

RICK JOHNSON  
TOO TECH RACING  
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DEAR MR JOHNSON. I RECENTLY HAD THE SUSPENSION FROM MY 1989 CR 500 MODIFIED AT YOUR ESTABLISHMENT. I WOULD LIKE TO TAKE THIS OPORTUNITY TO COMMEND YOU ON A JOB WELL DONE.

INITIALLY I HAD THE PARTS MODIFIED FOR THE OLD TIMERS MX AT MAMMOTH LAKES. SINCE THAT RACE I HAVE HAD THE OPPORTUNITY TO RACE AT A VARIETY OF TRACKS THROUGH OUT SOUTHERN CALIFORNIA. THE TRACKS AS YOU KNOW VARY FROM THE NATIONAL STYLE AT MAMMOTH TO THE SUPERCROSS STYLE AT CASTAIC LAKE. THE SUSPENSION WAS ABSOLUTELY FLAWLESS WHILE BEING OPERATED FOR ITS INTENDED PURPOSE.

IN REALITY, I EXPECTED NOTHING LESS. THAT IS WHY I CHOSE YOU TO DO THE WORK. HOWEVER, THE ICING ON THE CAKE CAME DURING A 3 DAY PERIOD LAST WEEK. I TOOK MY CR ON A PRE-RUN TRIP THAT COVERED OVER 400 MILES IN BAJA CALIFORNIA. I CANNOT BRGIN TO EXPRESS THE SATISFACTION THAT I HAD FOR THE JOB THAT THE SUSPENSION DID DUE TO YOUR MODIFICATIONS DURING THAT TRIP. IT HAULED MY SUBSTANTIAL HUMANITY...6'6" TALL 250 LBS)...MY RIDING GEAR...MY FANNY PACK(TOOLS-SPARE PARTS-ETC)...MY BACK PACK(CLOTHES-ETC-ETC)...AND TWO PACKS STRAPPED TO THE BIKE (SPARE GAS-OIL-WATER-ETC)...OVER SOME CHALLENGING TERRAIN AT SPEEDS UP TO ABOUT 90 MPH. I EXPERIENCED NO HEAD SHAKE TO SPEAK OF. THE USER FRIENDLY HANDLING TRAITS THAT THE BEASTLY 500 NOW EXIBITS SAVED ME FROM SOME POTENTIALLY SERIOUS HOSPITALIZATION. SOME SITUATIONS REQUIRED SOME UNANTICIPATED AIR BOURNE ANTICS AND SOME "SHORT STAINING" FRONT WHEEL LANDINGS. ALL OF WHICH WERE HANDLED WITHOUT PILE DRIVING ME INTO THE MEXICAN DUST.

WHATEVER YOU DID TO THOSE PARTS WAS ON THE MONEY. I AM TOTALLY STOKED. THANKS AGAIN AND KEEP UP THE GREAT WORK.

BRIAN MCALLISTER  
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