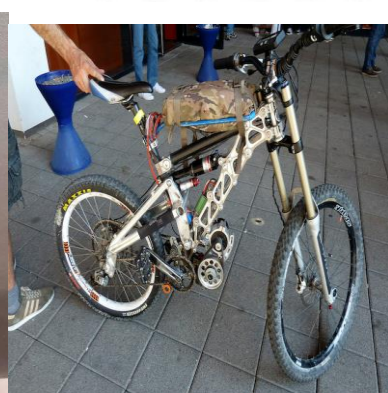
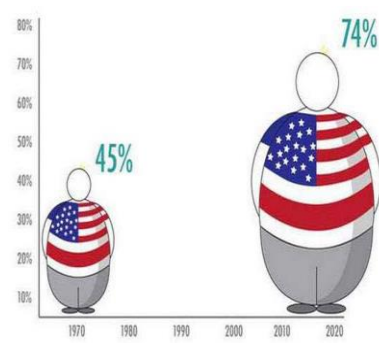
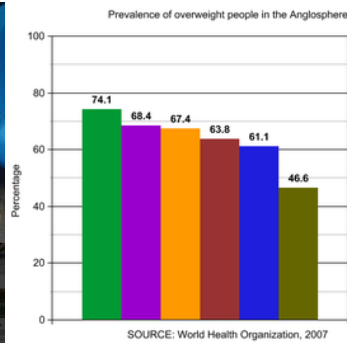


Fuck Your E-bike Bish!



A One Shot Zine. Free.

Fuck Your E-bike Bish!

This is a rant.

This is a war.

We (people who ride bikes)

Are against you (e-bike or moped riders)

Masquerading as cyclists.

It is not about being a snob, we are different animals.

We work for our summits, views, challenges.

And you get pushed to the top.

We do not want the cliff notes on life; we want to earn our achievements fair and square.

You want the cheat codes.

If you are that lazy, fine.

Stay on your couch, bish.

You did not earn what we have earned.

The path of (e-bike) least resistance leads to bigger and bigger sweat pants.

We have no problem with people being lazy, many are. But if you are a lazy e-choad then you should be with other lazy people, meaning off our trails. You are the unwitting tool of the enemy that seeks to remove all mountain bikers from trails all over the country. You may not know this, but it is true.

Alas, we cannot be friends for you represent everything we stand against.

You also represent the bike industry which only sees you fat bastards as dollar signs, they care not for the damage wrought as long as they can turn a profit in the short run.

The sad part is that real cycling is accessible to everyone, you have been beguiled into thinking you need pedal assist when all you need to do is unlock your mind and be truly free.

F.Y.E.B.B!



Yes, we can rant, we can. Does it matter? Will a rant really do anything? Not for one minute do I think that what I say here will stop people from buying or riding e-bikes.

But that does not mean I have to like it.

Nor does it mean that I have to remain silent.

People are lazy, they always have been. All the way back to Aesop's fables we have the few bread makers and the vast many that will never lift a finger to make a single slice of bread, but are happy to eat it. To me, at least this is the type of person that would ride an e-bike. Sure, some are older and can no longer ride like they used to but they still can ride late into life, but some 30 or 40 something? No, you are just some lazy bastard that wants to have the experience of riding in the hills without all the work. You want it now. You see (Cosby inflection) cycling is all about deferred gratification. Cycling is about working towards a goal and slowly getting there. The greatest reward for a cyclist is to get up the technical climb they have been riding for months or years even and not put a foot down or complete that 30 mile loop in a record time. Personal achievement is where it is at, and of course to have fun, but most off road bicycle riders go out for the physical challenge. Sure there are lots of other things great about mountain biking, the friendships you make, the scenery, being in nature etc. Better still because those things had to be earned, they were not given freely; all came at an investment of time and discipline. Nothing gotten easily is really worth a damn is it? Do you cherish a plastic

spider ring you won playing Ski-Ball at Chuck-E-Cheese? Well, I hope not. But the view you got when you finally got to the top of the climb, well, that was worth remembering. That is really at the core of the problem with this whole E-bike thing. You E-bike riders just don't get it. You're not one of us, not in an elitist way, you're not one of use because you did not earn what you have access to with one of those choad-sleds. You're a cheater, so why should we tolerate your presence?

If you were playing cards with a cheater, it would ruin the game, would it not?

If you were playing touch football and a player kept not taking his touches, how long would you tolerate it? Would it not ruin the game for everyone else?

You want to be a lazy bastard, fine. Be lazy. Many people are and will continue to be so.

But please, be a lazy bastard at home on your couch.

Where you belong.

Making a generalization here of course, I will make them. And many will call out the logical fallacy of the Straw Man argument, but is after all my opinion that E-bikes are lame, straw man be damned! Not all E-Choads will fall in the group here, but most will. You may agree or not but thus this is a rant and that means I get to spray all the bullets in my clip, well aimed or not.

There was always this kid when we were young that got everything, when BMX bikes were cool, they had the most expensive bike. Whatever toy that was hot at the time they would get that too. When toys were set aside for a car, they would have a nice new car or some classic. Ahh to be on easy street. Not jealous, no, not at all. Just some conditioning early in life will make one expect to get everything easy. To me, this is the kind of person that who never really having to work hard for anything will not be willing to do what it takes to get on a bike and gain the physical prowess to get to top of some hill under one's own power. Today you have cheat codes. One can play a game and get the cheat codes so you don't have to work to win a video game, you can cheat, and you can win. Sort of. I guess this is expected, if you are a 13 year old boy. In time one would hope that they grow out it, gain some wisdom from life experience and realize that earning things is its own form of currency. I can only surmise that people that gravitate to e-bikes were spoiled brats as children and they never really matured, now, they are just fat, older brats.



The Hollow Victory

You, E-bike rider, when you use your moped to get to the top of a peak, you have cheated. You did not get there under your own power. You cheated. Sure, you got to the top just like I did, but your victory is a hollow one. Just like when you cheated on that math test, you know you beat the system, beat the rules, but you earned nothing. It is self-delusional to think that you did anything, anything worthy of merit. You can't in all honesty say you went mountain biking when you ride your choad cycle in the hills, you went for a ride on a moped. Because in the end, a bike with a motor, any motor, makes it no longer a bicycle, it makes it a motor cycle or a moped. Class one, class two, class three type e-bikes are just different classes of moped. If you were climbing Mt Everest and some guy got dropped off at the top by a helicopter and acted like he actually climbed to the top, well he would be a fake ass phony right? His climb would be a hollow victory; the only person that is being fooled is the e-bike rider. The common complaint that e-bike riders give is they can't make the climb; they can't get to the top. Well, you still can't, the e-bike took you there. You probably think you're smart and sexy, younger women/men want you, and you know what's going on too and have all the answers. Lucky for you, sweat pants come in all kinds of huge sizes.



An e-bike is a Moped.

An e-bike is a moped. According to OED:

noun

- A light motor cycle, especially one with an engine capacity of not more than 50 cc.

Origin

1950s: from Swedish, from (trampcykel med) mo(tor och) ped(aler) 'pedal cycle with motor and pedals'.

Of course before electric motors really came into play. Don't even go there Mr. Keyboard Cowboy! This is paper not some lame ass web thingy bish, you can't "comment". ☺

Does this look like a bicycle to you?



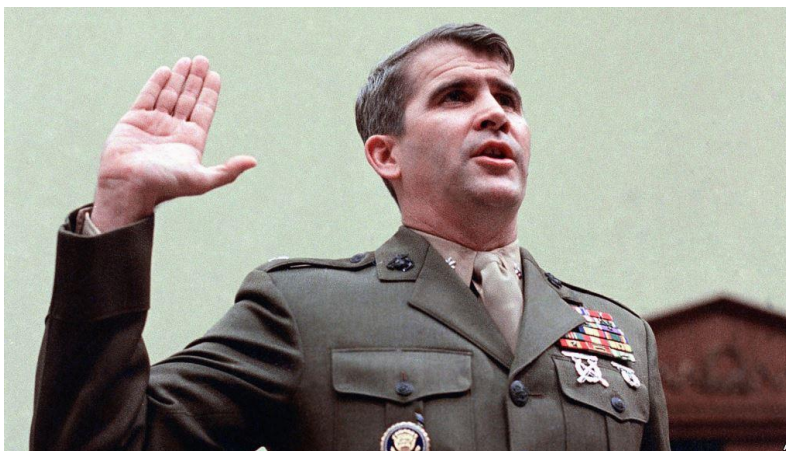
In order to sell something you have to put a label on it. An "e-ped" Or "electric-cycle" is too close of a nomenclature to the true nature of an e-bike, which is of course a moped. By calling an electric moped an E-bike you beguile the public into thinking that they are still in some sort of it-was-not-rape-she-was-asking-for-it-by-way-she-was-dressed sort of way that an e-bike is still a bicycle. Not true you pedal-while rapists, not true. Pedal assist either by actuating a throttle in the cranks or by twisting a throttle by hand DOES THE SAME THING YOU MORONS! Just because you use the pedals to make the throttle kick in does not make the accelerating mechanism magically not become a throttle. You're getting "assistance" not in the lets bail out the US auto industry sort of way but when you pedal you get help. You get help not in a push in the back by one of your cycling brethren but help, with a motor. That is what a motor does; it drives things, in this case, your obesity. America is so fat now and it is a problem. You would think that the bike industry would rally behind this fact and try to get people on bikes to get in shape and get away from 9X size sweat pants (they do exist). But no, they would rather keep the fatties fat and get their big butts on an e-bike instead. It seems morally reprehensible to market a product that will keep people unhealthy. You're not making long term customers there are you? No, all you are doing is preying on a nation wide epidemic of obesity and trying to cash in on the short run. Who cares if in the long run you lose money by helping to kill off potential customers when you can make money off them now?



I got an e-bike and see how it magically transformed my body!

If a bicycle has a motor, it is motorized. Not even the most greasy lawyer, glib tongued politician scum lord can use a bunch of melee-mouthed garbled syntax to deny that one. This ain't Iran-Contra, bish! Ollie North you are not. The Pedal assist argument falls flat on your flabby man tits. Motor = Motorized. Who the fuck do you think you're fooling?

I swear under oath that you, e-bike rider, are a fat choad.



What the Bureau of Land Management says:

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D.C. 20240
<http://www.blm.gov>

July 1, 2015

In Reply Refer To:

8340 (250) P

EMS TRANSMISSION 07/07/2015

Information Bulletin No. 2015-060

To: All Field Officials

From: Acting Assistant Director, Resources and Planning

Subject: Electronic Powered Bicycles on Public Lands

An electronic bicycle, also known as an e-bike, is a bicycle with an integrated electric motor. The Bureau of Land Management (BLM) classifies e-bikes as motorized vehicles, as defined at 43 CFR 8340.5 “(a) Off-road vehicle means any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding: (1) any non-amphibious registered motorboat; (2) any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes; (3) any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved; (4) vehicles in official use; and (5) any combat or combat support vehicle when used in times of national defense emergencies.”

There is a great variety of e-bikes available and some can be used for mountain biking. Public interest in the use of e-bikes on Federal public lands is rising. As a transportation and recreation option, e-bikes represent an opportunity to reduce emissions, as they also appeal to a growing demographic with physical limitations to conventional bicycling.

These factors contribute to a corresponding increase in interest and utilization on public lands. The BLM manages e-bikes similar to the U.S. Forest Service (FS). The FS manages e-bikes as a motor vehicle per their Travel Management Rule.

Well, even the f-n' govmnt' can tell the difference between a real bicycle and a motorized bike, or moped, motorcycle whatever.



Looks like a motorcycle to me... Oh, there are pedals; they may as well be pegs.



Here I am on my E-bike ready to destroy this trail system.....

What the US forest service says:



Forest Service

Washington Office

1400 Independence Avenue, SW
Washington, DC 20250

File Code: 2300; 2350; 7700

Date: MAR 24 2016

Route To:

Subject: Electric Bikes and Trail Management

To: Regional Foresters

Electric bikes or e-bikes are growing in popularity and offer increased potential for quality recreation experiences, where determined appropriate, that connect people with enjoyment of their National Forests. Given the recent introduction of e-bikes as a use on National Forest System (NFS) land, questions have been raised by Forest Service units, recreationists, user groups, permit holders and law enforcement regarding appropriate routes and areas for this use. The intent of this letter is to provide current guidance on how to classify and manage e-bikes for determining where they are allowed to be operated on NFS lands. It also lays out possible opportunities to expand appropriate e-bike access to NFS lands through special designation routes and areas for e-bikes now and into the future.

The Forest Service recognizes that technology continues to rapidly change, including the design and capability of e-bikes and other related modes of travel. Monitoring of e-bike use for visitor safety, social issues, along with performance metrics and natural resource impacts will continue to develop and advance. As such, we as an agency remain open to potentially re-visiting and adjusting associated agency guidance if and as needed in the future.

As a starting point, certain applicable laws and relevant directives provide a foundational approach to current e-bike management:

The Forest Service's Travel Management Rule (TMR) and E-Bikes: The TMR defines "motor vehicle" as "any vehicle which is self-propelled, other than: (1) a vehicle operated on rails; and (2) any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area." 36 CFR 212.1. E-bikes have a motor, thereby are self-propelled, and are not covered by the exceptions in the definition. Therefore, e-bikes are motor vehicles and are subject to regulation under the TMR, which requires designation of National Forest System (NFS) roads, NFS trails, and areas on NFS lands for motor vehicle use. 36 CFR 212.51(a). Direction on e-bikes was included in a response in the *Federal Register* notice for the final over-snow vehicle rule. The response states: "New technologies that merge bicycles and motors, such as e-bikes, are considered motor vehicles under §212.1 of the TMR." 80 Fed. Reg. 4503 (Jan. 28, 2015).

Disability and Motorized Devices: Questions have been raised in relation to people with disabilities requesting use of e-bikes as an assistive device. The only exception for a person with a disability for use of a device that is self-propelled is if that device meets



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both parts of the legal definition of a wheelchair or mobility device as defined above in 36 CFR 212.1 and also defined the same way in FSM 2353.05 as well as in 42 U.S.C. 12107. Under that definition, any device that is both designed solely for mobility for a person with disability and which is suitable for use in an indoor pedestrian area may be used anywhere foot travel is allowed. E-bikes are not solely designed for individuals who have mobility impairments and their suitability for indoor use would be highly questionable. Therefore, e-bikes do not qualify for an exception and may only be used where the Motor Vehicle Use Maps allows that use by all people. An e-bike remains a motor vehicle regardless of who is using it. It is essential that exceptions to TMR designations not be made. Restrictions on motor vehicle use that are applied consistently to everyone have been repeatedly found not to be discriminatory.

Section 504 of the Rehabilitation Act (29 U.S.C. 794): Requires programs on federal lands to provide "reasonable modification" of policies and procedures to allow the participation of qualified people who have disabilities. To be a qualified person the individuals must meet the same essential eligibility requirements for participation in that activity as does a person who doesn't have a disability. However, no federal agency is to "fundamentally alter" the program in order to allow a person with a disability to participate. To allow a motorized device, that doesn't meet both parts of the legal definition of a wheelchair, to be used on a route or in an area where use of that class of device is not designated would be a fundamental alteration of that program.

Other Power Driven Mobility Devices (OPDMD): In 2010, the Department of Justice released their Rule on OPDMD. An OPDMD is defined as any vehicle or device that is powered by batteries, fuel or other engines including those not primarily designed for people with disabilities. Under the OPDMD Rule, a person who has a disability is to be allowed to operate an OPDMD anywhere, unless that area has been previously determined not to be appropriate for use of that type of device/vehicle and the information as to what if any devices/vehicles may be operated in that location has been posted. The criteria within the Rule for such a determination includes the same parameters as were used for the Forest Service designations under the TMR. Therefore, the use of any OPDMD is limited to where the use of that specific type of device/vehicle is designated for use by all. It is essential that OPDMD exceptions not be made to the TMR designations.

Currently, e-bikes are allowed with the TMR designations for "Roads Open to All Vehicles", "Trails Open to All Vehicles", "Trails Open to Vehicles 50" or Less in Width", and "Trails Open to Motorcycles Only". In addition, new trail riding opportunities for e-bikes on existing non-motorized trails may be considered and designated as motorized trails by administrative units and ranger districts under travel management planning efforts, based on special vehicle class designations in accordance with 36 CFR 212.55. These motorized trail designation changes would involve appropriate environmental analysis, public participation and designation decisions that, once established, will be reflected on updated Motor Vehicle Use Maps in accordance with the TMR.

You can say now for once, only once, in time has our government said or done something that actually made any sense.

Article stolen from Outsideline.com (like I care).

Electric bicycles can fill an important need. Low-power electric-assist mountain bikes, like the Specialized Turbo Levo FSR [we tested last year](#), can make riding more accessible to more people, making up for gaps in fitness and training or helping people pedal through injuries. But electric bikes can also exist solely to exploit legal loopholes. This [HPC Revolution](#) can reach speeds in excess of 60 miles per hour on level ground, putting motorcycle performance in places where it doesn't belong.



Eighty-two pounds, 7.3 horsepower. RockShox Boxxer RC Dual Crown forks. Rockshox Vivid R2C shock. Aluminum monocoque frame with carbon side panels. SRAM derailleur. Schlumpf two-speed, single-ring crank. Brushless hub motor; 1,800 Wh battery. This thing is really well-made and really neat, no matter what your opinions regarding e-bikes. ([Kjell Sullivan](#))

What Is It?

[Hi-Power Cycles](#) is a small Southern California company founded in 2008 by brothers Chris and Derek Hunt. They started selling electric retrofit kits for existing platforms but now design and manufacture very fast electric bicycles from the ground up.

The Revolution we tested starts at \$9,999 and is based on the slack geometry of a downhill bike. Like a normal downhill bike, it uses high-end RockShox suspension with eight inches of travel up front and nine inches at the rear, plus a 10-speed SRAM derailleur. Unlike a normal downhill bike, its rear wheel contains a 7.3 horsepower

motor, the frame is built around a 1,800 watt-hour battery pack, and you can kick the bottom bracket to select a second speed on the single-ring front crank. The 85-tooth-equivalent gearing allows you to provide assistance to the motor, achieving a combined top speed of 60 mph.

Of course, that's only after you reprogram it. The bike ships with a power and speed limiter that caps it at 20 mph to achieve legal classification as a pedal-assist bicycle. It also ships with instructions that enable the owner to remove these restrictions.

Because no one is going to buy an 82-pound bicycle, that essentially means HPC is selling a very light electric motorcycle that, thanks to pedals and post-sale programming, is legally considered a bicycle.

The model we tested has a twist throttle and a 75-mile electric-only range.



You can pedal in assistance of the motor, but that's not really the point. You ride the Revolution on the throttle; the pedals are just there to make people think it's a bicycle. (Kjell Sullivan)

Riding It

Adding a small battery pack and motor to a bike takes the weight up to around 50 pounds, which makes most pedal-assist electric mountain bikes feel cumbersome on the trail. Their makers extend a lot of effort to try to make the assisted pedal stroke feel natural and predictable and do their best to minimize the packaging compromises of the electric components.

But with the Revolution's much more robust power output and twist throttle, you don't need to ride it like a mountain bike. It has a lot more weight in the wheels, battery, and frame than a bicycle would, which makes pedaling through low-speed, technical climbs virtually impossible. On the Revolution, though, you don't have to pedal through an obstacle—you can just grab a handful of throttle and power through it. Stuff you'd pedal through at 2 mph becomes stuff you take at 20 mph. On the bike, the uphill start to feel like downhill.

Having said that, the Revolution doesn't actually feel like other electric motorcycles. The Alta Motors Redshift MX makes 42 horsepower and 120 pound-feet of torque and weighs 265 pounds. The KTM Freeride E-XC makes 25 horsepower and 31 pound-feet and weighs 238 pounds. Where those bikes are designed to please seasoned



motorcyclists and perform on a motocross track, the 82-pound Revolution is nearly as easy to ride as a normal bicycle and simply flies along tight singletrack with the sort of confidence that the bigger bikes could never give you. With only the noise of wind and tires, it feels like you're actually flying through the woods.

You will feel the weight when it comes time to load up the bike and take it somewhere. Most people will need to treat it like a motorcycle and use a ramp to load it into the back of a pickup. Roof racks are simply out of the question.

On the road, where the unlocked bike is technically illegal, the Revolution is stable and safe up to its combined top speed of 60 mph. That's highway speed, so bad stuff can happen very fast, and crashing would likely hurt you very badly. We didn't feel comfortable riding at those speeds without at least a full-face helmet, gloves, and pads, at a minimum.

My comment:

There are restrictions or limiters on how fast an e-bike can go, but like all things there are ways or "hacks" to get around such things. At a glance how can a Park Ranger tell if an e-bike is not a motorcycle masquerading in an Choad-Cycle's skin? They even admit to having the pedals to "make it look like a bicycle". Well, I never! I can't tell and I've spent a lot of energy looking at these pieces of shit and the lazy bastards that ride them, they all look very similar. As far as filling a need, having inexperienced and out-of-shape people out in the hills is a bad move. There is nothing wrong with knowing your limits. You would not attempt to climb up K2 without a base line of fitness or experience would you? Well you can, and many people die doing so, by not staying in their limits. You would not try and sail across the Atlantic with no sailing experience? Would you? If you're stupid and some kind ego maniac, sure you can go kill yourself. In the cycling

world, these people are called FREDs. A Fred is an inexperienced cyclist that is dangerous to himself and others. A Fred can become a cyclist, in time as we all started at zero, I have no problem with that. But e-bikes make it so throngs of Freds will invade the landscape and they will stay Freds, never becoming anything but a two-wheeled fat liability. They will never know the joy of cycling as they will never let go of the throttle, pedal assist or otherwise. Park services can easily solve the problem by banning all forms of motorized transport, yes, fucking e-bikes too. But what is there, is complaints by other trail users that some “mountain biker” tore up the trail or crashed into them and it was some E-bike rider instead? When I see a cyclist on a trail I always try and say high or give a nod to be a good ambassador to the sport you know? But I don’t hand out the olive branch to an e-bike rider however, and often I accidentally do anyway because at a quick glance an e-bike looks a lot like a real bicycle. In the heat of an encounter how could one tell or if one has never seen an e-bike before they could just lump them into our group of real bike riders. Look at it as a few rotten plums tossed in with out lot and ruin our whole load of apples. I’ve already seen people on e-motorcycles with no pedals poaching trails too, I can only see how e-bikes will give the groups that oppose sharing trails with cyclists ammunition to try and get us banned. We already cannot go into any area that is designated “wilderness” for no good reason except they people in the Serria Club and Equestrians don’t want to share. These groups do not want us, why give them tools to fight us? By allowing any sort of e-bike on the trails we do that very thing.

You Lazy Bastards

Self driving cars are on the horizon and in testing they have already killed a cyclist and injured others. You lazy bastards, how hard is it to drive a modern car now anyway? The thing is I know the score, the technology will not when perfected free people up to do other, more constructive things. Human beings need to be under pressure to perform, to do great things, when things are peaceable and easy we often shift into cycles of non-productivity. If you’re trying that hard not to expend the small amount of effort it takes to drive you are not going to take that time and go paint a version of the Sistine Chapel or write that novel you’ve always been talking about. You are the same lazy bastard and you will just sit on your fat ass and do even less than you’re doing now, not more. It never ceases to amaze me how people will try so hard to do so little and then wonder why they have nothing to show for it. Ebikes and self-driving cars are just par for the course of the general level of sloth most people seem to be content with living at where they want the cliff notes on life instead of the sense of accomplishment that comes with busting one’s ass. You ebike assholes get off my mountain, you did not put in the work to get to the top like I did, you did not earn it you cheaters, and you have no right to enjoy the vistas and views I work so hard for to have. It took me years of riding to climb the climbs I do now without stopping or putting a foot down, and you smug pricks are just going to motor on by? What I hear all the time is they can’t climb to the top of the mountain so they need the ebike. Guess what dickheads? You still can’t, you used a moped to do it. And because you are using a motorized bike to make up for your lack of fitness, lack of drive, lack of determination to improve upon yourself you never will get to the top of the mountain either figuratively or literally. If one is inclined to take the easy road, they will never seek the narrow path of the most resistance, the only one that will yield truly tasteful fruit worth eating. Your ebikes and self driving cars will simply move you in to larger and larger sizes of sweat pants you fat lazy choads. Yes, I have a

problem with it, how can you be so casually cruel to your mind and body, I can only imagine how such a lazy bastard treats others. Too much free time just makes people into lame ass drama queens, getting their panties in a wad because you parked “too close” to their driveway or some such nonsense. If you want to be a lazy bastard, fine, just stay out of the way of us “doin’ shit” types, we don’t have time for you. Go back to your couch you lazy bastards and look at pictures of mountain views on your dumb phone and stay home, sitting, doing nothing where you belong.

From the web: A posting on a forum.

My analog bike is in existential crisis

No, I'm not giving up my analog bike. I still like it, for specific trails. To me, analog is the only way to go downhill, I love that. But for the rest of the offroad (and onroad) stuff out there, this is what I feared before I got my e-bike conversion: that I'd start riding the e-bike more and more, and the analog bike less and less. That is exactly what's happening.

After someone has ridden all of the local fire/gravel roads and trails dozens, hundreds, or even thousands of times, it just becomes a routine. It's the same old thing. Yeah, maybe you get a new tire, or a dropper post, or a new fork, and it's fun to see the difference...for a while. And then it's just the same old thing, over and over again. The e-bike has changed that dynamic. That's actually an understatement. Maybe one day I'll think the same thing about it too, but for now it turns a boring fire road or smooth hardpacked trail into something fun again.

Since it's getting darker, I don't have time to drive far on the weekdays after work, so that crams everything into the weekend for a decent ride loop in sunlight. I dunno how you guys feel about this subject, but the e-bike is simply more fun and more rewarding on everything except downhill trails. It's more fun on pavement, gravel, fire roads, double track, everything except singletrack. And I was riding the non-singletrack stuff 80% of the time before I got the e-bike, so that ratio has not changed, it's just what bike is riding on it that has changed. So my fear came true: I'm favoring the e-bike over the analog bike; mile-wise it is probably 80%/20%. I really do want to ride the analog bike more, but I don't really like to ride downhill stuff in the dark, so until Spring rolls around, it's probably going to get one downhill loop a week and the e-bike will be for everything else. Because it's just more fun, period. Sorry I said it, it's true.

I'm riding all over the place on the weekdays after work near my home with the e-bike now. Well, actually, farther and farther away from my home...because I can now! I'm saving the analog bike for the weekends. I was originally thinking OK, one fun downhill loop on Saturday, and then one 'exploratory' easier trail on Sunday with the analog bike, then back to the e-bike on the weekdays. But I'm 30 minutes into my ride today on the analog bike, on a fire road, hoping to get up the hill to some new trails, and I'm like thinking, what am I doing on this bike? I felt like I was wasting my time, when I could have already been 1/2 way up that hill on the e-bike. Why do I have to force myself to ride the analog bike twice a week, when the e-bike is more fun on this easier stuff? Am I supposed to feel guilty or weird because I may end up riding the analog bike once a week

and the e-bike 3-4 times per week?

Just this Friday, I changed it up and went up a trail with steep sections on the e-bike. The trail is really broken up with chipped rocks. No way I could ride up it with my analog bike. But with the e-bike, it suddenly becomes a challenge: can I get all the way up the steep section? I almost did twice. It's challenging, when going up with the analog bike just doesn't even apply. Instead of walking the bike up that section, I'm riding up it, and it's fun! There are steep sections all over the place that I have yet to try on the e-bike. It's like a whole new sport now.

My comment:

OK.

Getting done faster is not the point; do you want to get sexy time done faster, or a good meal? Or time with loved ones? Faster? Yes, it is a new sport; it is called “motorcycling”. Do you go to the gym and pay someone to lift the weights for you? This guys post is typical of what e-choads are saying. And who wrote this anyway? Someone that sells e-bikes? In the end, you have to follow the money...

Of course some lazy bastard will use the e-bike more, no shit really? Using a motor to get up a hard technical section is not a “challenge”, it is cheating. The lengths that people go to delude themselves into thinking that that have done something except motorized their couch never ceases to amaze me. Doing it faster on a choad-cycle is not the same as doing it the right way. They is like turning in a term paper you bought on line and telling everyone you got an “A” in the class when in fact you did nothing of the sort. Why people do this. I do not know. I can only imagine if one spends that much time lying to themselves they must be completely dishonest with others as well. Lame.



That's more like it...



Oh no, I'm not going to ruin any trails with my e-bike, I mean it is "pedal assist!"



Look at me; I am a lazy piece of shit. Giant sweatpants are on order from Amazon...



This is Morris.

Morris thinks E-bikers are a bunch of lazy bishes.

See all those bike parts?

He wrecked them by shredding.

All the time.

When Morris takes a cat nap, it is because he earned it.

By shredding, by being rad.

Something an e-bike rider simply cannot grasp.

You can see by the look on his face that he is serious.

He doesn't have time for no e-bikes or the people that ride them.

Bish...



None.

Know your Enemy

There are groups of people out there that do not want to share trails with us dirtbag mountain bikers, they do not want to share. The Serra Club for example has helped guide areas to be “wilderness” where mechanized transport is not allowed. The original context of this law as far as I understand it pertained to motorcycles. As mountain biking became a thing, these crotchety bastards got bikes lumped into the same group. I have had first hand experience where a trail is fine to ride on and the next section is “wilderness” and I can’t ride on it. Of course it makes no sense to anyone that is not a total douche bag, but we’re talking about a bunch of old hippies here and I’ve met enough hippies and they fall into two categories: Parasites and Fascists. A rant against hippies would take a long time, but they will either want to sleep on your couch and eat your food (parasites) or they are violently intolerant to any set of ethos or ideas that are not theirs (fascists). Over time these hippies have been forced to share. Groups like the IMBA and the Sustainable Trails Collation have had to battle them tooth and nail to relinquish this asinine hold on the whole wilderness thing, they have not gone quietly, even though the facts point to bicycles not to be excluded.



Now, the whole Serra Club vs. Mountain biker access debate is all over the place, we don't need to go into that here, just be aware that these pricks are out there and they have a powerful political lobby. The Serra Club uses their power to keep cyclists out, re-designate trails to "wilderness" to push cyclists out etc. They as a group are our enemy. Sure there are nice ones, in theory, but I'm sure there were nice Nazis too right? Also we have another group that tends to oppose sharing trails, and that would be equestrians. I'm sure you have had encounters with this group, mostly comprised of menopausal women, screaming at you for being in "their" way on "their" trail with all "their" plastic surgery going all over the place on their plastic surgery disaster face. So scary. You freak show bitches need to go book another Botox session and stay home. I have met a few nice equestrians but most are entitled (they think), many have been belligerent. Most, not nice or friendly at all. Some try to use their big dumb animal as a weapon, been there. So as a group they are a bunch of dicks. World is full of assholes, not a unique way to be no sir, it takes way more strength to be nice. So I'm not being nice now but for good reason. I must admit I could not web find an image of an angry hiker (seen plenty), but sourpuss horsey riders? Abound!



As these old farts die off, they lose numbers. As older forest service people are replaced, the younger crowd that does not hold the idea that bicycles are so bad to the same regard as their predecessors. Trails are being made and opened here and there (mainly for money, but we'll get to that), we are gaining ground. Slowly. This is where the E-bike poses a threat to us. Using Orwellian Double-Speak these groups can point to the e-bike rider and go "See! We let them in here and now they are bringing in motorcycles!" And they would be 100% right. Most of these groups have more money, time, influence, and resources than we do. I can only see a land manager or forest service administrator being under siege with angry phone calls, e-mails, and letters to get the cyclists off the trails as they have abused the agreement and are showing up on e-bikes (motorcycles). We would be lumped into the same group as an e-bike rider, to them, we are the same. Allowing e-

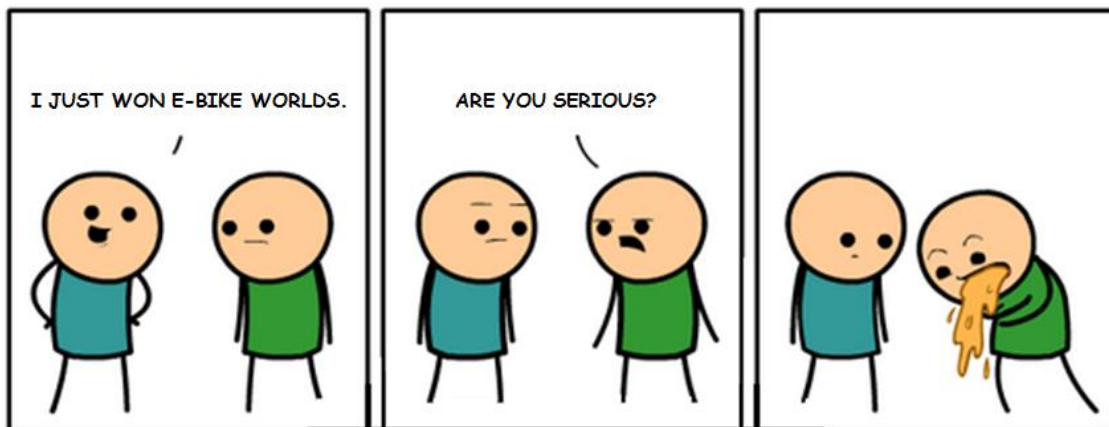
bikes on trails will give these groups a wedge to get us off trails. A beleaguered employee of land management could crumple under the pressure. As a group, we cyclists don't take nearly as an active roll in preserving what we have as these other groups expend trying to keep it all for themselves. Serra Club and equestrians would love nothing more than to ban bikes from all trails. The bike industry, being the greedy bastards that they are is salivating all over the cock and balls of e-bikes. They think it will save the bike industry, just like every other trend it will not, but more on that later. And there is the e-bike rider. They are unwitting dupes in this whole fiasco. Some fat lazy bastard that just wants to take his couch with him and go around the block or to the mountains? Who can blame him? Perhaps they don't realize that they are being played and the introduction of e-bikes into the milieu of cycling will only drive another nail in the coffin of the faltering bicycle industry.



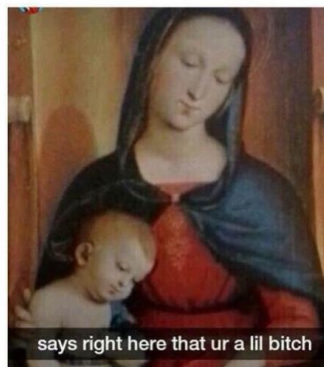
Dear Bike Industry

We love you bike industry, how little you think of us, your buying public. Every year, we love how you pick a part of the bike and change it, with a "new standard". While I am no master of the English language, the words "new" and "standard" are as far as I can tell, are mutually exclusive. When my pal was riding a Specialized Epic that cost 6k and is press fit bottom bracket (the "new standard" at the time) was creaking and groaning and I was behind him on a Chicago Schwinn cruiser single speed thingy that I had 30 bucks into that was completely silent I can see how all the improvements the bike industry is so kind to make for us lowly plebes. It was very ironic that my friend's carbon fiber bike had a bottom bracket like a Huffy or old Schwinn beach cruiser in it and this was being touted as the new and therefore better thing. I had good old square taper in mine, but his was the new thing so it must be better right? I want to thank you for thinking of us, to make our cycling experience better. All the new do-dads and Ghee-gaws that come out every year keeps us so busy having to change things from something that worked fine to something that does the same thing, only better, because it is new and cost more. And we all know that new is better right? With the myriad of quick release skewers, rear end spacing, and bottom bracket interfaces to choose from I'm sure a new

customer would go into a bike shop and feel like there are so many great and wonderful things to choose from, and what would they do without the normal bike shop ready with the shovels of bullshit to feed them into buying just the right bike with the just the right creaky bottom bracket jammed full of adaptors and spacers, they must feel lucky to have someone ready to help them. And in a year or two when their 1000 fork “needs” rebuilding and they are told all the parts for rebuilds are gone and they have to buy a new one, one can only think that the bike industry is more innovative and creative than the space program, a cutting edge science. I sure all the techo-babble makes the bike shop employee feel like that are good at something to get the dollar or two above minimum wage an hour, it must be a great feeling helping people keep up with all the “new standards” out there. The customer must be grateful, sure, right? Toting lateral movements as improvements is a pattern of forced obsolescence that the bike industry embraces whole-heartily. So when some e-choad brings their moped back in to the shop they bought it from and the battery won’t take a charge they are told that system is outdated and they have to “upgrade” to a whole new system which will cost near as much as the whole bike. I can count on this happening because it already is. I want to thank you, bike industry for being the pieces of shit that you are, I can count on you to drive these e-choads right out of the market just like you do regular cyclists-every day. Thank you.



When your mom is reading you the user manual for your new e-bike.



Short Term Gain

I suspect that what will happen because the bike industry will do the whole planned obsolescence thing, they can be counted on to do it, that they will gain some short term customers with the sale and maintenance of e-bikes. A choad will pay for an e-bike and in a couple of years the battery will not hold a charge or some other electrical component will fail and they will take it back to the shop they bought it from and the old parts will not be available. Unwilling to pay near the same amount for a new choad-cycle they will trash their e-bike. Any shop that caters to these people will find the amount of time they have to spend with the customer, all the returns for problems etc. may not be worth it in the long run. And after the warranty runs out the unavailability of parts will push these people out of your wheel house, all for minimal profit. The shop is part guilty because they snow normal bike riding customers on the availability of replacement parts on older bikes. I'm telling you now you can take a bike from 1905 and take a distributors catalog and get something to replace near everything on that bike brand new-a cold hard fact. Things like cotted cranks, 1" steer tubes, coaster brakes etc are still out there in spades. You can even get goofy Schwinn only sized tired for bikes that have not been made in 40 years. All day long. If you are unfortunate to be in the bike industry and read a trade paper you'll see how much time and space they devote to sucking the cock and balls of the e-bike market. These dipshits think it will save the bike industry like they thought road bikes, or gravel bikes (used to be called mountain biking), or enduro (lame), fixies (really lame) etc. would "save" the bike industry. Targeting the fat and out of shape will open a new demographic, but only for a time once the bike industry pulls its same old bullshit these people will be marginalized and not get their cap and gown to become full fledged bike riders. People that are lazy tend to stay they way, the e-bike is not a gateway to fitness but a crutch for a bunch of chubby crippled bitches. Motorcycle companies are getting into the e-bike market and they have all the fat bastards already on lock son, what do you think will happen next? Just like bike shops that sprang up during the fixie craze, shops that cater to e-bikes will puff up and then fold in a steaming pool of hot diarrhea that the bike industry is. And you all deserve each other and deserve to suffer, and go out of business. In the effort to acquire some short term gain, shops will get very temporary customers that will not graduate into life long customers, in the end everyone involved will lose out.



Prevalence of Obesity Among Adults and Youth: United States, 2015–2016

Craig M. Hales, M.D., Margaret D. Carroll, M.S.P.H., Cheryl D. Fryar, M.S.P.H., and Cynthia L. Ogden, Ph.D.

Key findings

Data from the National Health and Nutrition Examination Survey

- In 2015–2016, the prevalence of obesity was 39.8% in adults and 18.5% in youth.
- The prevalence of obesity was higher among middle-aged adults (42.8%) than among younger adults (35.7%).
- The prevalence of obesity was higher among youth aged 6–11 years (18.4%) and adolescents aged 12–19 years (20.6%) compared with children aged 2–5 years (13.9%).
- The overall prevalence of obesity was higher among non-Hispanic black and Hispanic adults than among non-Hispanic white and non-Hispanic Asian adults. The same pattern was seen among youth.
- The observed change in prevalence between 2013–2014 and 2015–2016 was not significant among both adults and youth.

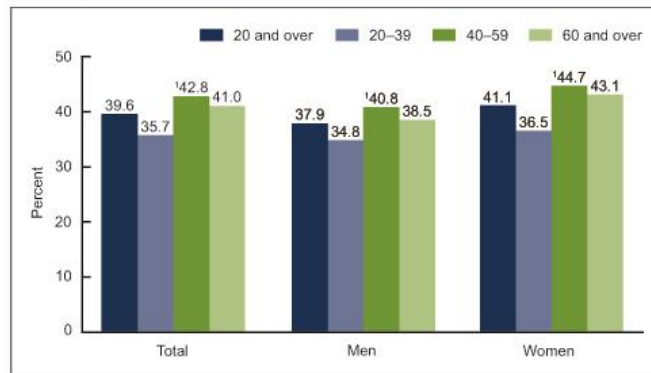
Obesity is associated with serious health risks (1). Monitoring obesity prevalence is relevant for public health programs that focus on reducing or preventing obesity. Between 2003–2004 and 2013–2014, there were no significant changes in childhood obesity prevalence, but adults showed an increasing trend (2). This report provides the most recent national estimates from 2015–2016 on obesity prevalence by sex, age, and race and Hispanic origin, and overall estimates from 1999–2000 through 2015–2016.

Keyword: National Health and Nutrition Examination Survey

What was the prevalence of obesity in adults in 2015–2016?

The prevalence of obesity among U.S. adults was 39.8% (crude). Overall, the prevalence among adults aged 40–59 (42.8%) was higher than among adults aged 20–39 (35.7%). No significant difference in prevalence was seen between adults aged 60 and over (41.0%) and younger age groups (Figure 1).

Figure 1. Prevalence of obesity among adults aged 20 and over, by sex and age: United States, 2015–2016



¹Significantly different from those aged 20–39.

NOTES: Estimates for adults aged 20 and over were age adjusted by the direct method to the 2000 U.S. census population using the age groups 20–39, 40–59, and 60 and over. Crude estimates are 39.8% for total, 38.0% for men, and 41.5% for women. Access data table for Figure 1 at: https://www.cdc.gov/nchs/data/databriefs/db288_table.pdf#1.

SOURCE: NCHS, National Health and Nutrition Examination Survey, 2015–2016.



U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES
Centers for Disease Control and Prevention
National Center for Health Statistics



Study: Cycling daily reduces obesity - unless it's an e-bike

by [Simon MacMichael](#) July 8 2018

Research in seven European cities found cycling is healthiest way to travel, but e-bike riders' BMI was second only that of motorists...



A study of travel habits in seven European cities has found that people who ride their bikes daily have the lowest body mass index (BMI) of any class of transport user – unless the bicycle in question is an electric one, in which case they rank second only to motorists in terms of obesity levels.

The study was published in the journal *Environment International* under the title [*Transport mode choice and body mass index: Cross-sectional and longitudinal evidence from a European-wide study \(link is external\)*](#).

It was conducted as part of the Physical Activity through Sustainable Transport Approaches (PASTA) project, which is funded by the European Commission.

Among the findings of the study, which focused on Vienna, Zurich, Antwerp, Barcelona, Örebro, Rome and the London Borough of Newham were that people riding an e-bike had a higher BMI than those riding conventional bicycles.

Riders of e-bikes also scored higher than pedestrians, people who use public transport and motorcyclists, and the only group they had a lower BMI than was car drivers.

The authors of the study, which was led by researchers at Hasselt University in Belgium, called on governments to make cities more bike-friendly, pointing out that as well as helping combat obesity, that would also reduce air pollution.

The study, which analysed the habits of more than 2,000 people in the surveyed cities, found that men switching from cars to bicycles for daily travel lost an average of 0.75 kilograms in weight, with their BMI falling by 0.24. Results among female respondents were slightly lower.

Co-author Dr Audrey de Nazelle of the Centre for Environmental Policy at Imperial College London, said: "Travel by car contributes to obesity and also air pollution. In contrast, bikes burn fat and don't release pollution.

"As well as promoting better health, cities that encourage cycling are giving themselves a better chance of meeting air quality objectives."

Even when people only cycled occasionally, for example to on the odd commute or to run errands, the study found that they were able to maintain their BMI.

Lead author Dr Evi Dons of Hasselt University commented: "In this way, cycling prevents overweight people from gaining additional weight and it prevents those who are of normal weight from becoming overweight or obese."

My comment:

Really? No fucking shit? Americans are the fattest in the world! Well, at least we're still number 1 at something.

It is funny or sad that it takes a bunch of highly educated people to invest time and energy to state what is obvious to anyone that can rub two brain cells together:

You do not get exercise riding an e-bike.

You will remain fat.

You will remain out of shape.

You are only fooling yourself.

**Hanging out waiting for
my e-bike to charge**



Fat Guy Stories

Still Fat After All This Time.

As someone who rides on the regular I see the same groups of people on the trail systems week in and week out. I do see a few e bikers here and there and that number is increasing, which means the world is getting lamer by the minute. I see one guy, a fat guy, with his friends. He has an e-bike. I've been seeing him for a year now up in them hills and it looks like he has not lost an ounce of weight. He is not getting exercise, it seems silly for me to state the obvious over and over but people love to fool themselves into thinking they are doing something when they are not. I see other fat guys riding real bikes too; they are real dudes, putting in the work. Respect, because I know how hard it is to get into shape.

Pancakes are Ready.

I was at a pancake breakfast that was put on by one of the trail building groups. The party was up a trail that was very steep, you could not drive there, you had to ride. It was a mountain bike advocacy group after all right? So I get there and grunt up the hill and wait to see everyone else come up. There were a lot of people and this one fat guy. He did not seem to be trying very hard and he was moving past a lot of cyclists. It was then I saw he was on an E-bike. As he passed me he was not breathing hard and there was not a drop of sweat on him. I was talking to my friend about it and how disgusted I am with e-bikes. I looked up and said "Pancakes are ready." My friend asked my how I new and I pointed to the fat guy that I had kept an eye on, he was hovering by the grille the whole time so when I saw him walk up to the line I knew they were ready. Of course, he was the first in line.

Never Left the Couch.

Nine miles up and up and up. We are in our granny gears and sweating like crazy on a winter day. Two E-bike riders blow past us with perfectly clean bikes and matching kit. "Look at those old bikes, that is amazing." One said. "Nice moped" I managed to gasp out. On the tail end of the climb we see them again coming back down. "Remarkable" one of them says. Again they looked like they never left the couch, not a drop of sweat on them. I had a 69 year old pal and a 71 year old pal with me and we all made it to the top under our own power, the E-bike guys looked to be in their late 30's. What is remarkable is these guys can so oblivious that they are missing the point. I wonder if when they went home and told their friends that they went mountain biking or told the truth and said they rode mopeds to the top?

No Thank You.

He wanted me to try his e bike but I said no. He said it can't hurt to try new things but then again I never tried to rape anyone nor would I want to just like I don't want to ride your e bike.

Fuck you, IMBA

So here is the new stance on E-bikes from IMBA, I took this off their web site. They used to be against it but now they are seeing (the money) a different stance. I left it in its entirety so you had a few pages of the zine to wipe your ass with out on the trail. No, I would never take only part of it, not like I have an agenda or anything...gezz. Read em' and weep bitches...

From the IMBA website:

The topic of electric mountain bike (eMTB) access to non-motorized trails is increasingly dominating the conversations of mountain bikers, land managers, trail users, the bicycle industry and others. IMBA recognizes this as a complex issue encompassing mountain biking culture, the access landscape and the passions and experiences of different trail users. All sides have valid, logical and emotional arguments to make and IMBA is listening. We have wrestled with the eMTB issue at considerable length and will continue to do so as the landscape evolves. For the past three decades, IMBA has worked tirelessly for mountain biking and access to trails and this has not changed.

IMBA's Board of Directors updated its 2015 position on eMTBs to now read:

IMBA is supportive of Class 1 eMTB access to non-motorized trails when the responsible land management agency, in consultation with local mountain bikers, deem such eMTB access is appropriate and will not cause any loss of access to non-motorized bikes. IMBA recognizes that changes in design, technology and the numbers of eMTB users is evolving, and believes these bikes can be managed in a sustainable way for both the environment and other trail users.

“First and foremost, we advocate for access for traditional, non-motorized mountain bikes. IMBA does not advocate for access for eMTBs. But, IMBA and mountain bikers need to be at the table for all conversations that discuss access for eMTBs to non-motorized trails that are open to bikes,” said Dave Wiens, IMBA Executive Director.

“Currently, the US Forest Service and Bureau of Land Management (BLM) are clear that they are managing all eMTBs as motor vehicles. But for countless state, county, municipal and other parks and open space trails, there is much uncertainty and confusion. Our position reflects the importance of having local land managers and local mountain bikers involved in decisions to allow eMTB access to non-motorized trails and underscores the importance of maintaining access for traditional, non-motorized bicycles. This topic is being driven by rapidly evolving technology and we recognize that everyone involved needs to be engaged, prepared for challenges and solution-oriented.”

IMBA believes that eMTB access to non-motorized trails that are open to bikes present both opportunity and challenge. If managed effectively, eMTBs may increase ridership and stewardship of trails, along with other benefits. No management, poor management and/or misinformation, however, have the potential to jeopardize current and future

access to trails that mountain bikers, local organizations and IMBA have pursued for the past 30 years.

As the recognized, national leader in trail access and sustainable trail design, IMBA is regularly asked for guidance on how best to manage the emergence of eMTBs on local, state and federal lands by mountain bikers, local mountain biking organizations, land managers and the bicycle industry. IMBA occupies a unique position in this discussion, due to the trust it has established with these various stakeholders over the previous three decades, and recognizes there is significant work to be done in this space.

IMBA also believes that local access decisions (at the state, county and municipal level) are best made locally and is working with local mountain bike groups and land management agencies across the country to provide resources and guidance, as it has done for three decades. IMBA has also met with the leaders of federal land management agencies, most of which only allow eMTBs on motorized trails, and is keeping them apprised of and educated on this issue.

IMBA will work to provide information and best-practice resources on this topic from its position as an organization that advocates for traditional, non-motorized mountain biking. IMBA currently offers resources for land managers, including recommendations on what should be considered before access decisions are made, and will continue conversations with all parties to protect the access the mountain biking community has worked hard to gain and keep.

We appreciate your continued support of IMBA's mission to create, enhance and protect great places to ride mountain bikes.

Select eMTB FAQ

What is a Class 1 eMTB?

There are three classes of electric bicycle and those in Class 1 are the lowest-powered. A Class 1 electric bicycle, or “low-speed pedal-assisted electric bicycle,” is defined as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Motorized vs. non-motorized

EMTBs represent an emerging technology and are neither classified as a mountain bike nor a motorcycle. As a result, eMTBs confuse long-standing regulatory structures for trail management, which have frequently divided trails as either “motorized” or “non-motorized” regarding who/what can use them.

IMBA recognizes eMTBs as motorized. Defining eMTBs as a new and distinct category of recreation will minimize impacts on access for mountain bikes and protect against an increase of motorized use on non-motorized trails.

How should a land management agency make a decision and manage this new user group?

Enforcement of trail users on public lands is largely a local control issue and IMBA respects the rights and abilities of these land agencies to make appropriate decisions with appropriate tools. IMBA recommends that land managers consider their enforcement and education/outreach abilities prior to allowing Class 1 eMTB access to trails. The decision to allow Class 1 eMTBs on natural surface trails open to mountain biking and designated for non-motorized use should be determined on a trail-by-trail basis by local, state and federal land management agencies. The decision should also be made in collaboration and partnership with local mountain bikers, trail stewards, stakeholders, advocates and other interested users.

Where can I ride an eMTB?

It is imperative that eMTBs are only ridden where permitted. Currently, eMTBs are not defined or dealt with consistently across land management agencies and their access to trails and infrastructure depends on the authority with jurisdiction over the land. The federal land management agencies allow eMTBs on motorized trails and dirt roads, only, (and not on non-motorized trails). For more information on eMTB regulations, visit this page: <http://peopleforbikes.org/our-work/e-bikes/>

How influential is the eMTB industry in directing IMBA's work on the eMTB issue?

Thankfully, IMBA has partners and supporters both inside and outside of the bicycle industry that understand and support our mission and want to ensure a positive and prosperous future, one in which we mountain bikers don't lose an inch of trail unnecessarily. Regardless of the source of support for our efforts surrounding eMTB access to trails, traditional non-motorized mountain bike access is IMBA's priority.

My turn:

I can't help but feel like the IMBA is taking a pay off here. They have been losing funding, they lost Subaru and Specialized not too long after this change in stance. If some company that made e-bikes went to them and offered them money would they have the integrity to not take it? The change in stance makes me think that they did that very thing. I can't think why they would be so stupid to invite a vampire into our house. As we well know one sort of e bike will not be enough for these choads, they will want more and more access and more powerful e-bikes. At least where I am from the speed limit for trail riding is 15mph so these class one bikes can propel a e-choad to speeds of 20 mph before they get the power cut off. 15-20 or so mph is the real of pro riders like Mr. Wiens once was. So you're going to allow riders that are not pro level rider obtain pro speeds? And on a bike that is markedly heavier than a normal bike and most likely will have a heavier rider careening down a trail that sounds unsafe and the fall out for wrecks can only lead to trail friction between user groups and possible trail closures. Take the last part of their statement there and really read it, it does not confirm nor deny that e-bike money is not

part of the equation. So when you're not sure why a group changes their stance, follow the money. You sold us out IMBA, so fuck you.



Go eat a bag of dicks, Dave.

Much respect Dave, for being a badass and taking home the Leadville win so many times, even against Lance-me-with-some EPO Strong. Being that said, you cannot suck the e-bike dick with out having the smell of burnt wires on your breath. IMBA used to be for cyclists and they have done a lot for us as a group but now you just look venal and weak with an e-bike charger up your ass. Shame on you!

Gym memberships

A bike can be looked at as a piece of fitness equipment. Sure it is way more that that we all know but one thing that people buy bikes for is to get exercise. Just like a gym membership where many more are sold than actually used, most bikes are ridden a few times and left to rot on the side of the house. Most people like I said before are lazy. We know this. While gyms will sell 1000's of memberships and huffy will sell 700,000 Cranbrook beach cruisers in a year, only a few will truly be used after one makes another new years resolution (read: lie) to get in shape, what ever the hell that means. Now with the e-bike a choad can take their beloved couch with them, go for "a ride" on an e-bike and fool themselves into thinking that they are out doing something good for themselves, being active and being outdoors. Sort of like posting something on Facebook and thinking that it counts for action right? The e-bike plays right into the mind of the average person who spends a lot of mental energy fooling themselves that they are something that they are not or are doing something that they are not. They do not know the following axiom:

Cycling is the crucible of truth.

What I mean by this is the bike, the hills, the trails, the other riders they can tell no lies. If you are out of shape, the bike tells you. If you can't get up some technical climb, the trail tells you so. If you try and catch that guy ahead of you and you can't he tells you the truth: That you can't. You can try and blame equipment on poor performance, but that is just the chubby e-biker trying to get out. You know the truth. When you can't perform, you know. There is no way to look at it different, this is why cycling is a crucible that will melt down all illusions, all self-aggrandizements, all self delusions and leave the truth no matter how ugly, bare to see. This is something that an e-bike rider cannot see, cannot grasp. This is why we are different animals. The e-bike rider is like some creepy pedophile uncle that never got caught but you all know he's dirty and have to tolerate his presence at family gatherings. But we know the truth.

Older Cyclists:

Another commonly used excuse by the E-choad crowd is that they are "too old" now to ride a normal bike. I have friends that are in their late 60's and early 70's that ride, race, even beat guys in their 30's ON THE REGULAR. Some have a lifetime of being active like the example below that I thought was worth sharing, others just keep going. Sure, they are not as fast as they are when they were younger but they are still on the bike. The example below was a former pro, people in my circle of friends may have gotten a little swag back in the 1990's when they were hot to trot or gotten nothing but they are just average people that are simply willing to try instead of make up excuses. Don't be a bish, don't make excuses, anyone can do it. Now for some inspiration. (article stolen from Business Insider web site)

This 76-year-old hasn't stopped racing bicycles since 1956 and says he feels like he's 40

Aug. 21, 2015, 7:08 PM



"I feel like a 40-year-old most of the time," says Mick Ives. Prime & Fire/YouTube

At 76, Mick Ives is probably in better shape than you, and he can probably ride a bike faster and farther than you too. He can probably out-ride most people actually.

"I've never stopped racing, since the autumn of 1956 till the present day," says Ives, a native of Coventry, England. "I ride summer and winter nonstop, whether that's a good thing or a bad thing, I don't really know."

Some of the guys he went to school with are now "real old guys who can hardly walk around, if they're still here."

Prime & Fire recently profiled Ives as part of "a series of short films that want to prove that it's never too late to buck the trend and also inspire all of us to pick up a sport disregarding our age and respective abilities." Business Insider followed up with Ives to learn more about his impressive lifelong passion for cycling.

"I'm very lucky," he told [Prime & Fire](#). "I feel like a 40-year-old most of the time. I just don't realize how old I am."

Read on to see how age has done little to deter this septuagenarian from pursuing a life of sport:

Ives is a well-decorated cyclist ...



.... who competed professionally for 16 years. He has been the UCI World Masters Cycling Champion five times and won a record 81 British national cycling titles, according to [his website](#), in addition to winning other titles. He even raced in the US, in 1976.

A portrait of the cyclist as a young man ...



... back when leather elbows were all the rage.

At an age when many cyclists have hung up the bike, Ives, 76, still rides nearly every day.



He's hugely impressive, and an inspiration for many.

A lifelong athlete, Ives has enjoyed decades upon decades of year-round sport.



"I've had very few crashes in total — mostly on the track and in cyclo-cross," he told Business Insider. "I went through the barriers in the World Cyclo-Cross Masters Championship in Kentucky in 2012 and hurt my back. I crashed bad in the 1989 World Mountain Bike Championship in Belgium when I hit a photographer who stepped out on a descent. I broke two ribs but got up and fought on to take bronze in the veterans' championship." Like quite a few cyclists, Ives has broken his share of bones over the years.



"I had a broken arm, in Florida, a broken leg after a hit-and-run, broken ribs — I've lost count — but most were from mountain-bike racing," Ives told Business Insider. "I had a displaced pelvis and broke some toes after dropping a log on them. And I had broken fingers after a crash."

Ives at the peak of his racing career.



Today's helmets are much safer — but somewhat less stylish — than the old "hairnets."

Ives once rode the entire Tour de France route by himself for charity.



In 2005, Ives, at age 65, became the first pensioner to complete the Tour de France route solo, according to his team's [website](#). He started out one day ahead of the actual race and finished in Paris two days before the pros got there, pedaling 3,608 kilometers (2,241 miles) and raising £20,000 for charity. To this day, according to his site, he is the only rider in the world to complete the Tour de France route solo.

Not just a cyclist — Ives has managed huge cycling talents over the years.



"I managed top pros," he said, "including Stephen Roche, Sean Kelly, Robert Millar, and Sean Yates when they raced in the UK."

In fact, Ives has worked with some of the best riders who ever raced a bike.



"I've worked in the cycle industry most of my life as a sales manager, and I owned own a bike shop for 15 years," Ives told Business Insider. "I also found and helped many young riders — the best was [Nicole Cooke](#). She started in my own team at the age of 12 and was with me for four years until the [British Cycling] Federation came along and said, 'Thanks, we will have her.' She went on to win just about everything in ladies' cycling, including the Olympics and World Championships."

Ives and his teammates meet up regularly for training and social "coffee rides."



He's the owner and director of Team M.I. in the UK.

He doesn't have a fancy diet ...



[Prime & Fire/YouTube](#)

"I have good, sensible food — fresh veg and fresh fruit whenever possible. I like most types of food, even chips [french fries] if cooked correctly. I'm not a great fan of cream cakes or cakes in general, but I like biscuits and crisps [potato chips]. I drink very little booze, but when I was in my 20s I would often go out with my mates and get sloshed and race next morning — but we were all in same boat. I like a glass of red wine, and I enjoy tea rather than coffee.

"I've travelled the world with cycling, and I loved the foods and drinks in those places. I can eat most things if required." Despite some health setbacks, Ives has kept rolling.



"I had an operation in November [2014] on my lower back after wearing part of it out after clocking up over 700,000 miles," Ives told Business Insider. "And I had an operation on my heart in May [2015] as I had an irregular heart beat, and they have sorted it out."

Ives says his success has been predicated on dedication and lifelong learning.



"My 'secret for success' for over 60 years has been hard work to get there in the first place," Ives told Business Insider. "Dedication, and never being frightened of big names in the sport — they all have two legs. And never give in, unless you really have to. Use your head, but listen to your body. Respect everyone around you, but don't be frightened of them. Pick the brains of others to further your career and success. And remember — you never stop learning."

The Trouble with Chubbies

The increasing global demand for batteries is largely due to the rapid increase in portable power-consuming products such as cellular phones and video cameras, toys and laptop computers. Each year consumers dispose of billions of batteries, all containing toxic or corrosive materials. Some batteries contain toxic metals such as cadmium and mercury, lead and lithium, which become hazardous waste and pose threats to health and the environment if improperly disposed. Manufacturers and retailers are working continuously to reduce the environmental impact of batteries by producing designs that are more recyclable and contain fewer toxic materials. The global environmental impact of batteries is assessed in terms of four main indicators. These indicators further distinguish the impact of disposable and rechargeable batteries.

Consumption Of Natural Resources

Production, transportation and distribution of batteries consumes natural resources, thereby contributing to an accelerating depletion of natural resources. Rechargeable batteries consume less nonrenewable natural

resources than disposable batteries because fewer rechargeable batteries are needed to provide the same amount of energy.

Climate Change And Global Warming

The increase in the average temperature of the Earth's surface is caused by an increasing greenhouse gas effect. The manufacture and transportation of batteries emits exhaust and other pollutants into the atmosphere, thereby contributing to the greenhouse effect. Per unit of energy delivered, rechargeable batteries contribute less to global warming than disposable batteries. This is because less greenhouse gas emissions are associated with the manufacture and transportation of rechargeable batteries.

Photochemical Smog Pollution And Air Acidification

Exhaust pollutants undergo photochemical reactions which produce toxic chemicals including ozone, other harmful gases and particulate substances. The thermal inversions associated with large cities can lead to a dangerous buildup of photochemical smog, which is known to cause human deaths. Air acidification is the accumulation of acidic substances in atmospheric particles. These particles, deposited by rain, have an impact on soil and ecosystems. Rechargeable batteries contribute less to these atmospheric effects than disposable batteries because they contribute less to air pollution.

Ecotoxicity And Water Pollution

Potential toxic risks are associated with emission of battery chemicals into aquatic ecosystems. Improper or careless handling of waste batteries can result in release of corrosive liquids and dissolved metals that are toxic to plants and animals. Improper disposal of batteries in landfill sites can result in the release of toxic substances into groundwater and the environment.

Recycling

About 90 percent of lead-acid batteries are now recycled. Reclamation companies send crushed batteries to facilities for reprocessing and manufacture into new products. Nonautomotive lead-based batteries, which are accepted by many automotive companies and waste agencies, are subject to the same recycling processes. Several reclamation companies in the U.S. now process all types of dry-cell batteries, both disposable and rechargeable, including alkaline and carbon-zinc, mercuric oxide and silver oxide, zinc-air and lithium.

References

- [U.S. EPA: Wastes - Resource Conservation - Common Wastes & Materials: Batteries](#)
- [UNIROSS: Study on the Environmental Impact of Batteries](#)
- [National Electrical Manufacturers Association: Batteries and the Environment JUNE 200](#)

Once again we have a totally irresponsible bike industry selling products that they plan to break and become "obsolete" so they can sell a new one that has a toxic battery on it. There is the environmental aggregate cost of making new e bikes and the inevitable cost of disposing of them once they stop working. 1000's and 1000's of e bikes will go to landfills every year and all those batteries, where do they go? How many will be recycled, I know the study says 90% but I would hazard a guess that the percentage in the number of batteries that were turned in, not just thrown away. An example would be one of the those Power Wheels kiddie cars you see people throw out all the time when they break, do they take the batteries out or just put them on the curb? Exactly. A real bicycle can last you your whole life but an e bike has a very limited life span and that is just how they planned it. In the end the bike industry is just like any other industry, they have no

moral compass, they only see dollar signs. They are driving this product because they think that they will have financial gain in doing so. The IMBA changed its tune because it needed the money, so did People for Bikes. I guess I can't be upset that the industry is trying out new ways to bilk the buying public but the Benedict Arnoldesque ways of some of our oldest advocacy groups, well that leaves a bitter sting.



I see you got a new e bike so here you go you tubby bish, I made some new cycling shorts for you...

A risk of fire is also an issue, concern is there, even by the e choads themselves (taken from a forum)

How do Land Managers account for real fire threats from Cheap eBike Batteries?

This is not meant to start a flame war, this is an honest question and I am looking for positive discussion. In the wake of recent fires started by cheap ebike batteries (we are not talking about Turbo Levo's here), how should Land Managers approach this. Let us use the example of a California State or Regional Park where Class 1 Electric Bikes have been permitted on the Multi-use trail system. That way there is ZERO discussion about land access and "it has a motor".

How does the land manager now determine if a pedal assist class 1 eBike is going to have a good solid battery that will not set fire to itself? I think we can all agree that if the fire in the first post of the thread linked below happened in a dry brush area a huge brush fire could be the result.

"Really good question especially since AFAIK a fire could be precipitated by the battery receiving a hard bump, say in a collision or might even start with no apparent cause. I've never heard of a battery from a major manufacturer burning, but obviously this has happened with "no-name" brands. As many have stated, in some riding areas there is little or no policing, so somewhat of an enigma. If there was a sign outside the riding area that said any riders were responsible for the cost to extinguish any fires they started, I would ride only a name brand there. Don't know whether they can make the rider responsible for problems though."

"Really simple as to what to expect. I deal with lithium cells daily. Until cheap batteries and corresponding electronics are banned (which they should have been a long time ago) the threat is going to continue. The problem isn't the batteries themselves in lithium ion cases (18650s and the like, many different sizes, same chemistry) especially cells made by the brands. Panasonic, LG, Samsung and so on. The higher quality cells don't catch fire, they vent. Unless of course the metal housing of a cell is breached and water or metal gets inside. Cheap cells on the other hand will ignite fairly easily in comparison. Too long in the sun/heat exposure, slightly over charged, being shorted at all and they go up. But the biggest cause of fires is the chargers. Improper chargers overcharge the cells causing them to basically explode. Biggest problem is consumers. They believe they can buy this cheap garbage and it will be as good as anything else. I saw several cheap electric hybrids at the campground we stayed at last weekend. Not a single brand name ebike of any sort. And all of the owners had huge campers and so on. Can't blame people, they don't know any better. Shops sell them to people. I can see these creating access issues but at the same time it may finally force the government to ban those cheap and dangerous lithium powered products coming out of Asia.

“They're not going to be making any determinations. And if and when it becomes a problem the path of least resistance is to ban all bikes, those with motors and bicycles included. Land managers are woefully underfunded, understaffed and many are not fully up to speed with emerging trends until long after the fact. The wheels of government roll slowly.”

Well that is the internet folks; it goes on and on-and on. Some people like to say that the argument of e-bikes is a polarizing argument sort of like having skiers and snow mobile riders on the same slope, well that does not happen because they are too different sets of users and cannot share. Backcountry, sure, ok I'll give you that. I just think we're different user groups and they need to be on roads like all other motorized traffic out there but some 80 pound e-bike that can go 20 mph with an unskilled rider on top of it riding trails, I don't see that as a good thing. The sooner people realize that e-bikes are bad in every way and the sooner we get them off our trails, the better off we'll be.



Zine compiled from various sources, stolen off the web, instalame, Google image searches, government web sites, various e-magazines and whatnot. I'm losing money making this rag so if you want to sue me, you'll wind up owing me money. Bish.





From:

To:

