



E-bikes and Events Extravaganza

What an exciting time for CIBike members – so many activities and events are underway for everyone to enjoy! We have the return of group rides, club picnic on July 17, the Cool Breeze is set for August 7, and the quarterly open meetings resume in October.

In addition, this issue features some members' fun and informative stories on the growing phenomenon of e-bikes. Special thanks to reporters Terry Spragg, Patrick McDonald and Dan Mathews for tackling some big news stories.

Read more about club events, check the ride calendar and catch up on old Chain Chatters on the club website www.cibike.org. The club's position on e-bikes may be found on the website under the ride calendar.

Thanks to the CIBike cyclists who shared their fun and inspirational e-biking stories. The index of adventures is shown on the right.



Good reads from the editor's faithful reporters.

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With appreciation,
we thank
Cool Breeze artist
Janeene Nagaoka
for another iconic
Cool Breeze design.



CIBike is a nonprofit recreational organization that provides enjoyable and recreational bicycle riding and related activities in and around Ventura County.

2021 Club Officers/Volunteers

President.....Leslie Ogden
 Secretary..... Dana Werner
 Treasurer Jenny Owen
 Programs Bill Faulkner
 Public Relations Kate Faulkner
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 Web Content..... Soheil Roshan-Zamir
 Web Content..... Mike Stewart
 Chain Chatter Editor.....Margaret Mathews
 Website.....www.cibike.org

Chain Chatter Newsletter

Our newsletter, Chain Chatter, is distributed by email to members, unless requested otherwise. It is also posted on cibike.org under "members." Your letters, stories of cycling experiences (good and bad), news items, ride ideas, tech info, etc., are welcome! Please email information to: Margaret Mathews, Editor, at Margaretann2105@aol.com.

Renewal Notices

Please watch for your renewal notice; notices are emailed to members annually. Questions about membership may be directed to Ron Dow.

Monthly Presentation Meetings

News about the club's quarterly meetings will be posted in club emails, Chain Chatter, Facebook and on www.cibike.org.

Cool Breeze Century

The 2021 Cool Breeze Century, is scheduled for August 7. Detailed info is in this issue of Chain Chatter.

CIBike Mission

The Channel Islands Bicycle Club (CIBike) is an inclusive, non-profit organization that promotes bicycling for recreation, health, sport and transportation. CIBike is committed to increasing awareness, skills, and safety for cyclists through worthy programs, grants, and partnering with agencies that share our vision of fun and safe cycling.

President's Message

By Leslie Ogden,
2021 CIBike President



Our number one joy indicator is the fact that CIBike members can now ride together, and not just in small, established pods. On the next page, see a splinter group of regulars who hadn't ridden together in a year. They were doing the Santa Paula-Ojai loop while the main group went straight into Ojai. And as confidence grows, so do numbers. Almost daily, new riders gather their optimism and write me with waivers so they can join us. Please reach out to them.

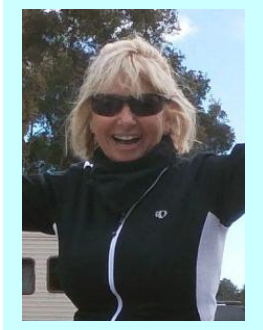
Confidence has also grown among our own riders who have switched to ebikes. I think we are all cautious around ebikers who look more like motorcyclists than bicyclists. Our people, however, are experienced cyclists who are dramatically extending both their range and their riding pleasure. To a person, they understand the needs of road cyclists and so they absolutely enhance our group rides.

Coming August 7, another welcome leap forward... 2021 the Cool Breeze.

Please sign up to help. This is the event that allowed us to grant nearly \$45,000 in 2019 to non-profits that benefit cycling. (You can see the recipients at <https://www.cibike.org/grants.html>). Covid's chaotic disruption brought change in this iconic ride – fortunately, change for the good. With downtown Ventura now off-limits to cars and the school district's availability uncertain, we saw an opportunity to move to Main Street! Our riders now will experience the energy of **Ventura's rocking downtown** both at their start and finish. The Downtown Ventura Partners, through their Executive Director Kevin Clerici, have enthusiastically embraced the idea and have helped guide the process. Now our riders can enjoy a good meal, music and beer with friends after the ride.

Continued on next page

Message from Cool Breeze Volunteer Coordinator
Diane Stein



Please sign up to volunteer.

Cool Breeze - August 7, 2021

Club members and friends - we need your help!

Be part of California's famous cycling event!

It's fun! Meet new people! Enjoy a new venue!



Registration for volunteers opens July 1st.

Members can sign up online by clicking on

"Cool Breeze Volunteer Online Signups"

Or

Using "Activities & Events" drop down tab from the "Activities" tab on the CIBike homepage

Or complete the "Cool Breeze Volunteer Form"

and email to coolbreezevolunteerscibike@gmail.com

We're excited to be back!

Let's make 2021 the best Cool Breeze ever!

President's Message – continued

If you haven't been downtown recently on a Saturday night, please do -- if only for the people watching. Like our guests, you will love it!

Leslie



Breaking CIBike News

Here in the club newsroom our electrifying editors are tirelessly working to bring you the latest CIBike news.



Cool Breeze – August 7

Bart Bleuel, event director, announced the 2021 Cool Breeze Century will be on August 7 with a change of venue. Please read his article on page 5. Volunteer Coordinator Diane Stein's volunteer opportunity is found on page 3.

Group Ride Starts - Join up with one of the two Saturday start times (8:00 a.m. and 8:30 a.m.), and check the ride calendar for even more cycling adventures; go to www.cibike.org

Club Picnic - July 17

The annual club summer rides and picnic is scheduled for July 17 at Rincon Park in Carpinteria. Come on out and enjoy group rides, bbq lunch and hanging with friends. Don't want to ride? Sign up for the picnic only! Go to the website for more info and to register.



Club Programs

A program has been tentatively scheduled for October at the Museum of Ventura County, 100 East Main Street, Ventura. The latest info will be published in the club eblasts, on the CIBike website, and in the Chain Chatter.

CIBike E-Bike Policy

The club's official e-bike policy may be found under the ride calendar on www.cibike.org/

Club Jerseys

Don't have one? Then get one from Jerseymeister Dan so you can participate in the National Wear Your Jersey on the First Saturday of Every Month Day.



Holiday Party – December 12

Add the end-of-the year holiday festivity to your December calendar. This party will be on December 12 at the Courtyard Marriott in Oxnard. Stay tuned for more info.



Message from the editor:

For the curious and creative – here is the rare opportunity to hone your journalistic skills! I will be retiring SOON from the editor's post and am hoping my successor is ready to keep the Chain Chatter in the forefront of the world's elite newspapers. Interested? Contact me at margaretann2105@aol.com.

Cool Breeze 2021 - August 7 New Venue in Downtown Ventura

By Event Director Bart Bleuel

COOL BREEZE IS BACK!

Yeah! Cool Breeze is happening on August 7!!! We are a little late in the planning, but are now confident the community will be open wide enough to allow the ride in pretty much the same fashion it was in past years.

We have no way of knowing how many riders we will have, but the members of CIBike can help. Simply use your social media connections to post notes about the ride, and share the messages you get from others. Also, talk up the ride wherever you go. With the size of CIBike, if everyone helps with the communications, we can get the word out to thousands.

This is a joint effort of Ventura Kiwanis and CIBike and we share the profits equally. CIBike provides the volunteers for rest stops, SAG and routes, and it will take everyone who is available. We supply t-shirts, but there will not be a free lunch this year. If you want a Peirano's BBQ chicken or veggie lunch, contact Bart Bleuel at bbleuel1@gmail.com before the event. Meals must be preordered, and cannot be purchased after 8am on 8/7.

The CIBike members of the Cool Breeze committee this year are: Arlys Escobar, Bill Faulkner, Leslie Ogden, Mirta Millares, Foster Nagaoka, Janeene Nagaoka and Ray Rosetrader.

We are changing the ride start and registration to the Museum of Ventura County, and the finish and after-ride doings at the adjacent Mission Park. If the City of Ventura ever gets around to granting Downtown Ventura Organization a permit, the after-ride festivities will include a no-host meal by Peirano's Market, a Beer wagon and a DJ. It should be a lot of fun – and a lot of work.

Everyone is pitching in, but a special thanks to Bill Faulkner for diligent work making the change to the downtown venue work; and to Diane Stein and Foster Nagaoka who are always available to make this thing happen. I've also had to ask Janeene Nagaoka for a ton of her expertise to get ready for the 5/15 registration opening. So, an equal ton of thanks to her.

Those changes and just the nature of the COVID 19 have vastly increased the work required of everyone.

Bart Bleuel
Ride Director

SAG Volunteers
having fun while working!



Brandon McNulty: Local CIBike Grant Recipient Earns His Way onto 2021 Tour de France Team

By Terry Spragg

(Editor's note: Thanks to Terry Spragg for bringing this to our attention and for researching this article.)

Several grants from CIBike to a Ventura County cycling training organization has led to a young local cyclist reaching the 2021 UAE Tour de France team. Twenty-three-year old Brandon McNulty – a Ventura County resident – started his cycling career with the LUX team based in Ventura County.

Recently Ventura based Lux recent star graduates have really shown with alum's placement in Professional Teams such as Brandon McNulty's signing with the United Arab Emirates Team and Sean Quinn's signing Axel Merckx's Hagens Berman Axeon. Other successes are two other former Lux Junior Riders signing on with prestigious European Developmental teams.

Ventura County, a year-round cycling mecca finds itself lucky thanks to its infrastructure, climate, and additionally a junior cycling developmental team directed by a once pro cyclist - Roy Knickman. Roy once was riding under the tutelage of the great Eddy Merckx and rode with such greats such as Greg Lemond in the Big European races. Knickman's expertise originates from a Bronze Win in the 1984 Los Angeles Olympics.



Photo courtesy from Cyclingnews

It is Brandon McNulty's races have gained worldwide attention. Brandon having moved from Lux to our regional Rally Team came in seventh overall in the 2018 Tour of California. McNulty with the UAE world Level team for a second year, earlier this year gained recognition with a First-Place win in the 2019 Giro di Sicilia and an epic climb of its Mt Etna ascent. McNulty's ultimate eye stopper was his results at the 2021 Itzulia Basque. McNulty's Stage Four climb, so reports Velo News assured him of a Tour De France position. (<https://www.velonews.com/training/power-analysis-brandon-mcnulty-at-the-2021-itzulia-basque-country/>) McNulty completed his final Basque climb in 12.43 minutes at a 10.4 grade and an average power output of 469 watts during the races final climb.

To relive McNulty's powerful performance at the Itzulia Basque Climb, click on the links below. McNulty's climb is epic. https://www.youtube.com/watch?v=owJDiQyj_PM&t=5s:

https://www.youtube.com/watch?v=e_Bv0UNTND4

E-Bike Adventures Start Here!



California Director of Bicycle Coalition Urges Cyclists To Support State Bike Initiatives

By Terry Spragg

An epidemic of E-Bike sales is demonstrated by the fact in 2013 e-bike sales were only 185,000 but increased demand, sales trends indicate the likelihood of 10 million e-bikes on American highways by 2024. That increases from our current 3.7 million e-bikes in use. Growth Trends in Europe of E-bike's point to the possibility of e-bike sales will exceed car sales.

During the pandemic of 2020, overall bike sales grew by 65%, but as a subgroup, e-bike sales grew by 145%. E-bikes are not new. Ogden Bolton patented the first e-bike in 1895 featuring a hub-mounted electric motor. For the next century, e-bike sales averaged 1% of total bike sales. Lee Iacocca temporarily popularized e-bikes with his E-bike Sx.

US and worldwide surveys reported in 2020, 65 % of e-bike sales were purchased by those over 55. (ebicycles.com/ebike-facts-statistics/) 28% preferred e-bikes to cars for nearby journeys, 60% felt safer on e-bikes over traditional bikes. Copenhagen-e Bike riders surveyed said e-bike travel is faster than in automobiles.

Studies by European Health agencies stated that while e-bike Heart Rates averaged 8% less than those on traditional bikes (depending upon style), users of e-bikes rode their bikes more frequently, as such Health agencies deemed e-bikes met the requirements for recommended physical activity levels for moderate exercise.

Dave Snyder, current director of the California Bicycle Coalition, encourages cyclists to contact legislators in support of AB # 117. This proposed law, geared to promote cleaner air will create incentives promoting the purchase of e bikes.

Currently, there is an estimated 7 ¼ million Californians who own bicycles. With an estimated 2% of those who commute by bike (ACS survey) equating to approximately 100,00 California commuters; the addition of increased bike commuting will be an obvious need for enhanced cycling infrastructure.

Cal Bike advocates for enhanced state grants to local governments in order to develop "Low Stress" cycling infrastructure. That means statewide trails or the construction of Class 1-4 bike paths in order to complete the state's commitment to its Complete Streets Act. The California Road Repair and Accountability Act of 2017 set aside an extra \$1 billion over the course of ten years to bring about these cycling infrastructure investments. The May 24, 2021, Sacramento Bee reports May budget revisions are planned to allocate extra funding to this \$1 billion goal.

In short, Dave Snyder is hopeful that increased bicycle ridership will bring about these Low-Stress projects to which the state of California is committed.

Sources: Dave Snyder, Cal Bikes, Dave Boddick, California Dept of Public Health Word Economic Forum, www.weforum.org/electricbikes New York Times; [nytimes.com/2020/08/19 Ebikes.com/ebike-fact-statistics/](http://nytimes.com/2020/08/19/Ebikes.com/ebike-fact-statistics/) Los Angeles Area, E Bike safety course ; Metro Bicycle Education Safety Training (BEST) Program Eventbrite.com/e/bicycling-101-ebikes-online -video-class-tickets-141884035971?internal_ref=social

E-Bikes Continued

An Economical and Way to Acquire an E-Bike

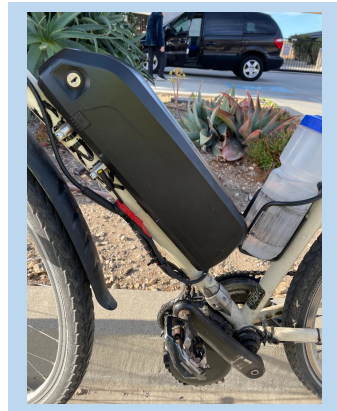
By Jim Teshima

*Interested in an -bike? Too expensive? I have too many bikes already!
There is an economical way to get an eBike! Convert an older bike into an e-bike
by adding a mid-drive motor – about \$1,000.*

I converted my touring bike into an e-bike. The motor you want is a Bafang BBSHD Mid-drive -e-bike Kit, about \$650. It is a highly rated motor with plenty of power, torque, and speed. The Lithium ion battery weighs 15 pounds and the motor about 5 pounds. The setup will fit on any diamond frame bike. I installed the mid-drive motor on a 9-speed steel Surly Travelers Check. Steel and aluminum frames probably would be strong enough but I don't know about carbon fiber. You'll want to find out if your frame can handle the electric motor. Bafang is one of the world's largest e-bike motor manufacturers.

Batteries are about \$300 from Amazon. Installation at a bike shop is about \$150 according to the internet. I installed mine myself as I have the specialized bottom bracket tools. I have ridden to Los Angeles twice on the lowest setting from Ventura and 50% battery life remains after 65 miles. One hundred miles on a single charge is certainly doable. I carried about 10 pounds of gear, my weight of 225 pounds, and 50 pounds of bike.

The downside of this setup is that it adds about 20 pounds to the bike making it hard to maneuver when you are walking the bike. It is like manually pushing around a loaded touring bike. While you are riding the bike, the bike is heavy, 50 pounds, and you can feel the weight until you turn on the motor. Then its heaven! It has 5 settings of pedal assist and you can hit 25+ MPH. It also has an independent push button throttle and there is no need to pedal.



I ordered the motor from Luna Cycles, lunacycles.com and the battery from Amazon. I plan to tour Scandinavia once Covid is lifted. Lithium ion batteries aren't allowed on airlines so I plan to buy the battery from Amazon.Germany and delivered to my hotel. After the trip I have a European friend who will hold the battery until I return. The Bafang battery mount is a universal mount. Most of the big players - Shimano, Bosch have a proprietary mounting system and these batteries/mounts aren't available on Amazon.

The Bafang universal battery mount uses the two water bottle eyelets to bolt the mount to the down tube on the frame. The battery is 15 pounds and the mount is a little wobbly. I used the *No Drill Battery Mount Kit*, \$20 from lunacycle.com to add 2 more additional mounting points giving 4 total mounting points. Battery is very secure.

Continued on next page

E-Bikes Continued – Jim

Your crank and bottom bracket are replaced with the new set up. You won't need a front derailleur. Everything else stays the same. The new single crank comes with a 46-tooth ring I changed it to a 36-tooth ring. I had trouble climbing 6% grades with a 46 front tooth ring with the motor turned off. I want to be able to pedal without the motor just in case the battery dies. I have all the torque I need with or without the electric motor. This setup meets all my touring need as well as keeping up with the fast CIBC eBikers. lunacycle.com has an electric bike forum and has answers to all your questions.

I also have a Specialized Creo e-bike. I have compared the two extensively and found the Bafang BBHSD to be better in every way as compared to the Creo except for the weight. The Bafang set up adds 20 pounds to the bike and is clumsy to manually move around. The Bafang makes no noise and you can't feel the motor through the pedals. It engages/disengages better than the Creo. Battery life is excellent depending on which model you choose. I can ride to Santa Monica loaded (25 pounds) and use 40% of the battery using the first level. I can do the Double Bump loaded on a single charge while using the 2nd level out of 5 going up the passes.



E-Bikes Continued

Riding with the E Gang

By Patrick McDonald

Well, it's finally over for now. The long hiatus from group rides, because of the covid pandemic, finally ended for me about two weeks after my second Pfizer vaccination. Although I did manage to get some riding in on my road bikes during the lock down, I figured the best course of action to rejoin my group of distinguished seniors was to borrow my wife Jan's Electra "Electric" Townie, and try to hang in. Especially since they are almost all riding E bikes now, and light weight refined E bikes to boot.

John Fung, Kassy and Glenn Erickson, Tom Stark, and Bill McTomney were all early adopters of E-Bikes. Though seasoned and strong riders with many good miles on their bikes behind them, the normal wear and tear on the body and the relentless headwinds and hills made the "pedal assist" option look pretty good to them. Except for John Fung, who is recovering from recent health issues, the rest are still riding together on the weekly club rides. And ride they do! Tom Stark recently remarked that he had put over 8000 miles on his carbon fiber Specialized E bike since it was purchased. Everyone looks forward to John rejoining the group on a ride soon.

Recent to join the E bike ranks are Randy Nelson, Jim Teshima, Mike Stewart, Leslie Ogden, Jo Krause and Terry Dawson. These riders like to ride with the fast group, and love going over Casitas Pass and do all the great climbs available in our area. On those days when their regular bike may not seem appropriate, they opt for their stream lined, carbon fiber, electric shifting,



Continued on next page

E-Bikes Continued - Patrick

E-Bike Baby! Our club president, Leslie, has added an optional range extending battery to her bike. This feature has allowed her to do a couple extended tours recently with no problems. Jim Teshima is planning tours in Argentina and England on his E-bike.

How did I do on Jan's Townie, you might ask? I went on rides to Carpinteria, Summerland, Ojai and Santa Paula. If our group was facing a head wind and I could duck behind and draft, things went pretty well and I was usually able to hang in there. But with a tail wind, or if the E gang was restless or in a hurry, it was almost certain I was going to go off the back. On hills, I was climbing faster than I would on my regular bike, but it was work.

To climb fast, I had to use up a lot of watts. Watts is the measurement of electrical energy stored in the battery. On the return trips, I was judiciously watching the number of watts available. This is measured in the estimated range in miles. To extend the range, you use your lowest assist setting, shift down, and pedal harder. I eventually started taking my battery charger with me, just in case I got low on watts. So, now I not only know where every restroom is, I'm spotting 110 electrical outlets for potential battery charging.

The Electra Townie, at 70 pounds rides on Schwalbe Fat Frank 26 X 2.35 tire. It is a bit on the heavy side and definitely needs a little assist to make it fun. Or, as my dear friend Jo Krause colorfully referred to the bike as ".....two-ton Nellie." But the upright, laid-back seating position and comfy tractor type seat makes it a real pleasure to ride. Internal hub 8 speed gearing and 4 levels of pedal assist to 20 mph provide for easy operation. If you are setting your own pace, you can squeeze a lot of miles out of the battery.



Moorpark E-Bikers en route to Somis



E-Bikes Continued

E-bikes from this Road Bike Rider's Perspective

By Diane Stein

I love that so many of my riding comrades have upgraded to e-bike riding. Many of these cyclists welcomed me years ago into this wonderful world of cycling. They taught me proper biking etiquette, riding skills, bike maintenance and the love of the sport.

Those of us that have the cycling “bug” know what it means to get out to ride and how mentally and physically devastating it can be when we cannot. I also know how difficult it is to get back into cycling shape after we take time off for vacations, family, illness or the many other things that life brings us. It takes me a lot more time than it used to riding skills get my cycling legs back and sometimes I wonder if it was “worth it” to take time off. Ridiculous thinking, right? I’m hoping that an e-bike will be the solution for my future.

I ride with both road bike and e-bike cyclists. There is a learning curve for road bikers riding with e-bikes. First, you most likely will be last in reaching the top of any climb (get over it). Second, you will always be more winded than they are when you reach the top. Third, you will most likely be first to descend (e-bikes have speed limits, love it).

Seriously though, there are a few things that are different. When riding in a pace line, e-bike riders usually don’t anticipate or prepare for elevation gains. I find that they continue to ride at the same pace and only add to their speed during the actual climb. To compensate for this, I usually pull out of the line before the climb to get some momentum and let them pass me when they get into whatever gear they need. I’ve tried to stay inline with the group but I just don’t have the strength to keep up when they switch to their climbing mode midstream. I’m only talking about significant gains, not the little rollers. E-bike riders will also take the lead and pull us exhausted road bikers when our legs are spent and we are fighting significant headwinds. Another benefit, I think, to riding with e-bikers is their attitude. They are up for just about any climb and reasonable distances are no longer an issue. Our routes are not limited to 35 to 40 mile rides or avoiding any and all of our local passes. We are able to explore new routes and experience older routes that haven’t been ridden by some of these riders for years. I don’t know how many times I’ve heard, “it’s been years since I’ve ridden this route.”

I look forward to all the e-bike advice and suggestions I can get when I transition. I plan to extend my cycling years as long as possible. I suspect that my comrades will be just as welcoming and helpful as they were to me when I entered this wonderful world of cycling.

E-Bikes Continued

17 Mile Drive E-Bike Tour, Monterey, CA,

By Theresa and John Darling

There are a lot of things for cyclists to do up Monterey (CA) way such as take your ride and explore the 18-mile Monterey Bay Coastal Recreational Trail that starts in Castroville and ends in Pacific Grove. This trail was created after the Southern Pacific Railway closed down a stretch of tracks that ran between the two cities. There are many attractions along the way for shopping, dining and sightseeing.



If you want to take a tour mostly pedaling free, you can also go on any of the e-bike tours offered by Big Sur Adventures located in Pacific Grove.

They offer three tours: the Old Coast Road Tour, the Big Little Lies tours, and the one that we went on, the 17 Mile Drive tour. We chose the last one due to the wide variety of coastal sites to see including the magnificent Lover's Beach, the Lone Cypress, Point Joe (which is the site of many shipwrecks), and the world-famous Pebble Beach Golf Course. Our guide, Zane, is a native of the area so he knew, and told us, many fascinating stories along the way.

We rode awesome RadCity 4 e-bikes that are comfortable and sturdy enough to go over any kind of terrain. These bikes come with a pedal assist option that starts the motor when you start pedaling and they also have a "motorcycle assist" option that lets you ride pedal free if you want, however, this option puts a heavy drain on the battery so it needs to be used sparingly or you'll find yourself pedaling back to Big Sur Adventures.

The tour took about 2 ½ hours and at times we reached top speeds in the 20 MPH range. Our group was made up of 10 to 12 people all, who we learned, had a variety of different skill levels, from new riders to seasoned ones. Everyone made the trip without incident.

This tour is one that essentially anyone can take part in and we highly recommend it.



*E-Bikes Continued***The Very Best Way To See a National Park Is...**

By John Darling

...on two wheels.

The first time Theresa and I visited Yosemite National Park, we drove through it, walked around various areas, and even went on a mule ride tour. It was great. The second time we visited Yosemite National Park, we took our bikes. And it was better, much better.

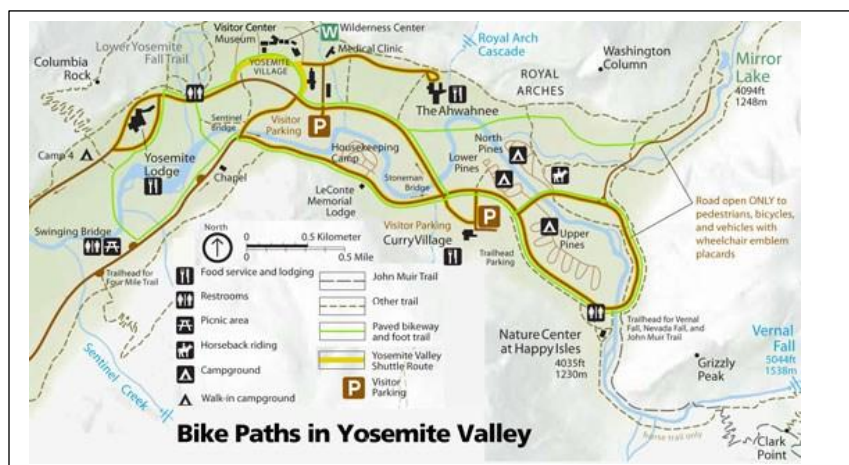
In a car, you are confined to what you can see out your windows and you are usually in a long line of slow-moving cars with little opportunity to hop out and see the sites. When you walk or hike around Yosemite, you see the park in all its glory, but seeing large sections of it this way can take days, even weeks. On a bike, you don't have these restrictions even though you have to keep to designated bike paths and road ways and stay off the hiking trails.

We didn't keep track of all the miles we rode and for an hour or so we got lost as we rode around in circles until we found our way back to our car, but they were scenic circles and we still loved the adventure of being on two wheels in one of the most beautiful places on Earth. ***At the time, e-bikes were not as omnipresent as they are now nor were they allowed in national parks but with the signing of Secretary's Order 3376 in August 2019, e-bikes are now allowed in all of America's national parks which, of course, includes Yosemite.***

The reasons for the approval, as cited in the order, are as follows:

- E-bikes make bicycle travel easier and more efficient, because they allow bicyclists to travel farther with less effort.
- E-bikes provide expanded options for visitors who wish to ride a bicycle but may be limited because of physical fitness, age, disability, or convenience.
- When used as an alternative to gasoline- or diesel-powered modes of transportation, e-bikes can reduce greenhouse gas emissions and fossil fuel consumption, improve air quality, and support active modes of transportation for park staff and visitors.
- Similar to traditional bicycles, e-bikes can decrease traffic congestion, reduce demand for vehicle parking spaces, and increase the number and visibility of cyclists on the road.

All are excellent points and the next time we visit Yosemite, we may just rent e-bikes so we can see more of the park. The one problem in using an e-bike when visiting a park as vast as Yosemite is the range limitations of these bikes. If you depend on the battery too much and don't pay attention to your power levels, you could have a long ride back to civilization.



Bicycle Shorts

Useful and entertaining tidbits to read in your spare time.
Thanks to member Terry Spragg who continues to submit
submitted most of these links.



- Imagine a separated, limited access bikeway that gives you a frictionless ride across town or commute to work. That's not science fiction or the fever dream of a Copenhagen urbanist. Bicycle highways and 15-minute neighborhoods, where most amenities and services are within a 15-minute bike ride, are just two of the forward-thinking concepts in AB 1147. Sign the Petition: AB 1147 – CalBike
- Best trails in Ventura County
<https://www.alltrails.com/us/california/ventura>
- Check out these bike bills.
<https://www.peopleforbikes.org/news/5-bills-every-bike-advocate-should-care-about>
- People for Bikes – good info on e-bikes at
www.peopleforbikes.org/topics/electric-bikes#utm_source=EbikeEnews&utm_medium=email&utm_campaign=Feb2021&utm_content=H1
- Contrary to popular belief, electric bikes are not a new thing. Even though they have become popular and widely available only in the last two decades, the concept of an e-bike has been known for more than 120 years.
Facts & Statistics of Electric Bicycles [2021] + Infographic (ebicycles.com)
- How to stretch out your battery power. <https://www.inputmag.com/tech/vanmoofs-new-powerbank-means-you-can-ride-your-e-bike-much-further>
- Arnold Schwarzenegger Channels the Terminator
On Bike Ride at PEOPLE.com
- AARP's Five Tips on how to be safer on bikes
Top Bike-Safety Tips Older Riders Need to Know
<https://www.aarp.org/health/healthy-living/info-2021/bike-safety.html>
- Watch "The Amazing Way Bicycles Change You| Anthony Desnick | TEDxZumbroRiver" on YouTube
<https://youtu.be/KTT7i3SKpMQ>

