 24klms to Kalangadoo and return to the A3.
After returning to the A3, continue north and turn right onto the C302 to Coles Bay. Either stay at Coles Bay or return to the A3 and continue to Bicheno. 245klms if staying at Coles Bay or 280klms if staying at Bicheno (both distances include the 48klm side trip to Kalangadoo).
- Bicheno (or Coles Bay) to Launceston
If staying at Coles Bay, return to the A3 and continue north past Bicheno. Once past Bicheno, if you like tight corners and/or pancakes, turn off the A3 and go to St Marys via Elephant pass on the A4 and return to the A3 via St Marys pass.
Continue through St Helens to Scottsdale on the A3.
From Scottsdale, either continue on the A3 to Launceston or take the B81 to Lilydale and Launceston.
235klms from Bicheno or 275klms from Coles Bay

- Launceston to Exeter and Devonport on the A7 and B71. 85klms

Essential Day Trips

If doing a complete lap of Tasmania, I would recommend the following day trips as essential riding.

- Devonport to Sheffield and Deloraine and return (North West - Day Trip 1)
- Reece Dam ride (West - Day Trip 1)
- Hobart to Huonville and Southport and return. (South - Day Trip 2). If time is an issue, parts of Day Trip 1 can be covered by returning from Huonville to Hobart on the B68. No matter what you do, a trip to the top of Mt Wellington is essential.
- Hobart to Port Arthur and return (South - Day Trip 3)
- Hobart to Strathgordon and return (South - Day Trip 4)
- Launceston to Scottsdale and return (North – either Day Trip 1 or 2)
- Launceston to the Central Plateau and Bothwell and return (North – Day Trip 4)

If time permits, I recommend doing all the day trips listed in this guide although some of them repeat sections of roads that you will use when travelling between regions.

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