

Brendan: [00:11](#) There's an old joke that goes, "My wife said if I bring home one more bike she's gonna leave me. Boy, am I gonna miss her." Welcome to N Plus One, the show that explores all things bicycle, and separating the nonsense from the truth. Brought to you by Cycle Craft, the cycling center located in Parsippany, New Jersey.

This week, we are exploring the touchy subject of N Plus One, how many bikes do you really need? I'm joined here in our overstuffed bike shed by Kevin Ang, the owner of many bicycles himself, and keeper of the truth here on N Plus One.

So Kevin, how many bikes do you own right now?

Kevin: [00:43](#) Right now, in working condition, I've got six. I've got two more that are not currently in working shape so I guess total would be eight.

Brendan: [00:54](#) Could I assume that you do not have a spouse currently?

Kevin: [00:56](#) Correct.

Brendan: [00:57](#) Alright, I had a feeling. So hardcore cyclists have two formulas to determine how many bikes to own. N plus one, and S minus one. Kevin, why don't you break that down for us?

Kevin: [01:06](#) So N plus is where N stands for the number of bikes you currently own, plus one, and that is the formula for the number of bikes you should have. And then there is S minus one, that is the equation that applies if you have a spouse, where S equals the number of bikes your spouse will tolerate, minus one.

Brendan: [01:28](#) And lest you think we're being sexist in any way, we have a lot of woman customers here at Cycle Craft, that have lots and lots of bikes, and their husbands are somewhat intolerant of their number of bikes. So it's a two way street. So we're not just assuming that goofy men have all the bikes, and women are shaking their fingers at them. Oftentimes, it's really the other way around.

In fact, Karen who works for us is probably a good example of that, where she owns too many bikes, and her husband doesn't own any, and I don't think he's that happy.

So, in asking the question does anyone really need more than one bike? I guess the answer would have to be, "That depends."

- Kevin: [02:07](#) Yeah, so I think that depends on what types of riding that you do, and I say types because there are many. And there are bikes to suit each one of those tiny little niches, so I think it would be interesting for just you and I, back and forth, to maybe list as many of these types of bikes that we can think of.
- Brendan: [02:32](#) Well, I'm going with the easy one first, road. Road racing. Road performance bikes.
- Kevin: [02:35](#) Okay, so then, since going off road bikes, you can branch off road bikes now, into road race bikes, and you can branch off, also into road endurance bikes, and then you can further break those categories down into, so your road race bikes, now you have your lightweight race bikes, and you have your aero race bikes. And then on the endurance side, you have your endurance road bikes, and now we can also branch into the multi-surface, gravel, all road endurance bike, as well.
- Brendan: [03:09](#) The dreaded gravel racer.
- Kevin: [03:11](#) The dreaded gravel bike, which we'll get into, in a bit more detail later. So that's just a taste of on the pavement side of it.
- Brendan: [03:20](#) Did we mention touring bikes?
- Kevin: [03:21](#) We did not mention touring bikes.
- Brendan: [03:22](#) See, there's another one.
- Kevin: [03:23](#) There's another one.
- So then getting into the of road side of bikes, you've got your blanket category of mountain bike. Inside of that, I can think of at least four to five different subtypes of mountain bikes. Brendan, maybe you can list some of those.
- Brendan: [03:41](#) So, well we started off in the old days, with just XC, or cross country, bikes. And then there were downhill bikes, and then there were ... they had a baby and got together, and they invented trail bikes, and then they became enduro bikes, and there's probably a couple of other slivers in there in between. And I would also like to point out, by the way, that there's a lower end category of bike, that most cyclists don't ever think of, called the comfort bike.

And the comfort bike is actually born out of mountain bikes. And they started coming around, like in the late '90s. They realized that 90% of the people that were buying a cross country mountain bike were putting a big fat seat on it, and smooth tires, and an upright stem and handlebar combo to actually create a comfort bike. And it only took the bike industry 15 years to figure out that that was the bike that a lot of people wanted. So that's another little subcategory there, the comfort bike.

Kevin: [04:36](#) And that's also the type of bike I think a lot of either non-cyclists or beginner cyclists come into the shop, and that's the bike they think of when they say, "I'm looking for a regular bike."

Brendan: [04:50](#) I want a regular bike. Well some of us old guys, when you say regular bike, they're talking about the Raleigh English Racer three speed, with the Randonneur style handlebar on it.

Kevin: [05:01](#) Yeah. There's that too. So yeah, there's all these categories that sort of branch off each other, and then even going back to mountain bikes, there's even two different types of cross country race bikes. You've got your hard tails and you have full suspension, and then you've got bikes with slightly different hand angles that are designed for slightly more technical terrain, versus bikes that are designed for less technical terrain. so it's all under the blanket of cross country, so there's many different subcategories, and I think what we're getting at is we can go really crazy, and N plus one can really drive your garage to full capacity, if you really let it take control of your life.

Brendan: [05:41](#) So maybe we're advocating "I need 30 bikes." I feel like we've named about 30 different types of bikes already.

Kevin: [05:47](#) It feels like that, yeah.

Brendan: [05:48](#) And there was one you haven't mentioned yet, cyclocross racing. I don't think we covered that one yet, did we?

Kevin: [05:54](#) we did not mention that, I guess that's sort of a category in between off road and on road. Being a cross racer myself, I know there's also some divisions within that as well, as far as geometry, and what types of courses they're designed for. So, there's many, so many, so many different bikes.

Brendan: [06:17](#) Funny thing about cyclocross bikes, is you realize that cyclocross racing was really, it started as a European pro cyclist, something to do in the wintertime, when they wanted cross training, and

they weren't going to be out riding their race bikes. So they would basically have a traditional road racing geometry bike, and they'd put as fat a tire as they can get onto it, or possibly even use almost a touring bike, with a cantilever brake set on it. And they were heinous. I mean, trying to ride in the mud and the snow on that bike was a nightmare.

Kevin: [06:49](#) Right, and then that sort of spurred this ... I mean, an entire discipline of itself that now you have professionals who race only cyclocross, that's their only thing. They do not race road, they do not race mountain bike. Some of them do both, but it's its own discipline, and again, as a discipline it's also spawned its own type of bike, which I think is interesting.

Brendan: [07:12](#) The other ... I'm gonna blow your mind here, 'cause another thing we haven't even considered, and there will be a lot of cyclists that say they shouldn't even be incorporated, is ebikes.

Kevin: [07:21](#) Mm-hmm (affirmative)

Brendan: [07:22](#) Which are super fun, if you've ever ridden an ebike, it'll put a big stupid smile on your face, and I do envision myself at some point in my life owning an ebike. But I know that one of the problems with the bike world, and the bike industry, is that any time they seize on something that's pretty cool and fun, they ruin it by incorporating it into racing. And what really sort of made me scratch my head, and I was kind of irritated by it, is the UCI has created an ebike mountain biking racing classification, and I'm scratching ... I'm going, "Okay, so we're racing electric mountain bikes now?" Seems kind of dumb.

I mean, I get it, I'm all for an electric mountain bike, but why do we have to ruin everything with racing?

Kevin: [08:11](#) True, and again, that could spur yet another category of bike, your electric race bike, and that could potentially birth another, yet another complication to this whole equation.

Brendan: [08:23](#) So I'm gonna have to have an electric gravel race bike, and then my electric gravel, wow my head is starting to hurt Kevin.

Kevin: [08:32](#) Yeah, so I guess the short answer is N plus one can really ruin your life if you're not careful.

Brendan: [08:40](#) Or at least ruin your marriage.

Kevin: [08:41](#) Yeah.

- Brendan: [08:42](#) Or make you go bankrupt. And you could always see the hardcore cyclists out there, their bike on top of their car is worth more than the car they're driving.
- Kevin: [08:51](#) I'm definitely a victim of that, for sure.
- Brendan: [08:55](#) So, a bicycle, as an object to use, is one thing. We have all these different classifications of bikes, and you can make an argument for, "Well, you know, like a carpenter might have four different types of hammers." There's a hammer to frame a house, and then there's a hammer to put together a picture frame, and they're not the same hammer. You need all of those if you're framing houses and you're framing pictures, you would need both of those kinds of hammers.
- So I guess we can make an argument for that, if you are participating in all of those different disciplines, you can justify your N plus one habit.
- Kevin: [09:31](#) Sure, and I would be again, as using myself an example, I have a bike that I race cyclocross on, and I have a bike, I have a dreaded gravel bike. I would never think of using my gravel bike to race cyclocross, 'cause it's not really great for that, it's not really well suited to that type of riding.
- But again, I feel like for some reason, I feel like I need both of those, even though in most cases, I could probably pick one to do both.
- Brendan: [10:04](#) Yeah, you're not racing in the pro category, and you're not gonna lose a race by four seconds because you're on the wrong bike.
- Kevin: [10:10](#) Right.
- Brendan: [10:10](#) While I justified my quote unquote gravel bike, and I don't call my bike a gravel bike, my other bike is, I call it my adventure commuter. And I came upon that by saying, "Well, I wanted a bike that I would use for inclement days, or crappy, and a bike that was able to handle a wider tire," and sometimes you know, Kat and I go an we do gravel rides, or rail trail rides, and things like that. It's a practical bike for that, but it's built on a cyclocross frame, that had a geometry that was a little more suitable for that.
- So for racing, I have a giant TCX, which is a phenomenal racing bike for around here. It's one of the nicest riding ... well, let me

put it this way, we're gonna get into if you have to whittle down to one bike, I'm gonna put a gun to your head and I'm gonna say, "You're allowed to keep one bike, which one would it be?"

I would almost go with my giant TCX, because I could use it as a road bike very comfortably, but it's a phenomenal cross racing bike, and then my adventure commuter bike is a VonHof ACX, it's a chrome ollie, steel frame, that has cross geometry, but it's a little bit longer wheelbase. So it's not exactly the same handling bike as the TCX, by any stretch of the imagination.

Kevin: [11:27](#) True. So yeah, I guess if ... for me, if I had to pick one bike, I guess I would say my Santa Cruz Stigmata, sort of in the same vein as you, 'cause I can race cross on it. I could use it as a race bike if I switch up the gearing a little bit. I could put a different tire on it, and that could easily be a road bike that's certainly suitable of being a very lightweight, high performing bike. And I don't think it would be terrible, riding it on the road.

But again, I guess I still have a hard time imagining that being my only bike, because I do love all my other bikes for different reasons.

Brendan: [12:07](#) It's 'cause you've got a problem.

Kevin: [12:08](#) Right, exactly, I think we both have, or anyone who is in the cycling world, based on this whole equation.

Brendan: [12:15](#) And this is how I wound up in the bike business, because I was obsessed. And the thing is, it's not just ... kind of where I was going with that before, is that you know, bikes aren't just functional for what they're intended for, but they're beautiful, they're pretty, you know, you can ... even some old bikes.

I mean, I look at some of the old bikes that roll in the door, and I'm like, "Wow, that thing is cool!" I can imagine myself riding so many different bikes. You know, the paint is pretty, or the parts are shiny, or there's nothing like when I was a little kid, I used to dream about a bright, stainless steel spokes. On a new wheel, you know, the stainless steel spoke glistening in the sun as the wheel would go around, you could see the sun glistening off it. Its just, for me, that's visual poetry, I absolutely am enthralled by that.

Kevin: [13:02](#) And I would agree with that, too. The reason why I bought my All-City Cosmic Stallion was because the black and gold livery on it is based on an old Formula One car livery. I'm also a huge

motor sports fan, so that sort of connection really resonated with me, and I did happen to know the guy who was the product manager there, and when he told me that, and he showed me the picture of it, I saw it and I had to have it. It was really, purely that, and that connection to something that resonates with me, sort of contained in a bicycle was attractive to me, and I had to have it.

Brendan: [13:42](#) So now there's two separate channels we have now for, and plus one. Number one is, how many different types of cycling might you be participating in? And number two, bikes are pretty, and nice to own.

Kevin: [13:53](#) Right.

Brendan: [13:55](#) So, another question that we have to ask ourselves, is how nice of a particular type of bike do you need? And what I mean by that is, that if you look at ... I'll just take one example. Let's say it's the road endurance category. And those are bikes that grew out of the road racing category, but were bikes that were a little bit longer wheelbase, a little easier to maintain seating position for a rider who maybe wasn't a super flexible pro racer.

So, if you look at the array of bikes, just in that one category, I mean there's dozens and dozens and dozens of choices, so if you're gonna compare a Giant Defy, you know, advanced one, let's say, that's a carbon frame with Altegra components on it. And if you're gonna match that up against a Parlee Altum, with an Envy wheelset-

Kevin: [14:50](#) Which costs twice to three times as much.

Brendan: [14:52](#) Right. So, you know, do we really need to have a bike that costs three times as much? I mean, are we just throwing money away?

Kevin: [15:01](#) That's an interesting question, because at the end of the day, you have to think about how much does the increase in cost improve the ride experience? And I think what we're looking at is, we're looking at diminishing returns on that. I mean, of course a difference, I think the difference between an \$800 bike and a \$2,000 bike are pretty clear. When you ride those bikes side by side, you're gonna notice a pretty big difference. But to me, the difference between a \$2,000 and a \$3,500 bike, which dollar wise, is the same ratio, or about the same ratio, as a 800 to 2,000, but I don't think most enthusiast cyclists will notice a huge difference, if you were to paint both bikes black and cover

over all the logos, I don't know that they would pick out huge differences that they would say, "Yeah, I need to spend that extra thousand dollars."

Brendan: [16:00](#) That's an experiment. We should try that some time, just to see if we can get anybody to be able to pick out a bike. 'Cause I think I could, I believe that I've ridden enough bikes, and enough miles, where if you gave me three different bikes that were essentially made for the same purpose, that I would be able to ride all three, and pick out the number one, that I like the best, and or I would be able to pick out the one that cost the most money.

Even if it had the same component group on it, just based on the frame set, which one would be more.

Kevin: [16:30](#) Okay, interesting. We should try that sometime.

Brendan: [16:34](#) Challenge accepted.

Kevin: [16:36](#) Challenge accepted.

So yeah, that's sort of my thought, is there's that princess and the pea argument, I guess. It's like, can you really feel those minor, minor differences that, of course the manufacturers are gonna drum up in their marketing. Is the specialized ride damping mechanism that they use, is that any better or worse than the one Cannondale has, or that Giant has? Is the end result that much different, that you should buy one over the other? And I think that's, to me I don't know that that's, I don't know that the different is big enough for most people to really notice it.

Brendan: [17:18](#) That's a bold statement. You pretty much just kicked the bike industry right in the behind.

Kevin: [17:23](#) Maybe I did, but I think that's something that is worthy of some empirical testing, perhaps.

Brendan: [17:30](#) Sometimes it does seem to get a little ridiculous. Before you were reading to me an article about gravel bikes. I'm just gonna make a quick left turn here, and just to kind of see how ridiculous it is, while you search out some of those quotes. Remembering that mountain bikes sprung up around sometime I guess '84, '85, something like that? Where the first mountain bikes really started to appear publicly, and Specialized was

probably the first major, commercial mountain bike that was out there.

Kevin: [18:03](#) Right. And so there's an article posted on Bike Radar, it was from earlier this year, in March. So, the article is called Gravel Bikes: Roadie Revenge on Mountain Bike Progress, and the basic gist of the article is that gravel bikes are not anything new. Their whole argument is that gravel bikes are sort of the ... basically a turn into the past of old school '80s to '90s mountain bikes, that were notoriously sketchy and unstable and not really well suited to the purpose they were designed for.

Brendan: [18:49](#) For mountain biking.

Kevin: [18:49](#) For a mountain bike, at the time. And gravel bikes are basically just rewinding the clock, or gravel bikes are basically just rewinding the clock, back to that bike, and they're just putting drop bars on it, and again are an ill suited bike to their purpose, and not anything progressive or new, and I think the best quote or passage I have from it is this, it says, "A gravel bike is a road bike, but heavier and with slower tires. It's narrow, and steep, and tall, and you can't shift your weight much, so it teaches you ancient authentic skills such as desperately trying not to crash, and how to still crash, and acting superior, even now that you've crashed. It's just like a mountain bike used to be, before it was ruined by marketing and BS, and quantifiable progress, and you know, physics."

So I think that's funny, that's an interesting commentary on the segmentation, I guess, of the bikes in the industry now, is that, are we really reaching into the future and creating new things? Or are we really just rehashing old concepts into a new skin, and calling them something new?

And I guess another example of that is the 27 and a half inch wheel size, or wheel standard, that rim size, or wheel standard, has existed since the '80s, since even before mountain bikes, I think.

Brendan: [20:18](#) Well, I think it's existed even longer than the '80s, I mean, it's a tire, it's a wheel size that was used on trekking bikes, even before that. Probably '60s, '70s, I gotta figure. That 650b was a size that's been around. We should probably do a little research on that, and find out, when did the 650b wheel first appear on the scene?

- Kevin: [20:36](#) Right. So again, it's not ... and then, all of a sudden you have three, what was it about three years ago, when 27 and a half inch mountain bikes were like, "Oh, look at this new wheel size," and it turns out that it's not new at all. It's been around for decades, and it's really just the industry, perhaps reaching back into the back wall, so to speak, and grabbing something off, and dusting it off, and calling it something else.
- You know, and even 27 five, as a response to 29 inch wheels, which in and of themselves are just road wheels.
- Brendan: [21:09](#) Essentially. Well, and sometimes, maybe the channel is a little wide. Like the actual rim section itself is a little wider, to accept a little bit wider tire.
- Kevin: [21:19](#) Right, but from a rim diameter perspective, they are exactly the same. So it's, again, it's just this ... you have to wonder where is the innovation coming from?
- Brendan: [21:30](#) I think, well, and innovation may just be incrementally changing the recipe around a little bit. This is a concept we probably talked about before, is that you know, every bicycle is ... I think of it as cake. It's the same basic ingredients, it's flour, sugar, butter, you know, maybe some vanilla, maybe some chocolate, there's some different things in there, but every cake recipe, the way that you combine the ingredients, changes the way, the flavor of the cake. And taking it a little step further than that, saying, you know, "I've got a bike geometry recipe that does certain things well, but not other things."
- And the holy grail for every bike that comes out, so in road bikes, is always the, I guess if you made a Venn diagram, it's always gonna be handling, to weight, the durability, the cost, and you can mix any of those four competing requirements, but you can never come up with the perfect bike, you know?
- Bikes that are, you can make it super light, but it's gonna be super expensive. Or you can make it handle, the front end of the bike will have sports car diving into corners snappiness on the front end, but it might be too twitchy for some other applications. So there's always a compromise in the design, and I think maybe that's part of it, is that somebody took a cyclocross bike, and they started, they wanted to do this long distance gravel riding. And it was sort of not perfectly suited to that process, or that use, and so they said, "Well okay, well what would make it better for that?"

And say, "Well, let's lengthen out the chainstay a little bit, and let's [inaudible 00:23:10] a little bit, and a front center distance," and these are small geometry changes that lent themselves to being better at that, and then lo and behold, oh look, it matches those geometries from mountain bikes in the '80s. You know, I don't know if that's a coincidence, or somebody really ... I don't think anybody really went back, and they grabbed their old Miyata mountain bike off of the wall and say, "Hey, you know, this would make a great gravel bike." I just don't see it happening that way.

Kevin: [23:35](#) I could see that, yeah. I guess I could go with that argument, that maybe these things have existed before, but no one really thought of it back then as an application for what it's used for now. And it's just, like you said, coincidence. Just happened to be very similar. But certainly, I could see that, yeah.

Brendan: [23:55](#) So then I think the N plus one, I'm gonna come down on the side of yes, N plus one makes sense. And here's why. I like different kinds of cake, I don't only eat one dessert, right? So I may want to have a different dessert after different meals, or I might be in the mood for ice cream instead of chocolate mousse, or whatever. And the same thing with the bike. It's like sometimes I've got a hankering to get out on a road racing performance bike, and even though I don't road race, I just love that experience, of being able to get down, and motor, and go really fast, and fly up hills.

And then other times, I want to go out and just kind of noodling around on a rail trail, for example, I could never do that on my Parley Z-Zero with super lightweight climbing wheels. I mean, I could probably do it, but it wouldn't be that much fun. So I'm gonna say that depending on the different types of riding that you might enjoy, I'm saying N plus one is the right formula.

Kevin: [24:56](#) I would agree with that, I think N plus one, I mean, owning as many bikes as I do, I clearly can't come down against it, that would be somewhat hypocritical of me. However, I think there's a limit to how much you can dice up, what is essentially a singular experience. Or not, I wouldn't say singular, but there's a ... for each individual person, there's a limited range of cycling experience that they feel that they want to have. For me, for example, I don't own a mountain bike, I just don't. Maybe one day I will, but at this point I don't, and I don't really have any interest in that.

However, there's a certain range of cycling experiences that I want, and I want to have a bike that will be capable in the range of experiences that I want.

Brendan: [25:52](#) But that doesn't mean when I new pretty one comes along, you don't want to have that.

Kevin: [25:55](#) No, and I'm definitely a victim of that, however, I think it's important for cyclists of all types to be realistic about what cycling experiences they want to have, and I guess be practical about what types of bikes are going to be suitable for that range of experiences you want.

For example, I don't own a endurance, what you would call an endurance road bike, because that's not what I want, that's not a cycling experience that I am seeking out. I mean yes, it would be cool for me to just have one, but it's not the type of ride experience that I want, so I don't feel any desire to own one.

I guess you could say the same thing for me with mountain bikes. At the moment, I just don't have any desire to want to participate in that. And I won't just buy one just to have it.

Brendan: [26:49](#) Alright, but we won't think any worse of you for not wanting to ride a mountain bike.

Kevin: [26:53](#) Sure. And maybe that'll change, who knows? I certainly could see myself, you know, getting super nerdy about it, 'cause I do tend to do that.

Brendan: [27:01](#) Yes, I've noticed that.

Kevin: [27:02](#) Yeah. But again, I think it's important for cyclists to be realistic about the range of experiences that they want, and the tools that are going to be able to get them to those experiences.

Brendan: [27:15](#) So how do we get them to not believe the hype, as Flavor Flav used to say?

Kevin: [27:23](#) I think it's ... for one, it's familiarity, and it's experience, so I think getting, being able to ride those bikes, and see if you like them or not is certainly one thing. There's some debate, I think in the bike retail side of things, as what a test ride can really do for you, and what you can learn on it, but I think that from a certain extent you do need to test ride these bikes, and see, maybe, if they will fill that, check that box off for you.

But again, also, there's a lot of marketing hype out there, and so much of bicycles are very technical. There's a lot of ... I guess jargon out there, that maybe a lot of people who aren't in ... sort of deep in the world, don't really get. And can maybe be sucked into the marketing jargon, and maybe aren't necessarily seeing what is or isn't behind that jargon, and I think that's important as well.

Brendan: [28:29](#) There is an awful lot of BS out there. Nothing is coming to mind, but I'm trying to remember all of the acronyms for all the ... the stupid acronyms, or initials, that bike companies will put on bikes, that mean almost nothing.

Kevin: [28:44](#) Right.

Brendan: [28:45](#) But they're trying to impress you with one particular system of another on their bike, and I think that there's a danger in the industry overhyping some of the stuff that they do. It does get a little ridiculous sometimes.

Kevin: [28:58](#) Right, and as an example, of maybe a sort of tongue in cheek application of that, Surly Fat Bikes, for example, they have a thing called FFF, which really just means Fatties Fit Fine. It's really just tire clearance, it's all it is, is that this bike can fit fat tires, but sort of tongue in cheek, as Surly does, they made it into an acronym and put it on the bikes. So it's, I think that's a fun example of that sort of thing.

Brendan: [29:22](#) Well, and those guys definitely don't take themselves too too seriously.

Kevin: [29:26](#) Right.

Brendan: [29:26](#) They definitely have an ethos of like, it's bikes guys, don't be so goofy about it

So, I guess we'll come down on the side of it's okay to own lots and lots of bikes, but don't just run out and buy bikes, because Bicycling Magazine said, "Hey, this is the best bike that's come along since whenever," and it's not necessary to always own that bike.

And I will say that one of the things that I've always tried to do in our business here, is to not push bikes on people that don't make sense for them. Unless they ... you know, if someone's gonna throw money at me, I will sell them whatever they want, but we're here to advise, and we often find ourselves talking

people out of a particular thing, because they got an idea in their mind, 'cause their friend told them this, or they read that, or they saw the picture of it.

And not that I want to take someone's joy away, but once we go through the choices, we usually wind up getting them connected with something that really does fit in more with what they were hoping for.

Kevin: [30:24](#)

Right, and perhaps we're a bit biased in this, but local bike shops, that's what we're here for. I guess, the good ones at least. We are here to help you translate that jargon into an experience that you're gonna want. So, maybe the, I'll be honest, the internet? Not great at that. There's too much information that isn't necessarily tailored to what you want, and it's a lot to sort through, if you don't know what you're looking at.

And again, not to toot our own horns here, but you know, local bike shops, or at least the good ones out there, that's what we're here for, is we're here to tailor your experience, and help you find the bike that's gonna make you happy, and help you translate that jargon, 'cause that's what we're here for.

Brendan: [31:11](#)

Well Kevin, I guess we sliced and diced that about as finely as we possibly could in a short amount of time. And I realize the time went by pretty quick, but I could talk about this stuff all night long, and I'm guessing that you probably could, too. But we're not gonna do that. We'll give you all a break on that. That will be concluding our episode for this week.

Next week, episode four, is going to be a let's talk about mountain bikes. And we're gonna take this discussion a little bit deeper into specific types of bikes. So mountain bikes, as we had discussed earlier, are kind of hard to separate at, there's so many different genres right now, and so many different ways of looking at bikes. So we are gonna get into that next week, on N Plus One: The Truth About Bicycles.

And we will include an interview with famous mountain biker Jeff Lenosky, who I have known since 1994, I want to say. And he's a professional mountain biker. He does trials, and he does freeriding, and he is also a Giant brand ambassador, as well. And that should be an interesting discussion with Jeff.

Kevin: [32:17](#)

And a really cool guy, by the way.

- Brendan: [32:18](#) And a really cool guy. So, our episode today was brought to you by Cycle Craft Cycling Center, located on Route 46 in Parsippany. And our website is [www.CycleCraft.com](http://www.CycleCraft.com), and Kevin, why don't you tell us about where we can get in touch with more podcasts?
- Kevin: [32:37](#) You can find our podcast at Apple podcasts, and Stitcher, Google podcasts, and anywhere else you can find, you get your podcast from.
- Brendan: [32:48](#) Fantastic. And that will conclude our episode, and we'll look forward to seeing you next week.
- Kevin: [32:52](#) And if you have any questions you'd like us to explore, if you want to email us and talk to us about your bikes, we would love to hear from you. So you can get in touch with us at [NPlusOne@CycleCraft.com](mailto:NPlusOne@CycleCraft.com). That's N-P-L-U-S-O-N-E at [CycleCraft.com](http://CycleCraft.com). You can connect with us at Twitter, at NPlusOne, and the number one. That's N-P-L-U-S-O-N-E and the number one, and also at Facebook, at NPlusAnother, that's N, P-L-U-S, A-N-O-T-H-E-R, and that's ... we would love to hear from you about your bicycle addiction.
- Brendan: [33:34](#) That does it for us, we'll see you next time on N Plus One: The Truth About Bicycles.