

Super Cardiac CHALLENGE

CYCLING CAIRNS TO COOKTOWN



2024 HANDBOOK

far north queensland
hospital
foundation

QSuper Cardiac Challenge: cycling for a heartfelt cause

Every year, the city of Cairns in the heart of tropical Far North Queensland, becomes a hotspot for cyclists. They come from across Australia and beyond, all converging for the QSuper Cardiac Challenge.

As years go by, the enthusiasm for this fundraising ride from Cairns to Cooktown only grows. In 2023, 185 riders together raised an impressive \$398,566 for cardiac services, averaging about \$2154 per participant. Since it was founded in 2007 by the Far North Queensland Hospital Foundation, the event has generated more than \$6 million. Spanning three days and 333km, this ride isn't just about distance. It's a melting pot of individuals: from teens to retirees, professionals to farmers and pharmacists to lawyers and builders.

But what drives these cyclists to traverse 333km across diverse terrain?

Pete McNally, the 74-year-old visionary behind the QSuper Cardiac Challenge, is a beacon of inspiration. Born with congenital heart issues and still under cardiac care, Pete's undying spirit never wanes. An ardent cyclist, he persuaded the Foundation of the merits of a fundraising ride both to aid cardiac care and promote cycling. Over time, the Challenge's impact is evident in the participation of cardiologists, nurses from Cairns Hospital's Cardiac Care Unit, former cardiac patients, and many who have felt the sting of heart disease in their families.

For many riders, this isn't just a cycling event. It's a transformative journey that pushes them beyond their limits, inspiring newfound fitness levels, breaking boundaries, and fostering a sense of. The route offers riders an intimate view of Far North Queensland's diverse landscapes: from the shaded paths of the Kuranda Range, through rainforests leading to the Atherton Tableland, expansive golden savannahs, and culminating at the shimmering shores of Cooktown's Coral Sea.

Regardless of the motivation, by the journey's end at Cooktown, each participant is bound to feel an exhilarating high, knowing they've cycled for a cause close to many hearts.





About the Far North Queensland Hospital Foundation

Founded in March 1997 under the Hospitals Foundations Act 1982, the Far North Queensland Hospital Foundation (FNQHF) is a non-profit organisation dedicated to elevating health care from Tully to the Torres Strait. Since its inception, more than \$32 million has been contributed towards this noble mission.

Operational Model: The Foundation's efficiency shines as its commercial endeavours absorb all administrative costs. Consequently, every cent donated directly impacts initiatives without any deductions.

Service Scope: Spanning a region that caters to about 284,000 residents, FNQHF supports:

- Nine hospitals
- Two multi-purpose health services
- 53 primary health centres

Primary care focuses include women's, paediatric, indigenous, men's health, and several specialised fields such as cardiology, cancer, orthopaedics, and tropical medicine. Additionally, emphasis also is placed on research, rural health, and preventive health education.

Charity Status: FNQHF is not just a registered charity but also holds the distinguished DGR Status 1.

Vision: "Superior Health Care in Far North Queensland."

Purpose: The Foundation aspires to elevate the quality of health care in Far North Queensland. This is achieved by funding advanced equipment, state-of-the-art facilities, research, education, and training. Additionally, providing robust support services remains a core commitment.

In essence, the Foundation stands as a testament to unwavering dedication, ensuring the Far North's health care infrastructure remains unparalleled.



Fundraising and where it goes

Tackling heart disease arises as a central issue in Far North Queensland, a region with a larger percentage of elderly and Indigenous residents compared to the state average. These people are particularly vulnerable to heart-related ailments. Furthermore, grappling with heart disease diagnosis and treatment in this region presents challenges. The presence of remote communities lacking access to specialised health care amplifies the difficulty.

Even Cairns residents facing cardiac issues might find themselves compelled to uproot from their homes, families, and friends. They must journey to hospitals in Townsville or Brisbane for surgical interventions that Cairns Hospital cannot presently accommodate – although strides are being made in this direction.

The 2020 Queensland Cardiac Outcomes Registry underscores that cardiovascular disease is accountable for one in five deaths in the state. Among Queensland's medical institutions, Cairns Hospital ranks fourth in terms of total coronary cases, with the typical patient being aged 65.

Transformation is underway, and it's fuelled by your active participation in the QSuper Cardiac Challenge. Each rider taking on the Challenge commits to raise at least \$500, while every supporter pledges to secure at least \$200. These funds are directed into enhancing services for our community.

From the moment the QSuper Cardiac Challenge was introduced by the charity in 2007, its impact has been substantial. The event has garnered close to \$6 million in support, instrumental in elevating cardiac care standards in the Far North.

Crucial medical equipment purchases and services funded by the QSuper Cardiac Challenge

- Virtual Bronchoscope
- Naso endoscope
- Olympus Endobrochial System – Respiratory
- Vyaire Medical lung function testing system – CHHHS Thoracic Dept.
- EPIQ 2D CVx Ultrasound System for Paediatric Cardiology
- Body Composition Scanner for Diabetes Centre
- Cardiology equipment
- Sonosite Ultrasound
- OCT Integrated system
- Vivid IQ for General Medicine outpatients
- Anaesthetic machine for Cardiac Catheter laboratory
- Vivid IQ for Paediatric Cardiology
- Holter Monitor system for Cardiology.
- Ultrasound for Respiratory
- Second Cardiac Catheter Laboratory at Cairns Hospital
- Lucas chest compression device
- Bi-pap machine
- Echocardiography (ultrasound) system
- Echocardiography (ultrasound) system for young heart patients
- Portable intra-aortic balloon pump
- Rapid Access Chest Pain Clinic, only two similar facilities in Queensland.
- Portable echocardiography system for young heart patients
- Intra-aortic balloon pump
- Vivid Echo



Ride Preparation and Training

As you will ride more than 300km over three days, your training needs to incorporate longer distance rides. There is a weekly social ride that leaves from Seabreeze Café at Cairns Hospital on the Esplanade most Sunday at 6.30am as well as rides up to Lake Morris Road for hill training. Information about these training activities can be found on the Cardiac Challenge facebook page <https://www.facebook.com/Cardiac.Challenge>

Get your bike ready

You need a bike suitable for sealed roads. Mountain bikes can be used but if so, we recommend slick tyres. We do accommodate E-bikes, although they will be grouped in their own pack.

Tri Bikes or Tri bars, earphones and/or music are NOT permitted.

Before the event, make sure you have thoroughly inspected your bike. Bike set up is important and can prevent unnecessary discomfort. Please ensure the following are considered:

- Your chain is oiled and not overstretched,
- Your brakes are working efficiently,
- Your tyres are in good condition and,
- That you have at least one or two spares,

If not experienced with bike maintenance, we strongly recommend you book your bicycle in for a service at a local bicycle store.

Pump 'n' Pedals are sponsors of the QSuper Cardiac Challenge and come along on the ride to help with mechanicals, so if you don't have a preferred bicycle mechanic, consider seeing the staff at their store on 113-117 Sheridan Street, Cairns.

Insurance

The QSuper Cardiac Challenge event insurance offers coverage for various aspects but most notably- public liability. We do not cover personal injury or damage to bikes - this is your personal responsibility.

Insurance can be obtained through:

- AusCycling - www.auscycling.org.au
- Audax Queensland - www.audax.org.au/queensland
- Bicycle Queensland - www.bq.org.au

Your bicycle however, is typically not covered by these insurances so if you have a valuable bike, it is recommended you explore specialist bicycle insurance companies, or some home insurance policies may also cover a listed bike through your home contents insurance.

Equipment/supplies for the ride

- Bike (well-maintained and you are accustomed to)
- A correctly fitted Australian standards bike helmet
- Other protective gear such as gloves, sunglasses, long sleeves, arm and neck protectors (the sun is harsh)
- Comfortable cycling gear – the 2024 QSuper Cardiac Challenge jersey is included in your registration and is to be worn on Day 1 and Day 3.
- A basic spares repair kit (eg.1 – 2 spare tubes, hand pump & a multi tool)
- Sunscreen, sun visor and moisturiser
- Drink bottles (or Camelbak-type drinking bladder)

For overnight (Camping)

- Tent /shelter (if you're not hiring tents through us)
- Swag or bedding
- Fold up chair/stool
- Clothing for varying temperatures
- Personal effects such as towel, toiletries, torch, medical kit, insect repellent

PLEASE BE MINDFUL OF A 20KG WEIGHT LIMIT ON PERSONAL LUGAGE

General

- Toiletries
- Personal medical supplies (including pain killers and chamois cream)
- “Après-ride” clothing and cash spending money (coffee or bar)
- Phone and camera batteries / charger
- Preferred snacks, protein shakes, electrolytes or other foods and drinks you like to consume before, during or after your ride.

MANNED DRINK STOPS WITH WATER, ELECTROLYTES AND FRUIT WILL BE APPROX. EVERY 20KM

We will supply biodegradable disposable crockery and cutlery so there is no need to BYO kit.

NB – 2024 QSUPER CARDIAC CHALLENGE JERSEYS ARE TO BE WORN ON DAYS 1 AND 3.



General Queries

Accommodation

Camping Grounds - All personal support vehicles staying at the Mt Carbine Horse Sport Ground, Lakeland School and Cooktown State School MUST display the official ride support vehicle sticker. No Sticker = no access.

Alternate accommodation - is limited en-route and you need to make your own arrangements with providers well in advance. Cooktown does have more options, but you need to book ahead. Remember it is the Queensland school holidays.

Luggage drop off

If unsupported, we have trucks to transport your luggage, camping gear etc. This is at no extra cost to you! (Keep it to a reasonable weight and size please!!)

Pack collection and gear can be dropped off at the Hospital Foundation loading dock, Digger Street Cairns between Wednesday September 11 and Friday September 13 before 3pm.

NO luggage will be accepted on Day 1 of the ride

Your luggage will be available at a central location of the campsites and should be returned to that site each morning.

*** PLEASE ASSIST TRUCK LOADING / UNLOADING WHERE POSSIBLE AS MANY OF OUR VOLUNTEERS ARE "MATURE"

Not riding the range?

Buses with trailers for your bikes will be available at the front of the Skyrail Carpark to transport you to either Kuranda or Mareeba. They will depart before 5:45am as the road will be closed to all traffic going up the range.

Alternatively, your support can transport you and your bike but they MUST be on the range before 5.45am. The range closes at 6am SHARP.



Cooktown dinner bookings for guests

Additional guests or family picking you up from Cooktown may attend the end of ride dinner, but you must book for them through your Dashboard. We must be accountable for numbers.

Registered Support are already booked via their registration. Registered riders do not have to buy a ticket as this is included in your registration.

Returning to Cairns

If supported, you can return when you are ready. (Let us know if you are not staying for dinner!!)

If unsupported, pre-book a seat on the bus via your dashboard on the QSuper Cardiac Challenge website. The cost is \$65 pp.

Ride briefing and gear collection

This information will be sent out prior to the ride.

During the Ride

The QSuper Cardiac Challenge places significant emphasis on conducting an organised and safe event, providing comprehensive assistance to riders throughout the journey.

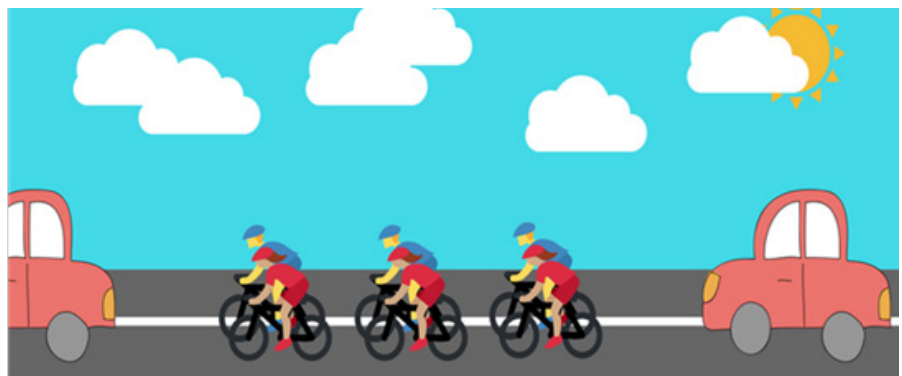
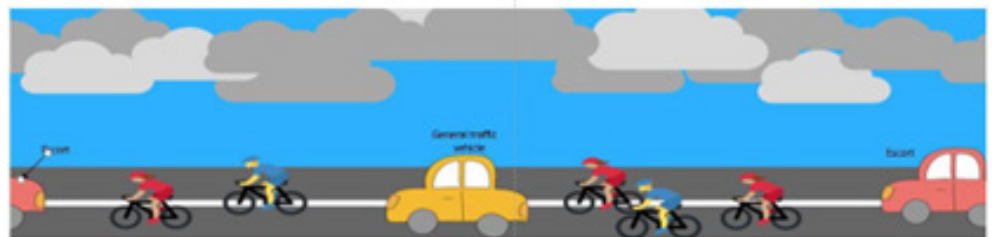
Our operations are conducted in accordance with stringent permits from both the police and the Department of Transport and Main Roads. We urge all participants to consistently adhere to the regulations of the ride and follow directives from our dedicated ride management team.

Remember this event is a social charity ride, not a race. Remember to ride with your pack, at your pack's speed and communicate well with other riders.

Riding in Packs

Packs generally have two or three Pack Leaders - one in the front and one overseeing and instructing from the back. The Pack Leaders and Escort vehicles constantly communicate via UHF radios. For your own safety and everyone's ride enjoyment, you must obey their instructions.

Please ride in a tight pack formation to avoid general traffic breaking into the pack.



Prohibited items

Earphones, mobile phones, tri-bars and audio devices, other than official UHF radios, are NOT to be used while on the riding in a Pack. You are NOT permitted to bring your own UHF radio.

Mechanical/ flats

Call out to warn your fellow riders, pulling off the road safely. The pack may need to ride on until it is safe to stop but the Rear Escort will stay with you.

Generally, you will load your bike and jump into the Escort vehicle to be taken to the next drink stop, where you can fix your mechanical in safety and re-join your pack.

Average speed/ changing packs

The Holy Grail of pack cycling is to achieve an average pack speed that is safe and suitable for all riders. The advertised pack speed is the average speed for the ENTIRE ride including hills.

Packs will contain a range of cycling abilities and the actual average speed of the pack will be within the target range to ensure the pack stays together and operates safely on the road. A pack's ride speed is only as fast as the slowest rider.

If you are a stronger rider, do not surge at the front. Remember - this is a social ride, not a race. If you'd like to change packs (faster or slower), you **MUST** discuss this with your pack leader. Do not be offended if your Pack Leader suggests moving packs.

When riding up the Kuranda and Desailly ranges, ride at your own speed, single file. There is **NO** Pack riding Kuranda to Mareeba. Ride in single file, be vigilant and check behind if passing other riders and let them know you are "passing on the right".

There will be roving Escort vehicles should you need to be picked up. Please ensure you are in a safe position with adequate area for the Escort to pull in for you.

Accidents or Illness on the ride

If there is an accident or fall within the pack during the ride, your Pack leader will manage the situation. The pack may need to ride on to a safe area to stop but your front Pack Leader will manage this.

The Rear Escort and Pack Leader will manage the incident from the rear - they are all trained with a protocol to follow.

Information for asthmatics

There is a possibility of smoke along the ride due to the time of year. All asthmatics should consult their health care professional and if advised to, carry medication including Salbutamol puffers with them. Please make sure you bring your inhaler with you and inform your pack leader of its location.

Heat Exhaustion

It is **YOUR** responsibility to manage your health on the ride. This includes hydration. We strongly recommend you increase your personal hydration before the ride and be cognisant of this while on the road.

Signaling

Communication is essential but too much information can cause "information overload" On the ride, these are the main signals:

SIGNIFICANT HOLES / HAZARDS - Potholes, road debris; grids, or road kill. It is important to use hand signals and call out.

GRID/TRACKS - These should be crossed at right angles to avoid wheels getting caught in the track. Listen for the calls and take appropriate action and be aware of where your fellow riders are!

SLOWING / STOPPING - This is obvious but often forgotten when pulling into drink stops. Watch for hand signalling as well!

PACK ON / PACK OFF - Called out when a gap forms (“pack off”) in the pack and when a gap is closed (“pack on”). Front riders should slow a little until the Pack has re-formed.

SINGLE FILE - Generally this will be a Pack Leaders decision with a call and hand signal for the Pack to go single file. Riders on the right will move in front of the cyclist to their left or as advised by the Pack Leader in briefings.

PASSING ON RIGHT - A must when riding single file. Don't forget to check for traffic.

CAR BACK - Again relevant when riding single file

What's required of escort vehicle drivers

Each pack has an escort vehicle front and rear. Escort vehicle drivers are in contact with the pack leaders via UHF radio to warn of hazards or traffic build-up behind.

Ideally, the Pack including Escort Vehicles should run with the smallest footprint to deter other vehicles pulling into the Pack.

Rear Escorts advise the Pack Leaders if there is a build-up of general traffic or a large vehicle coming up the rear. Our Police permit advises to avoid a buildup of more than six vehicles. The Pack Leader will manage whether to safely pull the Pack over to allow traffic to pass so listen to instructions.

No rider should pass the front vehicle or fall behind the rear escort vehicle. If a rider lags or continuously causes disruption in the pack or does not maintain their line, the rear escort vehicle will advise the pack leader who will determine the best course of action.

You may hear Escort vehicles signaling vehicles passing:

“Beep Beep - = vehicle passing - all riders maintain formation while keeping to the left”



Rest and Drink Stops

Approximately every 20-25km there is a drink stop so riders can rehydrate and take a short break. At some stops there also will be fruit and some snacks.

Get in quickly – move into the drink stop area smoothly so riders behind you can get off the road promptly and safely. **DO NOT BRAKE SUDDENLY OR SWING IN SUDDENLY IN FRONT OF ANOTHER RIDER.**

DO NOT LEAN YOUR BIKES AGAINST ANY VEHICLES – bikes have been run over accidentally and we will not be liable.

Time in the drink stop should be kept to approx. 10 minutes but will vary depending on incoming packs in the immediate vicinity. Portaloos will be available at most stops. If a toilet break is required, do this prior to seeking food and drink. Listen for and be ready when your Pack Leader calls out indicating anticipated departure – no one should be left behind unless by arrangement.

Medics - All drink stops will have a medic wearing red volunteer shirts. If you are feeling unwell, heat stressed etc, or have sustained a fall or injury while riding, ensure you see the medic for assessment. If they deem you should not ride, please abide by their judgement.

To see how to navigate in and out of drink stops, please watch this video:

https://www.youtube.com/watch?v=cQvSRcwU_Do

Meals

We offer three meals a day - a continental breakfast spread, sandwiches and evening meal provided by the Mt Carbine and Lakeland Horse Sports associations. These associations also offer bacon and egg rolls or a cooked breakfast for a nominal charge as a fundraiser for those organisations.

Special diets (as noted on your registration) will be catered for separate to the masses.

An evening gala meal (included in your registration) in Cooktown will be provided this year by Cairns Spit Roast at the Cooktown Event Centre for registered riders, volunteers, supporters, guests and family who have been paid for through your Dashboard. You can buy tickets for guests not registered, under the Sale Items tab.

Wristbands – These will be issued to all registered participants (Riders, Support and Volunteers) and will identify those you have been catered for. Put it on the first day, and ensure you keep it on for the duration of the ride.

Ensure you wear your wristbands -no wristband = no food.



Registered Support and their vehicles

Support vehicles should depart BEFORE any of the riders. We need to try to avoid traffic getting in between packs on the road and minimise disruption to other road users.

If you do not get out before the riders, delay your trip to avoid getting caught up in the ride train. If you do get caught up in the Packs on the road, pull off the road to allow general traffic right-of-way if necessary.

If you find yourself having to pass a Pack(s), do so promptly and without pulling off the road. DO NOT take photos or try to get a rider's attention – this is very unsafe and will be frowned on by Police. Ensure usual safe passing principles are considered – **REMEMBER YOUR RIDER MAY BE PUT AT RISK BY YOUR UNSAFE PASSING!**

At camp

LOST PROPERTY - If handed in, it will be with SES.

If feeling unwell, please seek out our medics or the QAS officer for assessment and advice.

They will liaise with the Ride Director as necessary.

**** DO NOT COME ON THE RIDE IF YOU ARE UNWELL ****



Day 1 – Saturday, September 14

5am Start – assemble at Skyrail Carpark, Smithfield

ALL RIDERS ARE TO WEAR THEIR 2024 RIDE JERSEYS. RIDERS TRAVEL SINGLE FILE TO MAREEBA - NO FORMAL ESCORTING. ESCORT VEHICLES WILL ROVE IN CASE PICK-UP IS REQUIRED

We will have a coffee van at the Skyrail carpark and toilets will be available.

The range will close at 6am SHARP.

We have a Road Closure special permit for the Kuranda Range left lane, but you must feel confident you can get to the top by 8am. If in doubt don't do it! Further details on the Kuranda Range will be sent out in a separate email.

Not riding the range?

If you are NOT riding the Range and require a lift up, you should seek out the bus or an escort vehicle in the Skyrail Carpark prior to 5.30am to load your bike and self. You are responsible for securing your own bicycle.

The bus departs at 5.45am SHARP.

You can join the ride at Centenary Park Kuranda or Mareeba but note:

Kuranda to Mareeba will NOT be formally escorted and you will ride single file at your own pace. If being transported by family/friends, you MUST be going up the Range no later than 5.45am as the west bound (UP) lane will be closed at 6am sharp.

Range Riders

Police will be present and monitoring progress and there will be tail-end Charlie escorts in case of breakdown.

There will be two phases of rider-release. Slower riders should leave in the first release and 15 minutes later faster riders will be allowed to go. Keep an eye out for any less skilled riders who may need some assistance or support.

YOU MUST NOT REPAIR YOUR BIKE ON THE RANGE.

First Stop – Centenary Park Kuranda

Slower riders may leave Kuranda from 7am when instructed by the Despatcher.

Riding the Kennedy Highway MUST be in single file and passing must be done safely – check for traffic and communicate you are passing. Ride with at least one other rider or near other riders but IN SINGLE FILE and only pass safely. Check for traffic.

There will be a drink stop at the Davies Creek Road Intersection.

Going into Mareeba

SES will direct riders at the Kennedy Highway-Byrnes Street Intersection. Follow their instruction - you may be advised to walk your bikes across the road.

There is a new set of traffic lights at the Byrnes St – Rankine St intersection (McDonalds) – follow usual road rules. BEWARE of vehicles reversing from parallel parking along Byrnes St
Gather at Mareeba Rotary Park at the northern end of Byrnes St, enjoy some fruit, cakes, tea and coffee from Mareeba Rotary (gold coin donation). There are toilets in the park and we will have some portables on-site as well. Numbers gathering at any one time in Mareeba Rotary Park will be restricted and pack departure will be managed accordingly.
Form into your Pack for a roll call and briefing by your Pack Leader prior to rolling out to Mt Molloy for lunch.

Beyond Mareeba

Please note – only 1 pack per drink stop at any one time.

There will be a drink stop at the Truck Bay about 23km from Mareeba.

Lunch will be at the Mt Molloy CWA building. Don't forget to thank the CWA ladies for making your lunch.

SES will establish a dismount zone in Mt Molloy and coordinate to walk the bikes across the road for lunch. Public toilets are adjacent to the hall.

Mt Molloy to Mt Carbine

Your Pack Leader will call for departure when ready. Check all fellow pack members are present before leaving. Walk across the road to the SES supervised departure zone

Just out of Mt Molloy, there is a one-lane bridge. You will have right-of-way but be cautious. Police may be present on the day but if not, follow usual road rules, give way and regroup as necessary.

There will be an optional drink stop at Mary Farms which is only about 8km from Mt Carbine. Slower packs are advised to stop. Faster packs should advise the drink stop people via radio if not stopping.

Mt Carbine

Camp will be at the Mt Carbine Horse Sports ground on the left past the Hotel or by personal arrangement. Luggage can be collected at or near the luggage truck.

Dinner will be 6pm-7.30pm. Dinner is provided by the Mt Carbine Horse Sports Association. Special diets and vegetarians will have a separate queue.

There will be a bar available in the grounds with TV screen.

SUPPORTERS - BE THERE TO CHEER AND WELCOME YOUR RIDER

Day 2 – Sunday, September 15

“Hug a volunteer day” - make sure you thank/ hug our generous volunteers. Don't forget your Pack Leaders and Escorts drivers ... remember they are all working very hard to make your experience as enjoyable as possible.

Mt Carbine to Lakeland

Today you will be travelling through Savannah country – a traditional outback landscape. There will be long undulations to challenge you.

Mt Carbine

Coffee will be available from 5.30am. Breakfast is strictly from 6-7.30am. Give preference to the slower packs who start from 7am.

Slower riders should pack up before breakfast to be ready to start with their pack.

The Mt Carbine Horse Sports Association also will offer bacon and egg rolls for \$5 as a fundraiser.

Mt Carbine to Desailly Range

Your pack leader will brief you prior to departure.

Departure will be reverse order - slowest to fastest from 7am from the roadside in front of the hotel as listed on the Information board. Check this the night before.

The SES despatcher will send you off as outlined on the information trailer whiteboard.

Advise your pack leader if you are not intending to ride the Desailly Range so your escorts or an escort is aware you need a lift. A drink stop will be at the Hurricane Station turn-off.

There will be no formal escorting on the range and you can ride at your own pace and, if necessary, walk a little. Just keep left and if passing another rider, check for traffic and communicate that you are passing. ALWAYS PASS ON THE RIGHT.

Some distance over the top, the SES will direct you into our re-group area. Remember to get off the road and out of the way of other incoming riders as quickly as you can.

Escort vehicles will rejoin you as a pack on departure from the drink stop. Be sure to listen and be ready.

A drink stop will be just past Whumbal Creek and the truck stop before Palmer River

There are long rolling hills. If any packs come up behind a slower pack, they are to maintain a safe distance for general traffic to pass a pack and still get in between the pack to pass when able. There will be no Pack passing unless/until the slower Pack and Escort Vehicles are able to pull off the road to allow the faster Pack to pass. This can sometimes take a little patience!

***LISTEN TO PACK LEADER INSTRUCTIONS ***

Lunch at Palmer River

SES will establish a dismount zone on the left side of the road. Cross carefully on their instruction. Watch for the cattle grid leading into the Roadhouse.

Keep your break to 30 minutes or as advised by your Pack Leader. Move quickly through the lunch queues and don't forget to acknowledge the Volunteers.

Palmer River to Lakeland

After lunch can be quite challenging and warm. We can transport some riders to the top of the Byerstown range— arrange this with your Pack Leader. Packs are to stop at the top of the Byerstown descent for a safety briefing. Riding down the Byerstown will be unescorted. Your Escort will re-join you at the re-group area at the bottom.

Descend at your own pace only “feathering” the brakes if necessary. The Pack Leaders will talk about this more. Gather together again to ride to the Lakeland Hotel grounds under Escort. A dismount area will be established at the turn into the campground. Take care stopping and turning into the camp.

Lakeland

The camp will be at the Lakeland School ground in the middle of town.

The meal will be at the pub and supplied by the Lakeland P&F, supporting the Lakeland School. Pub food will still be on sale to the public. The bar will close at 10pm. Dinner will be from 6-7.30pm.



Day 3 – Monday, September 16

ALL RIDERS ARE TO WEAR THEIR 2024 RIDE OR HIGHEST FUNDRAISER JERSEY

Lakeland to Cooktown

Coffee will be available from 5.30am and breakfast from 6-7.30am with preference to the slower packs who start at 7am.

Slower pack riders - pack up before breakfast to be ready to start with their pack.

The Lakeland P&F also will offer bacon and egg rolls for \$5 as a fundraiser.

Your Pack Leader will brief you prior to departure. Departure will be reverse order ie slowest to fastest from 7am from the front of the Hotel in Foyster Drive. The SES Despatcher will send you off as outlined on the Information trailer whiteboard.

BLACK MOUNTAIN will be a drink stop and pack photo opportunity.

Arrival in Cooktown

We will meet on the outskirts of Cooktown and ride through en-masse to the Water Park where the official group (all riders) photo will be taken.

We anticipate riders will start arriving in Cooktown from midday.

After photos and Pack Hero presentations, move on to the Bowls Club for lunch and drinks. Please eat and have a drink promptly to allow others in.

You will have plenty of time to relax and freshen up in your accommodation or at the camp site (in the Cooktown State School grounds)

Dinner will be at the Cooktown Event Centre from 6pm. Drinks can be bought at the bar.

Buses will be available from 5.45pm to take you to the Event Centre/PCYC and home again after dinner.

Cooktown

- Camping will be at the Cooktown State School
- The luggage truck and bike trailer will be at the school.
- Additional toilets and showers will be open in the school grounds.

Not camping at the school?

If you are not camping at the school, your gear will still have to be collected from the luggage truck at the school. Unfortunately, it is too hard to ensure your luggage is nearer the back of the truck when luggage is being dropped off at different times.



Support people

Support vehicles should depart from Lakeland before the riders to avoid unnecessary Pack passing. Go check out the sights and activities around Cooktown.

Reserve the street frontage near the bowls club for official vehicles and escorts.

Coming back to Cairns – Tuesday, September 17

Bus passengers should put their bikes into their pre-delivered boxes or tie them down on the trailer in readiness for a prompt departure at 8.30am Tuesday.

A continental breakfast will be provided by our tired Catering Volunteers from 6.30am-7.30am on Tuesday morning.

The bus(es), trailer and luggage truck will depart from the school at 8.30am sharp, travelling in convoy to Cairns (with a brief toilet stop) in Mt Molloy, arriving in Cairns between 1-1.30pm at the Hospital Foundation office area.

All luggage items and bikes should be collected promptly. Anything not collected will be stored at the Foundation for one week only and then offered to a suitable charity.

Otherwise, if alternative transport has been arranged, please have a safe trip back.

Key Ride Coordinators, Staff & Volunteers

Gina Hogan - Far North Queensland Hospital Foundation CEO

Glenys Duncombe- the boss lady who manages “everyone.”

Judi Phillips – Glenys’ 2IC and other half of Pete McNally (event instigator)

Pete McNally – event instigator and pack leader

Rotary Liaison and Escort Coordinator – Peter Sexton

Camp Commandant – Terry Roos

Food Coordination – Heidi Widmer

Entertainment Coordinator – DJ Kelly

Media Coordinator – Robyn Rankin

Medic Coordinator – Angie Sutcliffe and Paul Oliveri

Raffle & Merch Coordinator – Sharni Whittaker and Brigid Lees

Tent Coordinator – Tahlia Markcrow

SES Coordinator - Kay Burkin and the band of merry men and women

A massive thank you to:

The Ride Committee –

Jude Phillips, Pete McNally, Peter Sexton, Trish Sexton, Jimmy Chan, Bronwyn Reid, Gina Hogan, Glenys Duncombe, Robyn Rankin, Sharni Whittaker, Heidi Widmer, Felicity Catelan, Steve Sutcliffe, Angie Sutcliffe, Kay Burkin, Robyn Boundy, Terry Roos and Bronwyn Reid.



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