



# 2010 Cannondale SuperSix Hi-MOD

PROTOTYPES OF CANNONDALE'S NEW SUPERSIX FIRST appeared at the Tour of California in February, and by the start of the Giro d'Italia in May, the Liquigas team was racing on them. Although the company's goal with the new bike was simple—make it lighter and stiffer than the '09 SuperSix Hi-MOD—its execution was more complex. Starting with the monocoque front triangle, Cannondale used unidirectional high-modulus carbon and enlarged the external diameter of the tapered head tube to create a much larger contact area for the top- and down-tube junction. The 1.5-inch lower bearing and 1½-inch upper bearing reside in a new integrated carbon race rather than in alloy inserts. Cannondale also changed the construction of the chain- and seatstay joints at the main frame. Rather than carbon lugs, each junction is wrapped in carbon to save weight. The asymmetric chainstays have been changed: The drive-side stay is 10 percent taller (now 54mm), but the nondrive remains shorter to save a few grams. The hourglass seat-

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stays are thin to absorb road vibration and quiet the ride, even over rough pavement. Cannondale claims a weight savings of 150 grams (a 56cm frame weighs 900 grams) and a 17 percent increase in stiffness at the fat, BB30 bottom bracket thanks to the use of a large, ovalized down tube that increases surface area at both the bottom bracket and head-tube junction.

Jump at race pace in a crit, and you'll find the frame is stiff where it needs to be for rapid acceleration. It also offers precise handling without the twitch of many dedicated race bikes. It's just subtle enough in its response to small rider inputs that it will go where you want it to without overreacting. As pure race bikes go, the SuperSix is comfortable for all-day rides; its relatively calm nature is its greatest strength, opening it up to a variety of rider abilities and even lazy recovery rides.—*Mike Cushionbury*

# MORE THAN SKIN DEEP

IT MAY NOT LOOK MUCH DIFFERENT, BUT THE '10 SUPERSIX HI-MOD IS ALL NEW



\$6,400

WEIGHT	14.5 lb. (56cm)
SIZES	48, 50, 52, 54, 56 (tested), 58, 60, 63cm
FRAME	SuperSix Hi-MOD carbon w/ BB30 bottom bracket
FORK	SuperSix Hi-MOD full carbon
COMPONENT HIGHLIGHTS	Shimano 7900 shifters, brakes, derailleurs, chain, cassette; Cannondale Hollowgram SL crankset; Mavic Ksyrium SL wheels; Schwalbe Ultremo foldable tires; FSA OS99 stem, K-Force carbon handlebar; Fi'zi:k Arione saddle
INFO	cannondale.com