

# TESTING THE SUN SUPALITE

## SPECIFICATION

**Frame :** 21-22-23 or 24 inch ; Reynolds 531 tubing ; 72 degree head and 71 degree seat angles. Brazed pump pegs, gear lever boss, cable eye and gear cable tunnel.

**Forks :** [Solid ends, Continental taper 2½ in. offset, brazed lamp bracket boss, chrome plated steel crown.

**Head Fittings :** Brampton Continental.

**Chain :** Perry ½" x 3/32".

**Wheels :** 27" x 1¼" Dunlop Special Lightweight rim. Dunlop road racing tyres.

**Hubs :** Sun Supalite large flange. Single sided rear hub.

**Bottom Bracket :** Bayliss Wiley.

**Handlebars :** Maes Alloy on Sun Wasp 3½" extension. (Sun Alpine 15/16" bars optional.)

**Brakes :** G.B. Sport Mark II with G.B. Arret hooded levers.

**Mudguards :** Bantel Beau Garde.

**Pedals :** Brampton steel sports.

**Chainset :** Williams 3 pin, 46-teeth chainwheel ; detachable 6½" cranks. (Double chainwheel optional.)

**Gear :** Cyclo Benelux 5-speed (10-speed optional extra).

**Saddle :** Wrights Olympian.

**Weight :** 28 lb.

**Price :** £26 19s. 6d.



After-the-test picture of the Supalite

IN the foreword to its 1958 catalogue the Sun Cycle and Fittings Co. Ltd., Aston Brook-street, Birmingham, 6, says: "The perfect lightweight does not just happen purely by accident or even by copying other designs, on the contrary it is only achieved by knowledge of design, of balance, brought about by the correct distribution of weight over the bracket, in the correct design of fork with the correct trail to suit the angle of the head and frame. Indeed one may think that all bicycles are similar, but such is not the case. A good bicycle should be light in weight and correct in design."

And with that, the company, which has always been well to the fore in its design of lightweights, lists no fewer than 12 special features exclusive to the company.

Add to this the fact that, a few years ago, the racing successes of the concern included a world professional pursuit championship, and you have the proof that Sun products have been well tried and tested.

## Into the Chilterns

I have been able to ride the Sun Supalite model, which is one of the range of 16 bicycles, tandems and junior tricycles manufactured, for several hundred enjoyable miles in and around the Chiltern Hills. These provide adequate variety of roads and surfaces to ensure that the rider can "get the feel" of a bicycle in very short time. Switching from my everyday lightweight to the Sun Supalite surprisingly caused no discomfort at all. In fact, I found the change of position stimulating. Perhaps the key to this immediate comfort lay in the sprung cutaway saddle by Wrights which needed no breaking-in, plus the well-blended fittings, about which I will say more later.

Without hesitation, this must be a very strong contender in the medium-priced range of bicycles designed for the clubman, who may gain the urge to add racing to touring activities. I was equally happy (with the bicycle, but not with my lack of speed fitness!) pottering along to the church of St. Lawrence, which stands alone on a 600 ft. hill-top outside West Wycombe, Bucks, and is associated with

the secret society and black magic meetings in the eighteenth century, as I was riding hard over the local "10" course.

I think the refinements which may well attract just that extra attention from a prospective purchaser, are: branded fittings like the Benelux gear, the sprung cutaway saddle (five coils running the length of the saddle) by Wrights; Brampton bottom bracket, head fittings and pedals; detachable three-pin chainset which means you can switch the five-gear ratio according to racing, touring or local requirements with ease; and the domed spindle nuts which, because of their shape, stop grit clogging the spindle thread with the resulting danger of damaging threads when adjusting the nut.

## Appealing Colours

The flamboyant red finish, red mudguards, light blue name in script on the down tube and very thin, world's-championship colour transfer bands edging the white panels on the seat tube, are right in the fashion and, although it may read like a Picasso painting, it looks highly attractive. The handlebar extension carries the Sun badge, and the spindle nuts show the "S" motif outlined in red. The cut-out lugs are lined in gold, and the fork crown is chrome plated. An alternative frame colour is flamboyant royal blue.

I first rode the Supalite without checking its frame size or saddle position, but it could almost have been made to measure. You know, I expect, the "rule" which says the handlebar position is correct when the rider can place his elbow against the saddle peak and touch the handlebar with his finger-tips. That simple "test" worked perfectly and proved to be 20 inches. With the distance between saddle and extended pedal 32½ in. (I had a 23-in. frame) and a 42-in. wheelbase, my position was one of complete comfort and control at all times.

After riding the Supalite one realizes that the manufacturer's explanation of the perfect lightweight is no idle claim. I could not fault the bicycle—although a bottom bracket "knocking" early on caused concern until it disappeared as quickly as it came—and a glance at the detailed specification will show that here, indeed, is value. NIMROD.

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