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Transcript

Speaker 1

It's time for the outspoken cyclist your weekly conversation about bicycles, cyclists, trails, travel, advocacy, the bike industry, and much, much more. You can subscribe to our weekly podcast at outspokencyclists.com or through your favorite podcasting app to listen anytime. Now here's your host, Diane Jenks.

Speaker 2

Hello and welcome to the outspoken cyclist. I'm your host, Diane Jenks. Thanks for tuning in today. Well, we've seen the entire Tour de France come and go and what a race this year. Now we're smack dab in the middle of the 2024 Olympics, with America showing up all over the place. So who better to talk about all Things Tour de France in the Olympics than the managing editor of Escape Collective Joe Lindsay? Joe can recite chapter and verse about the riders, the teams and the individual stages of a race that both started and ended differently than it has in the past and. I always learn so much about bike racing when I talk with Joe. At the time we spoke, the tour had already completed its 21 stages and we had a short breather before the Olympics. So while we now know some of the Olympic results, Joe had some predictions back then. We'll see how he did in the second part of the show. In our ongoing series on favorite riding trails, I took Jim Sayer's advice and contacted the Empire State trails Chris Morris for a look at New York's 750 miles of cycling and walking paths throughout the state. Chris is the Empire State Trail program. Manager living a short distance from one of the trailheads as well as having traversed many a mile on the trail himself. Brian and I spent a couple of days riding our tandem on the Erie Canal towpath back in 2016, traveling from Lockport to Brockport and back, we stayed in a lovely B&B overnight. And discovered some of the rich history of the canal. We really loved the adventure. With three basic sections to the trail, N from Albany to Canada, W from Buffalo to Albany and South from Albany into downtown Manhattan, the Empire State Trail offers some of the most diverse riding opportunities on the East Coast. Hi, Chris. Welcome to the outspoken cyclist. Thanks for being my guest. How are you?

Speaker 3

I'm well, thank you so much, Diane.

Speaker 2

And you said you were on vacation. Did you get to go someplace?

Speaker 3

Wonderful. I did. It's pretty wonderful for us and I got to take my bike too, which is pretty fun. And I got to ride on a rail trail, which is always a fun little a fun little plus Western New York where my where my wife family is so.

Speaker 2

Nice. Nice. Nice. Nice. Which rail trail?

Speaker 3

So we were actually just over the border in Canada. I ride around on parts of the Empire State Trail when I'm in Buffalo proper, but this year we took a little bit of our own vacation and. There is a beautiful section of Lake Erie on the North End, just over the border from Buffalo, traditionally where a lot of the buffalonians would recreate, and there's some small beaches and things, so that's where we were. It's the Friendship trail, if I'm remembering correctly, and it's just it starts kind of in Fort. Area and head.

Speaker 2

West, well, we are on Lake Erie here in Cleveland, so we're familiar with. The lake and we don't we don't take 90 anymore when we come across, we're taking 86 now. So we rarely get up to Buffalo anymore. But that's it's beautiful up there.

Speaker 3

Yeah. Yes, I I grew up in Rochester, so lots of Great Lakes connections there and I absolutely love Buffalo. It's got a lot of good things going for it, especially now.

Speaker 2

Well, let's talk about the Empire State Trail. So we're doing a series on trails this summer and we have to get this one because my husband's from the Adirondacks, #1 and and it was suggested by Jim Sayer, who used to be the executive director of the Adventure Cycling Association, that he had done the Empire State Trail. A couple of years ago and I would be remiss if I didn't get it into our our our series this summer. So you are the statewide trails program manager. What does that?

Speaker 3

Sure. So I work for the Office of Parks, Recreation and Historic Preservation in New York State, and we shortened that to New York State parks really. And in 2022, we stood up the Empire State Trail program. The trail itself was developed between 2017 and 2020. Was when the ribbon was cut December 2020 through some executive funding in the budget, and that's how the the full trail was developed and built out. That was done through a partner agency, the Hudson River Valley Greenway, and other state agencies across the state. We took over the program in 22, like I said. Which mainly revolves around maintenance and management. Of the website. Which is the best place for

everybody to go to get all of the information as well as communication and coordination between partners? There's a lot of obviously partner agencies that own and operate the sections of the trail. We don't own the majority of the trail, we own portions. Know that there are many others that do.

Speaker 2

So that brings me to a question that I had about I I remember when the trail first sort of came online, if you want to call it that 20/17/2020, I've been doing the the podcast since 2010. So I I knew what was happening. There is any part of the trail part of the East Coast Greenway?

Speaker 3

So we don't have any crossover between the East Coast Greenway, I'm. I'm. Don't exactly know the routing of it. Where it comes from. Connecticut. Into New York, there might be a very small portion near like the Sawmill Parkway and the South County Greenway where it crosses over. I'm not intimately familiar where it's on and off road in like, lower Upper Manhattan essentially and lower Westchester County. But they would essentially make. Crossroads, because one in in our part of the area and part of downstate, you know, the New York City metro of New York, it really crosses East to West, West to east, whereas the Empire State Trail in that area is going north-south.

Speaker 2

OK. Got it. So the trail is 750 miles, which is really a long trail. Now New York is a big state. So and and it does cover a lot of areas of the state. So let's talk a little bit about the trailheads where you can pick the trail up and where the trail sort of goes throughout the state.

Speaker 3

Absolutely. So really, I mean the trailheads are anywhere you know they're most people's backyards to be honest. The trail is first and foremost. I think you know a recreation and transportation destination for people that live near to the trail or can bike or drive there and pick it up. Bike lists, families that walk their dog, what have you. But the major trail heads for the trail are, you know, North, SE W we have the western part of the state. In Buffalo. Now and then you have the northern point at Ross's point, where the border of New York and Canada all the way South to New York City at the Battery prior to the Empire State Trail, it was really Buffalo to Albany along the Erie Canal, Way Trail. A lot of folks still do that Buffalo to Albany to New York City as their main route that I would say that's the most popular route. You know which is about 500 and 5500 or so.

Speaker 2

Miles. So my husband and I rode from and now let me see if I get this right. Rockport to Lockport and Lockport to Brockport. Yeah, yeah. And along the along the canal, it's just beautiful. We really enjoy it and and we recommend it a lot. So I noticed that there are

on the on the website and I did spend some time on the site and we will be hosting. The site for sure that you have a map that is. Pretty interactive, meaning that you can like pick up certain things and and download GPS or there's another format that you've got up. So yeah, tell me about how that works. You have the Hudson Valley Greenway Trail, the Erie Canal Way Trail, the Champlain Valley trail. So if I wanted to say, I want to do the Erie Canal Way Trail, what am I getting when I get to that? Map.

Speaker 3

Yeah. So the map is really the number one place that I would recommend folks go to find out the most information and the website too. You know, prior to that it it really has everything like you said from detailed routing for the Trail 2 sheets trip planning items that that folks can use for trip planning, resources and things. Lodging, camping options. But the map it really is, you know, in the world of GIS and and online mapping these days is really the best place people can go. You know, we have a promotional map that people can order and then we'll send those out. But you know, you're not going to navigate using that. You can use your phone really actually while you're on the trail to pull up the map and it'll put a point. Right. Your exact location which I think some folks don't even realize. You know, if you're figuring, does the trail turn left or right here? You know your ultimate goal is to really look at that that map, even though there's plenty of signage. Out there, but the map is broken up like you said, into three distinct legs. How the trail is in the Champlain Valley Trail, the Hudson River Trail, and then your canal trail. And so, you know, you have Albany, NY City, as that Hudson River Greenway Trail, Albany to Canada and then Albany to Buffalo for the Erie. Valley trail.

Speaker 2

And the map is just phenomenal. It's it's so simple and so easy to use. I you know, I'm. Playing with it right? Now when you're talking.

Speaker 3

To me, I play with the daily when I need to get some, you know, find a parking spot or whatever it. Is for someone so absolutely.

Speaker 2

Are there places right now that are closed where they're not passable? Where, I mean, I I imagine when that happens you you make some sort of a notice up on the site.

Speaker 3

Absolutely. We have a trail closures page, a sub page of the website and it's prominently displayed along I think four or five tabs along the top of the the website. And we definitely recommend folks, especially if they're trip planning to not only check that in advance, but up to even the day before they were to do their ride because things do change. Unfortunately, even something like this two weeks ago. Tuesday, there were four confirmed tornadoes that touched down in New York State, a result of that tropical

storm that went through the whole country and kind of broke up. So I was immediately getting in touch with partners and they contact us to let us know if you know, there's trees down, things like that, that they're going to be working to clear. Those are temporary, obviously. Everything for that was cleared in two days, which is. Kudos to all of our partners to get out there. And clear the. Trail, but those more longer term trail closures, be it a week, a month, three months, sometimes it's as long as a year. You know, it can be anywhere from along the canal way. Trail Canal Corporation is reinforcing the trail bank and doing some. Work so they'll. Have heavy equipment out there, and for safety, they're. Going to close the trail. I know that the power company in our area just finished utility project and part of that work had to close the trail and actually was repaving the trail as a result of it which is. Right. And so that section of the trail just reopened, but really that was about 100 yards. Most of these closures are a quarter mile, half a mile. They don't require major reroutes or or you know, detours, but folks should be aware that they should check that part of the site.

Speaker 2

Let me take a moment to reintroduce you. We're speaking with Chris Morris. He is the let me get this right. Statewide trails program planner for the Empire State Trail. So this is again in our series. Of trails that we're reviewing this summer and if you are looking for an East Coast trail, the Empire State Trail, it looks we've been apart of it. Brian and I have done part of the Erie Canal part and at it's just beautiful. It's 750 miles. You can go to the website which I highly recommend. And it is empiretrail.nyc.gov. It is part of the New York system. So what is the basic? Surface of the trail. Does it change? Is it? I mean, what we were on was pretty much reminded me a lot of our tow path trail, which I think is what it was sort of crushed limestone and that kind of thing.

Speaker 3

Yeah, you had mentioned you were between Brockport and Lockport, and you know, that corridor is an absolute gem of history, and it does follows right along the historic Erie Canal Trail or the Erie Canal. And then the towpath trail, as you mentioned that, you know, folks would use as to accompany the. The livestock to pull the the canal boats and so a lot of the trail is stone dust or crushed limestone. You know it is an aggregate, but I would say the the overall majority of it is paved, you know for long term maintenance things like that, especially in the urban areas. Pavement works for us and and worked for pricing and back when the trail was developed either at the time or as part of the Empire State Trail. Build out, you know from 20/18/19 and 20 I think rough numbers, it's about I think it's about 70% asphalt 30%. Stone.

Speaker 2

We're used to riding on both, so it's nice and it's very well maintained where we were. It was beautiful, in fact. In fact they had just fixed a part of it and we were coming back onto the trail and for the first time ever, we dumped our tandem because it got caught in some sand. It was kind of like. One of those slow Charlie Chaplin falls, you know, not

not very beautiful. So I wanted to ask, too, about some of the highlights along the trail where, I mean, we talked about the the canal. So we did see locks which were and. And the locks are still operative. What else would you recommend, people?

Speaker 3

Yeah.

Speaker 2

Put on their bucket list to see along the Empire State Trail.

Speaker 3

You know, there's so much, it's a very historic corridor starting to the north, really. Champlain Valley is absolutely gorgeous, as you mentioned. You have the Adirondack Mountains to the West, buffered, you know, by the shoreline and this gorgeous Lake Champlain to your, to the east, most of that. Section is on road. People should. Be aware the the. Canada to Albany section is primarily on road. There are many off-road sections, but people should be you know that's we recommend it for more experienced cyclists South of Albany again. Talk about history. You have the Hudson Valley and the Hudson River nearby, and you crossover multiple times and then you hit all of those little Hamlets and villages along the way. But all the way to New York City. So you have all your urban destination as well. So lots of history, lots of physical beauty. You know, you have the, the Schwann. Trunks and you have this gorgeous white Ridge that pops out along the trail at some point in the Hudson Valley near New Paltz. And really. You can't. You can't pick a bad spot. You know, once you head W from Albany again, you have the historic 3 Canary corridor. You have locks, lots of historic interpretation. You have a lot of our parks and historic sites along the way, which are really, you know, kind of jewels along the necklace for the whole trail. They're located in, in close proximity. And people can, you know, go off for a side. You can go to our park. Well.

Speaker 2

Well, you have guidebooks, which I think is a really cool idea. People can buy purchase guide books on the website.

Speaker 3

Yeah. So the guidebooks are are from a partner nonprofit group. That is the. Statewide advocate for trails in New York parks and trails. In New York. We do link directly from our website. But they publish and fulfill all the orders for the guidebooks. There is a guidebook for the Erie Canal Way Trail and for the Hudson Valley and Champlain trails. So folks can go there and and go and order their guide books. If they're thinking about doing the long distance trail, I I highly recommend it. You know the website like I said is great for for looking in detail, but those guide books are great for itineraries and and planning as well. They've been doing it. They've been doing it for years.

Speaker 2

Yeah. And it, you know, one is giving you the 400 mile trail from New York to Albany to Canada, as you said in the. The ones the 350 mile trail from Buffalo to Albany, which is where we picked up the Erie Canal portion somewhere along in there Brockport, remember. So I wanted to ask you about E bikes and if you have any rules about E bikes because they're becoming so popular, but they also can.

Speaker 3

Sure.

Speaker 2

Wreak havoc with certain.

Speaker

Things.

Speaker 3

Yeah. Thanks for bringing that up. So E bikes are. They're confusing. They're, you know, for some. They're a touchy subject. And they are legal in New York, first and foremost. So they are no longer classified as motorized vehicles. Class 1:00 and 2:00. E bikes are. Allowed in New York State. And so, you know, going through state law, you know, I won't bore you with the details are getting to the nuances specifically. On the trails and there is a there's a frequently asked questions section of our website and and it's explained there as well. But on the trail. E bikes are generally allowed in most sections as you know, so depending on the owner, right? So if Parks owns it, we allow class one and Class 2E bikes. New York State Canal Corporation allows class one and Class 2E bikes the majority of the sections of the trail allow class one and Class 2E. There's one section in the Hudson Valley that we know of that only allows class one, but the way that the law is structured is that they are allowed unless the municipality or locality or land owner doesn't allow them unless they're, you know, signed and and notified otherwise. So there are no sections whether or not allowed, to my knowledge. People can use E bikes along the Empire State Trail. Many people do you know every time I'm out riding the trail, I and I see a group, you know, that are on a long distance ride. I stop to talk to them. And you know I've run into lots of folks lately that at least have one or multiple E bike. I think the biggest thing with bikes that I would reiterate is is etiquette, because that is one of the things that we're hearing, especially in busier busier areas, suburban urban areas. You know, there's lots of folks out enjoying the trail, so making sure that people are alerting people when they're coming up to them, watching their speeds and just sharing the trail right.

Speaker

Right.

Speaker 3

That everybody is aware that that people are out in both directions using the trail and with the E bikes. Just be aware of speeds and and courtesy. I think everybody's out. There to have the. Have an enjoyable time so.

Speaker 2

What about charging? People just have to worry about that themselves.

Speaker 3

Great question. Charging is still kind of it's something that we don't show as like a point of interest or a a facility on our website in the long term that would be great as I think E bikes are going to become a very popular piece of equipment on the trail. I think it really depends on where folks are staying and how they're lodging. So you know camping. A lot of folks use. The canal locks. There are multiple along the route. That allow for. Nothing I am not aware. I do not believe that they allow for charging of E bikes. You know, it's kind of using a state resource for charging a personal vehicle, which isn't isn't something we allow. But you know, if you're at a hotel, obviously you know you can be bringing your bike in I think and and asking at the front desk and and charging it up in your. Room or removing your battery at least. But you know it is a nuance that, you know, along the way. I think people are gonna have to figure out. I think there might be some bike shops that are offering it.

Speaker 2

Yeah, you know, right now they're developing some safety containers since E bike batteries have some inherent problems that need to be addressed. So I I just wondered if that was something that the trail was looking at. I know that there are charging stations.

Speaker

Yes.

Speaker 2

Being set up in the city in in New York City so.

Speaker 3

Yeah. And, you know, it kind of goes back to our, you know, our role with the trail and not being the the sole owner and manager of the trail. We have some best practice. We have certain areas where, you know, we might implement charging stations when that were to come to it, but there's no one. You know one set up across the entire trail that that we're trying to establish for something like ebikes at this point.

Speaker 2

You mentioned train ServiceNow, we've spoken with Amtrak in the past and you know it's great. I mean it's such a great way to travel. I we love the train. What kind of train information? You know is available for the Empire State Trail.

Speaker 3

Sure. The first thing I would mention is to go to the trip planning section of our website which has. A short paragraph on. Train travel when using the trail back to our friends, parks and trails in New York. They have a great blog post that they've updated recently which goes into some really good detail on it because there are multiple trains that travel in those. Doors. Each one has different volume that they allow for bicycles on board, whether they're it's a roll on, they roll on access where you can just wheel it in and stand it up. Whether you have to box it up, whether you have to reserve that spot and then some trains like the one that goes up to Vermont which. At the last check I actually have to check that even is still in play that was closed for for the the COVID pandemic and then it came back online that doesn't offer bicycle. Service. So I would encourage people to look at our website, look at the parks and trails New York blog post, and then check with Amtrak when they make their reservations.

Speaker 2

I was going to say you make train station locations available on the interactive map. I think. I think it's a great way to travel personally.

Speaker 3

It's a. It's an excellent way, you know, and it does go. It goes New York to Albany, to Buffalo. Very easily for people to kind of piggyback on to and you know, either to start or end from. And there is a metro North commuter rail that's down in the Hudson Valley as well that goes up, you know, to the around the Poughkeepsie area. So people can do shorter trips or they could connect that way. But there is the nuance of how many bikes to bring on board and where they have to make a reservation. So I. Definitely recommend people plan for that if they're if they're thinking about using the train for their their travel.

Speaker 2

I think the last thing I want to talk about is sort of some statistics. If you've got them, how many people are using the Empire State Trail? Do you know? Are you keeping track of that?

Speaker 3

So partners, some of our partners, we don't specifically on the trail, but a lot of our partners have trail counters out there and they're rolling up estimates for use across the different trail. I know New York State Canal Corporation and in partnership with parks and trails in New York puts out there who's on the trail report each year. I pulled up just quickly the 20. 18 estimates that were done as part of the Empire State Trail build out

the trail user projection for the trail for both bicycle and pedestrian use all the way across the state was estimated at eight and a half million for for the year and that's, you know, it's tremendous. I can tell you that I answered the inbox for the trail that you know, if you if you go there and send an e-mail, I'm answering it, you're going to get.

Speaker 2

Wow.

Speaker 3

You're gonna get my. Came back. I get 25 to 50 emails a week. I get a lot of emails about trip planning. Where do I park? How do I get a map? Recommend you know XY or Z for me. So it you know the proof is really there. As far as the folks that are really using it for, for recreation and you know destination tours. You said adventure cycling, which is it's phenomenal. And every time I ride the trail I live only about a mile away from the section of it, and especially on the weekend. It's guarantee I'm gonna see at least one to two groups, if not more of 3456 people with with their panties on and they're out. And I always try to stop and ask them how their trip's going and let me know when they're done.

Speaker 2

So have you stopped anybody from out of the country who've come to do the trail?

Speaker 3

Great question. I don't think I've. I don't think I've in person spoken with anybody on the trail from out of the country. I've spoken with a lot of folks that were traveling that have traveled from out of state or were traveling to other states. The the folks that I talked to two weeks ago, they were from Ohio. They had rode into New York across the state and they were going. To finish in Connecticut. I met a gentleman last year who was riding all the way into Canada, so yeah, and I you know, I have fielded emails. From geese, Australia, Germany, Japan, I'm trying to think of a few other ones that you know, people from across the globe that are planning to travel here to ride the trail.

Speaker 2

I'm glad we got to do part of it and I'd like to see more of it. We've been speaking with Chris Morris. He is the statewide trails program, man planner for the Empire State Trail in New York. Because, of course, New York is the Empire State. For more information, you need to log on to their website. It is very comprehensive. It will answer a lot of your questions. It's empiretrail.nyc.gov. You can plan your trip, you can get maps. You can get guidebooks. Thank you so much for talking with me about the Empire State Trail. I'm really happy to have been able to talk with you.

Speaker 3

Thank you so much for having me. On Diane, alright you.

Speaker 2

Have a great rest of your summer.

Speaker 3

You as well. I'll just get out on the bike soon.

Speaker 2

My thanks to Chris Morris from the Empire State Trail for an interactive map. Information on any trail closures and more. Log on to empiretrail.nyc.gov and for the guidebooks and train options you can go to PT.Ny.org. Let's take a short break, and when we return, we'll wrap up the 2024 Tour de France along with some insights into the ongoing Olympics and beyond with the escape collectives. Joe Lindsay. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. I'm your host, Diane Jenks. Even though the Tour de France is over and we're well into the Olympics, I wanted to wrap up this year's tour, especially in light of upcoming events, including the Worlds and who best to fill us in on all of this escape collectives Joe Lindsey from Jersey winners to break out stars and some observations on what might be coming up during the Olympics and beyond. I didn't know anyone who can speak bike racing like Joe. Hi, Jill. Welcome back to the outspoken cyclist. I want to preface the conversation with a promise from you that we'll get back together to wrap up the entire season later this fall. Is that a deal? OK, good, good, good. So I know everything just wrapped up with the tour on Sunday. Really an entertaining race for me.

Speaker 4

Absolutely.

Speaker 2

I I really enjoyed it. I know you're not crazy about the coverage from Peacock and there were issues with. But but I can remember talking with you not terribly long ago and not even remembering how to or knowing how to pronounce the name Hadi Pogacha and let alone now, that he's like a freaking household name. So I I want to talk about some of the highlights of the of the. Well, with you and then we'll move on to the Olympics. But what stood out to you, what stages and what riders and we'll look at each of the jerseys too. But give me sort of your overview 1st and then we'll break it down a little.

Speaker 4

Yeah, I think like my overview would start with the the grand apartment. Florence was just really, really cool. It was unusual, you know. The first time the race had ever started in Italy, which surprised me that they, you know, they've had so many starts outside of France and yet they've never had one in Italy. And of all the places to start, Florence was pretty cool and it served up a really interesting kind of appetizer for the opening week, which was very unpredictable we had. A lot of different winners. We had small

teams. Winning we had first time stage winners like Bing and Demi. You know, you had all of these great storylines coming together that that, that even with the sort of the looming domination of the gotcha that that sort of for that first ten days really kind of captured our interest, the gravel stage, all that kind of thing and. And there to go into the the kind of the the set point, you know the the the battle for for the yellow jersey that happened in week two between the gotcha and you honest then you go and and then third week really. They sort of the gotcha elevating himself above everybody else. You know, just a clearly dominant fashion. Those, I think were sort of the the broad stroke storylines that stood up for me. And then all of the individual stories looked are my taking the green jersey, Mark Cavendish getting his, you know, his record setting 35th stage win, a record-breaking, I should say. Stage when you know Roman Bardeee winning, you know, winning the first stage and taking the first yellow jersey of his career and his final Tour de France. All of these things were really interesting storylines from what was a despite the the the margins that they finished, what was a very captivating tour.

Speaker 2

So, uh, let's let's talk about the the jerseys for a moment. I mean, everybody's familiar with the mayor and the yellow jersey and who, how important that is. But there was, there was some just outstanding young writers and writers. Most people had never heard of, beginning with the green Jersey Benim Garmi. He's from Eritrea. I can remember talking with Paul Sherwin. May he rest in peace many years ago and him saying you will see someday and African riders gonna win the tour. Well, here he was winning three stages and keeping the green jersey. What a great rider.

Speaker 4

Yeah, I mean, medium story is fantastic and I think it was, but I I felt really gratified to see a black rider succeeding at the tour and succeeding at the level that he did. Winning three stages wearing the green jersey from stage 5 all the way to the finish and just really kind of, you know, as he said. In a a Twitter post, he said let me open the door. And it's very clear that he feels sort of the weight of his accomplishment as the first black rider to win a stage as the first black African rider to win a stage where the you know, where a leader's jersey in the tour. And I think that's all fantastic. I will be very curious to see sort of what the medium to long term. Effect of that is, you know, next year in 2025, we have the World Rd. championships happening in world. Honda, that will be a really interesting episode as well, and I think there's, you know, there have been some efforts to increase representation in the sport and they've been really fleeting because the sport is so white and is so Eurocentric and so many of the challenges that guys have been face are structural. To the sport, they're sort of entrenched structures of whiteness, not racism per se, but. Whiteness and some of those are within the sport and some of them are cultural, like visa issues that African writers face when they want to race and ride in Europe. They can only come for shorter periods of time. They face many more restrictions, their cultural divides that that dwarf

even what you know, what American, what, what Anglophile writers from America and Australia face. It's a totally different world and the sport has been very uneven in addressing those and trying to to meet those riders where they are. So it'll be interesting to see if being them if Rwanda next year changes any of that.

Speaker 2

I had no idea there were those kinds of restrictions for African riders on the continent. Like what the hell is that all about?

Speaker 4

It's it's primarily based on migration concerns about migration that Europe is really trying and has tried for decades to control migration from the African continent to Europe and these are some of the restrictions that they put in place and one of the effects of that is, is that the sportsmen like Binion. Have a lot of challenges as you you might have recalled last year, there was a huge issue with the AirTran national team trying to get them visas approved in time for the World Championships in Glasgow and they just barely made it. You know, there there was talk initially that they weren't going to be able to come, they weren't going to be able to compete and they made it happen and you got to wonder if like the reason that they made it happen. Was simply because of the amount of stink that was raised over that, and that's something that that, you know, African migrants of of, you know, normal stature, don't. They're not being in game. They don't have that. So that's what. African writers, that's what Benham himself faced when he first came to Europe with with the Delco team and and things like that. Like, that's what these that that's what these riders face on a on a regular basis and team struggle to deal with that because, you know, teams are not necessarily set up to deal with those kinds of issues and they have. Ostracizes that are not so generous that they can say, OK, yeah, you can take you know, we can take three or four months to get your visa issues sorted out. They need that guy here.

Speaker 2

They need him racing, right? Let me take a moment to reintroduce you. We're speaking with Joe Lindsay. We check in with him for all things racing, especially on the. Continent he is with escape collective. If you are not a member or do not read their daily stuff, you want to call it stuff about bicycling. Take a look at it. I think it's worth the it's worth the price of entry. Let's talk a little bit about the white jersey. This under 25 or EMCO and let me see if I get.

Speaker 4

It right, venoco. Yeah, remco's. Remco's an interesting story. As a white person and tenor, because this is his first tour, but he has been a pro on the world tour since he was 19 years old, has already won a Grand Tour, has won the tour of Spain and has an incredible amount of pressure on his shoulders. As a Belgian from a country that's constantly looking for the quote. Next, Eddie Marks and. And Ramco is the closest thing

that they've had to that in a long, long time. We've not had a true Belgian Grand Tour contender in decades, and I think in the context of it, he acquitted himself really, really well last year at the Tour of Spain. He was pretty erratic actually. He had some really good days and then he had some really, really bad days. And bounced back from that, but he hadn't really put together a. You know a strong ride there is Geo Atalia last year. Obviously he was doing incredibly well and then got knocked out with COVID-19 right after noon on the first rest day as he was sort of building his lead. So I think his ride at the tour, which is a different level from the Vuelta or the JIRA right, it's just you know that there is no race that is like the tour even among the other. The tours and for him to put together a third place finish the way that he did. He faded a little bit in the final days, but I think generally he wrote really strong. He won the first time trial. He was pretty consistent throughout. I think that's a great building block for him to go forward and he is just 23 years old.

Speaker 2

So he has he has another U25 to go. I thought he was 24 but it.

Speaker 4

Doesn't really matter. Yeah, at least one I'd have to check his birthday. But but I he's got at. Least one more year.

Speaker 2

So next jersey up is polka dots and we've got Richard carpets, Ritchie carbons. Door. I I have to say, watching him, he was just always so thrilled. You know, you could see his joy as he rode in this race. He what did. What do you know about him?

Speaker 4

Yeah. I mean, he's a former George Italian winner who has bounced around a bit. You know, he won the Giro riding for a movie star and then went to. And Sky slash Ineos for a few years and is now on EF education and I think you know he, sky and anios have always been the one of those teams that really chased talent. And so you know they, they they they had the the the resources to buy at the top of the market and they. Did and I don't think Richard ever fully achieved maybe what they their unspoken, at least publicly unspoken expectations for him and and so that's why he's ended up with EF, which does not have the anywhere near the budget that any house does. But the thing about Richard is is that you could see this a couple of years ago with any of us as well where. Yes. It's like the absolute most professional rotter you will ever find because like in that year, trying to remember if it's 2021 or 2022 anyways, this tour was really falling apart and he was a guy who, along with Michael Krakowski, basically jumped in and salvage the whole thing for them, winning stages in the high overall. Finish and here for you know, for EF he really served the same role. You know, he had a tough spring, hadn't gotten the kind of results that he'd wanted, had been involved in this sort of very high profile controversy over Ecuador spot for the Olympics because it was between

they have one spot for the road race and it was between. And and a writer and anios writer, as it happens, named Jonathan Narvaez and Jonathan. It's had a a really great season and they ended up giving him the spot. And I think Richard was pretty ***** about that because he's the reigning Olympic champion, you know, you hear how you not give the reigning Olympic champion the chance to go back to the race fair argument, but y'all. He had such a great early season that I think he was a strong pick to, especially for this course and. And Richard's response to that was to go out and basically just rip the rip the doors off in Tour de France. You know, he got on the brake on, I think, four straight days late in the race. One of those was one where he won a stage. Those are the days where he showed up the polka dot jersey. It's it's extremely rare for a rider to go in the breakaway four straight days. It's just. So taxing so physically taxing, and fatiguing that that you kind of have to take a day to sit in the pack and rest, you know, relatively speaking, rest. Yeah, right. And for him to go on the break on all those four days and some of the highest, hardest mountain stages and do that and pull that off was. Really quite remarkable.

Speaker 2

It was remarkable and I just, I mean, the smile on his face. He he's like this little elf. He's adorable. You you can't not fall in love. Then we cannot leave the conversation. I mean, of course we have to talk about Harry and and and Jonas. But Matteo Jorgenson, he's an American. His family was 100% behind him. I I heard a an interview. His mom did. What an amazing young writer. What do you think?

Speaker 4

Yeah, I think Matteo is, you know, we did a profile of Matteo last year that I assigned to genc. I don't know if you've ever talked to her. She's a great writer and. The reason that we assigned that is you could sort of see he had this fantastic spring in 2023 and had been basically building that for a period of of several years and had this really just exceptional run of results and that's basically what put him on and he was ready for Moby Star at the time. And that's what put him on the radar for visa. Lisa Bike, the team that he's on this year and this year, I think what you see is the progression of a rider who is growing and maturing into a veteran pro. And also this is interesting in regards to the the Pugachev venue Guard kind of battle. Is he went from a team that's a good team, but not at the top of the sport to the team that I think everybody looks to as the absolute benchmark for professionalism, for sports science, for really having being on the cutting edge of preparing its riders for races and the the resources that were. That we're available to Matteo there, he told Kaylee. This spring matter to Kaylee frets had a chat with him after he won. Very nice and he basically told Kaylee that like the the difference with this team is everything is taken care of, she can just. Concentrate on being a bike racer, on being the best bike racer he can, as opposed to when he was a movie star. He was really trying to kind of roll his own stuff, you know, he was spending a lot of his time, a lot of his own money on things like altitude camps, on buying his own, you know, add custom automatic extensions for his T bars. I'm working with the

nutritionist and all this kind of stuff. Had bismo all that's taken care of for him. And so I think what you see now with the guy who was able to win both a couple classic this spring and. Piece and then get second overall at the cartoon, the Dolphin A and then top ten at the tour while riding in support of Indigo is a guy who's basically the answer to the question what if you gave a really talented person access to all the. Best resources? What would what? Would happen. That's Matteo this year.

Speaker 2

Well, I think that he might be given the way. Americans are starting to look at cycling. At least I hope they are. He might be the Greg, the next Greg Lamont. He might be the guy who actually appears on the Wheaties boxes, you know? And I mean, I'm hoping that that's the case because I think we need somebody like that to make cycling that exciting in this country.

Speaker 4

Yeah, I think Matteo has definitely has strong possibilities as far as the Grand Tour contender, I really don't know. The thing is, it is that the paradox is it is. Again, relatively speaking, it is easier to ride to a higher overall placing in service of another rider than it is to do this as a team. There we saw this was. Cruise, you know, last year at the world like he finally had his breakthrough. But the pressure of riding as a team leader is just for 21 days is just another thing entirely. You always have to be on your game. You have to be in the right place at the right time all the time. You can't slack off. You can't. You know, you can't tailgun at the back of the bunch and just like, turn your brain off for 15 minutes. Because what if? There's a crash and so that kind of constant physical and mental pressure really adds up on guys. And so, paradoxically, it's somewhat easier to be in a position like Mateo was, where he's like, all I gotta do is ride my heart out for my team leader. And then if I lose time on top of that or if I don't, then that's all gravy. The other thing about my tail is he's he's by a pro cycle standards. He's a pretty big guy. He climbs really, really. Well, but he's considerably larger than tadaa or Yonas or Remco. And when we come to climbing in particular, that's something where that's going to be a challenge for him that he's going to have to have to solve. And he's on the right team to solve that. But we have not seen Grand Tour winners that big since, you know, like again at Thomas kind of guy.

Speaker 2

Right. Well, we can't leave the tour without talking about two other things. One is Mark Cavendish winning his 35th. Stage and beating the record. And also that the tour ended up in Nice instead of in Paris. And I I don't know how that affected the way some of the riders who have looked forward to being in a tour their entire lives, how that affected them. I don't know if you know. Or if you have any thoughts on that. But let's talk about Mark for.

Speaker 4

A moment we can start with. Mark. Mark was unexpected for me because I I really thought last year was the one to be the year for him because he came in with better form than he did this year. This year he hadn't even won the races that he'd won at this point last year. And then you saw him in the first two days of the race. They were really hard days. There were hot, there was a lot of climbing, but he was in obvious difficulty, you know, was off the back early on stage 1, vomiting on the bike. I was like ohh God, this guy's going to get time. Come on stage one, what an awful end to his career. Right? And he struggled through it and got through it. And then, you know, kind of steadily just sort of righted himself. Well, and then the stage that he did win was just the I I felt like was the most virtuoso example that maybe I've ever seen of Mark Cavendish being Mark Cavendish and doing what he does, that he does better than anybody else, which is surf the wheels. I mean, of that day, his lead out was was not in place. He was basically up there without Michael Moore calls. Who is the, you know, the. Argo. Really the the the best lead out man in the last generation of cyclists he didn't have, he didn't have Michael's wheel. So he's on, you know, he he had to figure out where he wanted to be. He fought and got Jasper Phillipson's wheel. And then as the gap opened, he did that thing that he does that that he that he can do better than anybody else. He saw that gap before it opened. And was in it by the time that it opened and threw it as it closed and he dashed from right to left across the road, which I remember, you know, I was looking through. My fingers like ohh God. Here we go. Somebody's going to crash and.

Speaker 2

Here we go.

Speaker 4

And for him, like the acceleration that he showed in those couple 100 meters, was something where the instant that he did get through that gap and and got clear, I was like, Oh my God, he's got it because nobody even had a shot at matching that acceleration. And that to me was like, that was the perfect like. Peak Era Mark Cavendish doing stuff that nobody else can do and so to see him get that win and be able to ride off in the sunset with, you know, having. Having, you know, broken the record and set the new one at 35, which I I don't know if anybody even forgot you is ever gonna match. But that was just absolutely remarkable for him to to to do that. And on Astana of all teams, which was just never really set up as a Sprint team.

Speaker 2

Right. And then to watch him roll down the roll down the ramp at at the time trial and he was really just wanting to make the time he wasn't trying to do anything special, but he, I mean, they gave him such a salute, you know, and there wasn't a dry eye in the.

Speaker 4

No, I didn't speak. So Speaking of the Nice finish, I I think the for me, the Nice finish was really cool. Actually it was something different. It was fresh. It meant that they did

not have that typical last day marathon transfer from whatever high mountain finishes to Paris kind of thing because they were literally just, you know, 60 miles. Down the road from the from the previous day's finish, the thing I don't think I loved about it was that it was a time trial, because by that and this is impossible for the course setters to to know. But like by the time we got there, the gap to 2nd place was 5 minutes and the gap to 3rd place. Was eight. There was 0 suspense left. It was like, OK, who's gonna win the stage? Basically. And you know, kind of enjoying the helicopter shots of, you know, Nice and Monaco and the Blazer and all that kind of stuff, which you could have had with a, you know, with a mass start stage, there wasn't any of the the I I felt like for rider. Like Roman bardey or for Mark Cavendish showing their final tourist to France, I felt like the the one, the one by one sort of promenade possession sort of, was anticlimactic to their final moments as riders, at least for me as a fan, I couldn't speak to them and what they thought or felt, but that to me, I just. No, I don't love when a race ends with the time trial like that because I feel like it's a. Little bit airless.

Speaker 2

Let's take a short break. When we come back, we're going to talk about the Olympics and a little bit about taddy. Gotcha. I think we we don't want to gloss over the Tour de France winner. We're speaking with Joe Lindsey from Escape Collective and we will be right back. You're. Listening to the outspoken cyclist. We are back on the outlook and cyclist. I'm Diane Jenks. We're speaking with Joe Lindsey from the Escape Collective and we wrapped up the two. France, if you didn't hear it, you need to rewind, and now we're going to go forward. So this week we are speaking on Wednesday the 24th on Friday is the opening of the Olympics in Paris, which was why the tour couldn't finish in Paris. Although I'm still not sure why. So let's start with Toddy. He pulled out of the Olympics. And. I understand he's exhausted. If you watched, you're mature. I can't imagine him not being exhausted, but do you think that was a wise thing to do or is that just the right thing to do?

Speaker 4

His big target this year, after the after the tour is gonna be World Championships later this season. Now I I think I would have loved to have seen him on that course like him going toe to toe with Matthew Vanderpool and Walt Bennett on a course like that would be really, really fun. But it sounds like the the two things that really got them were.

Speaker 3

True.

Speaker 4

After raising 22 grand Tours, he is pretty tired. It's, you know, it's two weeks to. The road race he would have some time to recover, but as Tour de France champion, he's doing all the the, you know, the post tour, publicity circuits and the the, you know, the criterions and all that kind of stuff. So it's not like he's just back home in Monica with his feet up

and he's got a lot of stuff to do. I would guess that he looks at something like the Olympics and says, like, you know. In two weeks, I really don't know where my form is going to be and I don't want to go out there and be riding. Around just in. The pack, you know, finishing twelves kind of thing. He wants to be fighting to the win. If he can't fight for the win, there's no. To go the other factor that seems to have influenced his thinking is that his his fiancée Ishka was not selected for the Slovenian Olympic team, even though she is the two time reigning national champion. And that's, I think, Slovenian cycling politics is actually, from what I understand, is actually quite vicious. There's a lot of infighting. And a lot of kind of, you know, power struggle and that kind of thing between different camps. So I don't know why Erška was not selected, but if it was political then that's the last time that person ever does has anything to do with this live eating an Olympic. Cycling team because? If you decided for whatever reason they're like ohh, you know I didn't like this person. Even I'm not on today's team. Well, guess what, today pretty much. Is living in cycling right now, right? So I I think. That's gonna be something that reverberates through that world because it absolutely, you know, hamstrung. Any chance that's living, it really has to win a medal. They've got my time, a hutch. He will be certainly a good sort of dark horse threat on that Olympic horse. But having a rider like today is is just another level. Entirely so. So was it a good decision by him? I don't know. I mean, he's he's the reason he's targeting World Championships, is there in Switzerland and it's one. Of the the few. Three times that over the course of a, you know, let's say if he races for 10 or 15 years and maybe two to three of those seasons, will there be a World Championships held on a course that has a climb of more than a few kilometers in length? So it's really an opportunity for him to get those rainbow bands on his jersey. And, you know, he said that the tour he said, you know, Matthew. Vanderpool, the current world champion, he's like Matthew looks pretty good in that, that might. Look good on me. I heard that. And so you see things like that. Like, he is mindful of the things in the sport that he has not yet won. And I think that's something that he's starting to look at is like, how do I fill out my resume and my palmaris in a way that makes me more than just a tour friends winner more than just a grand tourist writer. He already is, of course. Because he's won races, you know, like Tour Flanders, like Straw Bianca and stuff like that. But I think he looks at World Championships. That's one of those major things that's missing. And this is his big up, his maybe his best opportunity to get it. And so I think he's he's focused. On.

Speaker 2

That big bucket list item? Yeah, he is focused on it. And he said so.

Speaker 4

For George.

Speaker 2

And so, so who do you see shining bright at gold, silver, bronze at the Olympics? And do we have any chance that from the US team?

Speaker 4

I think so because you do have writers like Matteo who will be on the team who's obviously writing exceptionally good form and is good on these sorts of, you know, yeah. Again, he's a big guy, so he he's not necessarily the guy. Who you depict to win the Grand Tour, but on a a lumpy course with I think it's got about close to 3000 meters of elevation gain. You know they do that climb up March by the by the second couple basilica several times on the on the Paris circuit. That's a short climb. It's steep it's sort of ideally suited to riders. You put out a lot of raw power and so Matteo definitely fits that role and he's got the handling skills. Obviously you know, as you can see from the his past two classes, campaigns to be able to handle sort of the technical urban circuit like that. So as far as US riders go, yeah, I think he'd probably be, you know, my my top pick. And then obviously the the the big favorites are Matthew Vanderpool and Walt Vanert. And I think it's going to be really interesting to see how those guys go because they were generally pretty quiet at the tour. You know, neither of them really factored that route, went for some sprints, but Matthew was mostly there again in a lead out role for Jasper Phillips and gotten a few breakaways. That was never really in contention for a day. Which went and that's exactly the kind of blueprint that he used last year before the Glasgow Super Worlds, which were time wise because they moved to super Worlds to August from their usual spot in October. That the time difference from Tour de France to worlds last year is about similar to the time difference from the end of the tour to the Olympic Road race this year. So Matthew is a guy who knows how to prepare. He knows he's got good coaching, he knows exactly what to do to get ready and his quiet results at last year's tour didn't end up being any sort of factor in his abilities. In in Glasgow. And that course, which is very similar profile as to what we'll see here for Paris. So I think those two guys are my my primary favorites. The thing about the Olympics. You know. That the field sizes are are quite a bit smaller and team sizes are smaller. I think the largest team is Belgium I think which has five guys. So team tactics are really, really difficult. We saw this in in Tokyo with the women's race, with Anna kissing Hoffer, getting in the early breakaway, and just teams just missing. And maybe that was because there weren't any radios or something, but you know, but they just underestimated the strength of that. And she ended up taking the win over this incredibly powerful Dutch team. That's less likely in the men's race than the women's race. But it's not impossible. And there's always wild card. So As for other favorites, right. And mostly honestly, really good. Say I think the time trial is gonna be fascinating because you'll have, you know, you'll have guys like out there. You'll have some sort of more all around type Tom Travis, you know, like an eventful that's going to be interesting to watch on the women's side. I think. Chloe, Digger, the American is is a absolute best metal. So she has not raised much Rd. this year, but I I know she's targeting this quite heavily and it's a perfect course for her. It's moderately technical but not crazy, and it's pretty flat and really favors a rider who puts out just massive amounts of power. And that's Chloe.

Speaker 2

How about track?

Speaker 4

Track will be really interesting, especially for the Americans, because as in the past. The you know the USA cycling some emphasis is really on the women's endurance team and and that's really the, the, the, the central person there is, Jen Valente, who is reigning world champion the Omnium. You know, she's the points race, Madison. Like she does everything. She does it in team pursuit, she does everything. She does it fantastically well. I think that's going to be interesting to see if they can put in a medal performance there that the American women's team pursuit team historically has done really fantastically at World Championships and then ends up. You are stuck, yes. Four or step behind some of the powerhouse teams like like Great Britain when it comes to Olympics teams, they they really focus on those Olympic medals above all and and aren't necessarily riding at their peak at, you know, in January at the World Championships, but by the time August and the Olympics are all around, they're unbeatable. So. So it'll be interesting to see what happens there. I think for the US side, the most, most intriguing thing for me is honestly gonna be on the mountain. Bike side. Really. Yeah. I think we have a four rider team that's really strong and on the on the men's side, you've got Chris Blevins, former World Cup winner, former World Cup, you know, or short Track World champion. He's racing fantastically this year. He won the the First World Cup in Brazil. And then you have this this week, you'll be able to read profile on a scape of Riley Amos, who is a really intriguing guy. He's he's 22 years old. He's going to be the youngest rider in the Olympic field for for the men. He is an absolute phenom at the Under 23 level. He has won, I think, six straight world. Ups and is just riding fantastically well. It's it's thanks largely to Riley that that the US has two men's start spots because of the points that he's earned the past couple of seasons. Basically put the US in the top eight, which is only the top eight nations that two spark start spots for men and women and it was very much thanks to raley's. Putting that that that sort of added on to Chris's points and also. Born Riley, those three guys basically scored points that put us in the top eight nations and gave us those two start spots and Riley is thread is not a medal contender here, although I I expect him to try because that's the kind of kid he is. But the, you know, Jim Miller, the performance director of US cycling told me that when they pick Olympic teams. One of the things they do is pick with an eye toward future Olympics. So a guy like Riley is going basically to get that on the 1st Olympics experience out of the way, so that when Los Angeles 2028 rolls around, if if he's, you know, still in that in that position. Then he goes to it as that, you know, very experienced veteran competitor. Who's who's there, who's like, OK, I've done this. You don't need to go to opening ceremonies. I don't need all, you know, I don't need to hang out. You know, athlete village and try on my team, USA gear and all that stuff. I am focused on the target. And so that's the idea. But I I do think Riley is going to be interesting one to watch. Then this year and then on the women's side, we've got Sibilia Blanc and Haley Batten, who are both top level competitors, have both been raising fantastically all season, I. They're not the the favorites when you compare it

to, you know, like a polling federal approval kind of situation, but but they're absolutely both capable of meddling. So this is a position that, quite frankly, the US team has never been. And even dating back to the first XO in Atlanta in 96 when Susan Dematte won bronze, you know, and was the was the the. The the women there were even even at that point were stronger than the men. But but I don't think we've been in a position to have metal contenders on the men's and women's side for a long, long time, if ever.

Speaker 2

And we deserve it. Why not? Yeah, it'll be nice to see exactly. Well, on mountain biking, sort of grew up here. You know, we are the mountain biking birthplace. So I don't want to leave our conversation without mentioning the loss of a Norwegian.

Speaker 4

Why not? We invented the sport.

Speaker 2

Rider Andre Drake Drake.

Speaker 4

Yeah, I don't actually know the pronunciation of his name.

Speaker 2

Me neither. He was in the tour of Austria on July 6th. He crashed. He was only 25 years old. Very sad day for cycling. There was a really heartfelt kind of beginning to the to the tour. On the day after. Is there anything we can say about him or about this whole? Situation when you know a lot of people look at sport for the horrible things that happen. Football. Let's beat the hell out of each other. You know? Certain sports. It's it's sportsmen like to to see crashes and but this was this was just tragic.

Speaker 4

Yeah, I don't know that there is, like I don't have a larger take away or frame of reference to understand it, except that road cycling. He's an exceptionally dangerous sport, you know, by reports he was traveling, he was on a descent from the Grossglockner traveling 50 plus miles an hour. And you know, when we ride, especially on the road, when we ride, we're wearing, like red. We're wearing a a, a star from cooler on our heads. At those speeds that that, you know. The helmets are not meant to protect against the impacts from that kind of thing. If you crash and you don't die at that speed, I think it's, uh, let's say you're kind of lucky and it's amazing that this does not happen more often when you watch the tour, when you watch the speeds at which they descend, when you watch the speeds which they go through cities, you know, who was it? Ohh it was. Rolf Aldac, who was pretty much religious director at Red Bull Bora, said after, you know, after after pretty much got trucked out of the race with a what turned out to be a broken back right in that terrible crash on stage 12. You know, Ralph said. The

The thing is, you know there there's so much more traffic calming stuff now. And this was obviously this was not a factored. On by scratch. But with when when races go through city centers like that, there's so much more Rd. coming, you know, infrastructure that's fantastic for you and me. The other 364 days of the year, it's what keeps us safe. Out there when we're riding for non competitive purposes, when we're riding our bike to work or to the grocery store or things like that. But for that one day when the race passes through, it's. Objectively dangerous for them, and I wish there was a way to resolve those so that we could have the safety that you and I need day in day out, but not in a way that impacted their safety in the races. And unfortunately, that's that. Nobody's figured that one out yet. And in the case of a writer like Andre, I think that's just. It's part and parcel of the sport. It's not something that we like to think about, but it it it can be a dangerous sport and we just have to hope that riders and teams and race organizers take safety very, very seriously and try to do everything that they can to make it as safe as possible. And we have to make it fully safe. I don't think so.

Speaker 2

No, I don't think so either.

Speaker 4

That's human nature. We're always gonna, you know, on that descent, there's always going to be somebody who wants to break a little bit later. Who wants to, you know, who wants to pedal a little bit harder, talk a little bit tighter and go a little faster? We're always searching for that speed.

Speaker 2

We are and I know there was commentary. I think it was Bob Rowe who actually made a comment about the quote UN quote Rd. furniture and how dangerous it was and it's been brought up before. It's hard to imagine how they can make it better used to be you used bales of hay and but. You know. I think one of the things that made those stages for Teddy pogacha less troublesome was that he had ridden so many of those roads where there were these obstacles and he knew where they were. So you know you, you want these riders to have that opportunity if you can, but. Yeah, it's just a dangerous sport, period.

Speaker 4

The can be for sure.

Speaker 2

Well, as always, it's wonderful to catch up. With you, I love that you can. Just pull all this stuff out of your head and be able to talk about it. And with so much authority, I can't do that. I can't say that I enjoyed watching the tour this year. This is the first year I I honestly got up in the morning and that was what we did. We turned on the tour even though there were some issues with NBC and with Peacock. With just the whole way it

was being done, hopefully we'll see a different streaming network next year. So anything else what's coming up? What? What are you working on?

Speaker

1.

Speaker 4

Well, like I said, Olympics, look for that really Amos profile. And of course, after the Olympics finish, we have the Tour de France fems, which is going to be fascinating as well. Normally that happens right after the Tour de France, the men's Tour de France. But this year, obviously there was not time between that and the Olympics. And this is because the the, the Tour femmes is only a few years old. We've never had this. This experience, where it has to coexist alongside the tour and the Olympics, so we'll see that in in early August and then early mid August and then after that it's on to the month's vocal spaniel where our SAP is going to try to defend his title there. And then World Championships and we'll see if if today can complete the the Triple Crown.

Speaker 2

Well, we will catch up after that and it's again great to talk with you and I can't wait to watch the Olympics. They the opening ceremonies are Friday and I'll be tuned in.

Speaker 4

Same here. Thank you. Thanks Joe.

Speaker 2

My thanks to Joe Lindsey for joining me on the show. I'm always blown away by his ability to recall individual races, stages, competitors, team members and results. And since our conversation Haley Batten took the silver medal in the Women's Mountain bike race and what a race it was. Us we'll be watching the men's and women's road races coming up, as well as some of the track events to see who takes home the metals, and you can check out more about all of it from Joe and the rest of the escapes crew at escapecollective.com. Next time on the outspoken cyclist, we'll be speaking with Jill Warren, the CEO of the European Cyclist Federation, with lofty goals to see more biking, safer biking, stronger political. Port higher investments and more and better infrastructure, Jill details the role of the UCF's large umbrella, under which 65 members in 40 countries have all signed on for a better cycling future. We'll also be highlighting a portion of the East Coast Greenway, including Connecticut, Rhode Island. And Massachusetts with Bruce, Donald, the Greenway, Southern New England, East Coast Greenway. Manager. I hope you enjoyed this episode of the show. Remember, we have links, photos and a written transcript of this and every episode at outspokencyclist.com. Follow us on Facebook, Instagram, LinkedIn and Twitter. Still can't seem to get used to that X thing. You'll also find us on your favorite. Podcast app, so subscribe. Leave comments at outspokencyclist.com if you have something to say. Thank you for

listening. I hope you're having a great summer. Stay safe, stay well and remember there is always time for a ride. Bye bye.

Speaker 1

Thanks for joining us today on the outspoken cyclist with Diane Jenks. Who welcome your thoughts and contributions on our faces.

Speaker

Page.

Speaker 1

Or visit outspokencyclist.com to leave a comment on any episode. We'll be back next week with new guests, topics, conversations and news in the world of cycling. Subscribe to the show on your favorite podcast app and you'll never miss an episode. The outspoken cyclist is a copyrighted production of DBL promotions. With the assistance of WJCL FM Cleveland, a service of John Carroll University, thanks again for listening ride safely and we'll see you next week.