

DirtySixer Bikes user's Manual & Riding Tips

**Tall People's Riding Guide
by DirtySixer**

First: A Big Thank-You!

Thank you for choosing DirtySixer. Thanks for trusting us to put you on the big bike you deserve. We are the experts in fitting tall and very tall cyclists on the biggest bicycle ever produced.

DirtySixer bikes' mission is to make tall and very tall people happy on the perfect, unique, big, strong, reliable, proportionate, sturdy, comfortable and good looking bike! A high quality bike to be proud of. An American hand fabricated bike you will appreciate for a long time. We want you to fully enjoy your new DirtySixer bike, to be safe, confident and to be inspired to ride more than ever. You are now a DirtySixer ambassador! Please invite all tall people you know or meet to discover the DirtySixer. Share the love of riding tall. A life changing experience that every tall person needs to try. Ride tall, ride proud, ride a DirtySixer bike!

David Folch, 6'6" founder of DirtySixer bikes LLC.

Disclaimer

Riding a bicycle on roads (shared with cars and trucks...) as well as on trails (with trees and rocks...) is an inherently dangerous activity. The risk of crashing and hurting yourself cannot be associated in any form or means to DirtySixer LLC.

You should always wear a helmet, gloves and highly visible -reflective- clothes like fluorescent jacket in addition of battery powered lights when riding after dark. Use protective gear (elbow pads, shin guards etc.) on trails.

Take it easy at the beginning, learn gradually how to ride your new DirtySixer (by reading this guide) and have fun!

DirtySixer bike user's manual

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Know your DirtySixer

Know your DirtySixer

- **What Makes a DirtySixer Bike?**

The DirtySixer bikes were born out of necessity, not by accident... but instead right after a crash! I broke my ankle on a regular (700c) wheel bike with a big 72cm frame. Since that day I dedicated my time, energy, research and funds to create the safest and coolest big bikes for us tall.

The DirtySixer is the only and best solution for us tall who value their health and safety, but also want a high quality, unique, hand fabricated, well proportionate, sturdy and good looking bike.

The 36" wheel diameter allowed us to design and fabricate the only big bike that is perfectly proportionate for us. Longer wheelbase for better stability, bigger wheels for more roll over capacity and momentum, oversized tubing for strength, adapted ergonomics, longer cranks for our long legs, bigger and thicker disc brakes, etc. The DirtySixer bikes are the right size for us tall people.

Know your DirtySixer

- **DirtySixer Bike Assembly**

The DirtySixer bike has been hand fabricated and carefully put together with the best components. We request the final assembly being done by a professional shop to bring you the safety you deserve and assure the longevity of the components. Specifically for the MTB version with the MRP fork that need to be tuned to your weight (preload and sag). We want you to be safe and confident on your DirtySixer.

Remember to never over tighten any bolts on your bike: all parts have their own appropriate torque (usually written on the part). Too tight and you could strip threads and make repairs impossible or worse, have parts fail. The warranty on components that have been damaged by improper installation will be void. The DirtySixer bikes with a derailleur will need to be carefully adjusted before your first ride and after a few miles, as cables stretch and parts moves. A tune up at your local bike shop after a dozen rides (or 20 hours) maximum is recommended and absolutely necessary to verify spoke tension. Shifter cables on the Rohloff bikes will stretch too. They have tensioners at the shifter box near the rear wheel.

Know your DirtySixer

- **Ergonomics and Riding Position**

The DirtySixer bike was designed to offer tall riders a better starting point to adjust and adapt the bike to your body measurements, proportions and favorite riding position. You will certainly experience a period of adaptation. It is normal to feel unfamiliar as our bikes are so different than any other bikes you ever rode before. It is in fact the first one really made for your size. Being scaled up, it might feel as if it's too big. It's not, it's just the right size bike for the first time in your life, maybe since you were 10 or 13 years old! Take your time to grow into it (pun intended), feel comfortable and confident. We have designed the DirtySixer to offer the most comfortable and efficient riding experience for our tall bodies. Our bikes offer a more upright position, but the parts like the stem, handlebars or seat post can be swapped to fine tune your position. The proportional cranks might take a few rides for you to get acclimated to, so take it easy on the first miles. Very soon, you will start to feel the benefit of the longer cranks, providing a better efficiency, more power and less fatigue.

Know your DirtySixer

- **Adjusting Bars, Brakes and Saddle**

Your DirtySixer bikes is designed for you to have a wider range of adjustments. The steering tube is left uncut (the part of the fork that sticks out of the headtube) so your local bike shop can move the handlebars up and down until you find the right height for your bars. If in the end you prefer a lower handlebar position you can have them cut the steering tube for a cleaner look. Only do that if are sure that you will not, in the future, need a higher handlebar position. In the case that is cut too low, high rise stem and handlebars can also be used. If you don't feel totally comfortable riding, we encourage you to try different bar shape, sweep, rise, length and style (like a sweep back for an even more upright torso). Brake and shifter levers can also be rotated to achieve the best angle for your wrist/hands. Saddle height should be set for your leg to be almost fully extended on the down stroke. It can be tilted to adjust its angle and resolve sensitive pressure. Saddle choice is personal, so feel free to experiment with different brands, shapes and materials.

Know your DirtySixer

- **Checking your Bike**

Your DirtySixer needs a break-in period like any mechanical device when new. Please bring your DirtySixer bike to your local shop after 10 rides (less than 20 hours) to tighten shifter cables and to tension the chain on the Rohloff version. Your DirtySixer is fabricated with an eccentric bottom bracket in order to tension the chain on Rohloff version. It must be unscrewed with a metric ball hex key and rotated. Bring your DirtySixer to your local bike shop to proceed to this adjustment. Before going out on a ride, always go over all safety equipments and check if they function properly. Rock the bike back and front while holding the brakes to feel any play in the headset. Note that the brake pads moves slightly inside the calipers, which is normal. If any of the components become loose and/or wiggle stop riding immediately and bring your bike to the local shop and ask them to check. Regularly check spoke tension by grabbing them 2 by 2 (between thumb and index) and bring the bike to a mechanic if any spoke feels loose. Spoke tension must be checked regularly and the bike must be brought to your mechanic if there is any loss in spoke tension.

Know your DirtySixer

- **Assessing Bike Problems**

If the shifting mechanism (Shimano, SRAM or Rohloff) gives you any trouble -ghost shifting, noise, gears skipping or grinding: stop riding and assess. If your brakes feels weak, stop and check the levers, brake line and rotors. Everything must be tight and clean without any fluid leak (all our brakes are hydraulic). Never touch the rotors as they can be very hot and burn you, plus fingers might cary grease or sweat that will contaminate the system and make it weaker. If you feel anything coming loose on your bike, stop, assess and repair if possible. Do not keep on riding. Your safety might be at risk. In case of a flat tire (we recommend to carry a repair/patch kit with tire lever, [mini pump](#) or Co2) you can patch it without removing the wheel. Flip your DirtySixer upside down, inspect and locate where and what is the flat cause (a piece of glass, a nail for example). Then take the tire off the rim at that location, pull the inner tube out and look for the puncture, clean the inside of the tire to be sure nothing remain of the debris and patch. The easiest solution is to replace the tube and patch the faulty one at home.

Know your DirtySixer

- **Maintain your Bike**

Check your bike before and after any ride. Clean it after a ride to wash off the sweat. Do not use high pressure washer. Check tire pressure often -at least twice a week- but avoid using a car or gas station high pressure pumps. The right tire pressure depends on a combination of the rider's weight and the terrain being ridden. Do not over inflate your tires as they could come off the rim. Too much pressure will alter your comfort, traction and it does not reduce rolling resistance. Very low pressure could damage rims and tires could come off the rim. Hydraulic brakes need to be bled by a professional shop at least every year depending on your riding style and location. Check all bolts on handlebars, stem, cranks, pedals, saddle etc. Clean and grease or wax the chain often. Remove grit, grease and dirt from moving parts. Check regularly if the wheels are true. Spoke tension is vital on the DirtySixer: bring the bike after the 20 first hours to have them checked. Check bike before a ride to avoid getting stranded miles away from home or a bike shop. Regular maintenance performed by a qualified professional is highly recommended.

Know your DirtySixer

- **Store your Bike**

When not locked in your garage or in sight, your DirtySixer bike must be secured at all times. A large U-lock is recommended as a minimum. Two different types, such as a chain and U-lock from two different brands provides a better protection. Do not use a cable lock, they are too weak. Check [this link for ideas](#). Never carry the lock on you, around your waist or back (for a chain), nor in your backpack. In case of a crash the lock will win over your bones! Use the bracket provided with the lock to secure it on your bike. Never leave your bike unattended for long period of time and do not leave it outside at night. All locks can be defeated when thieves have time and the right tools. When locking it, attach the wheels to the frame and then the frame to a secure metal pole (try to lift the pole, some are loose). Do not attach to a small tree, thieves will cut it! Avoid hitting the tire valve, rotors or derailleur while putting the chain/lock on. When storing your DirtySixer inside do not lean other bikes on top of it. Sharp objects might bend a spoke, a rotor or the derailleur hanger. It is also recommended to attach/lock your DirtySixer to a fixed pipe/pole even in your garage.

Know your DirtySixer

- **Optional Equipment/Accessories**

If your DirtySixer has our optional custom made rear rack, it is intended to use only with side panniers/bags. Limit the capacity to a maximum of 35 pounds. Distribute the load evenly between the bags for a better balance. If you have the very long cranks and big feet, pedal with your feet centered on the pedal to avoid touching the bags with your heels. We suggest the [Ortlieb](#) or the [Axiom](#) side bags. If your DirtySixer comes with the optional BodyFloat isolation seatpost from [Cirrus](#), remember that it is not supposed to prevent you from lifting your butt off the saddle when going over bumps. If you can't avoid a pothole (it's also better for your rims), try to rapidly lift your butt. Ride actively by lifting your upper body off the saddle even a few inches. This will prevent painful compression of the rider's tailbone, pelvis and vertebrae and it will protect the seatpost mechanism from big hits that can damage it. If you're over 290 pounds you must use a spring saddle like the [Brooks B67](#) or [Flyer](#) or the [SelleRoyal Comfort](#) to prevent damaging the Cirrus. Think about the Cirrus more like a low frequency filter rather than a suspension system that it is not.

Know your DirtySixer

- **Transportation**

The DirtySixer can be easily transported inside a vehicle by removing the front and/or rear wheel. The front axle is a screw-on thru axle: unscrew it (while pulling on the lever on the first two rotations to clear the lip of the fork) and slide it out to remove front wheel. Put back axle on the fork to avoid losing it. Insert the plastic block inside the calipers (in lieu of the rotors) when wheels are off. It will prevent the brake pads to be pushed out in case the brakes levers are grabbed. The rear wheel has a traditional quick release. Rohloff wheels are a bit slower to remove and reattach because of the shifter box that needs to be disconnected (read the Rohloff manual to learn more). Always use caution when manipulating your wheels, do not bang the rotors and do not grab them with your bare hands. If you are using a bicycle rack it is strongly recommended to use the rear mounting rack (on a trailer hitch) style, rather than a roof rack. Always secure the bike thoroughly and drive with caution as wheels will be sticking out on both sides of your car. We suggest to use the [Hollywood hitch rack](#) with a 2" hitch. The DirtySixer does not fit on the public bus racks.

Know your DirtySixer

- **Part List and Tech Info**

The DirtySixer bike is assembled with the strongest components available, using common standard. Your local bike shop can order replacement tires and tubes, as long as they have a QBP (a shop only distributor account). Another source to order directly is the web retailer [Unicycle](#) for Nimbus cross tire or [here](#) for the VeeRubber ones. The seat post diameter is 30.9mm (31.6mm on the MTB). Handlebars are 31.8mm at the stem, and the steering tube is 1-1/8". The brakes are Magura hydraulic 4-pistons fully serviceable units and the rotors are 203mm and 2mm thick, Road versions use Shimano or Sram. Brake pads needs to be checked often and replaced before they wear out in order to preserve the rotors. The 100mm bottom bracket shell uses an eccentric insert from Ventana and a 148mm ISIS spindle from FSA. Front axle is a 15mm from Paragon (DT Swiss modified) and rear axle is quick release type, for 170mm wide hub. Link to [Rohloff channel here](#). No official channel for Shimano to my knowledge. The MRP fork on the MTB version uses the Groove legs modified for us by MRP. It needs from 60psi to 300psi preload on the left leg (top cap) and up to and 110psi on the piggy back of the damper (bottom of right leg). Some grease will come out of the stanchions during break-in period.

Ride Safe and Have Fun

Ride Safe and Have Fun

- **Understand 2-wheel Riding**

Bicycles, just like motorcycles, cannot be passively ridden like a car. A two-wheel vehicle requires full body input from the rider in order to steer and lean. You must be actively involved in the handling of your DirtySixer bike by shifting your weight around, opening your inside knee into the turn. Stop pedaling when leaning. Decrease your speed in anticipation of a turn (or “brake before the turn, not in it”), by braking gently and only when the bike is straight. It is important to read the road to anticipate the turns, the traction, the rock/roots etc. Remember that a patch of sand or gravel, wet metal cover, wet leaves, painted pedestrian crossing etc, can reduce tremendously the traction while cornering or braking. Always anticipate and be prepared. When going over potholes or down a curb, stand up on the pedals and flex your knees. Let the bike moves under you, stay relaxed -no death grip on the bars- lift your butt off the saddle. Learn how to pick up the front wheel to avoid banging/hitting the tire/rim. Enroll to bike riding skill classes.

Ride Safe and Have Fun

- **Mount and Dismount Technique**

The DirtySixer is a big bike. Some of us are not as flexible as we used to. A simple technique is required to get on your DirtySixer safely. First be sure you remember that rear wheel is going to be taller than any bike you have been riding previously. Lean the DirtySixer towards you holding it by the handlebars. Lean it more than you think you need! Really. Then swing your leg over the rear wheel. Some prefer to get their foot over the top tube between the bars and the saddle. It might take you a couple of attempts to find the right way and to adjust your movement and feel comfortable doing it. When taking off, hold the brakes, put one foot on one of the pedal at a high position (up stroke) but do not sit yet. Hold firmly the bars and put your weight on that pedal while releasing the brakes. Only after you gain speed and balance you can sit on the saddle. Trying to start while seated is a recipe for discomfort and losing balance. Same thing when coming to a stop: while braking gently, lift your butt off the saddle, move your body upward and put one foot on the ground while the other one stays on the pedal on the down stroke. Practice this mount and dismount technique and practice riding at very low speed to improve your balance in a safe environment away from cars and people.

Ride Safe and Have Fun

- **Know Tall Dynamics and Gravity**

DirtySixer riders are taller and heavier than average, bringing challenges and advantages. Because we have a wider range of motions (longer legs, arms and torso) we must be careful and smooth. Our inputs on the bicycle -once mastered- can play in your advantage. The DirtySixer bikes being taller than average bikes to accommodate our taller bodies, it requires a bit more attention to keep your balance as your center of gravity is higher. This is one of the reason we suggest to use flat pedals (instead of “clipless” or automatic shoes) during the first months to get familiar with your new bike. Also while riding trails be aware that low branches can be in your way. Always wear a helmet. In case of a low side fall, when a wheel washes out, one of the technique -other than putting a foot down and trying to regain stability- is to actually stay with the bike, keep your hands on the handlebars and use them to land on the ground. You might have to change your bars and even stem after the crash, but it will be less painful than broken bones. Learn how to tuck and roll too (like judo) in case you fall off the bike.

Ride Safe and Have Fun

- **Body Position and Eye on the Prize**

Our body position is crucial for good bicycle handling. With more leverage and more mass we need to adopt a correct active position. When cornering always lean forward (bring your torso forward, closer to the handlebars) before initiating a lean. Open the knee inside the turn (right knee for right turn and left knee for left turn). It is strongly discouraged to touch the front brake while cornering. If you need to shave off some speed while in a turn, do it gently with the rear lever. While cornering, always look where you want to go. Not the pothole, not the cyclist or pedestrian, not the car you want to avoid. This is because our brain tends to make our body follow where our eyes stare. It is technically called “target fixation”. Therefore you must look away from a danger. You must look at the exit situation, the exit of the corner or simply look ahead. Never look down in front of your wheel. Fear makes us reduce our field of vision. Stay upright, heads up and look as far ahead as possible.

Ride Safe and Have Fun

- **Braking Technique**

Your DirtySixer bike is designed and fabricated to withstand greater constraints than regular bikes. The German made hydraulic 4-piston brakes and thicker rotors provides great power and heat resistance but also easy modulation. Before getting on the bike, walk and push the bike to test the brakes, get a feel of how they grab. When riding always be very gentle when applying the brakes. Do not use more than two fingers. Never grab a handful of front brake or you might go over the bars! If you need to do a really hard/emergency stop, move your butt off and behind the saddle and apply all your weight to the pedals with knees flexed (this lowers your center of gravity) while holding your arms straight. Disc brakes need to be bed-in. To do so bring your DirtySixer bike up to 20-25 mph (find a big hill) and make several (4 to 6) medium and (6 to 8) hard stops, without coming to full stop. Let the brakes cool down in between sessions. Avoid to drag the brakes for a long time (even during long descents), or heat will build up, burn or glaze the pads and reduce their efficiency. Alternate front and rear braking on long descents.

Ride Safe and Have Fun

- **Pedaling Technique**

The DirtySixer is designed with custom longer cranks to provide better efficiency we get with our longer legs. This means more torque. And more load on the drivetrain than an average rider. Because of this, tall riders need to be smooth in all aspects of their pedaling technique. When pedaling never apply force in a sudden or jerky way. Try to be as gentle as possible and your chain will last longer and it will also avoid chances of sudden failure. Apply the pressure on the pedals in a smooth and controlled manner, trying to lower your heel and pushing forward with your feet. Avoid standing on the pedals -also called “mashing”- as it’s a technique to reserve to light racers. Stay sited and spin in the highest gear -the largest cog on the derailleur version, gear #14 with the Rohloff- without pulling on the bars, relaxing your shoulders and pulling up your foot on the upstroke with your hamstrings. The idea is to unload the pedal coming up, so the leg pushing down does not have to push away the resting opposing leg.

Ride Safe and Have Fun

- **Shifting Technique**

With the derailleur system, always keep pedaling but lighten the pressure on the pedals when shifting. Do not back pedal. Remember to shift before getting into an uphill section: look far ahead and anticipate your need for shifting. Even if you're in the wrong gear to climb, ease the pressure on the pedals while shifting. You might lose a bit of momentum, but you will save your shifting system from premature wear or worst, from failure. If something goes wrong and you hear grinding and feel resistance during a shift, do not force, stop and assess. Climbing a hill walking is better than crashing because of a chain snapping. Be on the safe side of it. Chain drop is less likely to happen as we use narrow-wide chainrings. If the derailleur is bent -by previous crash or tree encounter- it will cause over shifting, jamming the chain between the last -biggest-cog and the spokes or even worst pushing the derailleur between the spokes. For Rohloff riders ease up the pedaling pressure while shifting, although chain drop cannot happen. The Rohloff allow to shift gears without the need to pedal and even while backpedaling. You can shift as many gears at once in a twist of the wrist.

Ride Safe and Have Fun

- **Cornering Technique**

Cornering on a bicycle starts with an active usage of the body and our eyes. Our position on the bike alters the center of gravity and we must use our mass wisely. To steer into a right turn: push lightly with your right hand forward (away from you) on the handlebar. Do the same with left hand on a left turn. There is no other way to lean a 2-wheel vehicle while moving over 6-8 mph. Try this in a safe environment, an empty parking lot for example. Get up to speed, push only with one hand on the bars and you will experience a lean. The best technique is inspired by motocross: lean the bike more than your body. Because the edge of the tires need to bite into the dirt (or asphalt) we must lean the bike more than our bodies. Do not lean your body inside the turn more than the bike. This will reduce the traction on the tires and lead to a crash -usually the front tire wash out. Practice this technique by doing “figure 8” in an empty lot. This is the best way to learn the proper cornering technique. Take skills clinic classes like the one here from [Lee McCormack](#) or [Fabien Barel](#) for example. These are MTB oriented, but the skills applies to every day cornering, anywhere.

Ride Safe and Have Fun

- **Road Riding vs Dirt Riding**

Bicycle riding is slightly different when on road/asphalt vs on trail/dirt. After you get familiar with your DirtySixer and depending on your skills level, you will realize that the combination of our weight/load and the huge contact patch of the 36" tires, provides a lot more traction. When riding on asphalt, watch out for patch of sand, gravel, gasoil, potholes as they will be slippery. Learn how to pick up your front wheel in order to smooth out the ride and avoid damaging your wheels when going over rock, roots. When raining double your braking distance and reduce speed to corner. Watch for dead leaves, painted dividers or crosswalk, metal covers that become very slippery when wet. Dirt riding is more challenging (but more fun too) as there is less traction. Be always prepared for tires to loose traction. It's easier and safer when it's the rear wheel. That's why your weight should be shifted forward when cornering. Do not move back behind the saddle when the ground is loose as you need to turn: do just the opposite. Get off the saddle, put your weight on the pedals, flex the knees, move your weight forward, lean the bike. The long wheelbase of the DirtySixer will keep you stable and if a wheel start to drift it will be the rear one.

Ride Safe and Have Fun

- **Check your Surroundings**

When riding a bicycle you must be aware of everything around you, visually and acoustically. This is why it is strongly discouraged to listen to music with ear-plugs while riding your bike. Be alert when a car slows down near you, as it might cut you off a few seconds after, usually without using their turning signal. Always think you're invisible and make eye contact with the driver. Even while riding a big bike like the DirtySixer! We encourage you to wave at all cyclists you cross path with, specially kids. We are a community of like-minded people riding bicycles, so every cyclist deserves a hand signal! When passing pedestrians it is strongly suggested to slow down, move at least 3 feet away and voice your presence. Announce yourself with a "bicycle coming" or "stay right" or "passing on the left" for example. Use a bell if you interact a lot with pedestrians on trails: I suggest the [Timber](#).

Ride Safe and Have Fun

- **Obey the Law**

Always obey the law when riding your bike on the street or trails. Do not run red lights or stop signs. Do not ride too close to parked vehicles as drivers might open their door before checking behind them. Be alert and do not escalate any situation with an angry driver. Read this (funky old school) [link for example](#). When riding on the trails always give way to pedestrians and horseback riders. Slow down for them, say Hi and even stop for horses as they can be unpredictable. Trail access depend on us cyclists to show our best behavior. When going downhill always slow down for other cyclists climbing up, give way. Even if you need to stop and get on the side of a narrow trail or single track. You will appreciate the same courtesy when you're the one climbing up. Do not short cut a trail (stay on the marked trails). Do not skid your rear tire (it damage the trails) and avoid riding when the trails are soaked up as it damage them. If you ride trails often, consider participating in a trail maintenance program. They always appreciate tall people cutting high branches.

Ride Safe and Have Fun

- **Riding in a Group**

When riding in a group of cyclists, always keep a safe distance between you and the person in front of you and ask the same for the ones following you. Be predictable. Do not stop suddenly or change direction without indicating. Proper etiquette is to use arm signal to alert other riders of the direction you want to take. Check behind you to make sure no one is following too closely prior to braking. For sure many cyclists will try to draft you. Make hand signal to indicate you will stop. Check this [video here](#). Communicate your intention verbally too. If you overtake another cyclist (always on their left) communicate with a “bike passing you” or “stay on the right” for example and leave enough space in case they have to avoid a sudden pothole or react the opposite way you expected. Always stop on the side of the road or trail to avoid obstructing the way.

Thank-You!

Thanks again for choosing DirtySixer bikes and taking the time to read this tall user manual. You are now a DirtySixer ambassador. We encourage you to take bike riding skill classes and be involved in your local bike coalition. More people on bikes means soon more bike lanes and even better, separate routes for bikes. Visit your local bike shop and ask them advice when you need. If you need to get in touch with us, do not hesitate to write us an [email](#). Ride safe and keep us updated. We want to hear from you, see pictures of you riding and see where your DirtySixer bike will bring you! Share your new tall adventures with us and your tall friends.

Ride tall, ride proud, ride a DirtySixer bike! Thank you!

David Folch, 6'6" founder of DirtySixer bikes.