
2024 SLICK

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2024

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State of The Market

The current crop of “superbikes” have effectively been flops in terms of sales volume. Specifically after spending insane amounts of money the Px series has been totally dropped by Cervelo, similarly the Shiv Tri, and the sales of the Giant/Cadex bike have been quite sluggish. Brands like Diamondback, Ventum etc making so called superbikes are either decreasing or flat in market share.



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Jackie Hering’s New Bike Before IRONMAN World Championship in Nice

Eric Wynn
September 17, 2024



Men's 2023 Ironman World Championship Nice Bike Count

Bikes



SLICK

State of The Market

Clearly a shift has happened in the tri bike market post covid. The rise of the “funny” bikes never did what was thought, and the majority of the movement in the market is towards trends such as wider tires, electronic gearing, 1x setups, and disc brakes. Support for basics such as hydration, inframe storage, bento boxes, modern groups, and a focus on usability have become paramount.

As the saying goes, “**The writing is on the wall, in blood.**” The high end tri bike world is seeing sales either flat or declining, and pros are opting for world tour TT bikes with small tweaks.

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Aerobars Used in Kona

Dan Empfield
October 24, 2022



When all the pros behave one way, and the rest of us behave another way, that’s how you know a big technical change is coming.



CYCLING
Zipp Super 9 Disc Wheel

Zipp triples down on hookless and the 28c tire size with data and race results to back its narrative.

by Dan Empfield, April 18, 2022



CYCLING
The Hookless Crisis: Just Like the Disc Rotor Crisis

To everyone complaining about hookless road I ask: “Have you ridden it?” I have yet to find the first to say yes.



CYCLING
De Soto Now Makes Seat Pads for Tri Saddles

Take 4 Advils and your tri saddle won’t hurt as much. Or, take one De Soto Seat Pad.



CYCLING
The Well-Designed Road Bike Cockpit

Bike designers are relearning what “performance” really is



CYCLING
Winter Riding: Wool is still the Warmest

Riding outdoors in the cold? Let’s layer up properly, featuring kit from Velocio and Ibex.



CYCLING
The Corsa Pro Speed is Here

Vingegaard vanquished his rivals in the final Tour time trial on this tire. Now you can vanquish yours.



CYCLING
Oh My Aching...!

What’s new in the world of tri saddles?



CYCLING
The LAZER Z1 is Back

Ultralight, classic look, but limited adjustability



CYCLING
Early Look: Shimano S-Phyre TR9

First-ever top-end S-Phyre tri shoe from Shimano.

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Design

Created for the high-volume mid-market triathlon consumer. This bike leverages are manufacturing know-how with superior aero trickle down and a no-nonsense feature set.



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Accessible
Storage

Hydration

Borrows from both
Ostro and AusCycling
bikes

In-frame
Storage

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Adjust-ability

Round steerer tube with sensible integration gives the opportunity to use almost any aerobar on the market, while still supporting a wide variety of internal hosing solutions such as Deda, FSA, profile etc.

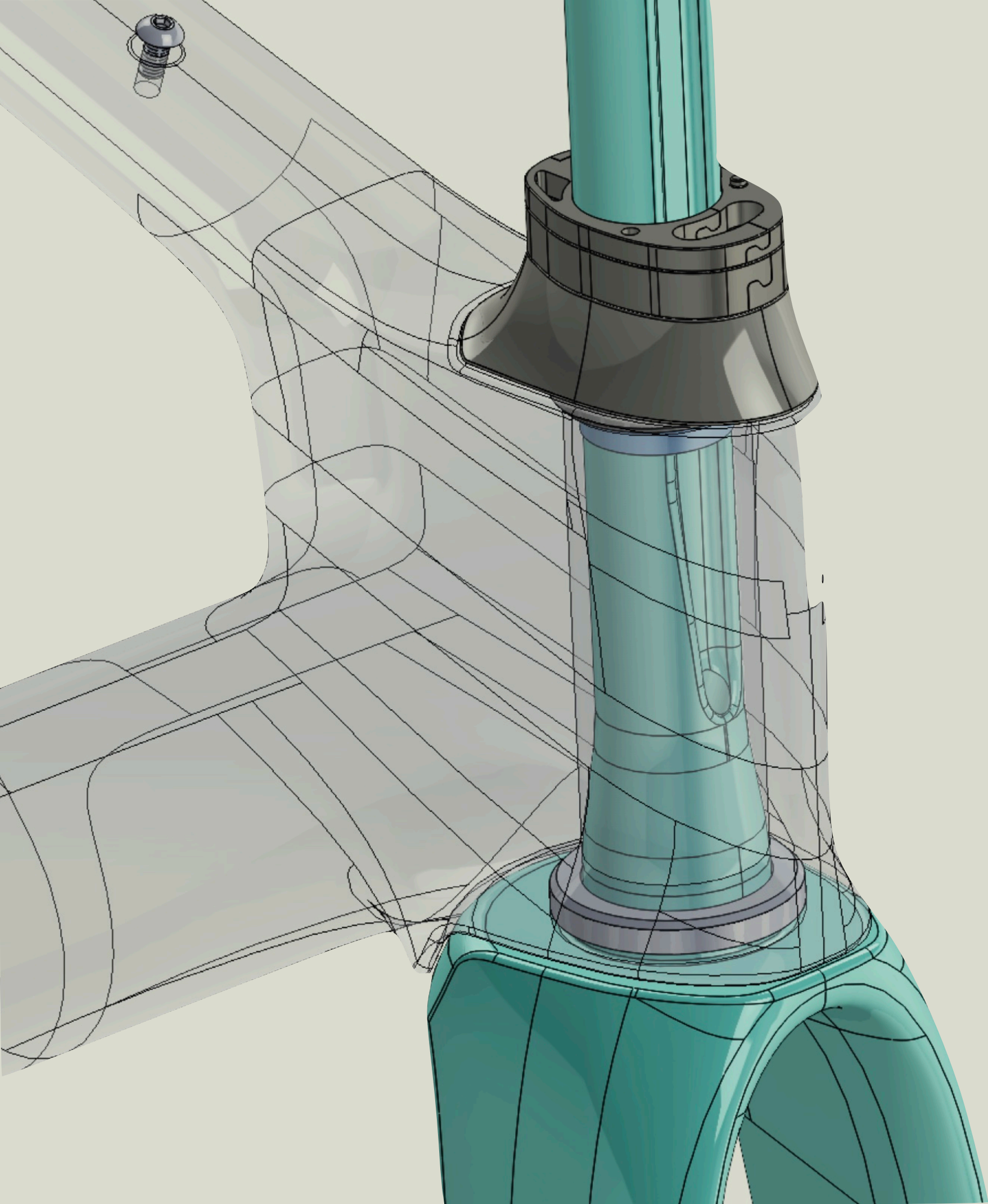
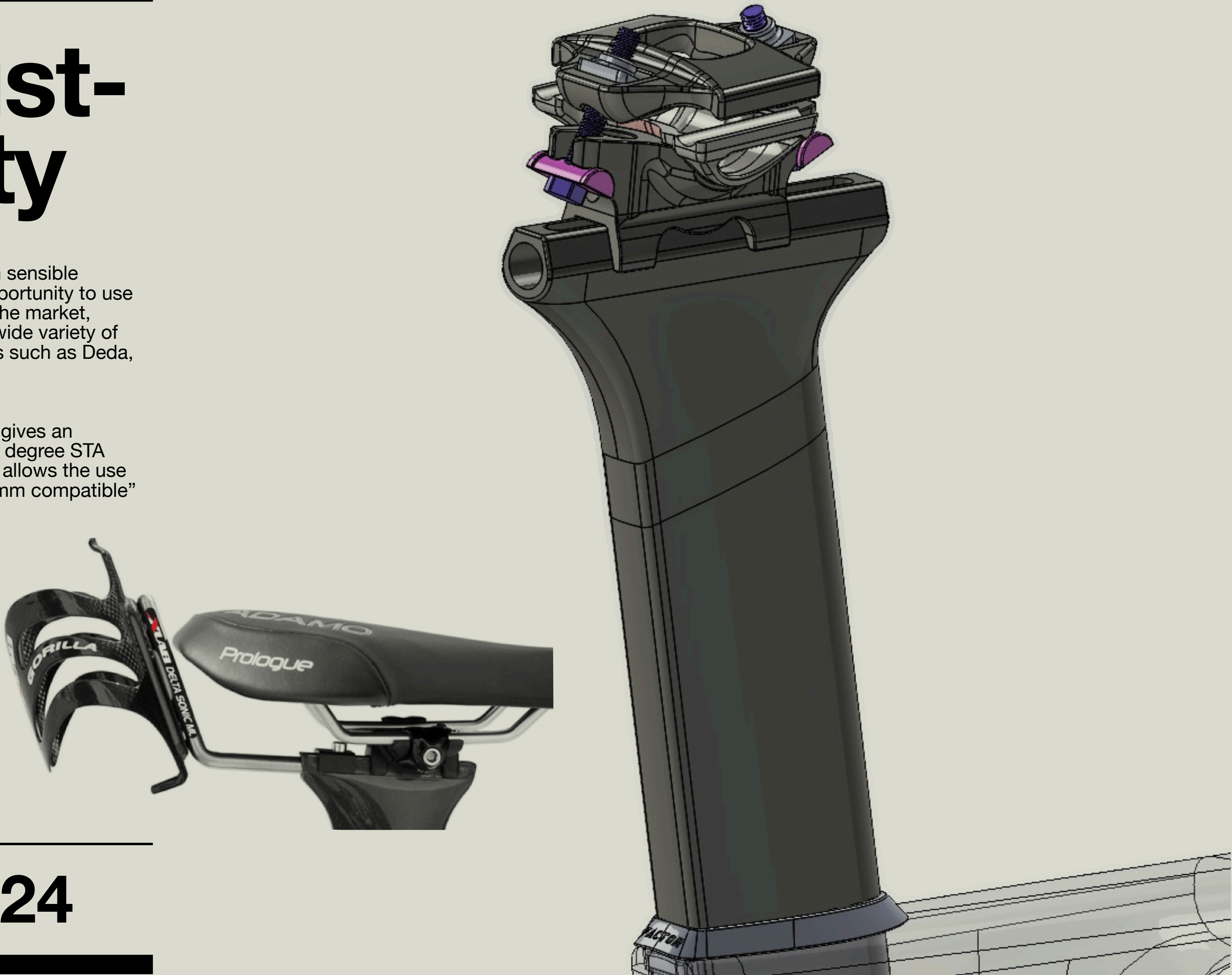
Rail style saddle mount gives an effective range of 73-79 degree STA (Height dependant) and allows the use of a wide variety of “10mm compatible” accessories



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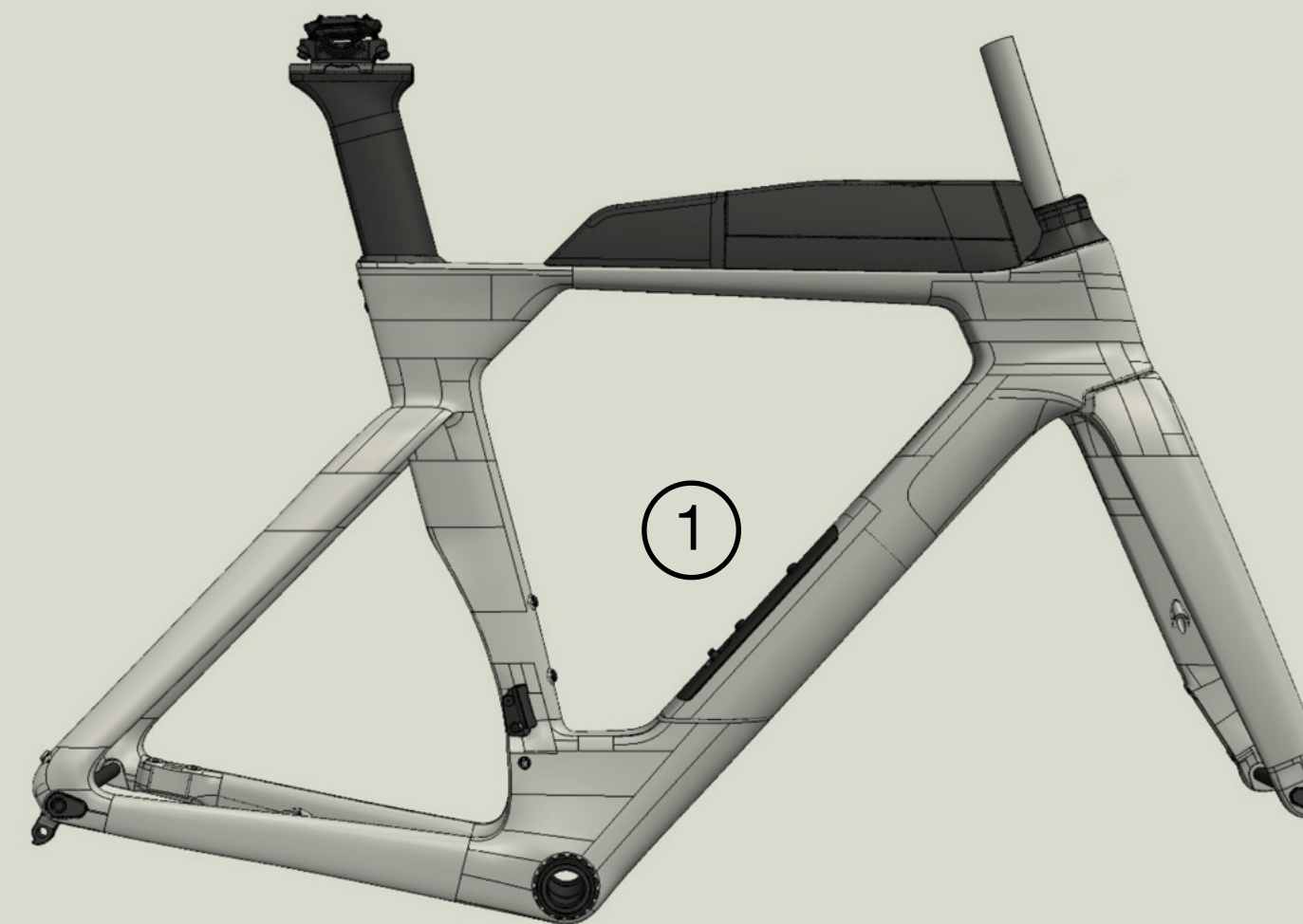
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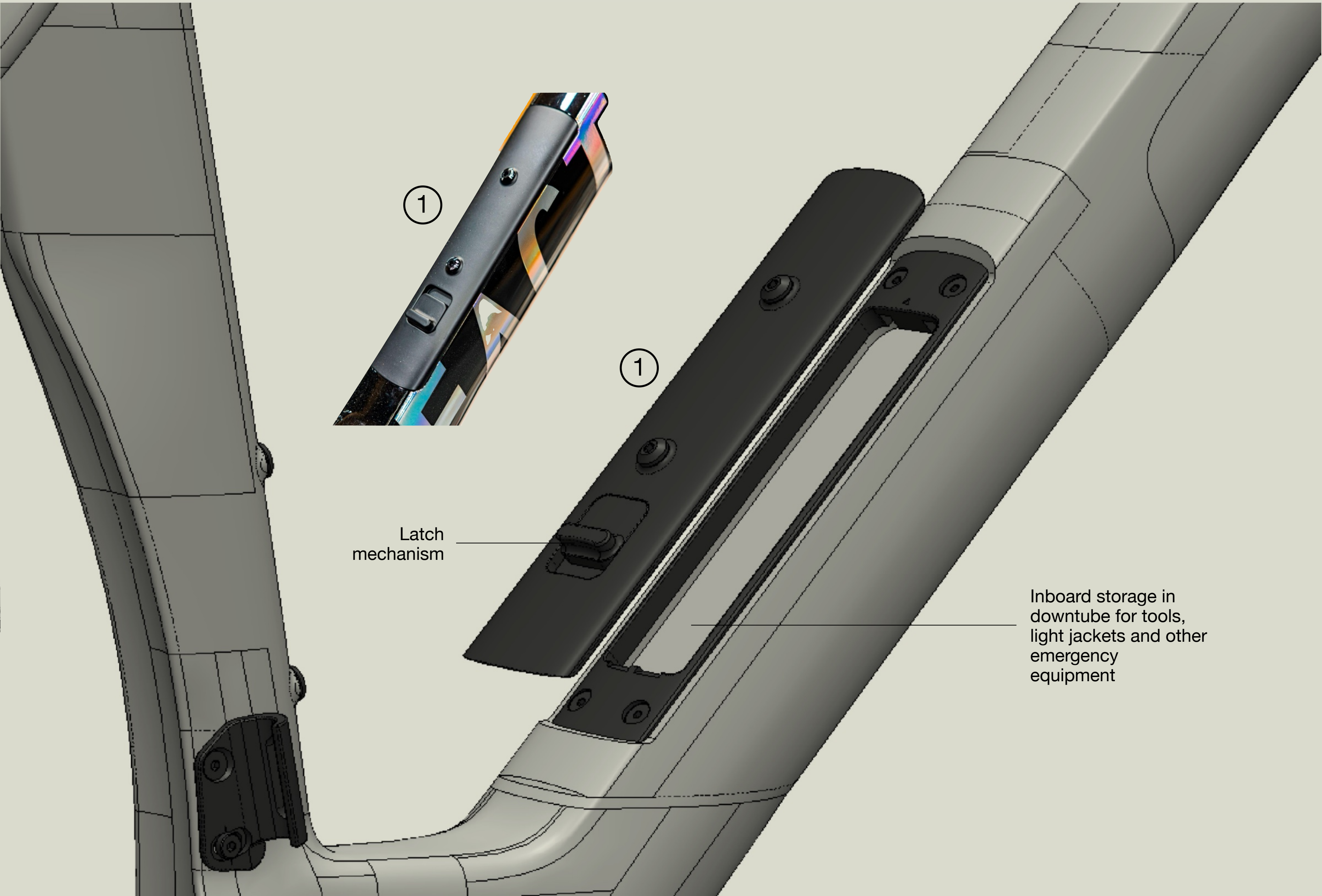
In-frame
Storage



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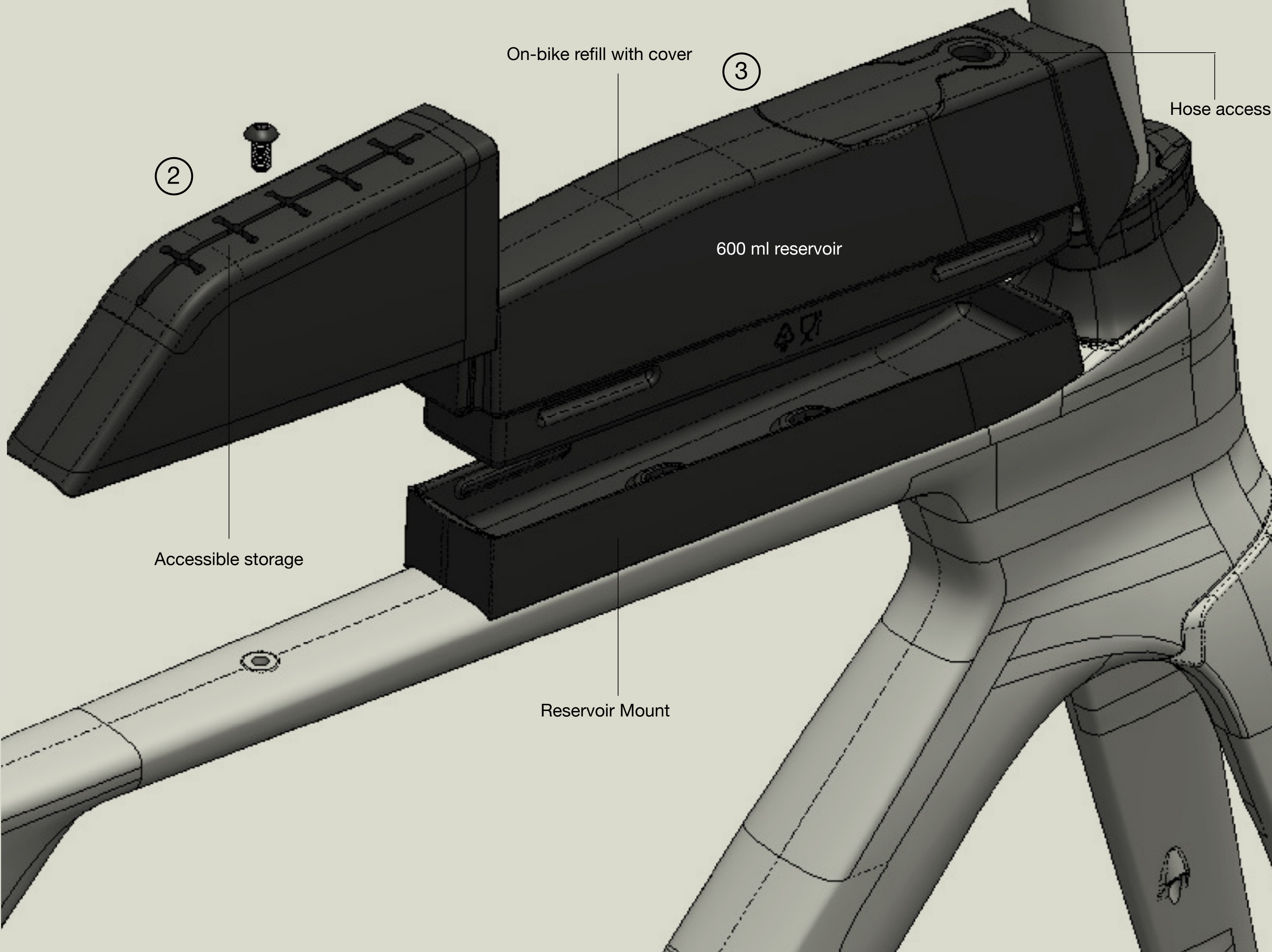
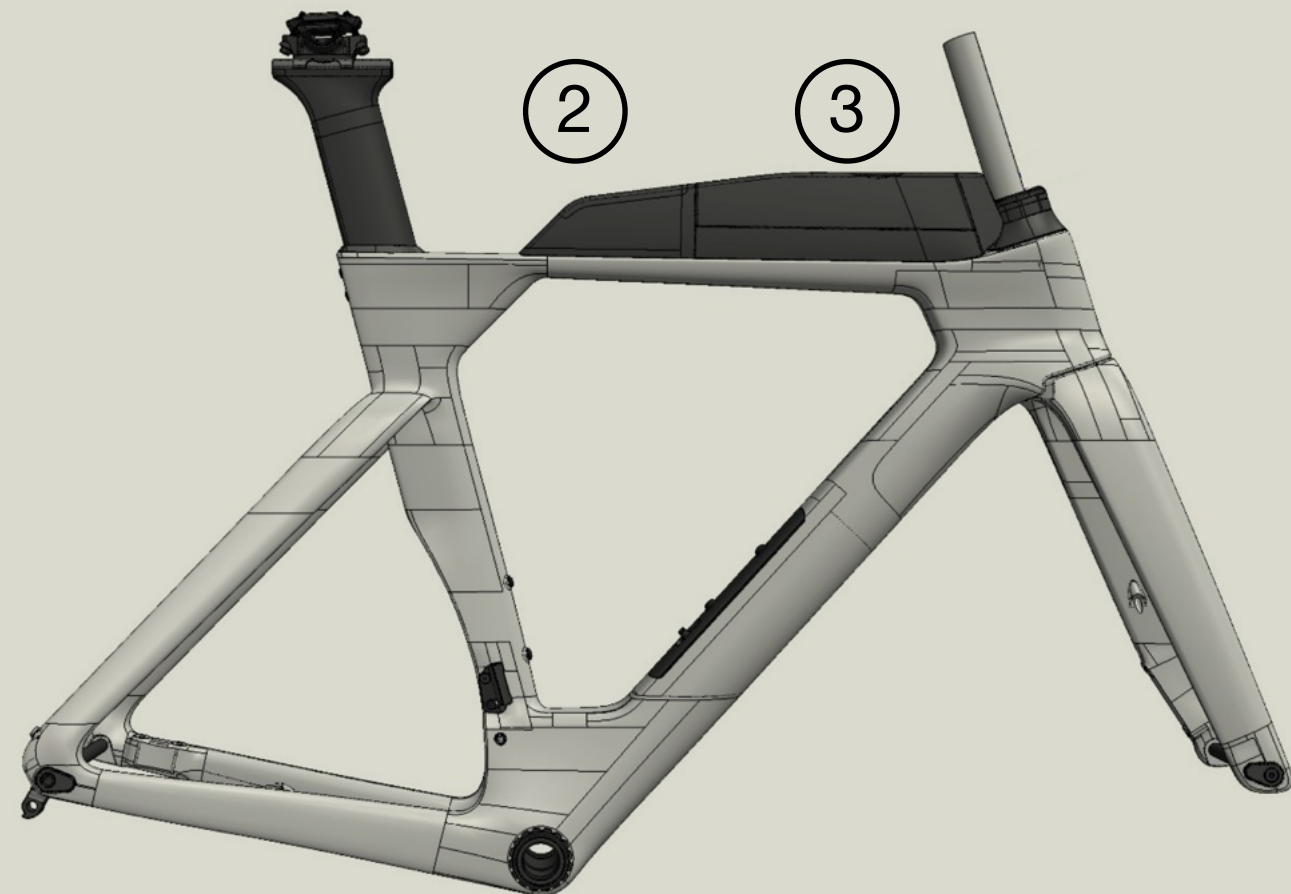
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Storage + Hydration



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Aero Performance

The aero development that went into producing the fastest bike in the world tour, the Ostro 2.0, was applied directly to this project.

Clear similarities between the Ostro and the Slicks head tubes leveraged the existing R&D while still respecting the unique use cases of Triatheletes.

Combined with either spoked wheels, such as the 62's, or with the zero and three disc and tri spoke for the fastest fully equipped usable tri bike.



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Aero Performance

Absolute aero performance has improved by ~12% across the averaged ya sweep from +-15 degrees.

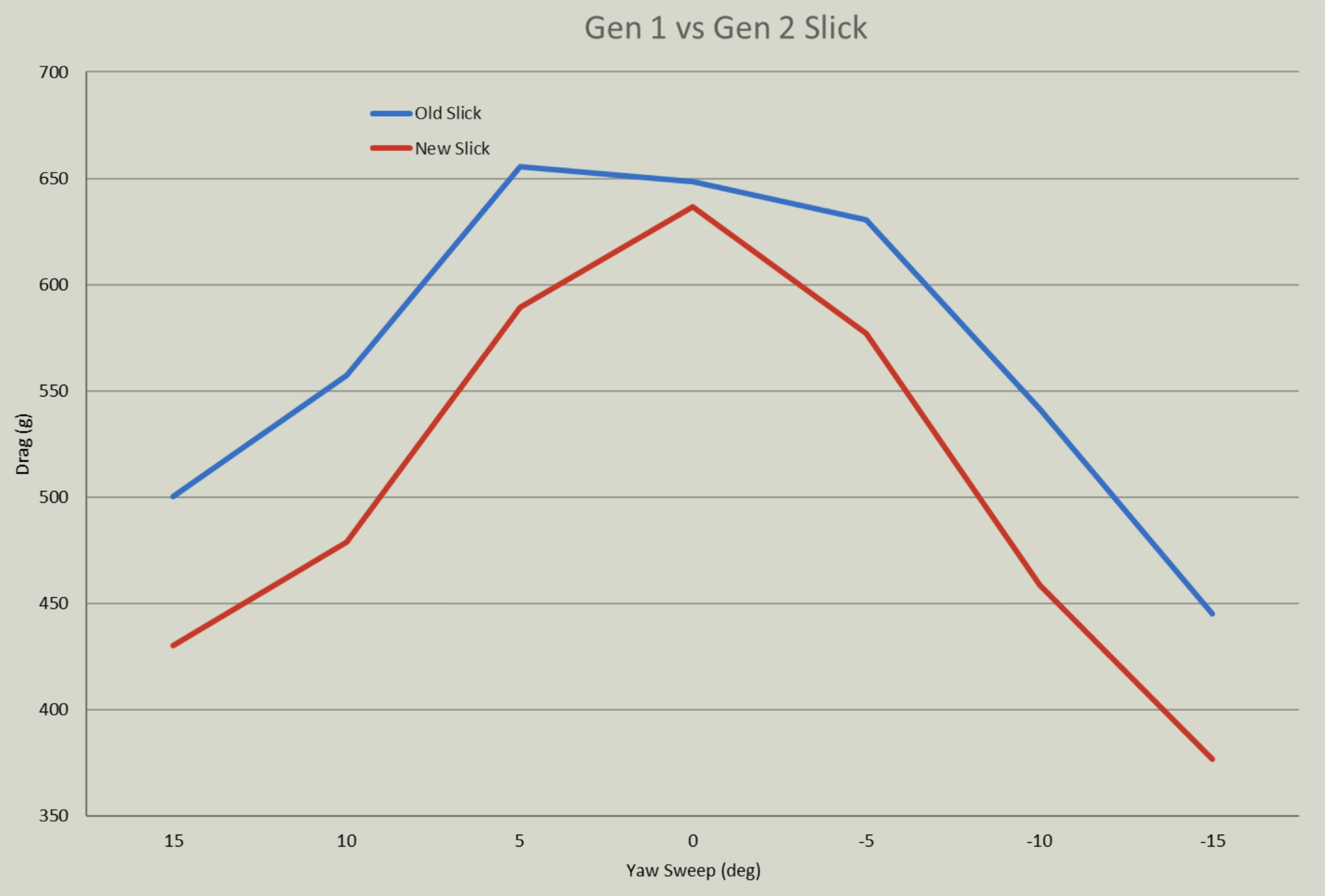
This corresponds to a potential decrease in wattage of approximately 6w at 48km/h (30mph).



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Geometry

D5 Frame Sizes

UCI approved

Modern Geometry with an emphasis on supporting smaller riders.



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	XS	S	M	L	XL
Stack	470	495	520	545	570
Reach	385	400	415	430	445
HT					
Rear Center	405	405	405	405	405
Front Center	575	582	605	628	650
Wheelbase	968	975	998	1021	1044
BB drop	78	78	76	76	76
VSTA					
ASTA angle	76	76	76	76	76
HT angle	71.5	72.5	72.5	72.5	72.5
TT (effective)					
ST	n/a	n/a	n/a	n/a	
Wheel size	700c	700c	700c	700c	700
Fork length	TBD	TBD	TBD	TBD	TBD
Fork Offset	51	43	43	43	43
Trail (@683OD)	61	62	62	62	62

SLiCK

Relative Stack and Reach

5 Frame Sizes

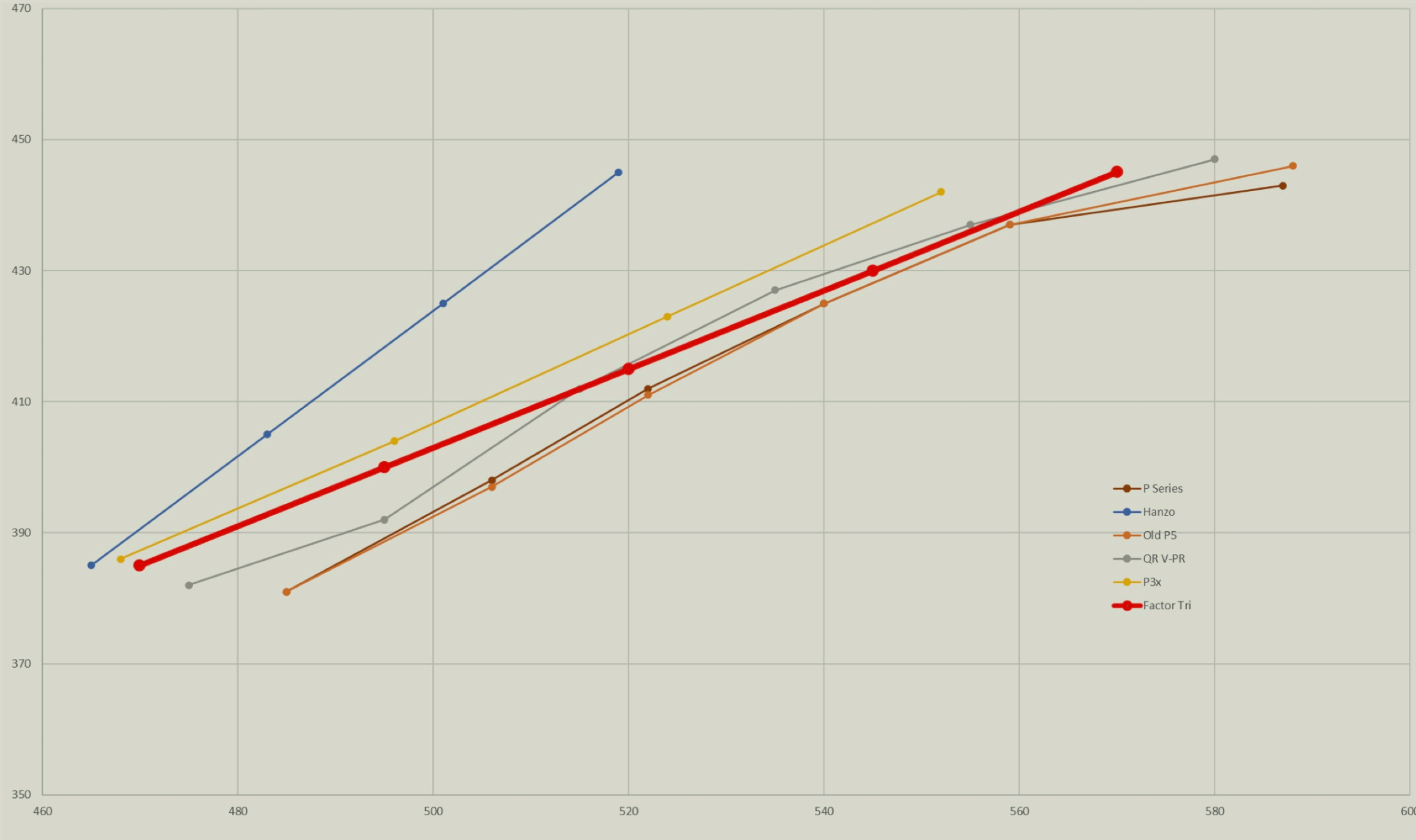
Modern Geometry with an emphasis on supporting smaller riders.



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Weight and Stiffness

1100g frame weight

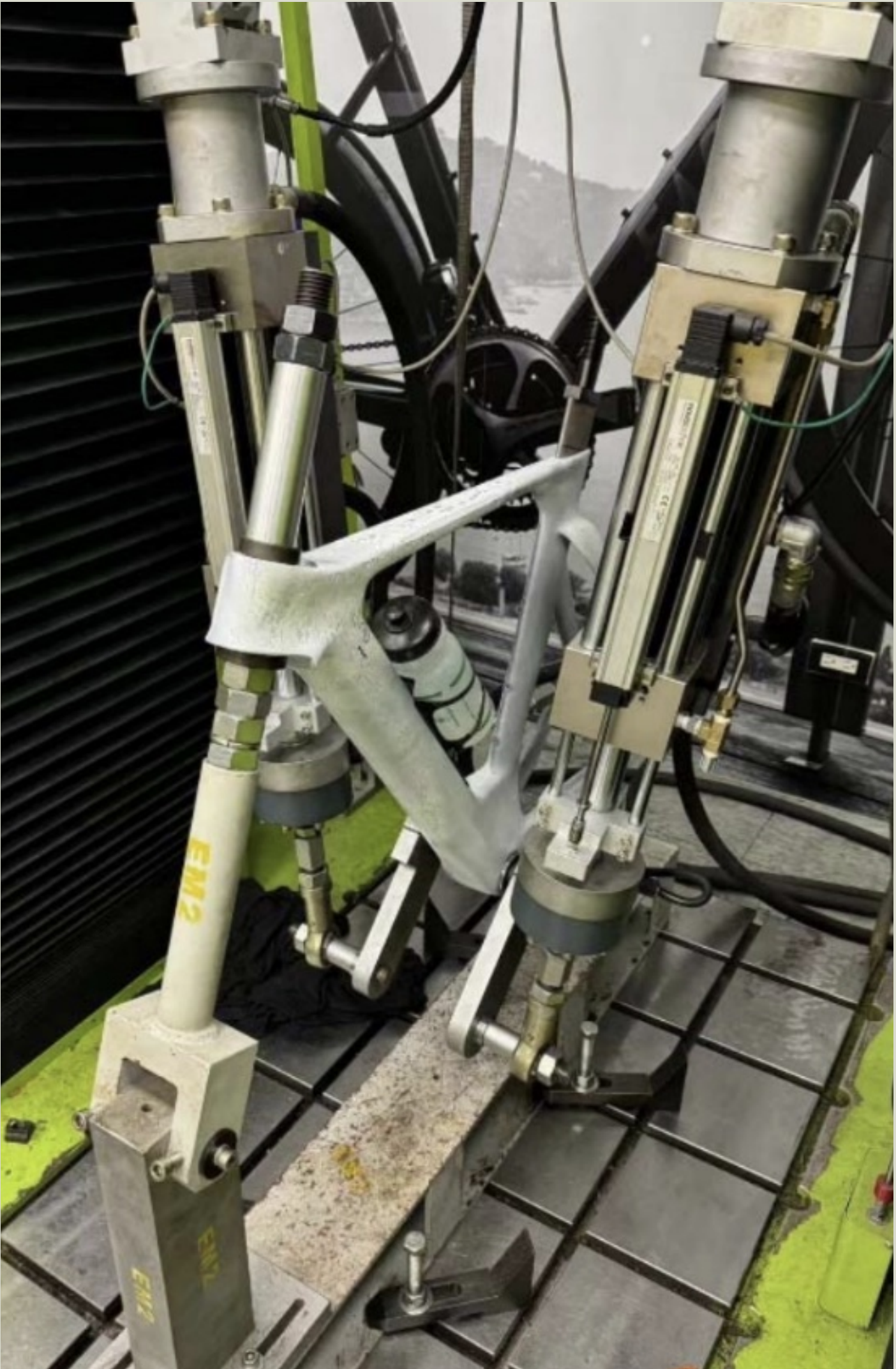
Frame weight, stiffness, and strength were all balanced to give a ride quality and strength level that will support a modern Triathletes needs, including travel readiness, and a more damped ride quality that takes the edge off of the constant bumping from the road over the course of up to an ironman distance.



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BOM

/Accessories

The Slick will ship with a T47 Bottom bracket allowing easy serviceability and broad compatibility.

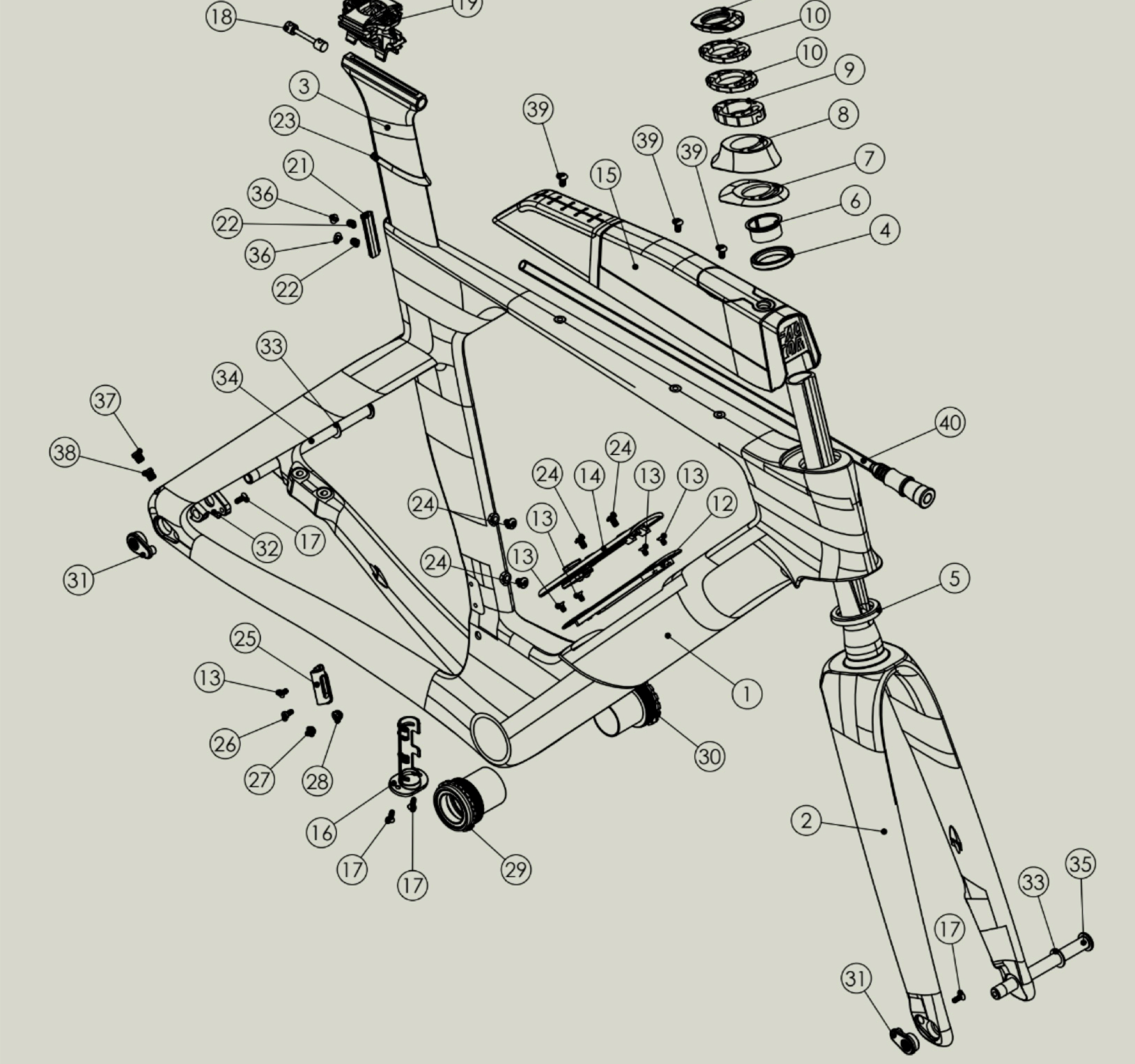
Shared parts with the Ostro 2.0 (Seatpost clamp, Headset bearings, spacers, and split rings, Battery mount, Axles, Hangers) ease the compatibility and ensure plentiful spare parts.



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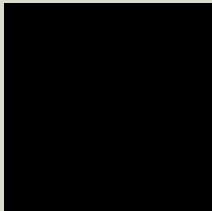




SLiCK

Shadow White

Gloss clear coat



RAW
CARBON



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PEARL
WHITE



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SLiCK

Nebula Blue

Gloss clear coat

RAW
CARBON

PANTONE
7708 C

PANTOBNE
7705 C



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Pricing

	USD		EURO			GBP			CAD		AUD	
Product	MSRP EX VAT		MSRP EX VAT	MSRP INC VAT		MSRP EX VAT	MSRP INC VAT		MSRP EX VAT		MSRP EX VAT	MSRP INC VAT
Premium package												
SLICK	US\$ 4,999		4,799	5,999		3,849	4,599		6,699		7,549	8,299
SLICK + Black Inc Wheels 62	US\$ 7,599		7,299	9,099		5,849	6,999		10,199		11,499	12,649
Premium Complete												
SLICK complete bike (SRAM Force + PM, BI62)	US\$ 9,199		8,849	11,049		7,099	8,499		12,299		13,899	15,299
SLICK complete bike (SRAM RED + PM, BI62)	US\$ 10,399		9,999	12,499		7,999	9,599		13,949		15,699	17,249
Standard Complete												
SLICK Complete bike (SRAM Force + PM, BI58)	US\$ 7,199		6,899	8,599		5,549	6,659		9,649		10,899	11,999
Black Inc												
Black Inc 62	2,899		2,799	3,499		2,249	2,699		3,899		4,399	4,849



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