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#ISSUE84

#JUL2022



#mtb #japan

#preview #jetpack

#slaythebay #usa



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TRAVEL	DIAMETER	LENGTH	WEIGHT	P/N
125mm	30.9mm	390mm	510g	07540
125mm	31.6mm	390mm	530g	07541
150mm	30.9mm	440mm	552g	07560
150mm	31.6mm	440mm	573g	07561

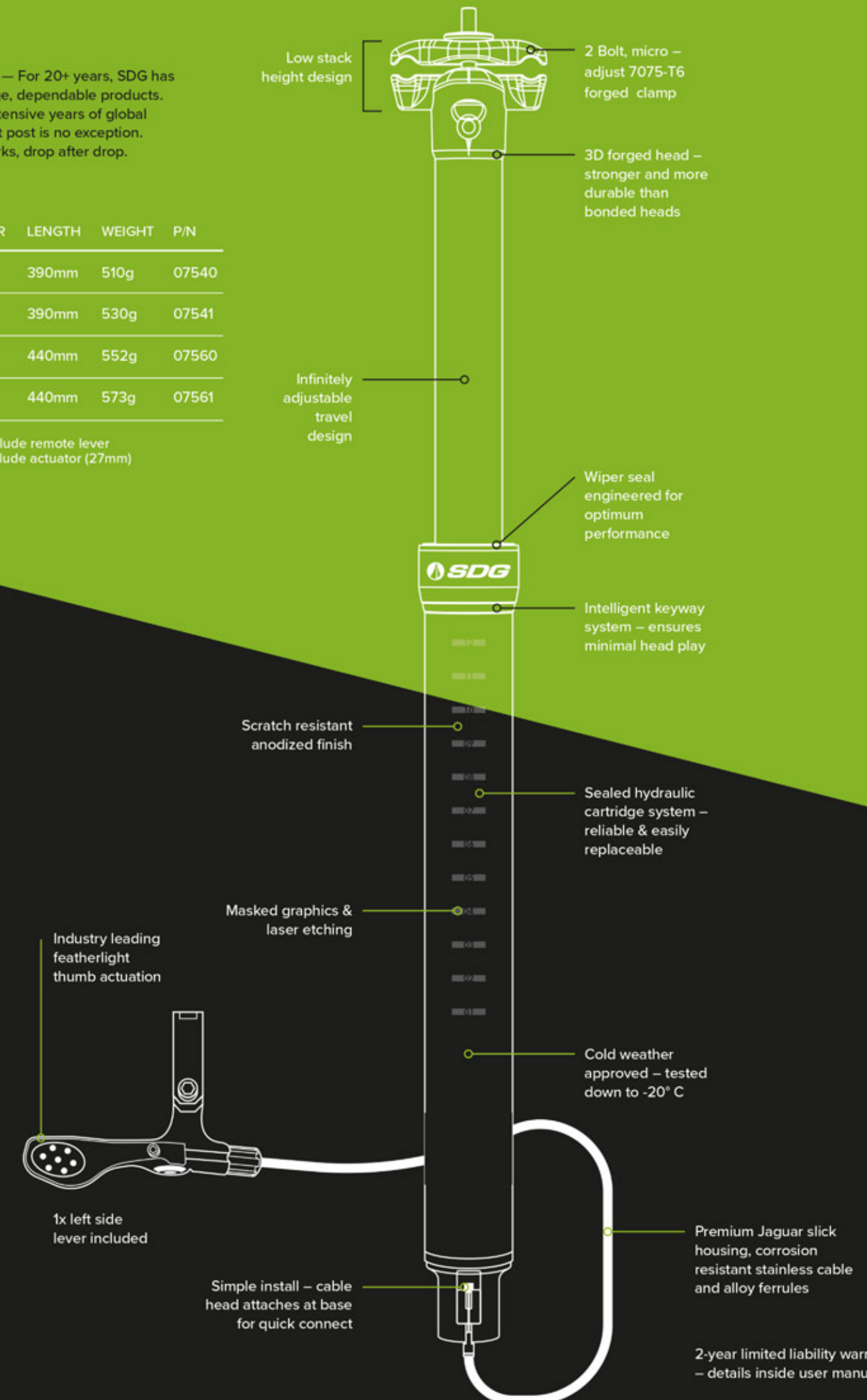
* Weight does not include remote lever
* Length does not include actuator (27mm)

TELLIS WORKS DROP AFTER DROP

Cable actuated
hydraulic dropper.



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#RIDER #DAKITAKAHASHI

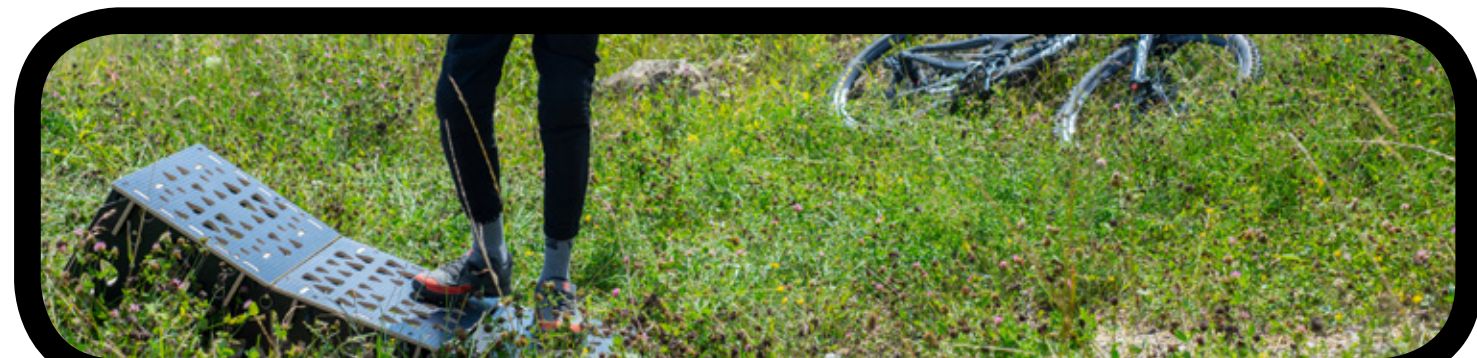
#COVER #JINYANISHIWAKI

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#MOUNTAINBIKING #JAPAN



#REVIEW #JETPACK #NBRIDERS



#SLAYTHEBAY #USA

Design Technology

TAS

Terrain Auto-adjust System

No height adnt needed, adjust to flat or slanted terrain, TAS makes it easy and instant.

CG

Constant Geometry

Even spacing of pivot points means the radius adapts evenly throughout the lenght, giving the riders a constant stable feeling on any angle.

R

Radius (20 > 29" wheels)

From Bmx to DH, the Ramp feels poppie, yet stable! Boosting feels natural, allowing for extra air time. Perfect for progressing tricks and style.

NBRiders
JETPACK

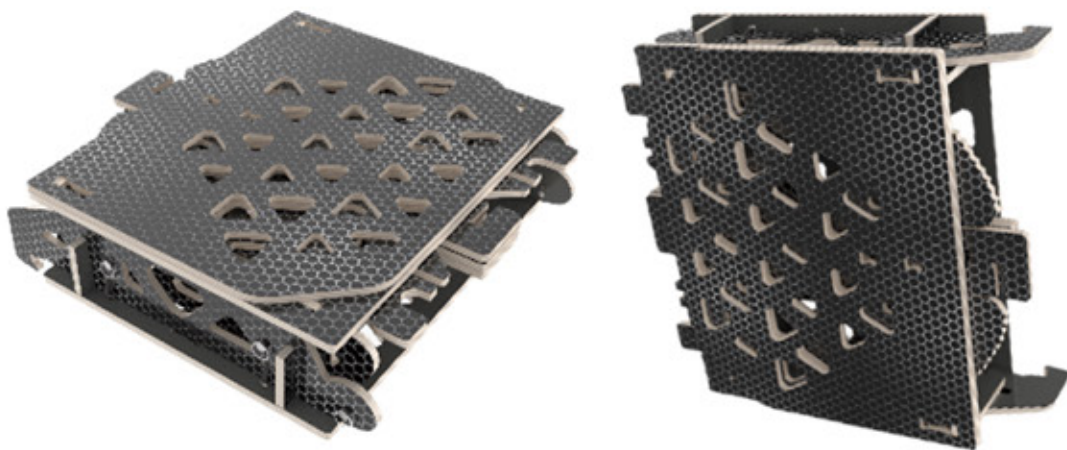


PIN

Sliding lock pins make assembly simple and tool free, it takes just a few minutes.

Compact

Ramp: L137 x W47 x H44 cm
Backpack: L53 x W52 x H10 cm
Weight: 8.8Kg (Ramp + Backpack)



Backpack

With comfort in mind

Custom design for effortless transport. Keeps you clean, while the ramp can get dirty.

Neoprene water resistant outer layer, padded middle, washable inner liner.

Padded straps

Straps lock



Storage pocket

NBRiders



nb-riders.com



高橋大喜
と一杯のコーヒー

WORDS AURELIUS SATLOW

PHOTOS JINYA NISHIWAKI, KEITAROU HEIMA, DKFREERIDEMTBLOGIC



**A Cup of Coffee with
Daiki Takahashi**

Hello Daiki, what an honor to get in touch with such an important and busy person of Japanese MTB culture!

Hi Aurelius, I'm happy to join this talk with mtbmagasia, it's a great pleasure!

First, the basics, what's your full name, how old are you, where do you live, and what do you do for a living?

My full name is Daiki Takahashi, 43 years old and I'm from Tokyo, Japan. My original job is professional MTB rider, MTB coach and trail builder, as well as managing their affiliated companies.

How are you currently involved in the Japanese MTB scene? Where and what projects have you realized in the last few years?

In the past I have competed in the TEVA Slopestyle in New Zealand, and the Japanese Slopestyle Contests, and appeared as a pro rider in a Japanese MTB DVD, and I have appeared many times in the riding lesson pages of Japanese MTB magazines. But now my main focus is to promote MTB in Japan. Here, I have been the course designer and head builder at one of the most popular MTB parks in Japan, Fujiten Resort MTB Park, for the past 8 years. I also run an MTB CAMP & CLINIC called DKFREERIDE MTB LOGIC to help MTB riders in Japan





enjoy MTB more. We also built and opened the MTB SKILLS PARK as our own park two years ago. We also have an airbag practice area there. Recently, we have built a jump course at another popular cycling park, a pump track at Merida Japan, and a skills park next to Narita Airport.

Wow, your life is all about MTB! How and why did you start mountain biking?

I started riding BMX when I was 6 years old, riding around my neighborhood. After that, I played regular sports like soccer and basketball, but started XC when I was in high school. Later, I entered college and started DH racing. After graduation, I dreamed of becoming a professional and went to Canada for a summer vacation.

What was the moment when you decided to dedicate your life to mountain biking?

The first time I went to Canada and did big jumps and big drops on the trails, I fell in love with it. And when I was spectating the world's first Slopestyle event JOYRIDE, the predecessor to CRANKWORX Whistler CANADA, I knew I wanted to dedicate my life to Freeriding. MTB allows me to experience nature firsthand. That is the wonderful part. And the joy you get when you hone your skills, overcome your fears, and become able to do it is irreplaceable.

What are your personal favorite spots to ride in Japan and why?

My favorite place is the Fujiten Resort MTB Park, which I am involved in the building of. It's so good, because Fujiten is designed like a small scale Canadian trail park with berms, jumps, drops, roots, and a little bit of Canada. But there're other fun places that I love to ride, like Hakuba Iwatake and Forest Bike Odawa.

Do you have sponsors?

Yes, I have many sponsors: Rocky Mountain Bicycles; Troy Lee, SDG, Renthal, Chris King, FOX Racingshox, Chromag, SmithOptics, Magura, Maxxis, Stan's, Onyx, 77DESIGNZ, and Fujiten Resort MTB PARK, Skyride MTB Park, NRT, Bicycle Shop Gennoji.

Do you think there are enough places to ride MTB in Japan or should there be more?

I think we need more places to ride MTB in Japan that are close to urban areas. Most of the existing MTB fields are in places where you have to go out by car to get there. Japan needs more places where people can easily go riding on their own. There are parks that charge a fee, but there is an urgent need in Japan to develop a network of trails that can be ridden for free. Furthermore, we need jump parks that are designed to be safe and





enjoyable.

How did the Japanese MTB scene change in the last 5 years? Are the riders becoming better and need more difficult tracks? Or, are there more and more beginners who need easy stuff?

To give you an idea of the Japanese MTB scene over the past 5 years, racing is still not on a par with the rest of the world. The number of enthusiasts is increasing little by little, and the number of non-competitive riders who are genuinely enjoying MTB is increasing. We need more challenging courses for advanced riders to enjoy and improve their skills, and we also need pleasant courses like flow trails for beginners to enjoy without worries.

Are you married or something and do you have kids?

I am married with two children. In my spare time from work, I often ride with my oldest son, who is 7 years old. My oldest son is crazy about MTB. My second son is only 4 years old and can only ride a push bike.

What projects are you currently working on? Also, tell us about your day.

Every day this month I am busy preparing for the opening of the

Fujiten Resort MTB PARK. Next month we will be building flow trails at another bike park. The month after that we will build a pump track at another location and the month after that we will build a skills park at another location. We are fucking busy. A normal day is closely connected to the bike park, so in the morning checking emails, then park maintenance at the start of a business day, and riding to check the course. In the afternoon, sometimes a session with customers at the airbag. The evening is for the dinner with my family and to spend some time together.

What do you think about the future development of the MTB scene in Japan?

In Japan, during the past decade, MTB organizations have started up and started working hard throughout the country. As a result, the number of MTB parks has been increasing. This is a very good trend and a sufficient factor for the development of MTB in the future.

What would have to be done to grow Mountain Biking bigger in Japan?

First, improving the environment where people can easily ride MTB. And increase the number of interesting and safe MTB parks. Connected to that, raise the number of builders who can create





such parks. And last but not least there should be an increase in the number of instructors who can teach proper riding techniques. This will increase the number of enthusiasts and create an environment where World Cup racers and Crankworx slopestyle competitors can grow up. To this end, my organization is committed to the development of Japan's MTB scene by holding instructor training courses and trail builder training courses.

As you mentioned your work is dedicated to empower future talents in areas as downhill and Slopestyle: Which good talented Japanese riders do you know?

I know a Japanese rider who is very talented. His name is Lucas Junichi Yamada. He is an ambassador for my company's MTB park, DKFREERIDE MTB PARK.

Lucas has already mastered the minimum required tricks for slopestyle competitions, such as backflips, 360s, tail whips, and flares. He is only 21 years old, so his future is very promising. He is a talented rider who has been selected to represent Japan in the junior category DH. His goal is to compete in the Crankworx slopestyle.

By the way, did you meet Brandon Semenuk when he was in Japan for his project?

When Brandon came to Japan, he went to the MTB park associated with his sponsor, not the park I produce, so unfortunately I could not meet him. But, it doesn't matter, because I can meet him in Whistler.

As we know you're capable of doing some nice tricks on your bike: Can you tell us your story of how you learned the backflip?

I learned to do a backflip at a form pit called Air dome in Whistler, Canada. I remember I was very scared the first time I tried it on the dirt.

Which difficult trick are you still dreaming of to do?

I want to learn double backflip, that's a trick that really fascinates me!

Thank you very very much for the talk Daiki! Would you like to say any last words to the riders of the world out there?

There is a hot MTB scene in Japan. I will build a MTB park that riders from all over the world can enjoy, so please come and visit me.





TRAIL STORIES

LIVE TRAIL LIFE

*WE ALL CREATE TRAIL STORIES. EACH ONE UNIQUE
AND WRITTEN IN DIRT. WE SPIN TALES OF SPEED,
RIDE THE TWISTS OF THE TRAIL, WE FORGE
FRIENDSHIPS AND MOMENTS THAT LAST FOREVER.*

*EXPLORE OUR LATEST APPAREL
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PHOTOS MESUMVERMA & NBRIDERS

WORDS MESUMVERMA

Imagine you live in a city of 8 million people. it's hard to get ride your bike at cool places. No trails, no city bike parks and anyway no trails. 3 mountain bike fanatics in Ningbo China (Aurelius from Germany, Heer and Zhiqiang from Ningbo China) were desperately in need to have some action with their bikes in a never sleeping city on the east coast of China, which lies south of Shanghai. First they wanted to buy a portable ramp (from the leader of manufacturing bike ramps), but they hesitated because of the high price to import in to China.

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NBRiders
JETPACK

From this urge to need a ramp they then developed the first one. Heavy (22kg) and very hard to assemble they got the first ramp. It was hardly portable because of the size which was 155cm long and the take off of the ramp was adjustable from 65-75 cm. They started to modifying, improving it and find a suitable manufacturing place. Testing several new types of ramp designs. Chris a technical engineer and also deep into biking from the UK and Cheng from China joined the team. It took them yet another 3 years of testing, modifying, improving to let finally see their latest product the „Jetpack“ to get into serial production. They claim the „Jetpack“ weight is now only 8.2kg and it can be assembled under 3 minutes. Let's see, how the ramp stands in the field.

Worldwide there are about 5-8 manufacturer of mountain bikes ramps. One is a big one and offers 7 different ramps. The price range various from brand to brand, but the biggest in the industry has also the highest price. Main aim for NBRiders (Ningbo Riders) is to sell the ramp in China, but since they are coming from different countries they want also to sell it worldwide, but also specially in Europe.



TEST RIDER

Dennis is no stranger to us, we had a shooting with him as we reviewed a kids bike. You can see it for your self here: [LINK](#)

He got into downhill biking at the age of 6. With 11 he got the back flip clean into a mattress and rode it out. Now he is racing the „Hot-Trail Series“ (Swiss Downhill Bike Cup) in the category under 15. The 14 year old Dennis goes weekly for BMX training.





ASSEMBLE THE RAMP

NBRiders sent me the ramp from China with DHL, it was here in Switzerland after 4 days. Very fast considered everybody is telling, it's hard to ship things out from China? Well maybe really true, if it's going with the vessel. But smaller packages per air still can arrive very fast. The ramp is not that small, in the backpack (folded), its 53cm x 52cm and 10cm thick and in total 8.8kg.

Dennis said, he could think to bring the ramp maybe 10km far, he said it's not so comfortable to have it on the back as it's only a flat surface from the ramp and nothing which protects the back bones (spine) against the wood. We thought, maybe they could put there a little padding which it would sure make it a bit more wearable.

Aurelius sent me about 2 months ago the instruction how to assemble the ramp per pdf file. Of course it was in my computer and not in my phone. And as I did not open the package before as I wanted to make the review so true as possible. Dennis opened the backpack and surprisingly we did not found any leaflet how to assemble the ramp. Today, we thought every little product you buy, there will be a instruction manual. Yet here it was not. Luckily Aurelius sent us the file, but still it was not satisfying. The design is rather a bit small, we needed to zoom in and out and the sun made it also not easier to see anything on the screen. Every single pieces has a letter on the PDF file, but have no letter on the actually pieces. We would like to see the letters also on the pieces, that would make things much easier.

NBRiders told me after we finished the field trip, they strongly advice to assemble the ramp first at home, also to install the metal parts with the bolts on the side. This done, you don't need any tools for assembling and mostly you know much better how it works to get it done with the ramp. Well, we got it despite not having really an instruction manual, Dennis father helped us also.





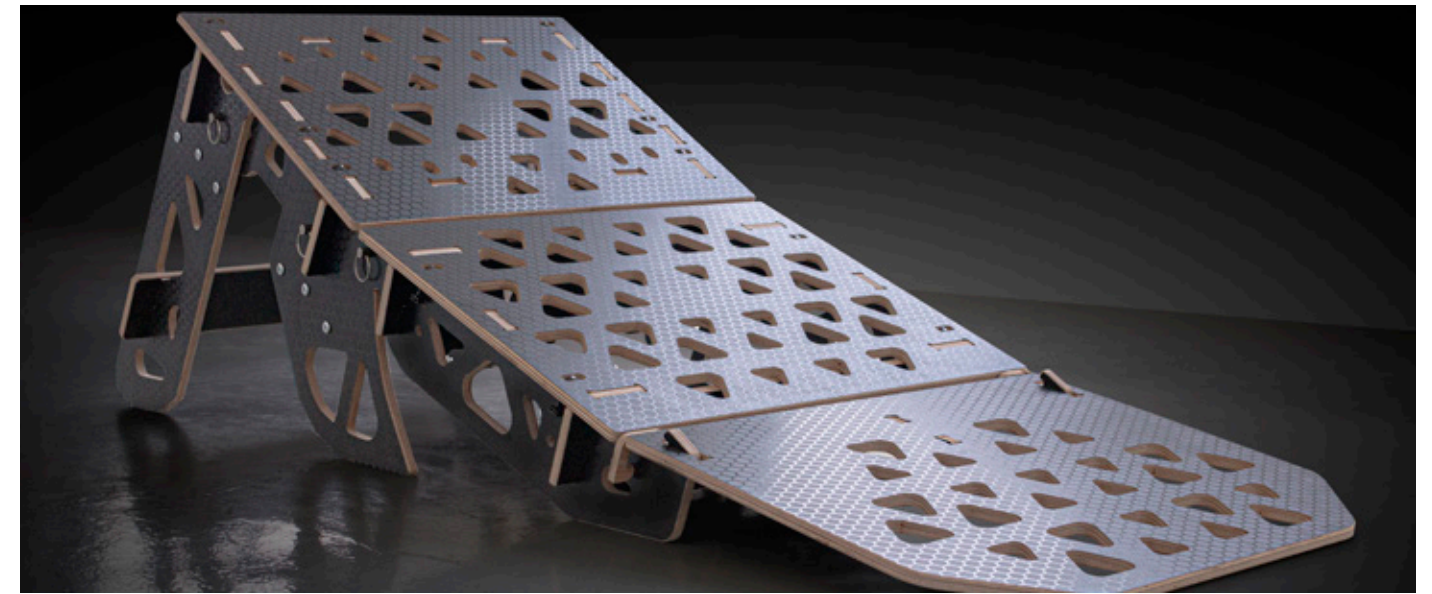
RIDE THE RAMP

We placed the ramp before a steep landing, Dennis rode it once and said, the ramp really kicks you up. So we replaced it on a kind of step down set up. We placed the ramp just at the take off of the step down. Now with the ramp, there is more air time on this jump, which Dennis need to clear it in 4 meters in length. He was so quick comfortable with the ramp and throw some stylish trick over it. We changed the setup and went into the forest at the downhill trail. Also there, Dennis had no problem to send it big down.



OVERALL

Dennis said: „I can take this ramp everywhere I want and have serious fun with it.“ He was riding with the downhill bike and thought, probably it will be even more fun with the enduro bike as it will give you even more airtime because of the smaller suspension setup on the bike. We found the ramp is well done, and the price is reasonable for what you get. We could see some potential for little improvement there and there, but we are sure NBRiders will look into that and will make the next generation of the „Jetpack“ better again.



SPECIFICATION

The ramp is made of light yet strong plywood. The right amount of layers means it can withstand years of use without sacrificing weight. The hexagonal surface has been chosen to give the rider added grip, this can help with carving and spinning on the lip. We use high precision CNC machining in order to achieve a snappy, solid fit.

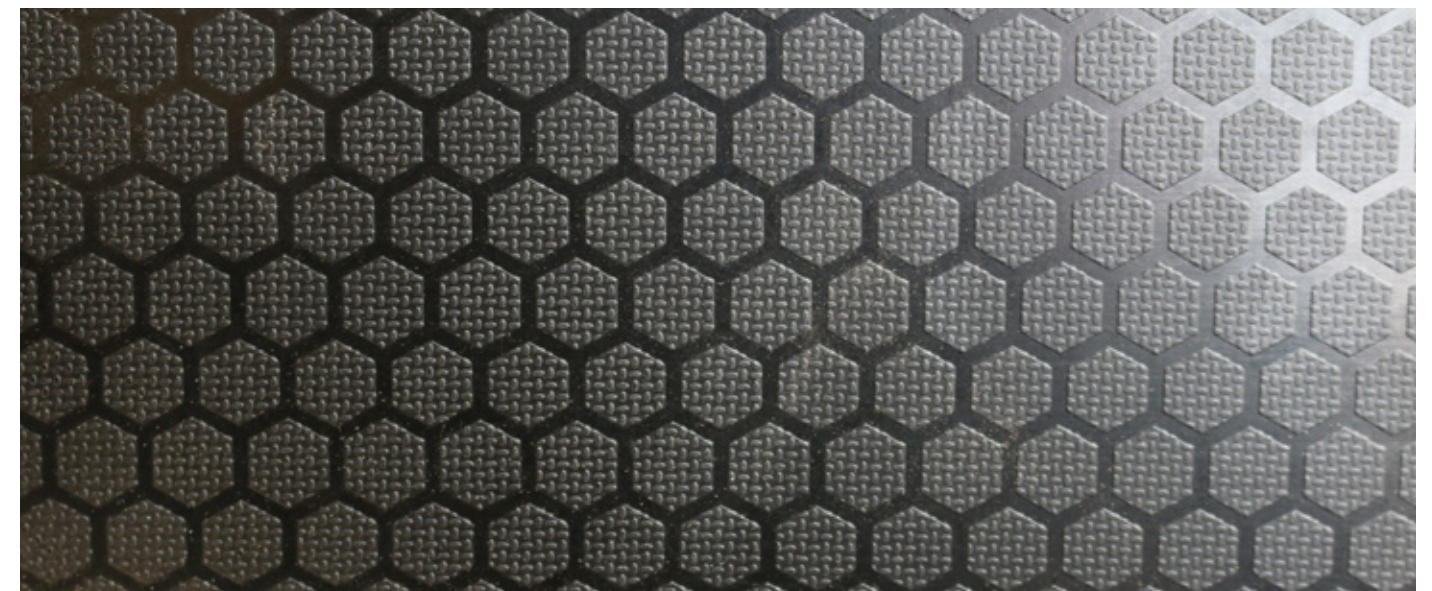
- A new sliding pin system allows for easy out of the backpack assembly in less than 2 minutes.
- Tested with overload at speeds up to 40Kmh (25mph)
- Built for strength, Bike & Rider max of 110kg (242lbs)
- Ramp: L137 x W47 x H44 cm / (54 x 18.5 x 17.3 inches)
- Backpack: L53 x W52 x H10 cm / (20.8 x 20.5 x 4 inches)
- Weight: 8.8Kg / (19.4lbs) (Ramp + Backpack)

Website: www.nb-riders.com

Insta: [nbriders](https://www.instagram.com/nbriders)

Price: USD 298.00 (Shipping to Europe and US included)

Email: info@nb-riders.com





“The ramps feels really good to jump and has a good portion of a kick. What I also like is, that the ramp stands steady in steep sections of a trail. So you can use the ramp in different terrain, not only for a jump line.”

- Dennis



4,2 Stars (out of 5)



SLAY THE BAY

San Francisco Urban Bike Adventure with Hans Rey and Brett Tippi



We just concluded my 4th urban bike adventure. After Los Angeles, Napoli and Hong Kong it was the San Francisco Bay Area that set the stage for a 5 day traverse, on mountain bikes and ebikes. My partner in crime was freeride pioneer Brett Tippie from Canada and we had a great line up of superstar guest appearances during the ride, taking us on some of the best trails, iconic places and a journey through the history of mountain biking; from the beginning of our sport to its future.

I have travelled to many remote locations, literally at the end of world, some of those trips I had to plan before there was the convenience of the internet and when very little information was available, often nobody had ever ridden a bike in those places. I figured, with the Pandemic in full swing, I better plan a trip nearby, without travel restrictions and simple logistics I thought. Little did I know that this would become one of the hardest trips to plan and to realize. There were so many factors that we didn't know whether or not they would work out, my usual French filmmaker, Cedric Tassan, wasn't able to enter the USA, even after we postponed this trip 3 or 4 times. It was uncertain for Tippie to travel from Canada and everybody on the guest and crew list had question marks for one reason or another.

Our final crew consisted of my wife Carmen Rey who was one of two photographers and who also helped with many other aspects such as script and producing. John Barrett was our cameraman and Kyle Emery-Peck aka Cubby was our local photographer. Dave McLaughlin from Team Clif Bar, another person with deep roots in mountain biking, was our support crew and local fixer.

During the prologue before the first stage, I used the spectacular backdrop of the Golden Gate Bridge to film our intro and to ride my trials bike on the rocks and jetty at Fort Baker as well as explore the headlands during sunset.


The following day I started solo the first stage in Marin County/Fairfax in the shadow of Mount Tam on the all new GT Carbon Force. This was literally the place where this whole 'Mountain Biking' thing started in the mid/late Seventies. Back then before the bikes and even the name were invented, these locals would challenge each other on old Klunker bikes with coaster brakes on a downhill trail known as 'Repack'. I had made arrangements to meet some of these OG's and ride this infamous trail with them, later that day. But first I set off at Tamarancho, where there are a number of great mountain biking single





trails and fire roads. I couldn't help myself to contemplate how much mountain bike technology, trails and the way we ride has evolved over the past 45 years. One of the highlights was definitely the Flow Trail, I had ridden it before and it is really fun and flowy with berms, rollers and jumps in a beautiful redwood forest. Sometimes I love riding alone and just soak up the nature, clear my head and forget everything else in my life, just be there at the moment and be one with my bike, feel the wind blow in my face, listen to the sound of my tires touching the dirt or the sounds of the birds.

That serenity was soon over, when towards the end of the day I was joined by Brett Tippie who would join me for the rest of the 'Slay The Bay' tour. With him in tow were some of the pioneers of mountain biking, Charlie Kelly, Joe Breeze and Otis Guy. They were all there in the 70ties and contributed along with others to this sport being born. Joe and Otis even rode two of the original klunker bikes straight out of the Marin Bicycle Museum and the Mountain Bike Hall of Fame. It was amazing to hear their stories and to ride this legendary dirt road together with them. As a matter of fact the course record set by Gary Fisher in the 70ties has only been beaten for the first time in 2021! Hard to believe, but I guess that's what you get when you ride on a bike with hardly any brakes – haha. All five



of us had been inducted in the Hall of Fame, for one reason or another – so we couldn't pass the opportunity to end our day at the Marin Bicycle Museum and MTB Hall of Fame, a place every mountain biker should visit at some point in their lives. It is filled with many old and original bikes from past to present, stories, memorabilia and information. After some beers and laughs, trust me there is never a shortage of laughs and jokes when Tippie is around, we went to our hotel in Mill Valley and prepared for our first urban stage through San Francisco.


We started at the north end of the Golden Gate bridge on our pedal assist ebikes, I rode my GT eForce and Tippie his YT Decoy both equipped with Shimano Steps EP8 drive units and SRSunTour suspension. A shout out to Stans for providing my tubeless wheels that prevented any flat tires during this adventure. We knew we would face some long stages and therefore we carried spare batteries on some of the days. The first thing we did that morning was cross the bridge, but before I was lucky to receive a super cool souvenir, I received an original rivet from the bridge – many of the over one million rivets used to hold the bridge together are currently being replaced.

The Golden Gate bridge is such an iconic landmark and spans the entrance to this



incredible bay, that was first discovered by Europeans 252 years ago, when the Spanish Portola expedition accidentally found it. Of course Native American Indians had lived there already for a long time before. Due to the notorious Bay area weather and fog, the entrance to the bay was never seen by any passing ships for hundreds of years until 1769. Apparently there are over 300 ship wrecks on the bottom of the Pacific Ocean right at the mouth of the bay – not far from where we rode our bikes this beautiful morning. We had decided to do two city stages; today we would ride clockwise once we arrived in the city and visit places like Fort Point, Presidio, Fisherman's Wharf, the famous curvy Lombard St, Embarcadero all the way to the Oakland Bay Bridge and many hoods and parks in between, with some rather sweet trails and playgrounds along the way. This city offers so much diversity, views, sights and people. It was such a contrast after our first stage, I truly believe there is no better way to explore and feel this town than by bicycle.

After lunch, something very strange happened to me, I'm not sure if I was dehydrated, it had been very hot weather; or if it was the constant amount of jokes I had to digest from Tippi, just kidding, but I started to feel very dizzy, tired and had zero energy – I might have had a caffeine overdose or something from a Yerba Mate drink I had for lunch.

A full-page photograph of two mountain bikers performing a wheelie on a dirt trail. The biker in the foreground is wearing a red long-sleeved shirt, black shorts, and a red helmet. The biker behind them is wearing a yellow and black jersey and an orange helmet. They are on a dirt path with a concrete curb on the left. In the background, the Golden Gate Bridge is visible under a clear blue sky with a bright sun in the upper right corner.

Nonetheless from one moment to the next I had to sit/lay on the ground and take a rest, after we had just ridden some pretty steep drops and hillsides, five minutes later I could barely ride in a straight line. It all passed after about 1.5 hours and I slowly started to feel better and was able to finish our ride. For a while I was laying on a park bench next to a homeless person, while our crew had to wait for my recovery. The streets in S.F. are filled with interesting characters and sites from the iconic cable cars, the infamous Alcatraz prison, hippies, tourists, messengers, or one of the up to 50,000 Uber/Lyft cars congesting the streets


Brett Tippie has a million dollars smile and such a positive attitude, we known each other since the mid Nineties when we were both pioneering the Freeride movement. He told me his story of when he hit a low point in life; during a dark period he withdraw from the bike scene and lived on the streets for nearly two years, before he had his incredible comeback. It showed in the emphasis he had for the many homeless on the streets of S.F., often he would give them some dollars or an energy bar as we were passing through.

At the end of the day we took the ferry back to our hotel as we enjoyed the sunset over the city.



Day 3 started on top of Mount Diablo (3849 ft) from there we were to traverse the East Bay via Oakland Hills all the way to the Oakland Bay bridge. Once again we chose our ebikes, partly because we had quite some distance to cover this day. The views from top of the peak made us overlook the entire territory of our tour from Mt. Tam, to San Francisco and the mountain ranges to the south. On a clear day one can even see Yosemite. Brett found a very steep and technical line near the top to get us started, on the way down we enjoyed some great trails, surrounded by oak tree groves and panoramic views. After some sandwiches in Walnut Creek we hit some of the classic East Bay trails at Joaquin Miller Park above Oakland and traversed the Skyline until our final descent into UC Berkeley. The quality and quantity of trails has so much improved over recent years. It wasn't until it was dark that we finally arrived at the bike path that would take us across the Oakland Bay bridge to Treasure / Yerba Buena island which is located in the middle of the bay. It was beautiful to see the lit up skyline of S.F. in the distance. I was so tired and wasn't exactly looking forward to another big stage the following day.

We had our second urban stage on the itinerary, today we would explore the other half of the city from Presidio, Lands End, Golden Gate Park, Twin Peaks to the Castro.

A full-page photograph of two mountain bikers on a dirt trail. The biker in the foreground is wearing a black t-shirt, grey shorts, and a green helmet, leaning forward on their orange and black bike. The biker in the background is wearing a yellow shirt, black shorts, and a blue backpack, riding away. The trail is dusty and rocky, with a vast view of a city and hills in the background under a clear blue sky.

We got a proper dose of San Francisco, it is amazing how many parks and green spaces there are in the city and how many people exercise everywhere. Some of the old fortress' and batteries proved to have some incredible lines to show case our love for steeps in an urban environment. We passed Baker Beach, where the first ever Burning Man festival took place in the mid 80ties, we rubbed elbows with golfers, frisbee and roller-skaters as we worked our way through the 3-mile long Golden Gate Park. For the past 12 years I've had a dream to build one day a Flow Country trail through this park, what a location it would be right near the birthplace of our sport. Thanks to organization such as 'Access 4 Bikes', SF Urban Riders, IMBA and CAMTB the riding in the Bay area is getting better every year and there are now even some legal single-trails in the middle of the city, but generally speaking mountain bikers have had many access issues in the Bay area, and there isn't as much trail as one would imagine. Progress has been made thanks to dedicated organizations and groups like the ones mentioned above.

Climbing on such trails up to Mount Sutro; to one of the most iconic view points over the city – Twin Peaks. Troop 88 trail was the latest example of a perfectly built flow trail – until I hit the ground hard at the end of the trail. Spontaneously I hit a wallride/fence



at the very bottom, I wasn't ready for the vertical wall and was punished by a painful crash and some deep cuts on my shin. After shaking it off we continued to Dolores Park where we were to meet Polo, a member of Team Se7en, a group of 'wheelie kids' who can pull some fascinating combos of wheelies. As well as no other than Jackson Goldstone the newly crowned Junior Downhill World Champion and Jr. World Cup Overall winner, and fellow Adidas Five Ten athlete, who would join us also the following day. But first we had an evening wheelie session planned at Dolores Park, Valencia Street and some of the graffiti painted back alleys. It was a lot of fun watching and following the youngsters – it was such a great transition from meeting a few days earlier the pioneers of our sport to now riding with the next generation.

Early the next morning with met Jackson in Pacifica, less than 30 minutes south of San Francisco. Some of the best trails are in the hills surrounding this coastal town. First, I was teaching them a little history lesson, because it was on top of one of these hills, Sweeney Ridge, where the Europeans first discovered the S.F. Bay when Spanish explorer Gaspar de Portola accidentally came upon it on the first ever land expedition in 1769. It took them one year to get there from Spain, via Mexico by boat and on foot and mules up the California coast. Little could they have

imagined at the time, what this area would eventually turn into, the ports, tech industry, tourism and that one day there would be, right below the discovery site, San Francisco International airport where 250 years later, flying objects could take them back to Spain in a mere 11 hours. History lesson concluded, Jackson insisted on a detour through the local skate park before hitting the countless trails at Montara Mountain, located on top of the St. Andreas earthquake fault. 'Planet of the Apes' is the old coastal route that serves nowadays as a popular bike trail to access all the purpose-built single-trails. Boy Scout Trail was where Jackson could show off his skills and put us old schoolers into our place. Jackson and I both rode our analog bikes today.

Goldstone is only 17 years old, but he made himself a name long time ago, from the age of five, when his parents posted a video of him on a balance bike that went viral. Ever since he's lived up to his reputation with his incredible skills, from double back flips to World Cup racing. Tippie and I were pushed a few times out of our comfort zone, that's one of the perks of riding with others, you always learn, get inspired and get pushed by your peers. Tippie impressed with a big road gap drop and Jackson had no hesitation hitting everything the locals had built. It was actually really cool to get to meet and hang with some of the locals that happened to be there. It always amazes me how high the level of riding has become on local trails, no matter where in the world. But I guess someone had to do it first, little could we have imagined back in those early freeride days, that it started with our videos, long before the internet even became popular.

After breaking some sweat on the final climb we got rewarded with the ultimate downhill on 'Two Pines' trail, an old school trail with many switchbacks and some technical sections. Far below us, a fog layer prevented the breathtaking coastal views of the Pacific Ocean, but hey, that too is part of San Francisco. We had an incredible week, with lots of laughs, riding and memories. Make sure you watch our film. [LINK HERE](#)





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#ABOUT

MESUM VERMA | CEO / EDITOR IN CHIEF

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