

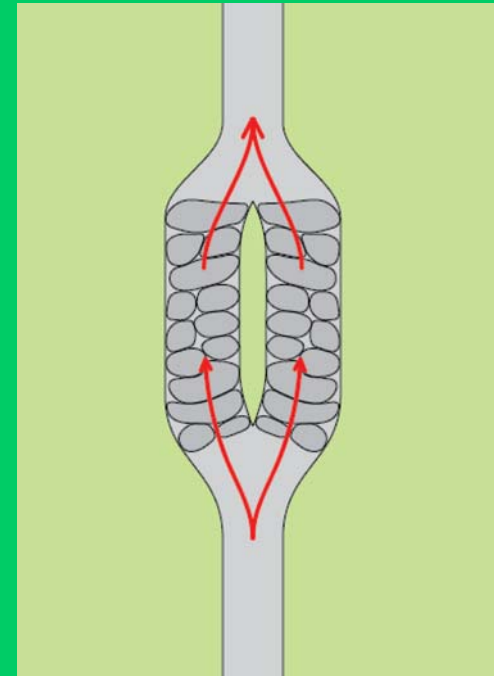
Cathkin Braes Country Park

Mountain Bike Trails

1. DUAL ROCK SECTION

This feature is designed to create multiple line options where technical trail features are in parallel pairs to allow easier overtaking.

Riders with more technical ability will be awarded with the chance to overtake slower riders on these features. Unless there is a suitable width or a different line available, then on most sections of trail it can be very difficult for a more skilled rider to gain enough of an advantage over one feature. These sections allow a small increase in technical skill, over a small distance, to be rewarded. A slow speed feature will show larger differentiation between more and less skilled riders. The key is to build them in an equal and parallel manner with care taken to make sure neither side has an advantage of line choice. This also means that the run in should be straight so as not to favour those coming around the inside of a corner. This allows a rider to use purely their technical skill to overtake.



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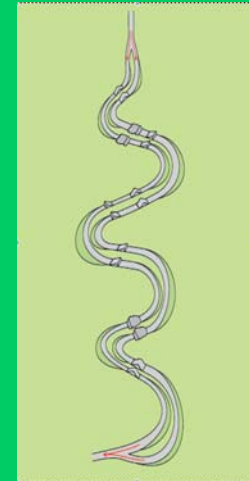
2. DUAL DESCENT

This section runs down the open hillside of the Cathkin Braes overlooking the City of Glasgow. It is a 200m section of double trail that snakes down the hill towards the community centre.

The aim of this section is to create two identical sections of trail that run parallel to each other with the same features and corners. This allows a rider to overtake using their skill and technical riding ability, instead of being held-up by a rider down a single file technical section. Allowing a rider to overtake without having to go the long way round or over a more technical riding surface will create an alternative method of overtaking and an exciting race.

Beginning from the plateau at the top of the hill this section drops down a small bank before splitting into two identical parallel tracks. The first corners head right, with berms taking riders out of the thick bracken onto the open grass, from here the tracks head left over a natural bedrock outcrop. Heading back into the bracken again the trails snake right and left using any natural bedrock as a technical riding surface. Identical bermed corners keep the two tracks the same speed so there will be no advantage to either track. Seven corners lead riders down towards the community centre where the two tracks merge and become a single trail again.

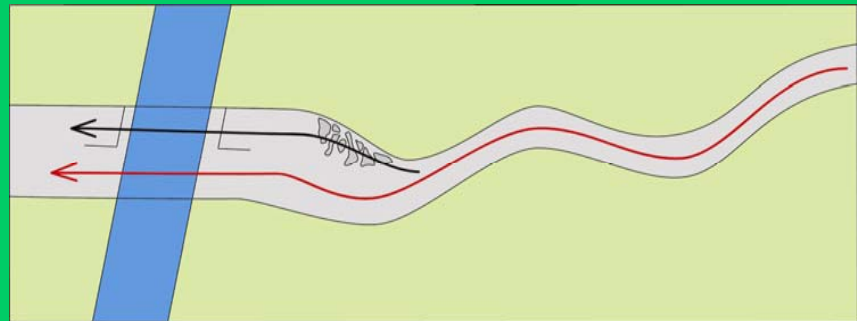
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3. CLIMB WITH WATERSPLASH AND JUMP

This section traverses the open hillside before gradually climbing towards the transmitter area. Using grade reversals and natural undulations the trail flows along the hillside incorporating a short natural bedrock technical climb and a small stream. A water splash will be created at the lower side of the stream crossing and a jump on the upper side. This means riders who have the technical skills to jump the stream will gain advantage by being able to carry speed and not lose time going through the water.

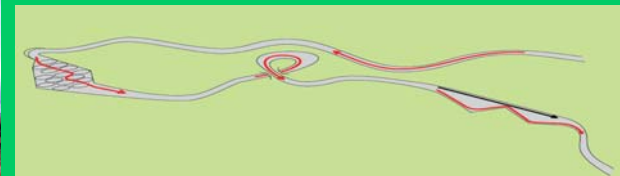


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4. CORKSCREW AND MOGUL FIELD

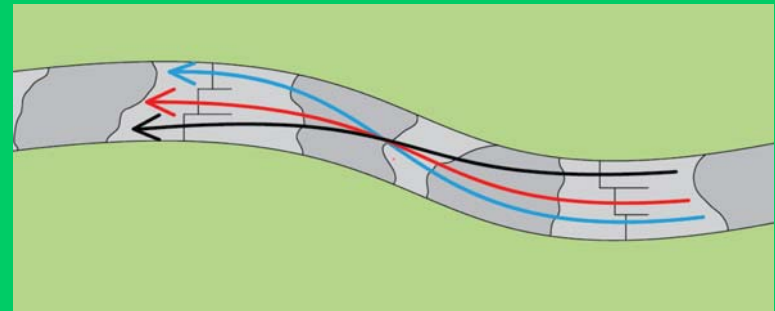
This technical trail section consists of two traversing descents, a technical climb through a gully and a climbing corkscrew. The eastbound trail is routed to the right of the ridgeline which meanders with long flow, until the easternmost point of the section where a large left hand 180 degree berm routes riders perpendicular to the bank into the first technical trail section. This section is a large mogul field with no smooth direct route to the exit, which is located diagonally to the right at the foot of the bank. Riders have to negotiate the moguls as they traverse the bank descent using expert technique and line choice for maximum advantage, as well as providing an opportunity for exciting overtaking manoeuvres. Exiting this section with speed will be advantageous, as the riders swing left on a flat corner up into the single-track gully climb, which contains small exposures of natural rock. At the top of this short sprinting climb, riders will turn 180 degrees left, with the technical difficulty increasing towards the inside line of the turn. The trail then sweeps left again, as the trail crosses a bridge over the gully climb. The trail then follows the ridgeline westbound, with the eastbound (inbound) trail to the left before dropping in right for the final section. This rewards off camber riding technique, as the trail traverses the bank to the left, with a straight, constantly descending high line. If riders cannot hold the high line they are forced into a dip, which they have to pedal out of. The worse the off camber technique, the higher the time penalty.



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5. BEDROCK SECTION

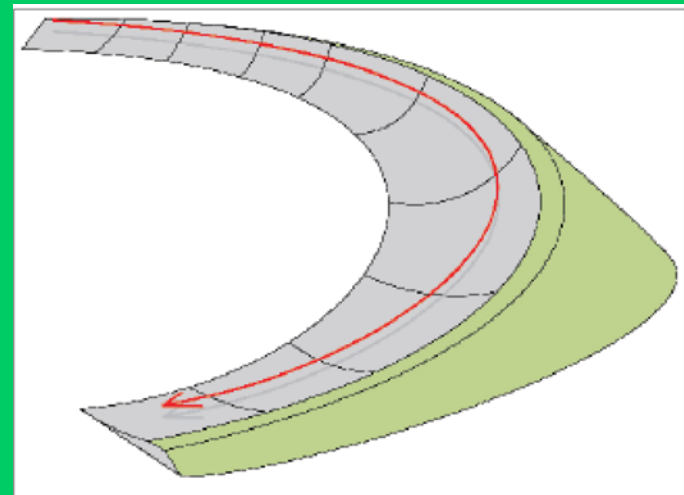
This section of trail has been designed to create multiple line options where a shorter, more technical route will be awarded with a time saving. It contains a number of drop offs and exposed bedrock sections. The whole section undulates naturally with sections of exposed bedrock already existing in places. It will be the more skilled riders who are able to pick the fastest line and keep the power down by keeping their wheels on the ground.



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6. WOODLAND BERMS

A berm is a banked and curved cornering feature on a trail that facilitates a change in direction in a smooth manner. A berm allows the user to maintain speed while cornering. The features are usually used on flat or downhill sections of trail. A blue graded berm will be generally open and shallow with more difficult berms encompassing tighter angles, steeper surfaces and higher entrance speeds. The speed at which a berm is ridden increases with rider skill and experience. Berms may also be used as trail feature in themselves, with a series of berms on a descent being a typical feature of modern bike trails.

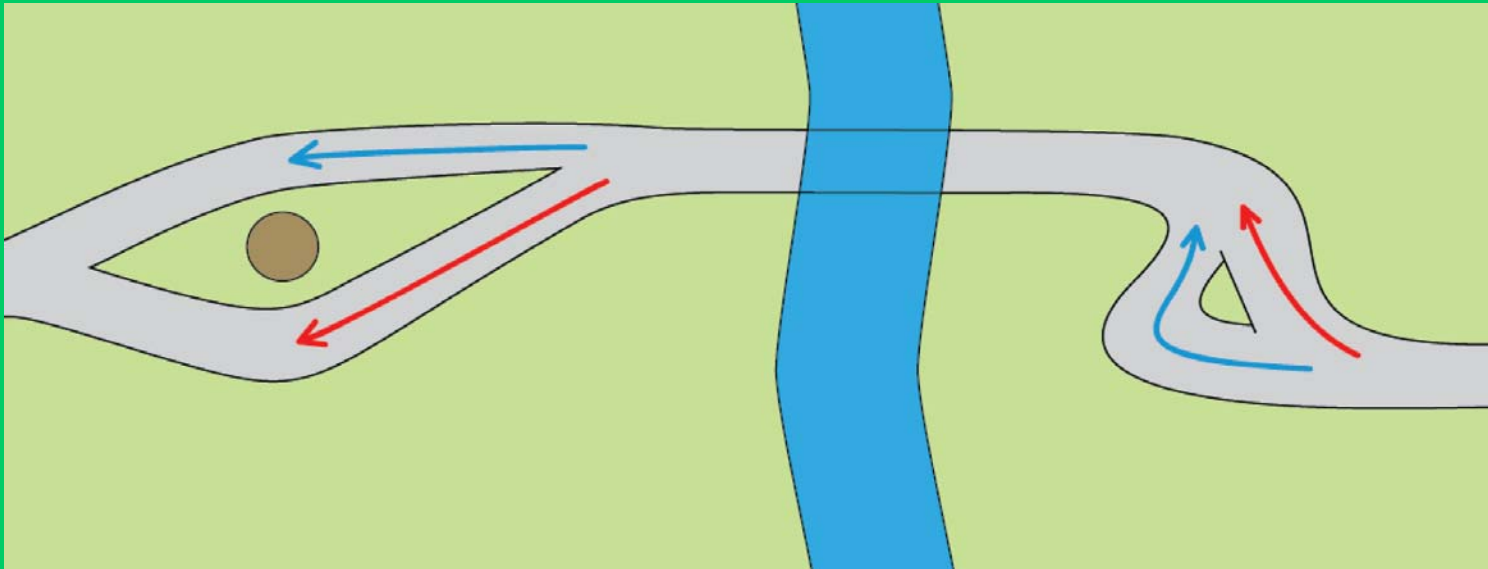


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7. ROCK ROLL AND TERRACED TECHNICAL CLIMBING TURN

Water splash. Drop down a small embankment to the stream and climb up the opposite embankment. The stream flows across bedrock. This will test the riders ability to carry speed in adverse ground conditions.



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8. ROCK CAUSEWAY AND WETLAND

Rock causeway is a section of trail constructed from rock boulders rather than crushed stone. At the moderate difficulty (Blue) end of the scale, a causeway may be no more than flagstones, or large flat boulders and provide a change in surface. At the severe difficulty (Red and Black) end of the scale boulders will provide a more challenging technical feature for riders to overcome with greater momentum required to navigate the feature. This may feature small steps where a rear wheel lift is required or might include small drop-offs.

