



Gregg,

I just wanted to drop you a note on the set of Intimidator fork valves I got from you. I installed a set in Bryant Soberg's (Expert#91) 2003 SV650s per your instructions, the weight of oil, oil height and fork height in the upper triple clamp, this bike came together from a salvaged bike I purchased this last spring. Bryant had taken a couple of years off from road racing and wanted to make a comeback at the June 20-21st sprint race weekend at Brainerd International Speedway. Friday June 19th, we had a track/practice day and figured this would be the day to get things sorted out, we made numerous changes to the rear of the bike, ride height, sag, rebound and compression dampening, the front we changed the fork spring rate, fork height in the triple and free sag, this was all.

Here are the results of our weekend:

Saturday June 20th:

Lightweight Supersport-1st place (by .015 sec)

Lightweight Superbike-2nd place (by .041 sec)

Supertwins- 2nd place (this is against full liter bikes)

Light weight Grandprix-1st place

Sunday June 21st:

Lightweight Supersport-1st place (by .084 sec)

Lightweight Superbike-2nd place

Supertwins-1st place

Lightweight Grandprix-1st place

So 5 first and 3 seconds on a brand new bike assembled out of a savaged bike is clearly remarkable results, the competition was very stiff as the #1 plate holder Brad Zajic was right there with Bryant in every race on his 2005 SV650.

Brant commented about how the solid and planted the front end felt and the confidence it gave him to just go faster in all of the turns.

Gregg, I need to Thank you for all of your help in getting these results for the first time out on this new race bike, without your advice and specifications to set it up, we would not have even been in the ball park.

Sincerely,

Dave Schmalenberg
Schmalenberg Racing Services.



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