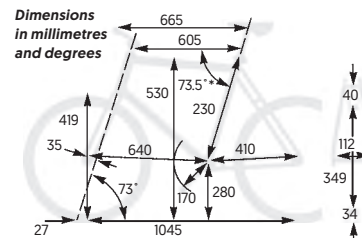




Biketest



Tech Spec
BROMPTON T-LINE ONE

Price: £4,180.
Sizes: one size.
Weight: 7.54kg (as shown).
Dimensions: 64.5x60x32cm (claimed); 61.5x58.5x29cm (measured).
Frame & fork: Grade 9 titanium main frame with integrated headset. Superlight Advance titanium rear triangle with 54mm roller wheels. Full carbon fork with magnetic pedal holder. Fittings for mudguards, lights, front carrier.
Wheels: 35-349 Brompton Schwalbe One tyres, Superlight wheels [349x17 Presta-drilled aluminium rims. Front: 74mm hub with 20 radial, double-butted spokes. Rear: 112mm hub with 28x1 double-butted spokes].
Transmission: Superlight CNC
 aluminium pedals (left QR), Superlight carbon chainset with 170mm cranks and 50t chainring, FSA Mega Exo bottom bracket, YBN 10-speed chain, Brompton Advance chain tensioner, 12t sprocket. One ratio: 69in.
Braking: Brompton brake levers and sidepull callipers.
Steering & seating: Superlight lock-on foam grips, 560x31.8mm Superlight carbon handlebar, Grade 9 titanium stem. Superlight saddle with carbon rails and base, 520x32mm Superlight seatpost with carbon core and 0.3mm steel 'armour' and pentaclip mount, aluminium seat clamp.
Equipment: bell, rear reflector.
brompton.com
 * 71" effective

Brompton T-Line One

Bromptons have always been super compact but never especially light. Until now. **Dan Joyce** tests one of the new titanium models

The Brompton T-Line is much lighter than the part-titanium Superlight, now called the P-Line. That has a steel main frame; the T-Line's is titanium. With a carbon fork and lightweight bits, it weighs as little as 7.5kg.



Above: The left-hand pedal quick releases from the crank and is stowed in the hole in the fork crown, which is magnetic

This makes a palpable difference when you pick it up – which you do a lot with a folded Brompton, as you carry it one-handed onto trains, into buildings, and so on. While it also feels a bit peppier to ride, the main benefit is portability.

There are two versions of the T-line: the Urban (£4,415, 7.95kg), which has a four-speed derailleur, mudguards, and a front luggage block; and the spartan, singlespeed One. I'd have preferred to test the Urban as a Brompton is impractical without mudguards; its raison d'être is short-distance utility trips. It wasn't to be.

The T-Line's main frame has a larger diameter tube (51mm) than a steel

Brompton (45mm) to compensate for the fact that titanium isn't as stiff as steel. Its hinge has a tongue-and-groove joint rather than flat faces. The end result is that the T-Line feels stiffer when riding out of saddle, something the One's single gear makes inevitable.

The T-Line's reach – by which I mean: saddle

clamp to handlebar clamp distance – is slightly longer than the last Brompton I tested, so the riding position is a bit more athletic. Otherwise it's standard Brompton geometry, right down to the overly low trail figure that gives the bike its characteristic nippy/nervous (delete to taste) handling.

It folds in the familiar Brompton way. The hinge catches have stops on the ends of their bolts (finally!) so can't unscrew and fall out. The left-hand pedal doesn't fold but quick-releases, presumably to save weight. The Advance chain tensioner is simpler than the double-jockey-wheel model, so

rear wheel removal and fitting is easier.

Riding performance is like any Brompton, just sportier. Much of that is down to the Schwalbe One tyres, whose rolling performance eclipses Marathons and even Kojaks. Small wheels benefit more obviously than big ones from good rubber as their rolling resistance is higher to begin with. ●

Other options

HUMMINGBIRD SINGLE-SPEED
£3,495

Much longer when folded (117x60x20cm) as there's no hinge in the carbon frame, but even lighter at 6.9kg. Will need mudguards etc.

hummingbirdbike.com



BIKE FRIDAY PAKIT
\$1,895 (£1,562)

Buying direct from the USA means adding shipping (~£330) and import duty (~£530). It weighs about 10kg but with custom options (singlespeed etc) can be 7.3kg.

bikefriday.com



Verdict

Four grand is a huge sum but, unlike a Sunday-best bike, a T-Line might be used daily and (judging by other Bromptons) last longer. If you have deep pockets and want the improved portability a titanium Brompton offers, why not?