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TRAVEL & LIFESTYLE IN BRITAIN’S BEST MAGAZINE FOR THE GREAT OUTDOORS
AUGUST 2013
Whilst ducking between motorhomes big and small at the February NEC show, I came across the sleekest-looking fold-up bike I've ever seen - I thought Apple had diversified into assisted travel (I do think they'll surprise the world with an electric car soon, trust me), but no, the Gocycle is a fully-British creation. Model one was launched in 2009, and the second-generation G2 followed in 2011. Not only does it look like something out of the new ‘Star Trek’ movies, it's hidden lithium battery means you can shoot up hills at warp speed. The whole thing folds down into a smart suitcase that has two wheels for pulling as you wouldn't want to carry the Gocycle for...
I'm not a cyclist, but I am fairly fit. One ride to work, which is a 46-mile round trip, zips up hills. I recently bought a bike to (we'll come to that), is that it positively right away under the right circumstances where personally I would snap one up where the Gocycle purely on your own pedal power. But faster than you would if you were relying flat roads, you can have it, and you'll go you want torque-sensing assistance on you as little or as much as you'd like. If settings with the app.

With it's intelligent onboard computer system (which you view via an upcoming app on your smartphone as well as the handlebars ‘dash’, a combination of red lights that I’d liken to KITT from the 80’s Hasselhoff show ‘Knight Rider’), there are a multitude of different ways you can ride the Gocycle. You can even tweak these settings with the app.

To put it simply, the Gocycle will help you as little or as much as you’d like. If you want torque-sensing assistance on flat roads, you can have it, and you’ll go faster than you would if you were relying purely on your own pedal power. But where the Gocycle really excels, and where personally I would snap one up right away under the right circumstances (we’ll come to that), is that it positively zips up hills. I recently bought a bike to ride to work, which is a 46-mile round trip. I’m not a cyclist, but I am fairly fit. One ride to work seems to, so far, virtually finish me off for the week. My route is up and down hills for much of the distance. I cannot physically attempt the distance again for a few days, and then laziness gets the better of me and I jump in the car. With the Gocycle, I hit the boost button (on the left handlebar) every time I came upon a hill, and the charge ran dry as I arrived at work. On my pedal-powered bike, the twenty-three mile trip takes a shade over two hours. On the Gocycle, it took one hour and twenty minutes, a huge time saving of forty minutes. And the best thing of all was that I’d had a very pleasant ride and didn’t feel tired at all. I still felt the same way after the return journey home that evening, and while the Gocycle recharged over five and a half hours at work, the electricity cost came to 3p.

I can confidently say that the Gocycle allows me to ride nearly two hundred and fifty miles to work every week for only 30p cost and a nice relaxing workout! Other pluses are the ability to pull away at roundabouts or lights with no fear of getting beeped by too-eager cars, it’s incredibly straightforward and obvious to put together and pack away (earning some ‘man-points’, I proudly didn’t need to look at the instructions), and of course, it’s enviro-friendly!

Now the bad news - the Gocycle G2 will set you back £2,799. That’s a hefty fee, and is more expensive than other electric bikes on the market (roughly £700 - £1,500). However, if you want the ‘Bradley Wiggins’ of the electric bike world, a bike that you just want to stroke, revel in it’s power, and admire the craftsmanship, then the Gocycle G2 is the one for you. I’m missing it already - what can anyone offer me for an old VW Golf?