



Online Marketplace – Commuter Bike

Your car just got jealous!

🚲 Joe loved this bike; it took him on countless smooth rides and zero greasy messes. Even after switching to an e-bike (because, let's be honest, hills aren't getting any smaller), he kept it spotless... manually sealed in a Ziploc like it was a family heirloom, (just kidding). I knew nothing about this bike. I just took a picture of it, put it into ChatGPT, and asked for an ad for Facebook! This is the ad:



FOR SALE: Priority Continuum Onyx Bike – Gently Used – \$850 OBO 🚲

Want a bike that's smooth, stylish, and nearly maintenance-free? This Priority Continuum Onyx is in excellent condition and built for real-world riding – whether you're commuting to work or cruising around town

♥ Bike Details:

- Model: Priority Continuum Onyx
- Size: 19" Frame (Diamond Geometry)

Color: Matte Black

Condition: Gently used – well cared for and rides like new

Price: \$850 OBO

Why the Gearing System Stands Out:

This bike features a sealed, internally geared Enviolo hub—no traditional derailleur, no exposed gears to clean or worry about. You can shift seamlessly at a standstill (perfect for stoplights), under load, or while coasting. It's a continuously variable transmission (CVT) style system, meaning you can fine-tune your pedaling effort like adjusting the volume on a radio—not in fixed clicks like traditional gears.

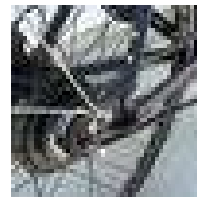
It's paired with a Gates Carbon Drive belt instead of a chain:

- No rust
- No grease
- No stretching or maintenance
- Whisper-quiet, even after miles of riding

🌟 Additional Highlights:

- Lightweight aluminum frame
- Puncture-resistant tires
- Disc brakes for reliable stopping in any weather
- Integrated lights and full fenders

📦 Retail price is \$1,299+ new – grab this well-maintained bike



Joe originally bought this bike new, for \$1,000, and even put it together. He still had the original invoice and the manual, carefully preserved in its plastic bag like a museum artifact (classic Joe).



Summarize this for a fifth grader

When a buyer came to check it out, he was very excited. He loved the look, loved the ride, but when we got to the gearing system, he admitted he had no idea how it worked. He said, "I usually just ask for help when needed." He's in school for car mechanics, so that made total sense!

He smiled at the manual but confessed, "I read them... but I don't always understand them." That's when I showed him a trick: I opened the manual to a random page, snapped a photo with ChatGPT, and said, "Watch this—I prompted Chat; Summarize it like I'm in 5th grade." Boom! It worked.

How to Use Your Bike Gears (in simple words):

- **Be Careful!** Don't change gears while pedaling backward or right after you moved the gear. That can break the bike.
- **Back Gears (Right Hand Control):**
These help you ride easier or faster.
 - Small gears in the back = harder to pedal, but you go farther with each push.
 - Big gears in the back = easier to pedal, but you move less with each push.
Only change gears while pedaling forward.
- **Front Gears (Left Hand Control):**
These also help you go easier or harder.
 - Small gear in the front = easier to pedal (good for going uphill).
 - Big gear in the front = harder to pedal (good for going fast on flat roads).
Also, only change while pedaling forward.
- **What Gear Should I Use?**
 - Use the small front gear and big back gear for climbing hills.
 - Use the big front gear and small back gear for going fast on flat roads.
 - Don't use the smallest front and back gear together; it can hurt the bike.
 - Practice changing gears where safe until you get good at it.

He paid \$850 and we were all happy!