



Brisbane Bicycle Touring Association's

Cycling Times

Cycle for fun, fitness and friendship

www.bbta.org

February - March 2009 - Number 145

Notice of Annual General Meeting Monday March 9 2009 7.30pm

Notice is given of the 2009 Annual General Meeting of the Brisbane Bicycle Touring Assoc Inc, to be held at the Brisbane West Senior Citizens Hall, Latrobe Terrace, Paddington, Monday March 9, 2009 at 7:30 pm. The purpose of the meeting is to receive the reports from the President, Secretary and Treasurer, the election of office bearers. The office bearers being:

President * Vice President * Secretary * Treasurer * Rides Coordinator * Editor * Librarian Clothing Equipment Social Convenor Publicity and PR
* denotes voting members of the committee

Nominations are to be made on the nomination form, proposed, seconded, and accepted by the nominee. All three persons are to be financial members of the Brisbane Bicycling Touring Association Inc. Nominations open on Sunday February 1 2009 and close at 5 pm on Friday February 20 2009 at PO Box 286 ASHGROVE 4060; or email to secretary@bbta.org

Highlights.

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Christmas Party a Great Success!

Once again it was time for our annual get together with a breakfast ride and a new venue – Bayview Hotel on Morton, Redcliffe with over 80 riders, friends and family joining in the festivities.

There were the 4 rides to cater for those seeking more or less exercise and thanks to the ride leaders for providing this option. The new location provided plenty of bike parking.

After an a la carte breakfast, it was then onto the formal part of the day as Paul Gubesch awarded the prizes for the Imperial Century Medals and the Achievement awards.

A good time was had by all, and thanks to those who worked to bring it about.

Check out the website for more photos.



Hello fellow cyclists

This will be my final Presidents report as I will not be standing for President for 2009. I would like to thank the committee for their tireless efforts in ensuring the club was run to the highest standard.

The club is in a strong position both financially and with member numbers. There are many rides on the calendar to suit most club members on a weekly basis.

The turn out for the Christmas party was extremely pleasing to the committee. Over eighty members attended, and was good fun for all. The committee is interested in feedback to try and improve the function for next year.

The **AGM** will be held at the Brisbane West Senior Citizens Hall, 132 Latrobe Terrace Paddington 4064 on the 9th March 2009 starting at 7.30 pm. Nominations for all positions will be accepted with nomination forms being available in the newsletter and on the website. Nominations open 1st February 2009 and close 20th February 2009. Nominations will only be accepted off the floor where a nomination for a position has not been received prior to 20th February 2009.

The committee have decided to try something different at the AGM by incorporating a **market day** for you to sell your unwanted cycle gear starting at 7.00 pm, a half hour before the AGM, so please bring your unwanted cycle gear.

We will also be starting the AGM with an open forum where all committee members will be available to answer your questions so to keep you all as informed as we can as to where the club is currently positioned.

I would like to thank you all for giving me the privilege of being the President of our club and thank you for leading rides, attending rides and attending club functions, because without you all we haven't got a club.

Keep on cycling

PAUL GUBESCH

Hi everyone, didn't 2008 go fast!! I am sure 2009 will pass by just as quick. I would like to thank all of those who have been putting rides on the calendar. It is good to have a variety of different rides on. I occasionally receive calls from members wishing to move to the next stage in their cycling experiences, and it is good to be able to recommend rides from the calendar that are more challenging for them to try.

The on-line calendar is working well and I would like to thank Kerry for all his work in managing it. Over the years he has spent many hours working on the calendar and the website. The on-line calendar has significantly reduced the amount of hours spent getting the calendar ready for print. If anyone needs a hand with how it works please give me a call and I will guide you through it.

In fact, I would like to thank all committee members for their efforts this year. We have all had a lot of fun this year, either planning events or simply catching up at meeting or functions.

I haven't had much time to go cycling since our return from Terry's WA Wildflower Tour in September, and my New Years resolution is to get back on the trusty steed. I have been discussing some possible tours for the 2009 calendar with some members and we hope they all come together. A date claimer has been made for tour in the Snowy Mountains for January 2010, watch this space for more details as planning progresses.

If anyone has any ideas on where they would like to go for a weekend tour please let me know. There are lots of fantastic get-aways in the SE corner, from remote areas to tourist destinations.

Don't forget Bike Week is coming up in March and the calendar of events is getting bigger by the year. There is something for everyone to partake in.

Hope to see you at the next Rides Planning night.

Kate

Nomination Form

Nomination Form for a Committee Position of the Brisbane Bicycle Touring Association Inc, for the Annual General Meeting to be held at Brisbane West Senior Citizens Hall, at 7:30 pm on Monday March 9 2009. All Nomination Forms must be lodged with the Secretary, BBTA Inc, PO Box 286, Ashgrove, by 5 pm on Friday, February 20 2009 or email to secretary@bbta.org

I, _____ member number _____

hereby nominate: _____

for the position of _____

Signature: _____ Date: / /2009

I, _____ member number _____

hereby second this nomination.

Signature: _____ Date: / /2009

I, _____ member number _____

hereby accept this nomination

Signature: _____ Date: / /2009

Proxy Form

Proxy Form for the Annual General Meeting to be held at Brisbane West Senior Citizens Hall, at 7:30 pm on Monday March 10 2008. All proxy forms must be lodged with the Secretary, BBTA Inc, by 7:30 pm on Monday, 10 March 2008

I, (insert name) BBTA member number

hereby appoint (insert name) BBTA member number

as my proxy to vote for me on my behalf at the Annual General Meeting

Signature: Date: / /

Nominations received will be published on the BBTA website (www.bbta.org) on Monday March 2 2009. Where there are no written nominations received by the closing date, nominations from the floor (on the required nomination form) will be accepted.

Where there is more than one nomination for a position, the election will be by ballot, and in the case of an equal ballot, the Chair of the meeting will have the casting vote

Nominees for positions on the 2009 committee are advised that the Brisbane Bicycle Touring Association Inc holds public liability insurance to the value of \$ 10,000,000.

Members who are unable to attend the meeting may lodge a proxy vote in the form of the Proxy Form. Any Proxy Form must be received by the Secretary prior to the commencement of the Annual General Meeting.

“Is it possible”, I wondered, “to have too much of a good thing?” I was propped up on my elbows in ankle-deep water trying to find an angle with which to photograph as many as possible of the enchanting pink flowers growing in a ditch of clear water on the side of the road. Lindsay was waiting patiently propping up both our bikes. He had done his best not to roll his eyes as I screeched to a halt a few minutes earlier to photograph yet another glorious example of Western Australian wildflowers.

A week earlier sixteen of us, including veteran BBTAs members Lesley and Caroline who had moved to Sydney and Perth respectively, had set out from Perth on what was promising to be a unique bike tour of ‘Wildflowers and Wineries’ of the Margaret River region. Terry de Jonge, BBTAs tour leader and organiser extraordinaire, had put together 13 days of fabulous cycling through some unique and interesting countryside. Tempted by the thought of bicycle touring through a region that produces some of my favourite red wines, Lindsay and I had been keenly anticipating the trip for months.

It was only on the plane that we realised in our excitement we had forgotten to pack our helmets. Our first afternoon in Perth was spent in a local bike shop where we were glad to see other fellow tourers buying forgotten items! The group set out the next day from Perth towards Denmark on what was probably the wettest and coldest spring day that the area had seen for a number of years and fortunately for us the distance was covered by bus rather than pedal power! We arrived in the early afternoon and we were disconcerted to find that the temperature was a whole 8 degrees! Mike and Dora, Terry and Gael and some other hardy souls opted to camp but the rest of us scurried to the office to nab a nice warm cabin. Hoping that tomorrow would bring warmer and drier weather we headed for the warming delights of the local pub in town and then to bed.

The weather changed overnight and while overcast with the odd flurry of rain, the temperature rose to acceptable cycling heights. The first day’s ride was a study in contrasts from the windswept coastal beaches of Greens Pool and Elephant Rock to the quiet drama of the Valley of the Giants – an area that is described as the heart of Karri, Tingle, Eucalypt, Jarrah and Marri forests of W.A.

Thanks to an impromptu photography lesson from Terry, the day passed in a flurry as I tried to capture every wildflower by the roadside, the sculptural beauty of Elephant Rock, and the sheer height and bulk of the forest. In fact most people had their cameras constantly out and on standby for most of the trip.

Our first night was spent at a campground outside the small township of Walpole. The temperature dropped again as we shared the small camp kitchen with Judy, Jim and Mary, who were dining in a very civilised manner with pre-dinner nibbles of good cheese and crackers. They were generous co-diners.

The coastal scenery the next day as we rode out towards the Shannon River was perfection itself – a twin set of matching ocean and sky slashed between with green. Morning tea was an uphill climb to Crystal Springs where we were rewarded with a shady spot amongst the peppermint trees. The Shannon River campground however proved elusive as we cycled through giant timber country – rolling hill after rolling hill – but was worth the wait as the campsite was a quiet glade in the pine trees in an abandoned forestry settlement. Once we arrived Paul volunteered to wrestle with the hot water ‘donkey’, which involved a lot of mysterious fire-making stuff and anxious checking of dials and gauges til the water was hot enough to shower in.

The next days’ ride passed through more giant tree country but the wind changed and we endured strong crosswinds. A side trip to the Bicentennial Tree along a quite unsealed road was a worthwhile diversion and I made Lindsay quite nervous by climbing the spike ladder nearly to the second lookout platform. It’s an unnerving feeling swaying around the top of a giant tree tall enough to become a fire lookout and in truth I was glad of an excuse to come down to more reasonable heights. A long sweeping downhill cycle took us into Pemberton.

Pemberton, where we had one of our rest days, is a charming but purposeful town that still has an economy that doesn’t rest entirely on tourism. It boasts a marron fishery, a working mill and a micro-brewery so it was natural that there was a fair bit of sampling of the local brew which got a universal thumbs up from the beer-drinkers of the group.

There is also a working steam railway and tramline – we joined a tram ride through the neighbouring forests where we were treated to a non-stop stream of corny jokes from the tram driver alongside the tour’s running commentary. Although we all groaned at what were some truly awful jokes, we were all happy enough sitting down on something for the morning that didn’t require our legs to go round and round.

Bruce had caught a bad cold so he and Cheryl made the (very wise) decision to catch a bus to Augusta and spend a couple of days resting and recovering while we caught up. We thought the choice of bus very dull. Cheryl, a most resourceful woman, is expert at cadging lifts and has arrived at camp grounds in a police wagon (the Nullarbor trip), a truck towing a trailer carrying 10 kayaks that was actually going in the opposite direction (Shannon River), and an assortment of other vehicles in her time. Much respect.

The thought of cycling up the big hill out of Pemberton and towards our next destination, Alexandra Bridge produced a collective grimace the next morning but proved to be easier than most of us had anticipated. That day's 100km cycle was one of the highlights of the trip and it was that day that I found myself photographing wildflowers propped on my elbows in ditchwater. I cannot explain this.

Augusta borders the dramatic Cape Leeuwin National Park and most people opted to make the short cycle out to the lighthouse to enjoy the wind battered land- and seascapes. The trip out to the Cape was enhanced (so to speak) by a several kilometre long 'bra fence' strung out along the road – it is put up every year to raise awareness of breast cancer and the organiser has ambitions to make the fence stretch the entire length of the road to the lighthouse. She may well succeed this year if the length of the fence in 2008 was any indication.

To round out the day, Terry had one more surprise for us once we had settled into the camp kitchen – invitations all round to his and Gael's wedding to be held on our rest day in Margaret River. Once we had done picking our collective jaws up from the floor and congratulated them on their ability to remain poker-faced for the entire tour up till that moment, we toasted their announcement, formally accepted the invitations and cluttered off to bed.

The next day, still in a state of general amazement we cycled along the beautiful Caves Road towards Margaret River township – yet another highlight scenery-wise. It was on a break in a park on Caves Road that I discovered some of the shots of wildflowers I had taken earlier on the trip that I was most proud of were in fact artistic shots of declared weeds. Damn.

Margaret River was a much anticipated rest day due in equal parts to the upcoming nuptials and feeling as if we were in the nerve centre of a renowned wine-producing region. The morning of our rest day was spent variously having coffee in the town, doing the rounds of the local food and wine producers and getting ourselves and Gael prepared for the 'Big Day'.

Needless to say it was an honour for all the 'gang' to be the sole guests to Terry and Gael's wedding and what a lovely day it was. By some bizarre co-incidence most folk had something in their limited cycle tour wardrobes that matched Gael's favourite colour so we were a sartorially co-ordinated and toned-in lot in shades of purple, pink, jacaranda and lilac. Gael and Terry exchanged wedding vows in the historic Basildene Manor and we provided a Guard of Honour with raised bicycle pumps wrapped round with purple streamers. Mary and Caroline had scoured the town for those streamers.

Both bride and groom looked chuffed that the day had gone so well for them with fine weather and a distinct lack of rain.

The road into Busselton was a bit of a shock after eight days of quiet roads and bordering on unpleasant after Dunsborough. However, for the most part, our experience of Western Australian drivers was very positive. Despite this, after doing battle on the shoulder-less main drag we discovered a quiet coastal bikepath that took us the last 10 km into town.

Busselton had the air of a slightly down at heel English seaside town that really only comes to life in the summer. Outside that time it's a pretty laid back kind of place. The jetty is a must-see attraction where you view all kinds of marine life from an underwater observatory. The day was too windy and we had arrived too late to take advantage of this unique facility but we did walk out on the jetty that was in a fairly poor state of repair.

The town does a great job of maintaining this structure, the longest wooden jetty in the world, but sadly the weather and the wind is getting the better of all efforts. The ride out of Busselton took us along the coastal bikeway that we had taken the day before but our cleverly conceived short cut to avoid the traffic came unstuck in a canal housing estate where our road out had not yet been constructed! However we did manage to find our way to the Tuart forest we were keen to see on the way to Capel, our morning tea stop. The tuart is a relatively rare tree, lucky to survive the opening up of land for grazing and urban 'development'. The weather proved tricky this day and I spent most of it unhappily slogging against a headwind, sulking a fair bit and only cheering up at the prospect of a pub lunch.

Eaton, just past Bunbury was our second to last night on the road and we treated ourselves for the second time that day to a meal out. Mike, Dora, Bruce and Cheryl joined Lindsay and me for dinner and we were introduced to the delights of the 'palooka' – a kind of fancy ice-cream sundae.

The next couple of days' cycling took us ever closer to Perth. We had lost the quiet contemplation of the Karri, Eucalypt and Marri forests and were in flatter, scrubbier, busier country. Our next night's camp at Waroona proved a deflating experience for Barry whose down-filled Exped exploded after he stabbed it while cutting up chocolate. It looked like he had shot a duck inside his tent and was rescued by the campground manager who loaned him a mattress for the night.

Our ride into Mandura from where we were to catch the train back to Perth the next day proved swift – we had tail winds which gave us wings and such was the thrill of a tailwind the only scenery I treated myself to that day was Kate's back as she powered along in front of me. The train trip back into Perth was a dream for those of us used to hauling our bikes in and out of trains and train stations in Queensland.

The Perth train system was by far the most pleasant public transport I've experienced in Australia. The stations, platforms and trains themselves were constructed so there was no awkward manoeuvring or lifting required. The train carriages were bike-friendly and there was no fuss from station staff about the bikes.

Once back in Perth we could ride directly from Central Perth Station on a continuous, coherent bicycle path to our camp ground near the airport. This fact alone was enough to make my bicycle network planner's heart sing. Back to Perth, back to camp and once more unto the tent-unfurling and packing up routine!

It was a bit of an anti-climax as some tourers were preparing to leave for home that night or early the next day but we remaining folk shouted ourselves a meal at a local Chinese restaurant as consolation.

On behalf of the sixteen people on the Western Australia tour I would like to extend another big thank you to Terry who once again pulled out all the stops and organised a superb trip.

Aldo's Debut Bayside Ride - James Waldorff

Aldo Pirlo was looking for a ride that had smooth roads and minimal red lights that would be attractive to the BBTA club members for his debut ride as leader. So after months of thought and discussion throughout the group he came up with the bayside course. We rode to Carindale shopping centre the first week not expecting a big turn out. To our surprise a massive nine riders showed up (it was a credit to those who showed up to support Aldo's debut ride).

We then headed off bound for Wynnum, after Aldo briefly explained the route (which no one remembered!). Having little (actually no experience leading), Aldo sped off at the nominated 25kph and before the group had clocked over a kilometer, Aldo was clocking his second kilometer (by himself). The ride went reasonably well after that, except for the last few kilometers to half way where Aldo locked his body computer into 25kph again and nearing Wynnum lost the group, except for Trevor, with a couple of unexpected left turns. On the way back to Carindale Aldo explained the route home and decided, (and encouraged) it was best for the group if he led from the rear. Coffee and a laugh were had by all at Toscani's, including forgetting the ride name sheet, in which he will never live down.

On the 11th January Aldo held his third rostered ride as leader now nominating Wellington Point as the half time break point.

Fifteen riders attended and enjoyed the 45km route along the smooth, quiet roads that the bayside has to offer.

Stopping at Wellington Point outside the toilets (for the last time, due to the Irish boys having sensitive noses and making an official complaint!) the first group waited for the cruisers to arrive. After a water break we made our way back to Carindale; unexpectedly there were three routes that even Aldo was not sure about. Which was clinically resolved thanks to smart riders.

After trial and error there is one first-rate route with smooth roads, minimal lights and little to no traffic that is proving to be popular with more and more riders coming every time. The Carindale to Wellington Point ride has incredible potential to become as popular as the Port 62km and with the big name BBTA riders and new faces continuing to attend there's a definite future to one day become an inaugural weekly Sunday ride.

The new time for the next Wellington Point ride will now be at 6:00am due to popular demand. The meeting point is still at the Carindale Hotel carpark, and the new coffee spot is at the Carindale Hotel as they make better coffee and provide better service. We look forward to seeing you on the next Wellington Point ride! Stay tuned for next ride dates

New Cycle Centre for RBWH

Minister for Transport John Mickel has announced plans to build a new \$8 million, 750-bike cycle centre at the Royal Brisbane and Women's Hospital.

The new cycle centre will be constructed with the Northern Busway section from Herston to Windsor. Located next to the hospital, the cycle centre will be accessible to the thousands of people that pass in and out each day; it will be close to the Bowen Hills Urban Development Area; and close to Airport Link connections and the North South Bypass Tunnel.

"Cycling is smart and it's green."

To make cycling and walking a more attractive choice, the Queensland Government is delivering end-of-trip facilities with secure bike storage, showers and ironing areas.

Latest acquisitions in the library donated by Peter Adams:

The Lonely Planet guide to Auckland

This 1st ed published in 2000 gives you everything you might need to know about the city of sails in the usual high standards of Lonely Planet.

Science of Flexibility, 3rd ed, Michael J Alter (2004)

Is your range of motion (ROM) up to scratch? Find out all about flexibility in detail from scientific, anatomical and clinical principles of stretching. As well as all the written explanations one might require, the book is complemented with sketches, photographs and discussion boxes. This is not a book for the faint hearted.

The Bicycle Touring Manual – Rob Van der Plas – Using the bicycle for touring and camping

This is an older publication (1988) providing much you need to know when planning a tour by bicycle. Modern technology has blossomed in the bicycle world since its publication, but apart from this the advice and information provided makes this a valuable resource book for those anticipating touring for the first time.

Circle Work

Mastering a good pedalling technique is vital to getting the most out of what your legs have to offer.

The art of pedalling is something that each and every one of us has been practicing since we rode our very first bike. Since that momentous occasion, it's likely that some riders have never thought about how they pedal or whether their technique can be improved upon; it is simply a given that they can pedal. But can they really pedal?

In the US, the Olympic Training Centre in Colorado has studied the pedalling techniques of a wide range of cyclists. The research showed that of all cycling disciplines, Mountain Bike Cross Country riders had the best pedalling mechanics. It showed that there were far fewer oscillations in their power output than riders from other cycling disciplines.

Essentially, this means that the power output is applied more consistently throughout a complete revolution of the cranks. Given that we commonly ride on terrain that offers poor traction, this should come as no surprise.

Great peaks in power throughout a revolution would cause you to lose traction, waste energy and cease forward motion.

So, as a mountain bike rider you're already one step ahead of those poor roadies – at least according to this research – but how do you pedal, what can you do to improve it, and why do you need to improve it?

How Should I Pedal?

Riders are typically told to push 'down' on the down stroke of a revolution with one leg while pulling up on the 'up' stroke of the opposite leg. While this utilises both hamstrings and quadriceps, there are clearly defined 'dead-spots' at both the top and bottom of the pedal stroke.

Numerous research papers have shown that at these points, there is a serious trough in the power output. This results in an uneven stroke which for you, as a mountain biker, means loss of traction on the trail and wasted energy.

The ideal pedalling mechanics would see the two dead spots eliminated by pedalling through them while 'soft pedalling' or 'unweighting' the leg during the rest of the revolution. There are four critical parts that you need to concentrate on to iron out your pedal stroke.

1. The first cue comes when your pedal is at the top of the stroke between 1 o'clock and 11 o'clock. Push your toes toward the front of your shoe, driving the foot forward in a horizontal plane to the ground below.
2. As your pedal reaches the bottom of the stroke, between 7 o'clock and 5 o'clock, you need to pull your foot back, imagining you are scraping mud from the soles of your shoes; again horizontal to the floor.
3. From 5 o'clock to 3 o'clock, rather than the traditional idea of pulling up on the pedal, you should simply unweight that leg so the opposite downward driving leg doesn't have to expend any unnecessary energy lifting it up.
4. From 3 o'clock to 1 o'clock the motion is one of throwing or 'flicking' your knees upwards while raising the heel slightly. This motion should drive your pedal forward to through 1 o'clock where it is ready to go into the downstroke again.

While some may scoff at breaking down to the nth degree a skill that many of us take for granted, it could be the difference between winning or losing a race or just beating your mates to the top of a hill.

Each element of the skill should be tackled individually until you feel confident that it's mastered before moving on to the next. In time and with practise you will piece together a bio-mechanically sound pedalling technique.

(To be continued next issue)

Our friendly Committee can be contacted at the addresses below

Position	Current Holder	Email Address	Phone Number
President	Paul Gubesch	president@bbta.org	0422 622 065
Vice-President	Maurice Quirke	vice_president@bbta.org	0407 116 145
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Welcome to our new members

Ron Green Kylie Ann Mallitt Graeme Morris Simon Whittam Shashi
Sadasivan Ken Speer Margaret Speer Mark Kerr Dimetra Piantes Ross
Worrall Anthony Walsh Jennifer Long Sophia Walsh Long John Richmor
Trevor Dredge Christine Petersen David Nolan



Upcoming Rides

NEW RIDE IN MARCH: Redlands Ramble

Sunday 15, Saturday 22, Friday 27
March

07:30 Redlands Ramble M2 60 km

We follow the Bayside Breeze route to Thorneside, then through the old market gardens area of Redlands (now choc-a-block with houses !). On bike paths, shared paths and mostly quiet roads, up and down a few small hills, through some bush, on into Cleveland and return via Ormiston and Wellington Point to the Manly Jetty Cafe for coffee and then a 15 minute ride back to Wynnum North RWS.

Location : Wynnum North RWS car park opposite the shops

Ride Leader : Heather J 3901 1119
heatherje@optusnet.com.au

The Creek, the Brook and the Beach

Rob Adamson adamsonz@bigpond.com

Start at Toombul Centro Shopping Centre under the rail line near Coles. From there we ride down Kedron Brook to Hedley Ave Cycle Criterium track and along the back streets (past the old Nundah Cemetery) through Northgate to Downfall Creek at Virginia.

It's then up Downfall Creek past Chermside shopping centre, across Gympie Rd at Murphy Rd, passing through the delightful Huxtable Park (good for magpies in the season!) to the Raven Street Bushland Reserve, (a great patch of bush on the creek, a little hill, pleasant loo stop).

We cross Rode Rd, to end of Downfall Ck bike path, through the backstreets of Stafford (70s film star names on the streets!).

Following Trouts Rd (only other hill) to Stafford Rd and then onto the Kedron Brook bikeway to Brookside Shopping Centre. A nice extension is across Osborn Rd to Zanetti's coffee shop at the Blackwood Rd rail crossing.

Leaving there, we ride back along Blackwood Rd to Teralba Park and follow Kedron Brook bikeway back to Toombul. If you didn't have coffee at Zanetti's, Billy Baxter's is fine. This leg of the ride is about 40 km.

For those with some stamina left, it's off to Nudgee Beach, for a Weis bar or more at Pam and Harry's, another 30 km return.