



This is a 58, the smallest size with the much ballyhooed / berated diगतube. And look at how good it looks. Skinny but stout tubes, a well-trussed frame, every detail nailed and artsy. This is a bike that'll you'll ride for the rest of your life and pass on to somebody who'll do the same. Frame weighs 6lb 3oz. Lighter than expected, but tough enough.

The Hunqapillars are out of the oven but still not ready

They came out perfect, just the way we'd wanted. The two rounds of prototypes were close, and we didn't want to take the extra time to get another when they were missing just one detail, and an easy one, so we just said "don't forget to increase the tire clearance 5mm at the seat stays" and that happened, and now they're right, they're here, and I'm happy about it. They're going to paint next week, and we'll ship as we can. Local Rick is painting them, and he's a one-guy shop. He's about 38 years old and except for a 6-month stint as a sweeper-upper in a machine shop when he was 15, painting bikes is the

only job he's had. He worked for D & D painting for about 6 or 7 years, then when he was 22 he borrowed some \$ and bought it. Kind of a nerverly move for a punk, but he did it, and he's been at it ever since.

The Hunqapaint jobs are complicated, because on top of the normal masking off and offset head tubes and lug windows, there's also some lug lining going on. Years ago I wouldn't stand for lug lining, because I associated it with bad English paint jobs and attempts to cover up bad masking...but then Mark got one of his customs lined, and it looked great, and just like that the switch was

flipped.

The Hunqapillar has clearance for 60mm tires, and you could probably sneak in a fender with those fatties, too, but certainly you can with a mere 55. It's a really good bike, and it will be a really good one forever, no matter how things go with bikes. Some schmuck or a dopey dooper or just a dope may be riding it in 2071, but somebody will, for sure.

If you have one on order, things are moving along. A little more patience as they get painted and built up and shipped, but you'll have it sometime this September/October.



We'll unpack it later today or tomorrow and have it running by Tues. Nitto bar and stem, Velocity rims, 700x 37 tires that measure closer to 34mm, but...wide enough!



It's a neat crank, and how about that charnring guard? Haven't decided on the gearing yet, but it'll have one (count it!) chainring, not two like the Qbeam.



Our top choice for the hubs are these guys, who also make hubs for Famous Brands. What do we do—keep the maker's brand, have it blank, or make up something goofy? Rhetorical question, but still...

SampleOne

We got a sample of a Complete SimpleOne, but it's not quiet there yet. Originally it was going to have cantilever/V brakes, but now we're leaning toward sidepulls. There shouldn't be a lot of flurry about that, but at the worst it will have good brakes and good clearance.

This one is kind of a deep wino color, but that may change, too. Note the crank--even IT may change--but it looks like a decent crank, and the chainring guard is boss, and the maker

makes other cranks for other labels which in itself doesn't mean anything, but it came to us as recommended by people who know Taiwanese crank makers, so that's something. SimpleOne review: Same geometry and sizes as Quickbeam. We're shooting for a lower price, but it's not going to be in SteamRoller ballpark. It'll likely come with one ring but be compatible with two. Same neat-unique Quickbeam dropout that allows that. More pics to follow next week.