



ADVENTURE RIDING EXPLAINED

Adventure riding is the most accessible form of off-road riding. The name Adventure Ride covers a broad spectrum of event types. All forms of adventure and adventure- trail riding are non-competitive, and can be as simple as following basic instructions (self guided) that take you exploring gravel back roads, well groomed farm trails, forestry roads and 4 wheel drive tracks. At the other extreme, adventure riding can involve challenging off-road terrain or relaxed tours through foreign countries. There are three main variations to the Adventure Ride theme: Safari Adventures, Adventure & Adventure -Trail Rides and Overseas Adventure Tours. These events vary in structure and emphasis so below we explain the differences.



SAFARI ADVENTURE RIDES.

A premiere style event. Safari Adventures are multi-day rides of three to five days and caters for all adventure riders; from relative beginners with some off-road experience, to seasoned and experienced adventure riders.

A very social event where high quality food and accommodation are a feature.

A usual days ride will be 300 km long and will include tar sealed highways and back roads, gravel roads and easy farm and forest tracks. The base route will be suitable for large, and small, road-legal trail and dual-purpose bikes from 200 to 1250 cc. More

experienced riders will enjoy the, optional, and more challenging route deviations. Mostly self navigated using route sheets.

Rides that fit this category include the Yamaha NZ Safari, Cape Reinga Adventure and Ultimate Adventures

ADVENTURE RIDES.

Self navigated using route sheets. Adventure Rides are usually designed for both Dual Purpose Bikes (like the Yamaha XT660 & Tenere models) and the smaller road legal enduro or trail bikes from 250 to 450 cc. These one and two day events are self-guided. Riders follow navigation, route-sheet instructions (see below). The non-competitive nature of adventure riding means riders can set their own pace, enjoy the scenery, and take photos.

Rides that fit this category; Misty River Adventure, Pureora Adventure, Mohaka Adventure and Far North Adventure



TRAIL- ADVENTURE RIDES.

Trail-Adventure Rides are usually three to five days duration. They have a shorter and more off-road oriented route and may feature some quite technical options. Though there will be a few sealed roads and plenty of gravel, the emphasis will definitely be on rougher off-road terrain. It is essential to have full knobbly tyres. These rides are not generally suitable for beginners and a high level of fitness and off-road riding skills are required. Fully guided with a crew 'Lead Rider' at the front and 'Sweep Rider/s' at the rear of the group.

Rides that fit this category; East Cape Trail , Kaikoura Trail, Mt Ruapehu Trail, Yamaha Northern Exposure



OVERSEAS ADVENTURE TOURS.

Organising and hosting motorcycle adventures in exotic overseas destinations is our specialty. Britton Adventures offer tours in Bali, Vietnam, Laos & Cambodia, Mongolia and Bolivia. These rides can be from two or three weeks plus in duration. Riding conditions vary from country to country, tar seal roads in rural Vietnam, Jungle trails in Laos, to the natural grass steppes of Mongolia where there are no roads. Adventure Tours are fully supported with accommodation, meals, motorcycle hire and tour support vehicles included. Exclusive tours can be run for groups of 10 or more.

Recommended Tyre Patterns For New Zealand Events

GoldenTyre
www.Goldentyre.co.nz



BIG BIKES:
Square pattern
road legal trail
or knobbly tyres



TRAIL BIKES:
Square pattern
road legal trail
or knobbly tyres



**WE DO NOT
Recommend
this type of tyre
for our NZ
Adventure Rides
(unless dry)**

YOUR FIRST ADVENTURE TRAIL RIDE

With John Nick

John Nick explains some finer points of Adventure Trail Riding.

When I started trail riding in 1968, every trail bike was road legal and riding on the road from one great track to the next was the norm. Some of our rides were enormous. For instance, one Christmas a group of us (riding a Yamaha DT 250, and two TS 250 Suzukis) rode from Auckland to Queenstown and back, as much as

possible off-road or on gravel.

In the 1980s, unregistered off-road only enduro bikes and even motocross bikes started to become popular for trail riding. I felt the loss of road legality would, in time, drive us into ever more limited terrain. As we became boxed into smaller forest or farm blocks the wide scope of terrain we had enjoyed,

would shrink. Tracks would become increasingly groomed to stand up to the greater wear and tear of smaller courses and to reflect shrinking perceptions of what was enjoyable, or even possible to ride.

My concept was an Adventure Trail Ride, a giant day of varied terrain up to 200km long, using some gravel and even sealed roads,



Adventure Trail Rides deliver a giant day ride of up to 200km of terrain. Once you get your head around having a road legal dirt bike, the possibilities explode



You don't need the latest and greatest machine for Adventure Trail Riding and if you are really keen, you can even take a passenger! Pic: Chris Stephens



Adventure Trail Rides are social occasions, with time to talk about the ride, and eat too much good food

to link up forests and farms. Once you get your head around having a road legal dirt bike, the possibilities explode; often just five kilometres on the road can get riders from one great piece of dirt to the next.

Completely arrowing a course this big and varied is also nigh on impossible. Seeing a Paris to Dakar route sheet inspired me to use the pictogram mapping system and I think it was John Forsyth (who now runs the Capital Coast Adventure) who invented the Click Clack lunchbox route sheet holder, complete as I remember it, with Waikato bottle tops for knobs.

As the intention was for these rides to be social, the organisers choose a nice venue and provide meals and accommodation, and sometimes room to pitch a tent. The cost of a two-day Adventure Trail Ride might seem steep to those bred on short-course ride-and-go home rides. In a dollar per kilometre sense, Adventure Trail Riders are getting great value for money and with much smaller numbers of riders involved, Adventure Trail Rides are able to access some very special terrain.

THE RIDER

There's only one requirement for riders. As you will go on public roads from time to time, riders need a motorcycle licence.

THE BIKE

Just about any enduro or trail bike can be ridden, from 200 to 650 cc, so long as its road legal, quietly muffled, can handle a constant 85-100kph on a road section and can get up to 120 km from a tank. No prizes for working out that motocross bikes just aren't suitable. Not all the riders have the latest and greatest in machinery, as there's no need to go flat out. In fact confused wanna-be racers who try too hard usually end up getting off track and soon figure that for this kind of adventure the brain has to be engaged as much as the throttle. The main thing is that your bike is in good order mechanically and with a proper muffler. Remember you will be, in effect, riding two to three normal trail rides in the one event.

I mentioned fuel range needs to be up to 120 km and that your bike needs to be geared for some road work. Most enduro bikes can handle both the gearing and fuel range, four-strokes more easily. If your bike has been geared down you may need to consider a one tooth larger front sprocket.

Knobby tyres are essential, though really open pattern mud

tyres will wear very quickly as you go south and it gets rockier

You will need a working odometer with a re-set function. If it's electronic, read the manual before you go. If your odometer can be re-set incrementally, forwards and back, even better.

NAVIGATION

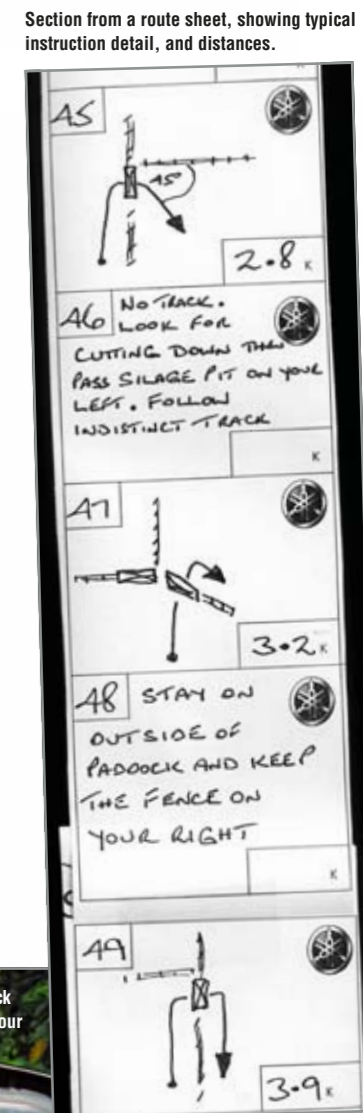
Navigating yourself off-road is an added challenge, but is fun and once you get your head around it the novelty of never knowing where the organiser is going to take you next definitely adds a dimension to the ride.

Each rider receives a route sheet with hundreds of instructions for each day. Every intersection and gate is covered with a basic diagram and corresponding distance. These are arranged in order on a strip of paper and rolled into a route sheet holder. As the ride progresses you simply turn the route sheet to correspond with the distances shown on your speedometer. Sounds complicated but it isn't – well it's simple until you get off track, but someone soon works it out and off you go again.

DRD



A Kiwi make-it-yourself invention, the Click Clack lunchbox route sheet box rolls out your track information



Section from a route sheet, showing typical instruction detail, and distances.



Riders tackle the course at their own pace, and use special route sheets combined with their odometer to navigate