

# ONE FOR ALL

FIRST RIDES DON'T GET MUCH MORE FULL ON, OR STORIES MORE POIGNANT, THAN OUR ADVENTURES ON THE LATEST IN THE KINESIS TRIPSTER SERIES, THE AT (ALL TERRAIN). BUT JUST WHERE DOES THIS NEW BIKE SIT IN THE INCREASINGLY POPULAR, GRAVELLY AREA BETWEEN ROAD AND OFF-ROAD?

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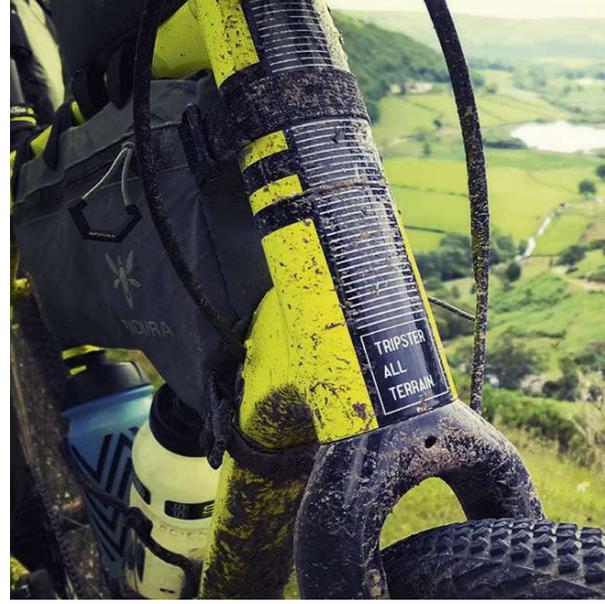












We hand Mike's ashes over to Anna, his Transcontinental race and life partner

for several hundred metres, occasionally turning and stopping, seeming to beckon us on before vanishing off into long grass.

A couple more mountain bike-grade descents, a grassed lane, a field climb after a ford and a couple of miles of single lane road get us to Abbeycwmhir village hall with 15 minutes to spare. We hand Mike's ashes over to Anna, his Transcontinental race and life partner, who's organised the final memorial ride through the Elan Valley.

It's an eclectic bunch of riders, with elite endurance athletes rubbing shoulders with rounded, bearded velocipede bon viveurs, kids alongside weathered legends with legs like mahogany banister posts. The bikes they're riding range from electric hybrids to retro mountain bikes, fat bikes, custom audax touring bikes and full-on road race machines. Again, they're great reflections of the DNA that's led to bikes like the Tripster AT. It's a multi-mission, multi-tasking all-rounder that can tackle any distance or terrain while embracing the latest technology. Most importantly, though, it's a passport to adventure without borders, an invitation to meet new friends or catch up with old comrades too long missed.

The AT isn't the lightest, smoothest or most affordable bike in its category. It's not quite as good off-road as a mountain bike or as fast on-road as a 'proper' road bike. However, in 36 hours of riding from moorland singletrack, to rocky gully, ring road, towpath and reclaimed railway, in an ebb and flow of elation, exhaustion and emotion, it's been a totally surefooted, confident all-terrain ally, whose only puncture was quickly cured with a tubeless plug. As we head out of Rhyader it's still keen enough to do a remarkable



job of hiding its 1800g mountain bike safety standard frame weight, 40mm tyres, bike pack luggage and the 400-plus kilometres in my legs and indulge in idiotic charges up the final two mountain passes – the second in a biblical hail storm.

The following two months further illustrate the Tripster AT's "All Terrain, All Year, All Fun" intent. I fit 27.5in wheels and 2in tyres and take it mountain biking with my kids. I show Mike's mate, Bruce Dalton, our local techy riverside singletrack for a video shoot. I add new rough links to regular road loops. I haunt the moors alone at night planning my next adventures, and sometimes I just ride it to the shops. Bikes are brilliant for all sorts of things, and perhaps bikes like the AT that let you do whatever you want to when you wake up each day are the best of all. **PLUS**



## THE MAN HIMSELF

I met Mike Hall as a bike-mad teenage engineer, who worked for me as an intern on a mountain bike magazine I edited at the time. For most people, it was his incredible and inspiring epic self-supported ride palmars that put him on the map. Starting with wins in 24-hour mountain bike racing, he won the 18,000-mile circumnavigation of the World Cycle Race in 91 days and 18 hours. He won the off-road Canada to Mexico Tour Divide race in 2013 and reset the official record with his 2016 win. He won the TransAm Bicycle Race in 2014 and, with fellow racer Juliana Buhning, was the focus for the film, *Inspired to Ride*.

Mike set up the Transcontinental Race Across Europe in 2013, from London, through various iconic cultural and cycling checkpoints, to Istanbul. The race continues this year thanks to his family and friends. Mike supported the Newborns Vietnam charity for several years until his death on March 31, 2017, aged just 35, but his legacy lives on.