

The Brayton Loop

Got a smaller machine that needs a little exercise, or perhaps you just want a shorter ride to free the mind. Goulburn is blessed with an incredible array of options but this one is particularly lovely, traffic is generally limited, the scenery is great and you have a convenient stop mid way. I've done this loop several times and it never gets old.

Things to note before you depart:

You will encounter a short dirt section, it's in good condition and straight so unlikely to cause any issues unless you want to keep your bike pristine, but then bikes are meant for riding.

You will have to traverse 3 short highway sections, be careful on the entrances and all should be fine.

One section around Brayton is used by quarry trucks, it's limited to 80kph so it's not really an issue, unless perhaps you are on a slow postie bike.

Distance: 112 km

Time: Ride time is approx 1hr 50min

Road Conditions: Variable, 2.5k of good gravel.

Suitability: Great ride for bikes in the 125 to 300cc range and cruisers.

Let's go..

Start your ride at Belmore Park, turn right onto Sloane St, then take a left at the rail bridge onto Braidwood road and a left again onto Bungonia Road, follow out of town and immediately beyond the bridge across the expressway you'll find a left turn onto Rosemont Road.

Rosemont Road is straight and now in very good condition after major works, be aware that there are a few driveways that may have exiting vehicles. Continue on till you come to the left hand turn towards Boxers Creek, this intersection comes up quickly without warning and the corner often has a build-up of loose gravel. Don't worry if you overshoot, there's almost no traffic so backtracking is easy.

Take boxers Creek Road, it's approximately 6 km long, quite scenic but also rough in sections, in particular towards the end where it intersects with the Hume Highway where it often has water across the road and deep potholes which

reappear despite constant repairs. 80-90kph is a comfortable speed on this section and again be aware of driveways, some of which are hidden.

You need to cross the highway and go right, you'd be lucky to get a free run in both directions, go to the centre section and wait for a break in the traffic on the left side, you're only going to be on the highway for a couple of kilometres so keep left, if your on a really small machine just roll along in the breakdown lane to avoid being rear-ended.

The first road to the left is Towrang, you're not taking this, Carrick Road is 600 metres further on, you have an ample pull-off lane and just be very careful not to enter the intersection with too much speed as there is almost always a gravel build up on the corner and just after it.

Carrick Road is scenic and for the most part good tarmac, the early part of it has been reduced to 80kph, it's very comfortable at that speed and generally only carries local traffic with the occasional truck. There are two things to look out for, first there's a railway crossing, it's controlled but at the end of a heavily treed section, you'll see it from a couple of hundred meters out.

The next point to watch is a rough creek crossing at Lockyersleigh Creek, the road dips down quite suddenly and the crossing often has shallow water flowing across it with a slightly broken up cement base. Probably a good idea to enter this section at around 40-50kph. Not far beyond this you will strike the gravel section, it's short and in good condition but in some sections has a significant crown which is fine to ride on but beware of oncoming traffic over the brows of the 3 hills.

Pretty soon you'll hit the intersection with Brayton Road, take a right turn and watch out for potholes due to the gravel trucks, the council is constantly repairing this road so you're likely to come across some road works. Most of the road is 80kph limited, which is a good thing because the condition is pretty terrible. Follow the road into Marulan, don't turn left at the Ambrose Road turnoff, that's the way to another adventure. Be aware that the Ambrose road intersection has gravel trucks constantly turning into and off Brayton road and the intersection is somewhat hidden, there's always a build up of gravel around the intersection.

Brayton Road takes a left turn on the outskirts of Marulan, follow along until George St which is a right hand turn, this is the main street. You have now ridden around 48km and it's time for a coffee and snack, you have several options the main street, one of them a bakery does excellent pies and pastries, it's on the right hand side, there is a good cafe on the left side which is popular with the motorcycling fraternity, and the Terminus Hotel is also on the right. Park in the supermarket carpark as much of the main street parking is 15min limited.

Once you're all topped up head back down George St towards Sydney, (You can't enter the Highway towards Goulburn from the Southern end of town). Take the loop that goes towards Goulburn and join the Hume Highway, the exit is rough concrete slabs, notorious for the way they hammer motorcyclists' spines. Stick in

the left lane, watching for merging traffic from the service centre as you go past the exit and follow on to the Marulan South, Bungonia exit 2 km up the road to the left that takes you onto Jerrara Road. Jerrara Rd is the straight ahead option at the top the intersection.

Jerrara Rd is 80kph limited and policed, especially near the Marulan end. The surface is now quite good, it has some nice curves and only moderate traffic, though gravel trucks will often be encountered along the way. After 15km or so you'll come to a T intersection, left into Bungonia and Right towards Goulburn. Here you have a couple of additional choices, you can go left follow the road through to Windellama Rd, turn right and return to Goulburn via Windellama Road, which will add about 35km to your trip. You might also choose to go left the turn left in Bungonia onto "Lookdown Road" and take the rather lovely detour out to the Bungonia Lookdown, there is a park fee to pay at the National Park entrance if you want to go the whole way. The road is tarred all the way to the Lookdown and will add an additional 23km for the return trip, again this is basically a very pretty but safe 80kph road.

Assuming we turned right towards Goulburn you'll proceed through nice bends and gentle hills towards Goulburn, the road is in very good condition and has seen recent upgrades, but it's infested with giant jumping rats and mobile furry rocks so be careful of the wildlife and roadkill. After around 10 km you'll find a half hidden right hand turn onto Marian Vale Road, it comes up quick with almost no warning at the bottom of a hill, it also has a big loose gravel build up on the turn so caution is needed.

Take the turn and follow Marian Vale road to a T intersection, this is lovely new stretch of road that includes a massive right hand sweeper and some lovely bends, there's very little traffic but stick to around 90kph for safety unless you've ridden it before.

Stop at the T intersection, you are turning left but be careful as you'll not see any vehicles on your right until you're fully into the intersection. You now have a very nice hilly run along Tyces Lane to the highway, with some nice views towards the Cookbundoon Range. There is 25kph bend just before you join the Highway, it is truly tight with a messy camber, the 25kph advisory is actually optimistic but this corner will bring you down or launch you into an oncoming vehicle or the trees if you disregard the speed sign.

At the highway entrance you turn left, you'll likely have to wait a bit, once on the Highway, stay in the left lane, you're going to be turning back onto Boxers Creek Road about 3k along. Before that turn you have an option, at the bottom of the hill on the left is Derrick VC Rest Area, this is a pretty spot from which you can take a short walk to see an old convict bridge and ruins, you can also access other convict built bridges in the adjoining bushland, there's also a clean toilet to relieve aging bladders. This is a particularly pretty spot in late Autumn.

Back on the Highway, watch for the Boxers Creek Road turnoff, you can travel on the far left of the road well before you reach the intersection so you can limit the chance of being rear ended.

Once you turn onto Boxers Creek Road be very careful of the pot holes and water across the road 100 meters or so from the intersection.

You are now basically repeating the course you originally took coming out of town, with an easy run back in to Goulburn.

That's it, this ride works well in both directions and feels quite different in the reverse, it's just a little trickier in reverse direction due to the entrance and exits off the highway at Carrick Rd and Tycles Lane. Either direction is great ride for visitors to Goulburn who want to add a little spice to their visit and it's a perfect blend of road conditions for locals who want to keep the rides on the shorter end.