

Trans Canada Motorcycle Tour

THIS IS A PRIVATE MOTORCYCLE TOUR – ONLY PREVIOUS GLOBEBUSTERS CUSTOMERS MAY BOOK.

This Trans Canada Motorcycle Tour crosses a land of stunningly beautiful landscapes from the **Atlantic to the Pacific**, as we traverse the North American Continent. You will ride from the magnificent fjord coastlines of **Newfoundland** and the **Atlantic Maritimes** to the Rockies' turquoise glacial lakes and soaring peaks.

In between, there's the vast prairie expanse with endless horizons, where grain elevators dot the skyline, and gravel tracks run between fields of wheat, flax and sunflowers. Then let's not forget visits to the best of Canada's cities – stylish **Montréal**, enchanting **Québec** and trendy **Vancouver** among them!

Spread across six times zones, the immense size of the country is hard to appreciate until you ride your motorcycle there. Much is sparsely inhabited, so outside of the main cities the roads are empty, except for the bears, caribou, elk and moose in parts!



Riding the open road in Canada

In the east, let's take to the road less travelled, the **Trans Labrador Highway** – cue sensations of the intrepid!

In Newfoundland (known as “The Rock”), you'll discover remote harbours and towering cliffs, together with salty shanties of shipwreck and looting Vikings! And keep your eyes peeled for icebergs on [Iceberg Alley](#). This is where European civilization made landfall in the New World and this eastern seaboard remains as untamed, windswept, and secluded as then.

In the west, you'll ride the amazing gravel tracks and swooping tarmac roads through the Rocky Mountains, with a final blast down the Sea to Sky Highway to Vancouver. It's hard to keep your eyes on the road, but don't worry there are plenty of viewpoints to stop and take in the superb panoramas. This is what makes it such a great motorcycle tour!

The Trans Canada Motorcycle Tour is over 8,500 miles of adventure!

But don't worry about your energy levels because the food here is delicious too! How can you resist [lobster](#) with a dab of melted butter in the Maritimes? Or the Canadian staple, [poutine](#)! That's chips with gravy and cheese curds – a welcome treat if the ride has been a bit chilly! The Canadians have got brew pubs aplenty too and Canadian wine is definitely worth a sip or two!

Accompanied by our **expert Motorcycle Tour Manager**, you are with the best team for your Trans Canada Motorcycle Tour. So join us for the ultimate Canadian riding experience!

At a glance

Duration (days): 53
Miles Covered: 8500
Riding difficulty: Moderate
Unpaved Roads: 5%
Culture Shock: Small

Highlights

This is a 53 day trip, covering approximately 8,500 miles crossing Canada from West to East, starting in Montreal and finishing Vancouver.

QUEBEC

- Stroll around the photogenic 18th-century facades of Old Montréal
- Québec City, the only walled city on the continent north of Mexico
- Ride around the Gaspé Peninsula including the great dirt road of Route du Lac-Sainte-Jean
- See the dramatic Percé Rock and time to hike to the Glass Platform for a spectacular view of the the Rock.

NOVASCOTIA & NEW BRUNSWICK

- St Andrews – historic town that was a refuge for Loyalists after the American Civil War.
- Ride the Bar Road across the ocean floor to Ministers Island – don't get stranded!
- Ferry across Bay of Fundy, with its mind-blowing tides and superb maritime landscapes
- Loads of historical charm and narrow streets at Annapolis Royal, Canada's Birthplace & old Fort Anne
- Ride through Kejimikujik National Park, a region of old growth forest, rare wildlife and traditional Mi'kmaq waterways

- Explore Lunenburg – one of only two UNESCO Old Town's in North America
- Thrilling riding on Cape Breton's Cabot Trail, a 185-mile loop through the uplands of Cape Breton Highlands National Park

NEWFOUNDLAND & LABRADOR

- St John's, the oldest English-settled city in North America and the cultural capital of Newfoundland
- Don't miss riding out to the most easterly point of North America at Cape Spear
- Twillingate, with its stunningly rugged coastline and historical, picturesque streets, this town is one of the stops along Iceberg Alley
- Explore the Beothuk Interpretive Centre, find out about a now-extinct people with a unique language and culture.
- Hop on a boat and discover the Western Brook Fjord in Gros Morne National Park
- All aboard the ferry for 2.5 hours sailing across the Gulf of St Lawrence to Newfoundland
- Ride the remote Trans Labrador Highway to Churchill Falls, Labrador City, Happy Valley Goose Bay, and Port Hope Simpson.
- Battle Harbour and a unique stop on this island community with its preserved heritage.

QUEBEC

- Highway 389 to Manic Cinq, and the largest multi buttress dam in the world over 1.3kms long – think James Bond scaling down it!
- In the old fur trading post of Tadoussac, climb aboard a zodiac to ride the waves in one of the best whale watching spots in the world
- Keep your eyes peeled for up to 13 species of whale as you ride on part of the "Whale Route"
- Ride through Monts-Valin National Park and the northern side of Saguenay Fjord National Park
- Discover Mont Tremblant National Park, the first national park of Canada

ONTARIO

- Explore the Algonquin Park & Haliburton Highlands
- Ride along the Deer Trail, the road less travelled through the wilderness, to Elliot Lake
- Travel along the sweeping shores of Lake Superior
- Foodies will love the thriving restaurant and brewpub scene in Thunder Bay
- Ride through Lakes of the Woods, one of the biggest areas of inland lakes in the world.

MANITOBA & SASKATCHEWAN

- Wander Winnipeg, through the Exchange District National Historic Site, with its early skyscrapers or step back in time at Fort Gibraltar.
- Let's take a break at Regina, "Queen City" capital of Saskatchewan and home to the "[Mounties](#)" since 1885
- Get off the main roads by taking some of the farmland gravel tracks through the wheat fields.
- This is prairie land, so expect lots of long straight roads to ride west.

BRITISH COLUMBIA & ALBERTA

- Feel the spirit at Head Smashed In Buffalo Jump, with the dramatic history of this ancient First Nations hunting ground.
- Explore great gravel country roads of Saddleback Mountain and Douglas Lake.
- Our back country route criss-crosses many lakes – Kootenay, Slocan & Upper Arrow Lakes – with small ferries

- Ride the magnificent Sea to Sky Highway through Whistler into Vancouver.
- Explore the vibrant neighbourhoods of Vancouver, squeezed between the ocean tides and soaring mountain peaks

This map is for illustrative purposes only.

Itinerary

This is a 53 day itinerary, of around 8,500 miles (13,000kms) starting in Montreal, Canada and heading east to Cape Spear, before heading onto the Trans Labrador, then heading west to our finish point, Vancouver.

Week 1 – Quebec Province

Our start point is Montreal. Once you have flown in, we prioritise processing your bike through Customs and out of the freight depot. If you want more time to explore Montreal, we recommend you fly in early. The first days ride is just to Quebec City so we can bed in and get accustomed to the Canadian roads and we will have a day off in the city to explore the UNESCO listed historic district. Quebec City is also our last day where we can access main dealerships for the next month!

Ride along the shores of the Saint Lawrence River to our overnight stop at Saint Anne de Monts. We continue on lovely coastal roads through the Forillon National Park, with time to explore Cap Gaspé. The following day look out for the incredible sight of the impressive 460m long butte that is Percé Rock. The views are fantastic from the Cap Mont Joli viewpoint. Overnight hotel in Carlton Sur Mer.

Week 2 – New Brunswick & Nova Scotia

More coastal riding – you can take an optional diversion to the beaches of Kouchibouguac National Park. If you're a lobster lover, then our next destination will leave you in seventh heaven. Shediac is the lobster capital of the world!

With full bellies, we can set off to discover Fundy National Park and weird formations of Hopewell Rocks en route to St Andrews. This was a refuge for loyalists after the American Civil War and the historic old town retains much of its character. A day off here means you can ride the Bar Road across to Ministers Island, but watch out for the tidal times! The whale watching from St Andrews is also excellent.

We take the afternoon ferry from St John to Digby across the Bay of Fundy with a short ride to overnight at Annapolis Royal – this town is known as Canada's birthplace.

It's then a great ride to Lunenburg. This is one of only two UNESCO Old Town's in North America that retains its ramparts and walls (Quebec City being the other). You can spend the afternoon exploring the old town. The following day, we ride via the picturesque Peggys Cove for morning coffee, then through Halifax (the last city for quite a while!) as we continue on the southern road which brushes in and out of the Atlantic Coast and through small fishing villages to Liscomb for our overnight stop.

Week 3 – Newfoundland "The Rock"

Leaving Liscomb, we're heading to Cape Breton Island riding the Ceilidh Trail to Mabou and the wonderful Glenora Distillery Inn overnight, ready to hit the Cabot Trail the next morning. We ride anti-clockwise (the best way!) up to Ingonish Beach, with the option to go up to the Bay of St Lawrence in the far north, and then overnight in Cheticamp. The next day, it's off to North Sydney for our overnight ferry to Newfoundland. Newfoundland is one

of the eastern seaboard's last remaining wild places, and where European civilization made landfall in the New World. First by Vikings, and then John Cabot's arrival in 1497.

We disembark the ferry for our ride to St. John's, the oldest English-settled city in North America, with an impressive natural harbour. The local folk music scene here is at its best! The day off in St John's allows us to ride to Cape Spear, the most eastern point of North America.

Crossing the island, we go onto Twillingate an historic fishing village and a stop on "Iceberg Alley", where you can watch icebergs float by on the Greenland Current! At Rocky Harbour, we are perfectly placed to explore the Gros Morne National Park. With a day off the bikes here, you have time to take boat ride to see the breath-taking views in Western Brook Fjord or take an optional ride out to Bonne Bay.

Week 4 – Quebec & The Trans Labrador

We head north on the "Viking Trail", with sweeping views of the Gulf of St Lawrence to the UNESCO site of L'Anse Aux Meadows – the spot where Vikings first landed on the America Continent. The next day, it's a couple of hours by ferry across the northern outlet of the Gulf of St Lawrence and onto the small settlement of L'Anse au Clair. This is now remote wilderness riding along rugged coast lines, through pine forests and sparse tundra landscapes, where nature reigns free.

Along this stretch, there's also small fishing communities, the UNESCO World Heritage site of Red Bay home to several historic Basque whaling stations and L'Anse-Amour, where you can visit the tallest lighthouse in Atlantic Canada.

We'll overnight at Battle Harbour, an historic gem with a unique community that has perfectly preserved its traditions over the years and buildings of over 200 years old. We take the short 9 mile ferry ride to reach this unique place for a fully inclusive one night stay.

Although over recent years, much of the Trans Labrador Highway has been paved, but there can still be broken asphalt, gravel and roadworks along its length, so keep alert. In Happy Valley – Goose Bay, originally set up as a military base in the Second World War, you can visit the Labrador Military Museum. In Churchill Falls there is one of the largest underground hydroelectric powerhouses in the world, and at Manic-Cinq, you can admire the largest multiple-arch-and-buttress dam in the world. Highway 389, the final section of the route remains a gravel road, your final challenge on the Trans Labrador.

Week 5 – Quebec & Ontario

We reach the coast again and the famous Whale Route. We'll rest up for a couple of nights in the oldest village in Canada, Tadoussac, set on a beautiful bay. It's also famous for its whale watching. Here you have time to jump onto a zodiac into the Saguenay Fjords to spot these magnificent sea creatures. Refreshed, we head inland and divert through Mont-Valins National Park, en route for a night in Roberval on Lake Saint Jean, with time to visit the historic Val Jalbert Village.

We'll take Highway 155 back to the coast and to Trois-Rivières. There's an option to divert through the beautiful roads of La Mauricie National Park. You have two nights in Trois-Rivières to explore the historical quarter and enjoy a vibrant restaurant and bar scene. We'll avoid the busy roads of Montreal by taking the back roads to Mont Tremblant National Park. A great spot for lunch, before some gravel roads to explore the back country and in search of covered wooden bridges. Overnight at Mont Laurier.

Week 6 – Ontario, Manitoba & Saskatchewan

There's a big days ride cross country to the thick forests of Algonquin Provincial Park and the small town of

Huntsville, heart of the Muskoka region. Then from Elliot Lake, let's take the road less travelled on the "Deer Trail". Traffic in this neck of the woods is sparse and the roads are stress free. Follow the twists and turns of the Mississagi River going north to Aubrey Falls Park Wenebegan Park, riding deep into Algoma County, on Highway 129 (Ontario's Tail of the Dragon!). Don't forget to take your picture at the Wawa Goose.

We ride around the northern shores of Lake Superior, with a stop at Thunder Bay. There's a days rest here, to explore the great foodie scene and craft beers. It also gives you time to visit Fort William Historic National Park. Make sure you stop off at Kakabeka Falls before we take the remote Highway 622 through Turtle River Provincial Park. We're heading to Winnipeg, state capital of Manitoba, where we have a three night stay, as we need to get our bikes serviced and tyres changes.

You'll have time to discover the Exchange District National Historic Site, The Forks, the early skyscrapers and Fort Gibraltar, as well as eat at Feats Café Bistro where First Nation food is the speciality.

Week 7 – Alberta & British Columbia

We head west to the unpopulated, wide-open spaces and empty roads of Manitoba and Saskatchewan. There are three days of long miles as we push across the vast prairies and grasslands to reach the foothills of the Rocky Mountains and the great ride over Crowsnest Pass, onto the historic town of Fernie, surrounded by rugged peaks.

Now we explore some remote back roads of British Columbia, so expect some amazing gravel tracks, like Gary Creek Pass, Saddleback Mountain and Douglas Lake Road. We are weaving our way through the mountains and lakes using small ferries to link up these country roads. Soak it all up, it's our final week!

Week 8 – British Columbia & Vancouver

We finish our ride from Cache Creek to Whistler and onto Vancouver, using the glorious Highway 99, known as the Sea to Sky Highway. We are riding from snow-capped mountains descending to the sandy beaches and coastline of Vancouver. With a stunning scenic backdrop, there's also plenty of leafy parks and lively brewpubs! The following day, we need to drop our bikes off at the freight depot for sea freight home. Then let's get together for fabulous group evening dinner to celebrate our adventure across Canada, before you depart for home. If you want to explore Vancouver more, then it's worth adding a few extra days at the end of the trip.

Accommodation

We use 100% hotel or motel accommodation, which is booked in advance. We primarily use good quality 4* and some 3* hotels or motel style accommodation. As we are in North America, larger chain hotels can tend to dominate, especially in the big cities. In smaller or more remote places, accommodation is more traditional independent Canadian motels.

In remote locations, we use the best available. Much of the accommodation that we use have rooms with en suite bathrooms, television, wifi, bar, restaurant and onsite parking. However, sometimes cabins or motel style accommodation will not have an onsite bar / restaurant and you will need to go into the town for your breakfast or evening meal.

Below are examples of accommodation we have used in the past to give you a flavour of the type of accommodation. If you do not stay in these hotels, you will be staying in hotels of a similar standard. Here are some of our favourites!

Community Cottages at Battle Harbour: <https://www.battleharbour.com>

Glenora Distillery & Inn at Mabou (Cabot Trail): <https://www.glenoradistillery.com/the-inn>

Algonquin Resort in St Andrews: <https://www.marriott.com/en-us/hotels/ysjak-the-algonquin-resort-st-andrews-by-the-sea-autograph-collection/overview/>

Courthouse Hotel in Thunder Bay: <https://www.choicehotels.com/en-uk/ontario/thunder-bay/ascend-hotels?brand=AC>

Listel Hotel in Whistler: <https://listelhotel.com/>

Note for Single Supplement

We draw your attention to the type of accommodation on the Trans Labrador, where only basic motel style accommodation is available and it may not be possible to have a single room option. These accommodations are the best (and sometimes the only) in the area that are able to take our group. If you book our single room option, we have factored into the price that you may need to share in locations on the Trans Labrador Highway.

Whats Included

Before you go

- Pre-departure team briefing and ongoing access to the GlobeBusters team for any questions you may have, via additional one-to-one meetings
- GlobeBusters Guidance Handbook with all pre-trip information.
- 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 and the GPS route for the expedition.

En-Route

- Normally 4* (sometimes 3*) hotel or motel accommodation on a room only basis, or in remote regions, the best available.
- Accommodation is on a shared room only basis (unless single room supplement is paid)
- Ferry crossing for you and your motorcycle between Blanc-Sablon and Sainte Barbe
- Overnight ferry crossing for you and your motorcycle between Argentia and North Sydney
- Ferry crossing for you and your motorcycle between Digby and Saint John

Motorcycle Freight

- Motorcycle freight is NOT included in your price. Motorcycle freight will be organised by appointed freight agent who will bill you directly or alternatively you can organise your own motorcycle freight with your own chosen freight agent.
- However, for all riders using our appointed agent, we will organise and co-ordinate freight * out to Montreal and return sea freight to the UK from Vancouver.
- Our chosen agent in the UK is Motofreight. If we airfreight our bikes to Montreal, we may use Motorcycle Express (based in the USA).

Support Crew

- Kevin Sanders as Motorcycle Expedition Manager to accompany the group.
- Kevin's bike will be equipped with satellite phone, Spot X, some tools and emergency first aid kit.

- Kevin has outdoor first aid qualifications.
- You will be responsible for taking out search & rescue insurance, travel & medical insurance and breakdown recovery insurance

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 excursions or activities. We strongly recommend that you buy a Canada Parks Discovery Pass which you can use on many occasions through this trip and will be exceptional value for money.
- No meals of any kind are formally included.
- 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 your own helmet, jacket, trousers and gloves.
- Costs of motorcycle servicing, additional tyres, motorcycle repair (parts, labour or other related costs), spares, transportation to take your motorcycle to a 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 or to and from any UK briefing meetings.
- Additional transportation of you or your motorcycle en route where the Participant or their motorcycle cannot continue the itinerary. These costs are your responsibility.
- There is NO support vehicle & driver for this trip.
- Transfers to and from the airport at the start and end of the trip.
- Any other item not specifically included in the price.

Flights

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

You should book an outward flight to our start point, Montreal to arrive no later than midday on Tuesday 22 July 2025. The earliest leave date is any time on Saturday 13 September 2025 from Vancouver. 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 this trip when it 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 trip of this duration 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 make a booking. If you wish to meet with us prior to booking to ask more questions, do not hesitate to contact us and we can set up a one-to-one meeting. In addition, we plan to hold a Pre-Expedition Meeting for the group between 3 – 6 months prior to the start of the expedition.

What type of bike do I need?

We recommend that you use a dual purpose / adventure style bike. **We support any make and model.** The GlobeBusters Support Crew ride the [Triumph Tiger 900](#) Rally. We also have extensive experience with the BMW GS motorcycle range, having ridden them for over 20 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?

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. You also need to have some experience of riding your motorcycle on unpaved surfaces such as gravel, and dirt as some of the route is on these types of roads. Please note that our route covers up to 5% of dirt and gravel roads (around 500 miles). In addition, if there any roadworks on our route, normally diversions will be on temporary dirt roads.

It remains your responsibility to ensure your motorcycling skills are up to the requirements for this trip. If you need to improve your off road riding skills, attending a training school such as Adventure Bike Training www.adventurebiketraining.co.uk, Triumph Adventure Experience <https://www.triumphmotorcycles.co.uk/adventure-experience> or BMW Off Road Skills is highly recommended.

How does motorcycle freight work?

For this tour, we do **NOT** include motorcycle freight as part of your price. However, we have an appointed freight agent and we will facilitate the freight of your motorcycle to and from Canada. If using the appointed agent, we will co-ordinate with you to explain the documentation necessary, how to prepare your bike and drop off and pick up points.

You must take your motorcycle to the appointed freight depot on the given date. Your motorcycle must be clean and free from dirt or soil. Our freight agent will crate your motorcycle and do all the necessary freight bill of lading / airway bills and any dangerous good documentation needed. Your motorcycle will be sea or air freighted (depending on numbers) to Montreal. At the other end, the GlobeBusters Team facilitate the customs clearance of your motorcycle. You must be physically present for your motorcycle to be Customs cleared; we cannot do it on your behalf.

When the trip finishes, you will need to ride your bike to the Vancouver freight agent, who will organise the sea freight of your motorcycle back to the original leave point. When your motorcycle arrives back to its original port, you will be notified to organise collection. Our freight agent can deliver you bike from their depot to your home or dealer.

You will pay the freight agent directly for all costs relating to the freight of your motorcycle and any charges for in-transit insurance that you may wish to take out. This cost is in addition to your tour price.

Can I get motorcycle insurance?

Your UK/EU insurer will not offer cover for riding in Canada and you need to purchase a specialist policy that will give you the required statutory minimum third party liability insurance cover to ensure that you are legal on the roads. This will not normally cover you for any damage to your own motorcycle. Specialist policies meet statutory minimum cover of only CAN\$200k – 500k (depending on the Canadian province, as each province sets its own rules for vehicle liability insurance) and you may be liable for any 3rd party damages in excess of the statutory minimum amount. At this time, we are aware of only two providers of specialist policies, and will provide you with contact details for both once you have booked. You will need the original hard copy of your motorcycle insurance certificate with you when riding on Canadian roads.

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.

Our route is around 8,500 miles. Some bikes may need a service and others may not. Where there are authorised dealers for most brands. Whilst it may not time exactly with your service interval, the best place for servicing en route is Winnipeg where we have a three night stay, and this point is at around 6,700 miles from the start. 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 will 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.

Is this ride suitable for a passenger?

This trip can be successfully completed 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 support vehicle.

Is there a support vehicle?

There is no support vehicle on this Expedition. All riders must be self-sufficient and carry their own tools, spares and medical kit. We will cover the essentials in our pre-expedition meeting. You must also have in place Vehicle Breakdown Insurance valid for Canada and a valid Search & Rescue Policy such as Global Rescue.

<https://www.globalrescue.com/>

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 one of the GlobeBusters Team, then you can do this.

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 trip), Motorcycle Registration Document or Title, Driving Licence of your country of residence, International Driving Permit (1949), minimum 3rd Party Motorcycle Liability Insurance Certificate, Travel / Medical Insurance Certificate (see below), Breakdown Insurance Policy, Search & Rescue Policy.

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. Data protection laws in Canada meet the requirements of the EU and UK. These suppliers are for services such as motorcycle freight, hotels, customs clearance, ferry services. Please refer to our [Privacy Policy](#).

Do I need visas for travel?

UK Citizens do not require a visitor visa in advance for travel to Canada. However, Canada does require you to complete an eTA prior to travel for trips of up to 6 months. This costs CAN\$7. Please make sure you use the official Canada Government website to apply for the eTA, shown here:

<https://www.canada.ca/en/immigration-refugees-citizenship/services/visit-canada/eta/apply.html>

As visa requirements are dependent on your nationality and are complex with constantly changing requirements, we would direct you to check with your own Government travel advice about requirements for Canada.

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.

Is Canada safe?

The Foreign, Commonwealth & Development Office (FCDO) (<https://www.gov.uk/foreign-travel-advice/canada>) monitors overseas destinations and provides destination travel advice for UK nationals. GlobeBusters monitors the advice from the FCDO and any decisions taken regarding this Expedition's safety and security will use the vast experience of the company's 20 years of operating as well as the FCDO advice. In the interests of your safety and security, changes may be made to this Expedition based on any FCDO warnings given.

We strongly recommend that you read the information about Canada 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.

If you are not a UK national please make sure you have checked your own country's travel advice for your Canada.

What will the weather be like?

This motorcycle expedition is run at the most optimum time for the best weather possible. This does also mean that it is peak season in Canada, which is July and August. On average daytime temperatures will range between 16C – 28C for most of the journey, although across the middle of Canada, in recent years, higher temperatures have become more common. In Newfoundland & Labrador, we could still experience colder days, with rain and fog along the Trans Labrador in particular and if we are unlucky temperatures may only be around 10C – 12C. Prepare for all types of weather.

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 e, 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 when we are remote on this route (for eg riding the Trans Labrador Highway), emergency services often may be a long distance away, with the associated long response times. Equally the medical facilities in remote settlements may not have the same level of medical infrastructure that you would find in a main town or city. 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.

Travel / Medical Insurance

It is a condition of you travelling with us that you are adequately insured in case of injury howsoever caused (including due to a motorcycle accident) or in case of illness. 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 travel / medical 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 paying your deposit** to cover trip cancellation, 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.

What about local currency?

The base currency for this trip is the Canadian Dollar. 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 or discuss pricing further.

Available Dates & Prices

Date	Rider Shared Room	Single Supplement	Passenger Shared Room	Bike Rental
Jul 22 – Sep 13, 2025	£15,995	£5,000	£8,995	