

## CYCLING ROAD TEST

BY "NIMROD"

## THE SUN MANXMAN



Attractive in appearance and pleasing to ride is the Sun Manxman, subject of this road test report.

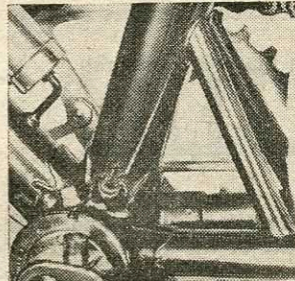
"TO 'Nimrod,'

One 21-in. Sun Manxman Cycle, Benelux gears giving ratios of 62.1 in., 69.0 in., 77.6 in., 88.7 in. May he ride far, fast and pleasurably!"

That was the briefly worded note attached to the wooden crate which contained, as the whole of CYCLING's office were soon helping to reveal, a gleaming new lightweight machine. Its attractiveness won admiration at once.

The flamboyant ruby finish of the frame is artistically offset with white mudguards and there are panels in white on head tube and seat tube. Most office comment arose from the unorthodox but unobtrusive twin struts that are welded from the rear of the seat tube, 4½ in. above the bottom bracket, one to each chainstay, 3¼ in. behind the centre of the bracket spindle, just behind the chainstay bridge. The claim made for these strengtheners is that they stiffened the rear triangle, consequently reducing "whip" at the bottom bracket. All tubes are of "531"; there is an attractive head emblem; neatly cut-away lugs and the tasteful badge displayed on the seat tube tells that machines from the same thoroughbred stable (perhaps built by the same craftsman, certainly de-

A moderately priced all-round club machine carefully designed to give its owner comfort combined with liveliness, good looks and quality.



The twin struts welded from the seat tube to the chain stays give added strength to the rear triangle.

signed with the same care by the same knowledgeable technicians) had a World's Championship win and foreign road racing successes to their credit.

#### The Test Commences

Spanners were soon produced and the usual ritual of examining each individual nut and bolt

failed to show any oversights in assembly.

Seldom when changing from my day-to-day mount to one completely new with just the obvious "points-of-contact" adjustments have I felt so comfortable at the outset. Bumping over the cobbles of Bowling Green-lane, my first reaction was that of resilience. This was, no doubt, due to the balance achieved at the drawing-board stage, the angles, 73 degrees at the head and 71 degrees at the seat, blending with the currently popular fashion towards the shorter top tube (22½ in.) to produce comfort over the roughest surfaces. Through Islington, past the Agricultural Hall, and Highbury the Manxman and I sped, and in top gear with the wind at our backs the machine showed admirable stability.

I set her at Archway Hill and dropped into the lower gears. On this moderately steep climb the responsiveness and lack of whip, no doubt due to the strutted bracket design, were noteworthy. Through Hendon, Pinner and Rickmansworth we went by the main roads, and from there it was via the narrow, twisty lanes to Chenies for "elevenses." This completed, and having noticed with enthusiasm that the Manxman had meanwhile become the centre of attrac-

tion among a group of fellow clubmen, I was on my way again to the narrow, hilly Chiltern lanes.

The "hands-off" test for steering proficiency was passed with ease, and the comfortable Maes bar, offering a range of alternative hand positions, was obviously suitable.

I must, however, make a passing comment on the gearing. The range of ratios is perhaps a little high for the ordinary clubman's use and the gear-lever is not easy to manipulate with the inflator in its present position.

Ancient Amersham was the stopping point for lunch, after which I inspected the mount with the more authoritative eye of actual riding experience. The finer accessory requirements wanted by the club fraternity were all there: the Brooks saddle; Maes-type handlebars with the grips covered by the popular new plastic tape; the Benelux gear and Cyclo freewheel block with all sprockets detachable; a solid forged steel three-inch extension; high-pressure type wheels with Bayliss, Wiley hubs, double-butted spokes rounded off with Dunlop road racing rims and tyres; transmission by a Williams three-pin detachable triangular chain-set; Brampton 3-32-in. chain, and attractive and neat mudguards. Feeling very impressed I pattered back to the office.

A moderately priced thoroughbred is this Sun, and it was a personal loss to send it back to that company. I was more than a trifle sad finally to attach this note to the crate:—

To F. C. Parkes, director, Sun Cycles, Ltd.

Thanks for a comfortable ride. Whether we rode fast or far are matters of degree and opinion, but no one can deny that we rode comfortably.

#### SPECIFICATION

**Frame:** Size 21 in. (test machine) also available in 22-in., 23-in. and 24-in. sizes, with special featherweight lugs, Reynolds 531 tubing, angles 73 degrees head and 71 degrees seat, built for 27-in. wheels, Alatet head fittings.

**Forks:** Oval, chromium-plated cutaway crown, oval blades and large forkends. Detachable lamp bracket.

**Wheels:** Built with Dunlop 27-in. rims and tyres, Bayliss, Wiley small flange hubs and 15 x 17 double-butted spokes.

**Gear:** Cyclo Benelux 4-speed.

**Chainset:** Williams 3-pin with detachable cranks.

**Pedals:** Brampton chrome.

**Saddle:** Brooks B.15.

**Mudguards:** White celluloid narrow section.

**Handlebars:** Maes-type alloy on 3-in. steel extension.

**Brakes:** G.B. Coureur with hooded levers and screw adjustment.

**Finish:** Flamboyant red.

**Price:** £25 4s. 10d. including tax.

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