



Tech Dlx stem. Magnet on bolt to hold papers. Spring bell, 46cm Soba/Like nOodle Bars, B.17 Ti saddle 9yrs old resurrected with foam and laced with cord. Wrapped tube stops crash-dents.

two reflectors per wheel. One tape (orange), one velcro. This velcro one is upside down

Proto-homer with no pump peg, so pump goes here

fork rake on the final has been improved. lookwise

Schwalbe Marathon 42 tires, standard Sugino crank, GripKing pedals, SKS Fenders, Nigel flaps

This page is mainly practice for me, making these things and getting them up here. Dave usually helps, but I need to know how on my own. But i do, really, like the looks of this bike, and it may be because it's been with me through everything. It's the proto-Homer, an odd 59cm center-to-center. I wish it had double-tapered seat stays, a nicer fork rake, and more than those, a kickstand plate. I'm not going to fix it in those ways---takes too much time and unnecessary \$.

See how great it looks with fat tires and skinny frame tubes?

I hate it when anybody picks it up, expecting it to be...what?--twenty-one pounds, or something? It's a BIKE, and it's useful. I can run over anything with these wheels, and I do. They've never been retrued, and they've been over tons of mountainbikey bumps, with loads.

Heavy wheels, and big ones, impart a feel to a bike that you can take two ways. Ei-

ther they're not "zippy" enough, which is the sad way to look at them; or they're luscious, syrupy smooth, and just what you need for a relaxing ride over almost everything. Sometimes you don't want to be a fast-motion surgeon, wired up and cutting around every friggin thing you see on the trail. Sometimes you want the bike to help you, to be your friend as you hit things you couldn't avoid even with a scalpel, or as you look around at the land instead of scrutinizing the trail. This is a huge benefit, not a drawback, of the big, weighty tire.