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David Strong
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Dear David:

The Slingshot is truly an incredible bicycle!

I have ridden this machine on streets, highways, mountain trails, up and down hills, smooth roads, bumpy streets and trails, speedy, wide open descents, and I can report that:

First, the bike is extremely comfortable, especially on rough terrain. The Kevlar joint plus the unique spring tensioned stainless steel cables absorb road shock better than any bike I have ever ridden, and that goes for some bikes that cost upwards of \$2,500 plus. In fact, I find myself getting on the Slingshot while my choice of a dozen other bikes hang from the ceiling of my workshop.

On fast downhill runs on rough, bumpy, rock strewn mountain trails, I find the Slingshot to be measurably easier to control. I don't bounce around as much as on a conventional All-Terrain bike. The bike is extremely forgiving. The frame absorbs downhill rough road shock very well, and so I find myself feeling a lot more secure on these speedy descents.

The bike really comes into its own, though, on fast cornering, where it sticks to the trail and road surfaces like glue.

On steep hill climbs, where I am applying a lot of torque and pressure on the pedals, I find the bike seems to me to help itself up the hill. That is, I note that when I press downward, say from the 1:00 o'clock pedal position, the frame absorbs some of this energy. As I reach the bottom of the stroke with one pedal and begin another downward power stroke with the other pedal, energy stored from the previous stroke actually comes back and helps push the pedal downward, like an invisible leg. I liken this effect to the body english one uses on a trampoline. If you time your strokes just right (and in a short while this becomes automatic) you find hitting just the right moment to press down as the bike springs back at you, just as the jumper times his leap downward to hit the trampoline as its tensioned surface is at maximum spring-back.

Construction of this thermal inert gas welded frame is first class. I find that one can adjust spring tension on the twin down cables for varying road surfaces, too. For instance, if I am going to ride on the flats, I can loosen cable tension for a smoother ride. If I'm going to climb steep hills in the rough, on the trail, I can tighten the tension for greater spring-back and safer cornering and more control on descents.

Components are first class, too. A great machine all-around, David. Keep up the good work!

Sincerely yours



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