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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 [outspokencyclist.com](http://outspokencyclist.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. This episode of the show is part one of a series about e-bikes. and the ongoing issues surrounding their definition, usage, and legislation, all topics of controversy and conversation. So many people, companies, policymakers, and organizations stand to find themselves negatively impacted as the definition and regulation of the category becomes mired in misunderstanding and, frankly, fear. E-bikes, as first defined, were bicycles with a pedal assist motor without a throttle that would help flatten out the hills and offer a boost for a weary rider attaining speeds of up to 20 miles an hour. Over the years, other so-called e-bikes have been introduced to the market and now we have machines that can reach speeds topping 50 miles an hour with no pedaling capabilities. These have been loosely termed e-motos by some, but out in the real world, the distinction between the two is being blurred and undesirable consequences are beginning to become apparent. Today's conversation is with mountain bike luminary Hans Noe Ray. Hans is an ambassador for Bosch, probably the largest manufacturer of quality e-bike motors on the market. Hans is also one of our bicycle world's icons, stretching back several decades as a wild and exciting mountain bike trials rider. Much less known, though, is his long-time interest in e-bikes, as far back as 1997 when he converted one of his regular bikes with a bionic rehab motor. Today, Hans is deeply concerned about the ever-escalating power of motors that are becoming so prevalent as to make some communities outright ban the entire category of electric bikes. He notes that just putting a crank on the bike and calling it an e-bike just isn't working, that these overpowered machines are not bicycles at all. Hans and I talk about the definitions of e-bikes, what the industry might need to be thinking, and where the responsibility for making these determinations lies. Hello, Hans. Welcome back to the Outspoken Cyclist. It's been a long time since we spoke. In fact, last time we were talking about Tutti Frutti in Italy. How are you?

### Speaker 3

That's great. Thanks for having me on again. And yes, the Tutti Frutti Epic. Yeah, no, I'm great. I'm in Laguna Beach. And after, you know, like some of you might have heard, you know, I worked with GT Bicycles for 38 years. And that came, unfortunately, to an end because the brand is on hold. But that's all good. I've just figured out my new program moving forward. I'm about to announce it next week. You're a little bit early. But I can say so far that I am going to be working closely with Bosch as an ambassador and a KOL. And also I'm going to be having a new bike sponsor that's going to be announced soon. And then of course I continue with many of my old loyal sponsors as well.

Speaker 2

For sure, one of the icons in our business. And I'm really excited that you are working on something that we have talked about on this show so many times. And maybe what you have to say will make an impact industry-wide and hopefully spreads out from there. So there's a lot of controversy about e-bikes, classification, regulation, There hasn't been a lot of concrete action, and the industry might end up on the wrong end of all of this. So let's start with defining the issue. Let's talk about the different classes of e-bikes so far. How have e-bikes been classified? And then I want to work Bosch into this because they're a really important factor in e-bikes. But go ahead, tell me how they're classified now.

Speaker 3

We have a class system in the United States. We have class 1, class 2, and class 3. And class 1 is, I mean, we're having this podcast here right now based on that open letter I wrote to the industry addressing some of the concerns. And my main concern is class 1. I want to protect class 1. And class 1 is us mountain bikers pedal assist up to 20 mph in the US. In Europe, that would be 25 kmh. So they're less fast there. And with basically 100 Newton meters, 750 watts, max peak power, but no throttle and all that. And then the class 2 and class 3 are the more powerful ones with throttle or with the higher speed limits up to 28 mph. And those bikes are a bit more usually like for urban riding and for cargo stuff. But in this category also fall these Zeros and these super, the kids love to ride. And these bikes are super powerful. And the industry, basically, the whole confusion comes because people found loopholes around everything. A lot of these super powerful e-bikes, and I'm not talking the ones we mountain bikers ride, you know, I'm talking about those fast ones with the superpower. The manufacturers put cranks on those bikes and then they can call them bicycles, even if the cranks don't work. And a lot of the parents buy their kids this e-bike, they call it, and don't really understand that they're actually buying their kid a motorcycle. And then the other thing is that these, what was the other part of your question?

Speaker 2

It was about classification, how it's going to affect the industry.

### Speaker 3

Okay, and then they had, and then some of these classes have throttles, and then that make these things faster. And the sticking point with this is, for the whole first 10 years of e-bikes, let's just say e-bikes started in 2014. I know they started earlier than that, but that's when they got momentum. And everybody in the industry was kind of had the understanding that the 750 watts peak power is meant max peak power. But the word max was missing. And there's also a way to measure it nominal. So all these bikes who come out now that are more powerful, they look at it like, well, it didn't say max, so we still 750 watts, it's just nominal. But if you have a nominal peak power, it's up to three times more powerful. So these bikes, that's like the DJI bikes and some of the new specialized bikes, they get more and more powerful. And strictly speaking, they're legal. Yeah, they're still legal until the legislation catches up with us or until more and more stuff happened. And the class one e-bikes were always tolerated because they were like a bicycle. The people who rode them had a bicycle mentality. They had bicycle clothes on. They had bicycle friends. They wanted to ride the trails in their neighborhoods. They weren't motorcycle riders who go out in the desert or on a motocross track. And in Europe, for example, the only reason-- and that's why the speed limit is so low in Europe-- the only reason they were considered bicycles was the fact that they were not going fast or the assist stopped at 25 kmh, which is 14.9 miles per hour. And that's very slow. And everybody wishes, including me, when I go to Europe, that this is really too slow. But we cannot move the goalpost now in retrospect and say, now that you accept us, we want to make it more powerful. Because the only reason they got in Europe to be considered a bicycle was because that speed limit. So that's some of the confusion there. And then in America, we have all these higher powered bikes. And they are all a lot more powerful than the class one, but they all call them e-bikes. And that's why one of the things I ask in my letter is we have to define our language, because the word e-bike rolls perfectly off the tongue. The problem is it rolls perfectly off the tongue of a cyclist and also a motorcycle, the motorcycle culture. And both of these cultures use the same word with a different meaning. And that's why people always, when they say e-bike, you don't really know what they mean, or they call these super powerful Zurons e-bikes, which in reality, they really e-mopeds. But the marketing teams of these companies package them as e-bikes. And we can only push the boundaries so far. And since the regulation is not 100% defined, some people in the industry suggest we should. be responsible enough and self-regulate ourselves until, only until the law. Because if the law, we already saw what happened in New Jersey, they just came out and said, you know what, we're just drawing all the bikes that have a battery and a E something, we're throwing them into one category and we basically make them now all illegal on trails. And we also require them to have insurance and we want like registration and We want you to wear a motorcycle helmet, a DO2 approved helmet. So it's basically game over in New Jersey. And if other states follow that suit, the whole market could go away. And that's what the industry needs to understand. And also the consumer, it's not about more, more, more. These brands can make improvements to the product without going into the power categories.

Speaker 2

Boy, I have so many questions.

Speaker 3

Go, go for it.

Speaker 2

Well, the first one that I have has to do with the responsibility that the industry has in actually teaching its dealers, the IBD, about what they're really selling. And I think that they do have that responsibility. I also like the idea that the bicycle market has changed, and how can we change it? for the better. It is not good that people think that e-bikes can be on paths when they're class two and three, that they can go 25, 30, 40, 50 miles an hour and be on paths or trails, and that they're considered bicycles. I mean, it seems to me it is, it has become so confusing that I don't see how it can get straightened out and it needs to be straightened out at the industry level and then at the legislation level. I did not know New Jersey had already banned all e-bikes.

Speaker 3

Well, they are, but they passed a law already. And now other states are looking at that. And then like California is about to change, not to ban, but California actually wants to add that word max to the peak power because that, and A lot of us, including me, applaud that move, but all these brands who have the more powerful engines, the two most prominent ones is the Specialized and the DJI, they don't want that to happen. And then there's another group of people, class two and three people in the bike industry, and they say some of the cargo bikes need more power, peak power. And that's fine with me. That's why I say my main concern is really class one and trail access. Because if these bikes get more powerful, we get banned from the trails. And how class two and three solve that problem or define their classes is a little bit up to them. But we need to, as a bike industry, needs to draw a line in the sand of how much power we're going to go, because everybody keeps doing power updates. And quite frankly, I know a lot of core people, industries, journalists, and they're testing all these bikes and they all say these bikes are getting too powerful. They're not bicycles anymore. And they also take the challenge out, you know, and they're also too dangerous. You know, there's one thing, you know, if you're too fast and hit another trail user, but it's another thing in traffic too. If they accelerate too fast to that speed limit, then That can also be a danger, especially since we have a lot of unexperienced riders who use these e-bikes.

Speaker 2

And that's a really good point. So the industry may or may not have defined its market correctly. And so I see people who need the pedal assist bike on a trail as people who are not necessarily \*\*\*\*\* riders. They're just people who want to recreationally use a bike.

Speaker 3

Yeah.

Speaker 2

And they're going to be they're going to be caught in this craziness with these other bikes that are so powerful. And I don't understand where the legislation needs to happen or the regulation needs to happen. I feel like it needs to happen at an industry level, but I can see it's maybe already passed that. Maybe it's already gone too far for that.

Speaker 3

There's some really cool people in our industry who have been working on this issue for years. And sometimes it's a compromise of a compromise. But ideally, this would have been solved already a long time ago, and ideally on a federal level. And I don't really understand all of it, but we right now on a state level, and that makes it very complicated. Especially imagine you're living on the border of New Jersey and Pennsylvania, and all of a sudden, across the street, you can't use that bike and on this side of the street, And so, and I don't know enough to tell you if we can try to solve this federally or if it's possible, but it's definitely not easy at this point. But that should be the idea to do it federally, that everybody's on the same page. And then, you know, one of the reasons for this letter was to bring So not the same 500 or 1000 people have these conversations. We need to get everybody involved and everybody needs to do their part. And the riders, of course, every rider goes like, oh, if I can have a more powerful bike, I take it. But they need to understand eventually we are too powerful and they're going to say, you guys are not a bicycle anymore and we're going to ban you now. And it would make it much easier for them to ban everybody instead of saying class one stays in. because it's so hard to police it or to control it. And that was one of the reasons why I asked to define these class one, two, and three with each of these vehicles need to have a sticker prominently in a certain color code on the top tube that says what it is. and a class 2, in my opinion, that's just an opinion, class 1 would be e-bicycles, class 2 would be e-mopeds, and class 3 would be the most powerful one, the e-motorcycles. But there's a sticker on the bike that by law you cannot remove, and that sticker says on there in fat letters, e-mopeds. So hopefully the class 2 guys stop calling their vehicles e-bikes, and they're calling them e-mopeds. or whatever they want to call them to be, but they cannot call them e-bikes or e-bicycles.

Speaker 2

Let me reintroduce you, and then I have a question about some of the bike sharing companies, perhaps. We're speaking with Hans Rey, mountain bike icon. If you do not know him, I think you haven't been in the industry long enough. Look him up. We will have lots of information about him on our website after we're done with this conversation. We are talking about e-bikes, and it is a really important topic. to get it

straightened out, because eventually these things are going to be either completely regulated, out of our control, and we're not going to be able to ride them anywhere, or we're not going to get our e-bikes for trails, which is really, really important. Let's take a short break, and when we return, Hans and I will continue the conversation. You're listening to the Outspoken Cyclist. We'll be right back. We are back on the Outspoken Cyclist. I'm your host, Diane Jenks, and my guest today is Hans Reh. Over his career, Hans has won a large number of bike trials riding championships, including German, Swiss, and USA National Champion, just to name a few. Now retired from competition, Hans is a champion for e-bikes and an ambassador for Bosch, maker of many of the finest quality e-bike motors on the market. On March 1st, bicycle retailer and industry news. published Han's open letter to the industry, voicing his concerns about e-bikes and the need to define the category. He also asked the industry to heed the need for action as the more powerful e-moto bikes begin to gain popularity and what the consequences of non-action might be. So... You mentioned, and this was before we actually started having this conversation for the listener, you are a Bosch ambassador. Explain what that means and how Bosch is involved, because Bosch makes some of the really important components for e-bikes.

Speaker 3

Yeah, Bosch is very active in the e-bike market. They make drive units and all the related parts, you know, the displays and so on. And Bosch been actually trying to get the legislation right for a long time and warning people not to overdo it. And I very well much always agreed with their philosophy and outlook. Even years ago when I was a Shimano ambassador, and even before I was a Shimano ambassador, I already had these same values. And one of the reasons I started last year working with Bosch was because we look I&I on some of those issues, and I do like their product, and I'm A spokesperson for the brand, and Bosch and myself are not the only two people who share my opinion. There's a lot... Of people in the bike industry who agree with us, but it's like it's some of these brands who are not our traditional mountain bike brands or so who come into our industry and trying to get a piece of the cake, or some brands trying to make a name for themselves and they make the bikes more powerful, which, yes, sounds very tempting for the consumer. but the consumer is not aware of the danger because the consumer doesn't know that this could ultimately mean that he's not even allowed to ride his bike anymore on the trails. And so my letter was kind of a reason, like I said earlier, to make, to get the word out and make people aware that, hey, there is a problem because the inner circle knows about the problem, but the average guy either doesn't care or doesn't know about it. And they should care and they should know about it because there's a lot at stake. And if people think this is not going to go away, then they're mistaken because, I mean, one thing, for example, that's been going on for years that nobody knows, the biggest enemy that we actually have is not this argument right now that's going on. It's actually insurance companies. They've been lobbying in Brussels and Washington for years to try and to get to force insurance on us. And once you have insurance, then you also need registration, and then you also need a driver's

license, and you also need all these other things, and you probably then won't get trail access either. So there's all these dangers lurking, and we need to be responsible and smart enough. And that's why right now we should help the legislators define this language. Don't let them do the definition for us. Because the one lesson I learned, like years ago, way before e-bikes, when Imba first started in the late 80s, you know, there was a point when the Sierra Club had meetings and they decided that we don't want mountain bikers in any national park or wilderness area. And they easily decided that because nobody, no mountain biker was sitting on that table to defend us. I remember that. And that was one of the reasons why Imba then got started and got big and we wanted to be part of these conversations. And after that, Imba was trying almost unsuccessfully for 20 years to undo that. You know, it's so hard to undo when somebody, a legislation is done, it's so hard to undo it. And they started having some success right around 10 years ago, where the odd national park ranger could allow on one or the other trail, maybe mountain bike use. But that was only in a few places. And then e-bikes came, and then Imba was really worried that if we now bring e-bikes into the equation, they're definitely not going to break letters right in those national parks. So at the beginning, Imba wasn't quite sure where to stand with the whole e-bike movement, partly because of that, because they were hoping to get their foot back in the national parks, which was nice and would be great. And I'm sure e-bikes didn't make that easier. So that's where we came from. But my point is, Legislation was made without us being on the table. And if us, if the mountain bike industry is not guiding legislation, then they might make a decision because they don't know the difference between a class one and a class three. So.

Speaker 2

So I have a question about the National Bike Summit that's coming up and whether somebody is going to add this to the agenda when they go up on the hill and talk to legislators. Is e-bikes on the agenda? for the National Bike Summit later this month.

Speaker 3

You mean the Bicycle Leadership Conference?

Speaker 2

No, that's an industry thing. The Bike Summit is the League of American Bicyclists in Washington, D.C., the lobbying organization that goes up on the hill and actually talks to, you know, I've been up there. I have talked to my representatives about bicycle safety. I can't remember what our particular ask was that year, but the ask could be, e-bike regulation, good, you know, the correct e-bike regulation. So I'm wondering whether People for Bikes and the National Bike Summit, the League of American Bicyclists, are talking about e-bikes this year. I mean, we have this great opportunity.

Speaker 3

Yeah, they should. I agree. And it needs to be. And I'm sure it is to a degree. And People for Bikes have been pretty good lobbying for e-bikes and stuff. But even though people who bike and I are not necessarily looking eye to eye on this open letter issue, that's another thing. They have been representing us in good ways with the politicians, which is so important. So, and on this e-bike issue, we just need to draw the line. And the things I suggested in that letter, I'm not firm on them, but, you know, but it's just like a starting point that I suggest this should this should be class one. And we can move the post slightly, you know, talking to everybody else, all the other stakeholders, you know, but the line needs to be drawn in the vicinity that I suggested, you know, so.

Speaker 2

So how can people actually make that happen? We have listeners, we have industry people, we have manufacturers, we have legislators, we have advocacy organizations, where Where can it come together and actually make a difference? I know it's a hard question.

Speaker 3

Yeah, and some of these leadership conferences, people try to talk, but we need to all be responsible. And in my letter, I kind of ask a little bit for actions for everybody. The manufacturers have to stop the arms race, and go more and more powerful because everybody can do that. Some people like were saying, oh, Bosch is just the sore loser, because their motor is not as powerful. Does anybody really think Bosch couldn't make a powerful motor like anybody else? It's the easiest thing in the world. They have foresight to, they're trying to protect the industry, you know, that we in, you know, because, and that class one. So, and then the R&D department, they should, there's other ways to make your bike stand out or more attractive than being the most powerful. Then the bike shop should educate their customers. They should help them or teach them some basic etiquette and what to do or not to do to get along with other trail users and to also to avoid accidents and to also tell those parents, I know some of these bike shops, they need to sell those surrounds to survive, times are tough, but be open with the parents and tell them, that these things are actually, strictly speaking, illegal on the, especially when kids ride them on the sidewalks and on the bike lanes, and stuff, and they also illegal on the single trails. So, and then the... The media needs to be a little bit more responsible. And if they really believe in this class one thing, and I'm talking about the mountain bike media here, the cycling media, then maybe they shouldn't test the super heavy duty bikes and say, that's not really our cup of tea. We are class one. And we stop testing these 120 Newton meter bikes or whatever. And then And then the consumer, they should just know what's at stake, that they could lose trail access. And then the game is over. And they also need to understand that as nice as it can be to have this more powerful thing, it's a lot more wear and tear on your bike. You have to buy a chain and a cassette way more often. You probably go through other parks as well. So it's these powerful bikes are also hard on your on your equipment, and ultimately your wallet.

Speaker 2

So when the industry looks at competition as being the most important thing to sell, you know, what Tadi Pegacha is doing, what Jonas Bengigo is doing, what all of these guys are doing, Mads Pedersen, instead of looking at the retiree who's actually going to come into your shop and buy a bike, by the way, it seems to me they're focusing on the wrong thing. And so I don't know how you get all these stakeholders to the table to make this happen, but it sounds to me like it's a really important thing to get these class one bikes protected from being lumped in with all this other craziness.

Speaker 3

Because that people ask, how did it even start? And I was told that 750 watts came from the year 2000. We go way back here when those first e-bikes were introduced by, what was his name? Lee Lacocca, remember?

Speaker 2

Lee lacocca.

Speaker 3

Lee lacocca. You know, and he had this dream of these bikes.

Speaker 2

You're right.

Speaker 3

With the acid lead batteries. But those bikes weighed over 100 pounds, so they needed 750 watts peak power to even get them going or up a hill. And that number was just like kind of taken over or adopted, In Europe, they have like 250 watts peak power, but nominal. And that equals about 750, and that's how they maybe adopted that in America. So, okay, let's just say 750, perfect. That law already stands partly from the lacocca days. And that's how it all started. And then the other thing is there's also the Newton meters. And I ride super technical and steep stuff, and the hills don't get much steeper than Laguna. And I don't need more power, and I want to still pedal my bike. And I talk to my friends who are good riders, and even they say, some of them even have those more powerful bikes, and they say it's too powerful. And I don't really ever use that mode, you know. But so why put that mode on the bike if it only kind of hurt us by getting maybe losing trail access and other things and causing more accidents, you know?

Speaker 2

So it seems to me what we need to do is define bicycles again and just drop the whole class two, three out of the bicycle industry. They don't belong.

Speaker 3

Well, that's kind of what my letter gets at. That's why in a selfish way, I'm addressing here from a mountain biker point of view, really the class one. And yes, and some \*\*\*\*\* e-bike haters, they might even say, drop all e-bikes, but the e-bike class one has become a big part of the cycling culture. Yes. And it's, I'm saying cycling culture. It's not motorcycle, you know, we don't, and we behave like cyclists, like I said earlier, and we dress like cyclists and we hang out with cyclists. And That's where we need to draw the line and everything else. If somebody has a handicap and needs a more powerful bike, then yeah, let them have a class 2. And if that takes a registration and a driver's license, so let it be. And the same goes for these cargo bikes. I understand that a heavy cargo bike needs some... need some more power, but also they find the cargo bike thing. And I'm not familiar with all the points, but I know there's a big problem with cargo bikes in New York because they have three and four-wheel cargo bikes and they block the whole bike lane and they are super powerful. And now they go like with 28 mph down with a four-wheel bicycle, they call it a bicycle, down, you know, a bike lane in New York City and oncoming cyclists can barely like avoid it, you know, and So that's a whole different issue, and I'm not really addressing that, but somebody needs to figure that one out too.

Speaker 2

So I think to wrap this up, one of the things that we need to think about is we are the bicycle industry. We are not the motorcycle industry. And the fact that e-bikes are here, and I remember talking to Ed Benjamin, 30 years ago that e-bikes were going to be a thing. We have to remember that we have a whole new generation of people we would like to see riding bikes. And if they're riding a powerful class 2, class 3, 25, 50 mile an hour bike, they're not riding bicycles. They are not cyclists. And I'd like to see people riding bicycles from the time they're children till like you and me. And so I'd like to see e-bikes incorporated into the bicycle culture as if they are part of the same two-wheeled chain-driven bikes we've always had.

Speaker 3

Yeah.

Speaker 2

And that's where I think we're losing sight of what the problem is. The problem is, We need to use e-bikes as if they are just another new product for the bicycle industry or another really good product.

Speaker 3

Yeah, and hopefully it's not too late to have this conversation. I think it's not too late, but we are late, but better now than never.

Speaker 2

Right.

Speaker 3

And before it's too late or before it's really, really hard to undo it again. And We just have to show some foresight and responsibility and preserve what we have, because I think we're lucky that we are being considered as a bicycle. And we have to stop moving that goalpost, you know?

Speaker 2

Do you see a way of pulling this all together from all of these stakeholders, including the listeners of this show? Well... I know, right?

Speaker 3

I hope this conversation will lead to us sitting on the table. Because sometimes only the people, even within our community and the people who have an opinion on this, the people who speak up and you go to a bicycle leadership conference, it's like always the same people.

Speaker 2

And.

Speaker 3

Then there's the other guy and they just sit on the fence in the background and trying to be neutral, try not to offend somebody, try to see where it goes. And everybody needs to roll up their sleeves and get involved in the conversation. and do something. There's no room for a company, especially when it's a big company, to sit on the sidelines and let others figure it out. And if they really think the legislation's going to figure it out, then they are about to maybe lose their job because they might not have, their company might not sell class 1 e-bikes in a year from now if the legislation comes in. And the same goes with journalists, all these e-bike journalists, which we have. If they keep reporting about these more powerful bikes, they're just going to contribute that we might get the door shut in our face. So they might not have a job then either. Everybody has to lose something, including the bike shops. And trust me, you want to separate us from the motorcycle industry, because if the motorcycle and car industry comes into this business, they're going to outdo the bicycle industry in a heartbeat. So Let this bicycle thing be ours and be smart. And hopefully, I don't know if it will do anything, but I think more people are aware of the problem and hopefully this will lead to some responsibility and hopefully some actions.

Speaker 2

We've been speaking with Hans Rey. He is just so right in there with this e-bike situation and it is dire. I think we are at a point where we need to make some decisions. The industry needs to make some decisions. and we need to make sure that e-bikes are still available. Class 1 e-bikes. Hans, I really appreciate you taking this on because it's a big

topic and it's a hard topic. And it's been maybe close to the line when we're going to lose it all if we don't do something soon. Let's stay in touch.

Speaker 3

Yes, and it's not just me. There's a lot of people who have, who know this, but I just wanted to get it out to the masses. And there's a lot of people who are way more knowledgeable on the subject than me. And we need those people, but we need, they cannot do it alone. They need the support of everybody. We have to have one voice and don't let the government make the decisions for us.

Speaker 2

Right. And so we will post as much as we can to our website and keep your letter connected to our listeners. And thank you again. It's been such a pleasure to talk with you again. It's nice to actually see you in person. I mean, well, on Zoom, you know, we get to see each other. And we will talk again soon, I hope.

Speaker 3

Thanks, Diane. Thanks so much. I appreciate it. Thanks for spreading the word. Bye-bye.

Speaker 2

Bye-bye. My thanks to Hans for joining me today. There is a link to the letter Hans wrote for Bicycle Retailer on our website, [outspokencyclist.com](http://outspokencyclist.com). I really appreciate his perspective and his willingness to share it. My thanks to you for listening. I hope you enjoyed the show. Over the next few weeks, I will be following up on my conversation with Hans with several other important bicycle industry stakeholders. all of whom are hoping to bring together a clear and effective pathway to keeping e-bikes from being regulated into oblivion. You can find expanded conversation on my Substack and follow me on Facebook, Instagram, LinkedIn, and YouTube. Subscribe to the podcast on your favorite app so you never miss an episode. If you'd like to comment on this or any other topic, please feel free to do so on my website, [outspokencyclist.com](http://outspokencyclist.com). There you'll also find links, photos, and a written transcript of the show for every episode. So until next time, please 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. We welcome your thoughts and contributions on our Facebook page, or visit [outspokencyclist.com](http://outspokencyclist.com) to leave a comment on any episode. We will be back next week with new guests, topics, conversations, and news in the world of cycling. Subscribe to the show in 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 WJCU-FM Cleveland, a service of

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