



Transcript for Episode 1: Osher Günsberg

Phil: Welcome to *Influencers*. Everyone that we speak to will be making a difference in some aspect of cycling or micro-mobility. Some will be unsung heroes and others, people that you might already know. That might be the case today when I'm talking to Osher Günsberg. Osher is well-known as a TV presenter, but as you'll see in this interview, he has a great passionate and in-depth knowledge of all things cycling.

Phil: Well, thanks Osher for being our first ever guest.

Osher: I'm grateful. I like what you've done with the place. It's nice. I'd expect that you would have quite the collection of bicycles and this has not disappointed me.

Phil: Very pleased to hear that. First question, how did you become interested in cycling way back when you were a kid or whenever it was?

Osher: Yes, man. I think like most people it was when I was a little kid. I had-- First memory of was a tricycle with solid wheels. It was made of cast iron or something. It was not a light bike dude, and fixie too. I had to do a lot of wheels feet-off when you're going down the hills on that guy. That thing was awesome, look it was the summer of 1982 and then everyone got a BMX for Christmas.

We went from running around on the street to three days later, 14 kids just in a pack hooning through the streets of Brisbane. The feeling of being eight years old and now being able to go further than my feet could carry me and not have to rely on my parents to get me somewhere was just amazing. To have the wind in my face, be riding with my friends and being able to explore the world beyond what I had previously been able to access, which was how far can you get before halfway between there and when the streetlights go off, when you have to be home. That's about as far as we could go, and now we could go way, way, way further.

Since then, I think there was a bit of a lull and then I was doing overnight radio in Brisbane. I was about 22, 23, and I lived in an inner-city suburb called Coorparoo and I bought a bike to ride to work. I'd get on the bike about eleven o'clock, 11:15 PM, ride to work, be on air by midnight, [chuckles] and then foolishly ride the bike home across the Story Bridge at 6:30 in the morning. [laughs] Back then, it was a bit tricky, the bike lanes weren't as good as they are now in Brisbane.

Since then, I've just been really right into it. It took a big uptick in the early weeks of sobriety. I've been sober for 11 years now. I'm not alone in sober people who go, "I've got all this time that I used to spend drinking and using. What am I going to do now? It's something that's a compulsive thing that I can just do over and over again.

Oh, cycling." I started really this phase of my cycling has about 11 years now and yes, I love it. I'm just so grateful for every day I'm on a bicycle. It's the best.

Phil: Tell me what your cycling life world looks like in these more recent years. I guess it changes depending on babies coming along.

Osher: I'm a firm believer whenever you meet the significant other that you're going to either cohabitate with or spend a significant amount of time with, if you have a time-consuming hobby, you better be doing it when you meet him or her. You cannot two or three years in and go, "Oh, by the way hun, I'm just going to choof-off and play 18 holes of golf every Sunday and leave you at home." You better be doing that when you meet. You better be a surfer. If you're just going to go down the coast and go surfing or whatever, those things have to be in existence when you meet this person.

When I met Audrey, I was already like-- We're in Sydney right now and there's a great ride around West Head, which is-- You could probably do a metric ton from the Eastern beaches where I was living to there and back, if you go the right way, which is beautiful. You go up and look over at Barrenjoey Headland where they make *Home and Away* and come back.

She knew that I did that, that I would just disappear for four or five hours at a time riding bicycles. I was doing that when I first came back to Australia to do *Bachelor*. When I was back in Los Angeles, I was riding up Topanga Canyon every day and it was a great couple of hundred kilometers a week. I don't know how many thousand feet of elevation, but it was brilliant fun.

Now that I'm a lot busier with work and now I'm a guy with a house and a mortgage and two kids, so there's a lot less of that four or five hours away riding which is where the virtual cycling really kicks in. I am so grateful for Zwift and my kicker and the Twitch Community that I stream to when I'm riding, because I just wouldn't get riding in. That just wouldn't happen.

We've got a toddler, you've got kids. When they're little, you really you can't just go say, "Honey I'm off." But in the space of a nap which is anywhere from an hour and a half to two hours long if you're lucky, you can get on and really fang yourself on a trainer. If I didn't have the trainer, by the time I'd got my shoes on and have charged everything, "Oh, where's the LED? Oh, it doesn't fit. Oh, it's the wrong one, ooh the mold....eww"

By the time you get on the road, you ride four K's turn around and come back, I just don't have time for that. That's why now, I guess I cycle virtually more than anything at the moment because I'm very busy with work, but there'll be time for getting out on the road again shortly.

Phil: You've lived in different cities. You've lived in Los Angeles, Sydney, Brisbane. I believe you were born in London, but didn't live there for any length of time?



Osher: Not very, very long there.

Phil: You studied in Amsterdam for a while?

Osher: I did. I was this close to moving to Amsterdam. I did a 18-month course there at a business school in Amsterdam and I would spend four to six weeks at a time there over those 18 months. It was just amazing. I don't have to tell you. It's the promised land. 40,000 kilometers of bike infrastructure and what a lot of people don't realize is that it wasn't always that way. It's only been that way since the '70s and it totally transformed the country and it's just amazing.

I was this close to moving there and then I met Audrey and Georgia and I was like, "Okay, nothing's as good as these two fantastic humans." I moved back to Australia, but I'm particularly fascinated with how the bike infrastructure came along in the Netherlands. You have this idea of, "Oh, it's a Dutch bike, or the Dutchies always ride, or it's always been that way." It wasn't.

After World War II, the Netherlands had colossal economic turmoil. Like a lot of Europe, it was just rubble that had been occupied, they were stuffed. When prosperity started to happen and people started getting more economically prosperous, they started to buy cars and it's a European country. It's like tiny little horse and cart roads that had been tarmacked over, village squares, this sort of thing. Now a lot of traffic on roads that just didn't have the space for it.

The village squares, which were once being open plazas for people, became car parks because that's where all the shops and the villages were. Kids still loved to ride bikes. There's a lot of kids on bikes. There's heaps of more people started buying cars and driving around. It was horrible, Phil, I think like a child a week was getting hit and killed by cars and the public were just, "We cannot have this. There's just kids dying. We need infrastructure. We have to have infrastructure. This is absolutely ridiculous."

This was right around where in the early '70s there was the oil crisis. You can look up in your history books as to how or why it happened, but basically oil prices went through the roof. In an effort to combat the energy usage of the country, the Netherlands went, "Okay, we need to figure out how to ration this petrol. No one drives on Sundays. Whole country, no one drives on Sundays."

So on Sundays people are like, how do we get-- I guess, we've got bikes. We'll ride around. They started to rediscover their land, started to rediscover the streets, started to rediscover these beautiful plazas and go, "Actually, this is pretty cool." So you had this economic pressure from the oil being so expensive they couldn't drive, this incredible sudden realization that, "Oh, this is beautiful when we ride around and we see each other and it's a great way to get around and how can we stop our kids getting killed on the streets?"

That all brought together, starting to build separated bike lanes for the bicycles in the Netherlands. Now it's 40,000 kilometers of bike infrastructure, separate bike

lanes. Look, you just don't see overweight people on the streets of Amsterdam. You just don't because everyone rides everywhere, always. When I was there, I saw people as old as my mum in their mid-70's, on bikes with their groceries. You can't tell me it's not good for a country like ours has a public health system that ultimately it's the taxpayer that bears the burden of diseases that are caused by morbidities around not being physically active or not getting out and about and seeing the world, that wouldn't be a benefit as well for our country.

There's not every country has those three big factors that Netherlands had. They got very lucky there, but it doesn't have to be all of Australia it would be amazing to see it here man.

Phil: This is a question I often ask myself about Netherlands early in 1970s, they made that decision. Virtually, you could perhaps argue Germany, Denmark, certain other countries to maybe slightly lesser extent, also made that decision, but not certainly not Australia, not the United States, not Canada, not the UK. Why not? What does Australia need to start that sort of thing?

Osher: I don't know. I think it was the magical, political will of 'it doesn't matter what side of economics you come down on, children dying in accidents between a bike and a car is a bad thing', and so there was the political will to just get it over the line in that situation but when you look forward from where we are today, I firmly believe that the lifestyle outcomes, the economic outcomes of our cities could be so vastly improved by a separate cycling infrastructure.

As someone who drives a car, rides a bicycle and rides a motorbike, I get why sometimes people don't want cyclists on the street. I get that. I get a 1000% why some people just don't want to ride to work because they just don't feel safe with cars. I 100% get that, and it's really, really important to make people feel safe. Separate cycling infrastructure, I'm not saying it's everywhere, but it doesn't look like it's that hard to make happen.

The economic benefits, the health benefits, the lifestyle related disease benefits are just so vast for the community at large and as we look forward Phil, as we look forward to how do we-- what are simple ways that we as a community can bring our carbon imprint down in Australia? that for me is just a no brainer.

Phil: You've mentioned health a couple of times now and I want to touch on two aspects of your own health where cycling has possibly played a role that you may be able to talk to me about and the first one I understand that you had a hip replacement just before Christmas?

Osher: Yes, I did.

Phil: Can you tell me about cycling and your rehabilitation and what part that might have played in that story.

Osher: So I need both hips replaced, but I got the right one done first because it was the more painful one. It's bananas, because when I used to ride when my knee came up, my bumpy head of my femur would go 'conk conk, conk conk' on my labrum and I could feel it every time I peddled and that's what my leg did. Now, it's like this super smooth-- [laughs], it's really, really weird, at first, it was very strange. I had to get another bike fit because now my geometry is slightly different.

My bike felt differently underneath me, so I got another bike fit and it's amazing now. The rehab is very humbling because I had gone from up here as far as fitness goes and functional threshold power and things like this, to like I could barely keep 55 watts for 10 minutes. That was it and I had to lie down for a day, but then I think, hang on, they carved open the front of my leg, pulled my quads out, pulled my psoas out, chopped the top of my femur off, hammered a thing in and shoved it [laughs]... fair enough, I feel like this because these tendons and ligaments have been so traumatized by the surgery.

It's taking a lot longer than any other recovery that I've ever had, but it's going to be okay. It's just coming to terms with how long it's taken to recover, but the good news is I have no arthritis pain, none at all. I can sleep. That's brilliant. I used to have to build a pillow fort under my hips because I was in so much pain. I couldn't sleep without medication.

I look at Wolf and I had-- Our eldest is 17, but our youngest is a year and a half, and i'm like man, "I'm going to be chasing you down Thredbo on a mountain bike when I'm 60. I've got to keep moving, I better get this done now before it's too late. Before I start then to then degrade muscularly et cetera and everything else starts to mess up." that's why I got it done now. The bike is great. Right now for rehab. I'm cleared to go back out on the road, I just don't have time, but the bike's really great for rehab.

Phil: You're just on the indoor--

Osher: Yes.

Phil: On the indoor trainer Wahoo, all that.

Osher: Yes, just on the trainer inside. I just don't have the time to go out at this point, but I will. [laughs]

Phil: The second area that you've been very open about and written about and even changed the name of your podcast about to *Better than Yesterday*, is your mental health struggles, if you like. How have you found cycling in relation to that issue of mental health?

Osher: I think the big misconception Phil is that mental health is somehow different from physical health. We're sitting in this place full of incredible bicycles, but if you don't keep up your level of fitness, you won't be able to get the most out of these bicycles. That requires you getting on, training, pushing into a degree of discomfort,

your body adapting to that degree of discomfort, and maintaining that, should you wish to keep riding at optimum speed. Your body feels great because of it and you can think clearer and your bowels move well, whatever. You feel good ok?.

Mental health is not different, mental health is the same as physical health. It's just health. You don't accidentally have a great functional threshold power. You have to work quite hard to get and maintain it because we all know, we've all come off holidays and we've forgot to reset the thingo and then we get on the bike and just, "Oh, my God. [chuckles] This hill is steeper since I went on holidays." No, it's just because your body is detrained.

Similarly, if you don't take care of your mental health, you start to slide and that's just the fact. Taking care of your mental health or keeping a maintenance program for your mental health is just as important as keeping a maintenance program for your physical health. You don't accidentally get physically fit, you don't accidentally stay physically fit, you don't also accidentally have good mental health. You have to work at it. But it is worth it, what you get out of the work brings you an outcome that you would otherwise never have. In my experience, that's what's worked for me.

Phil: You have to work at your mental health, and so cycling-- Is it a small part of that, a key part? Just one of many parts?

Osher: Exercise is a part of it. We are human beings that manufacture certain hormones that only get released when we exercise to a certain point of intensity. Dopamine, norepinephrine, serotonin, endorphins, these things get released when we cycle, or weight lift, or work out to a certain intensity. These are essentially the chain lube for the gears in our brain. They allow us to shift mood states a lot easier through the day.

If we don't use our body to this intensity, those things don't get released as well and we find it a lot harder to shift from mood states. Why do I talk about it? If you are pissed off with cut you off on your way to work, 15 minutes later you could probably walk into work into your first meeting of the day still pissed off and that could blow the deal. Whereas if you are keeping a good mental health regime, you will be able to recognize, "I'm pissed off" and you'll be able to emotionally regulate far, far better.

It's fine we get pissed off, I'm not saying don't get pissed off, but you'll be able to emotionally regulate far easier if your body is flooded with these hormones that allow you to shift mood states, so when you walk in your first meeting, you're free of it and then the deal gets done. Everyone walks away happy.

Phil: Let's talk about a couple of things you've been doing lately. Last year you joined We Ride Australia, the peak Australian advocacy body as a director. What motivated you to do that and what would you hope to achieve or see the organisation achieve?



Osher: I had previously served on a board of SANE Australia, they work very hard on the mental health space. They have three-year board terms and after my first term, I stepped away because we had a new baby and I wanted to dedicate the right amount of time for things. When the We Ride opportunity came up, the amount of time required to make sure that it would be worth saying yes to, for them, so that we get the most out of me, I talked to my wife about it and we figured that we could make it work.

Why We Ride is important to me is they tick all the boxes. They tick for me a focus on infrastructure and a focus on mental health, a focus on advocacy, that it's not about racing, it's not about elite sport, it's about people using bicycles to get from here to there. Don't care what kind of bike it is, put a motor in it, I don't care.
[laughs]

It's not middle-aged dudes in Lycra, it's people just getting to work, people doing their groceries, people picking their kids up from school, kids riding to school, people using that as their main form of commuting and supporting those people, therefore supporting the health of our community.

Not only the physical health, but also the atmospheric health, if you will. Less cars on the road, less carbon in the atmosphere, better for everybody.

Phil: Well done for that.

Osher: Here to help, mate.

Phil: Another thing, obviously close to my heart, is World Bicycle Relief. You've become an ambassador in Australia essentially for World Bicycle Relief. Once again, what was your motivation for that?

Osher: I remember when World Bicycle Relief started. I remember just being so transfixed by the story. For me, it's a piece of metal with some rubber if I'm fancy maybe have some carbon fibre involved, but none of my bikes, I don't think, maybe one of them. For another person, it is literally life-changing. It is literally the difference between going to school, getting education or being married at the age of 12.

That can change the outcome of someone's life completely. My eldest, she did an exchange trip to Cambodia couple years back. They raised some money before they went and they gave a kid at this school a bicycle. From what I remember about when World Bicycle Relief launched, I remember that basically the same story was so completely true for this kid in Cambodia, in that she lived so far away from the school, she could only go a few days a week because that was the days where like a truck was coming this way.

Had she not had this bicycle, her outcomes would've been pretty limited, yet just this 20-kilo piece of metal and rubber can change this person's life. That is amazing. I love the design of the bike, I love that it's-- not in Australia, but they don't told me

it can carry about five people Bali-style if you want, which is great. It's the Kia Carnival, but you pedal it. It's brilliant. Absolutely brilliant.

That can change someone's life. It's the difference between getting-by economically, or getting ahead economically and therefore, trying to improve the outcomes for your kids from where you are. These things are just fun things for us [pointing at bicycles]. We're looking at these bicycles around us. Some of them are so expensive. I don't know how people stay married after they buy them, I swear, but when I look at the work that World Bicycle Relief does, when I see how transformational that Buffalo bike can be for people, I just really, really, really wanted to support it because it's so what I'm all about.

There's ways that you can go, 'Everyone should be on solar' or this, that and the other, da-da-da-da... Just giving a bicycle to someone is enough sometimes to change a person's life. Just being present to that, I think is a really powerful thing. Because of my hip replacement, I wasn't able to raise money by doing massive charity rides, or anything like that. In a wild way, I'm raising money for World Bicycle Relief by singing people's songs on Instagram. [laughs]

There's an app called Cameo, and if people want me to sing them a happy birthday or-- I've hired people, I've said, "Congratulations, you've got the job." and I've sang them a little song, and they've emailed that to someone and that's the way they let them know. All that money goes to World Bicycle Relief. I've raised a couple of grand, just playing silly songs in my little office and it's great.

Phil: What a brilliant idea.

Osher: It's fun.

Phil: Excellent. There's two final questions I want to ask you, or two final areas, let's see where they travel, but firstly, just looking more broadly at Australia, then I want to focus in finally, you as a father and a family man and so on. More broadly in Australia, of all the things we could do to grow cycling, and we're talking active travel, micromobility here, not just the narrow definition of cycling, be it scooters or whatever. Of all the things we could do to grow that now 2021 in Australia, what do you think is the most important one or two things that we could or should be doing?

Osher: I think, first and foremost, a distinctive focus on separate bicycle infrastructure in key inner-city areas, and key linking routes between high-transit parts of cities. Not a painted white line, like a curb. You start making people feel more safe riding to work, you're going to have to stop spending billions of dollars tunneling under the city building four lane-- I was in one of those tunnels today on the motorbike, I'm like, "How much did this thing cost?" The squillions. The tolls eight bucks. How long is this going to last? How long until there's not enough space for the cars that come?

If you build enough cycling infrastructure, and support that with public transport that can have a bike sitting on it, like separate cars seen in some parts of Europe, there are separate cars for bikes, little bike racking in the train. You save money on roads. Frankly, you will. I think there's some really simple things economically that could do that wouldn't take anything to do, and we have the capability to do it right now.

If you have a verified source, for example, a GPS on your phone or a bike computer, if you can prove that you, during commuting times, rode a certain number of kilometers per year, there's discount on your rego. Like that, you're giving people an economic incentive. Perhaps that could come off the cost of a new bike. If you want to save money on building road infrastructure, build bicycle infrastructure. It's that easy.

When you look at the lengths of people's actual commute, that they actually drive in cars, it's really not that long. It's less than an hour on a bike. Sometimes in traffic, it's quicker on a bicycle yet people just don't feel safe on a bike. That's completely fair enough. I'm terrified of white utes with P-plates, terrified. Terrified of the big white van, terrified. Why would they look for me? They don't. I'm on a motorbike and they still don't see me.

That's fine, but I am prepared to take that risk, though I know that I'm a tiny minority. There are so many people that if they had that safe option, they would 100% do it because you could pick up an e-bike for a third of the cost of a car, you never have to pay car insurance, never have to pay rego on it, arrive to work without being sweaty, which is a big worry for people, don't have to worry if your work's got crappy end-of-ride facilities, though I would love to see an economic incentive for that.

With the rise of e-bikes and that is huge, that's a hockey stick right there. Giving those people on those e-bikes, the opportunity to feel like they can get to work safely, it would-- How many cars would you take off road? How much pressure would you take off the public transport system? It's a no-brainer. For people who are in power that claim to be economic-rationalists, the numbers are just so starkly there.

The solution is there, and the people are willing if they feel safe. You're going to take a lot of traffic off the road if you build-- You're not going to be building 40,000 k's of it like they have in the Netherlands. You don't need that much, but it's enough to make those people feel-- And there'll be a tipping point. There will be. There'll be a tipping point --

Phil: Let's talk about that. The tipping point, and you as a family man. To take out Wolfey and Audrey out on the road, what's the threshold before you would feel comfortable to-- or have you ever done that in the first instance?

Osher: I've taken Wolfey out with me for sure, but my wife's not a fan of that. Just put the baby on his shoulders, that's how you do it, isn't it? No, he's got a seat.

Seat's in front but he's big enough now and he has to get in the back, so I'm going to have to get one of those. Look, I see people in my neighborhood, they have a cargo bikes, so the big bench seat in the back, they've got the electric capability there. Brilliant. Which is a cracker for the neighborhood that we live in, which is very limited parking certainly in school zones and school zone times.

I'd be very comfortable taking the kids to school like that. I don't know how comfortable my wife would be with me taking the kids to school like that, and that is totally fine. Unless everyone's cool with it, it's not going to happen. I totally appreciate that. It would take a separate lane. It's not hard to do. There'd be city councils that could pop it in and brag. [laughs] 'Look at what we've got. Come and live here, we're a cycling friendly community!'

Phil: Your family is no different to the majority. Women are really the indicator species or the canary in the coal mine if you like in terms of threshold of acceptability for risk when cycling. Would you agree with that?

Osher: Well, because they're far smarter and far more clever when it comes to assessing what's a good or a stupid idea. I have three neurons that jump together and if I get two out of three and one of them ticks, "That looks exciting." I'll do it. Hence why I own a motorbike, but I think Audrey has the ability to go, "Hang on a second here. Really? At tradie o'clock? You want to take the kids out on bikes when the boys are fanging to smoko?"

There's three blokes in the front of a crew cab, going through Tinder while they're trying to drive. They're not going to be looking for us and that's not ideal, nobody wants that. Those guys don't want that. They don't want to go through their life having hurt someone on a bicycle. As cyclists I think-- look, please address all of your complaints to sendosheremail@gmail.com.

I think cyclists can play victim to a point where people just write them off and that's not helping anybody. Think of the last time that someone said, "Oh my God, vegans, they never shut up about not eating meat." That's how you sound and you're turning people off. You just have to appreciate that, if you're driving in a car and you hit a kid on a bike on the way to school, that's going to destroy the rest of your life and the person driving the car doesn't want that either, they don't want that either. It's not just about protecting cyclists. It's about protecting people in cars from doing something like that accidentally.

Nobody wants that, so how do we protect everybody involved in the situation? I understand that riding a bike isn't for everyone, but there are so many people, the research has shown there's so many people that would be willing to do it if they felt safe and I can't see an easier, more easily implementable, vastly, profoundly changing solution to our transportation needs in the cities of our country of Australia than just popping that extra cycle lane in.

It will take political will, but once people feel safe it'll change. I've been in television a really long time, I've been in television since it was in four by three, you're

watching this in 16 by 9, so it's out here, but I've been in it since it was kinda square. There was a point when we shifted from analog to digital and everyone was like, "Oh, digital TV. Amazing." Then there was a confluence of when mobile phone screens got bigger at the same time as data caps went up and now it was viable to watch entire TV shows on your phone.

What happens to the ratings my industry relies on? [plummeting whistle]. Why would I walk to the living room when I can lie in bed, watching the same show? Similarly, there's going to be a point when the technology of these e-bikes drops, the price drops so far that they are quite easily accessible to people who are going, "Well, how much does the train costing me every year, how much does the car cost me every year? These thing's only a couple of grand, I'll have paid for it by June and then it's free because that's what I would've been paying on train tickets or bus tickets or whatever or rego or petrol. Okay, great." Then there's suddenly going to be all these bikes on the road and I would like to see this infrastructure in place before that's going to happen because it will happen. People looking for a cheaper easier way to get to work and e-bikes man, it's going to change everything, completely change everything.

Phil: You're already starting to paint a picture of the future and that's my final question for you Osher. Think of when Wolfey is a teenager or project further into the future, what sort of physical and cultural landscape if you like, would you like to see around cycling and active transportation in 10, 20 years time? What's your vision for the future?

Osher: Around cycling and active transportation, I guess I would like to see in it-- It'll be from one summer to the next. It'll be like, "I can't believe we used to think that way about riding." Then suddenly it will just be everywhere because even your mum can get on an e-bike and feel safe and realize that she can ride, 15 Ks to go see her friend and park right in front of wherever she wants to go.

That's the other thing you never pay for parking, it's amazing! And then ride home and you'll feel okay about your septuagenarian grandparent getting on a bicycle and being fine with it because there's an electric motor that's pushing them along. I would like to see Wolf live in a world where at the same time as the electric vehicle revolution comes to our streets, there's a large amount of, if not autonomous, semi-autonomous rider identification.

There's already quite a fair bit of that, there's some really interesting LiDAR technology that's coming on, but I dare say that it won't be long before the internet of things technology is now like the bicycles are pinging all the other vehicles around them in the same way that the vehicles talk to each other that the bike will be on this network and the bike is registered and so even though it's around the corner, which the technology is already there for vehicles, but I dare say that will be something that will be, and it'll just be a part of it. It will be a part of the overall system.

Never before in history has an economic externality been so intensely visible as the carbon in the atmosphere. It's terrifying, it's absolutely terrifying. Last week, the observatory, the really tall one, high observatory in Hawaii registered 420 parts per million of carbon in the atmosphere, carbon dioxide. Pre-industrial revolution was 280, we're at 420. 100 parts per million of carbon dioxide is the difference between us being in an ice age and not being in an ice age.

Just to give you an idea of how much danger we're in, that's how much carbon is in the atmosphere. This is the locked-in changes that we are going to see take effect. Within 20, 30 years, de-carbonization of the atmosphere is going to be the only thing we talk about, it will be a no-brainer for people to ride bicycles, because it's such a much smaller amount of energy it takes to create the bicycle, a much smaller amount of energy if you're using an e-bike, maybe a little bit more, but to ride it using calories. Energy-wise for us getting around it is the future of transportation. Bicycles are the future transportation.

Phil: Well Osher, I think people that know you from your mainstream TV would be deeply impressed by the incredible depth of knowledge that you've exhibited.

Osher: I've probably blown them away because I'm not whispering. [laughs]

Phil: I really appreciate you coming on here.

Osher: No worries, man. I'm grateful and that's the other thing, don't forget how much fun it was when you were a kid to feel the wind in your face when you're riding a bike. It still feels that good, and I'm nearly 50 and I've got a false hip. It still feels that good, it's amazing. Go and do it and you really don't ever forget, they're right, you don't forget. No worries, man. Thank you.

Phil: Thanks very much.

Osher: Thanks for having me Phil.

Phil: My pleasure.

Osher: I better get out here before I buy anything.

[laughter]

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