

WATTBIKE?

All you need to know about pedelecs

Issue 2

Produced in conjunction with *Twist & Go* magazine

BIKE REVIEWS



THE BEAUFORT MONTE DONNE

Suits you sir



GTECH EBIKE SPORT

Discrete and easy to maintain e-bike



ECO VOLTZ COMMUTE

Alloy framed urban e-bike with advanced folding mechanism



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The 'Bad Boy' of the Kudos range



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The latest Dutch-style pedelec

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WIN A GTECH EBIKE SPORT in our free-to-enter competition
(Entry conditions apply – competition closes July 22, 2016)



GOCYCLE G3 McLaren inspired design



SPEC:

MOTOR

Proprietary motor gear drive 250W

BATTERY

Lithium ion, 13.5Ah, 22v, Approximately 300 Wh

CHARGING

7-hour full recharge

HANDLEBAR DISPLAY

Integrated dashboard

TRANSMISSION

Cleandrive® Shimano Nexus 3-speed

SHIFTING

Electronic Predictive Shifting™

BRAKES

Hydraulic discs

TYRES

406-50, 20 x 1.75in

SUSPENSION

Front: single-sided, 6061 T6, fixed

Rear: Lockshock™ 25mm (1in) travel

SADDLE

Velo D2 Comfort

FRAME SIZE/FIT

Universal Vgonomic™

RIDING MODES

'City', 'Eco', 'On-Demand', 'Custom'.

ELECTRIC DRIVE SPEED

25kph (15.5mph)

RANGE

Up to 80km (50 miles), depending on pedal input

FRAME COLOURS

White, electric blue, matt black

PITSTOPWHEEL®

Patented Hexlock system

DAYTIME RUNNING LIGHTS

4 running modes

SMART DEVICE CONNECTIVITY

GocycleConnect® app via wireless Bluetooth®

CONTACT

<http://gocycle.com/>

PRICE

£3299

What do you get when a former McLaren designer turns his attention to the e-bike world?

Gocycle G3

No it's not a joke; I can't find a good punchline. All I see is a beautiful bike that's been designed from the wheels up. Let's start with those wheels; if you want to try doing 83.6mph on them, then you can – that's the 'world speed record for a human-powered vehicle' and they did it on Pitstop wheels, which happen to be what's used on the G3. That's the sort of quality you find on this e-bike.

The motor is situated in the front hub; an inconspicuous red ring on the single sided front fork is the only sign. Each pedal stroke is assisted in getting you up to speed quickly and

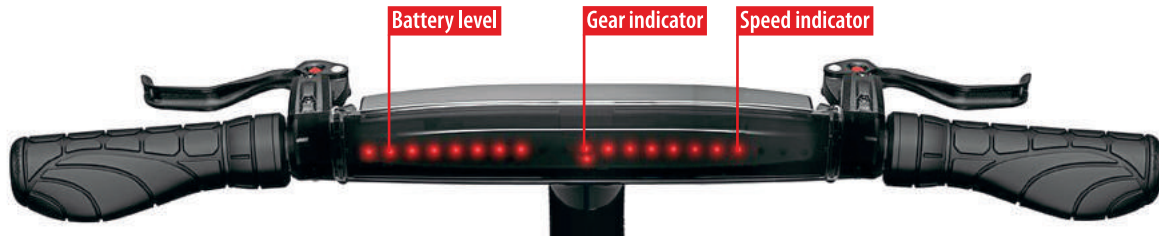
keeping you there. It doesn't assist as such, but rather it encourages you, or even dares you to pedal faster, seeing who wears out first. I'd have liked another gear as the cadence became unsustainable when up to top speed. I wanted to help the G3, but just couldn't keep spinning.

I did get caught out with a flat battery on my work commute and even without any assist it was an enjoyable bike to ride. The G3 is a 'one-size fits all' bike. The higher the seat, the further away from the handlebars you're positioned. I'm 6ft 1in and didn't have the seat all the way to the top – which is a pleasant change. The battery is integrated

into the bike's frame, which means you have to be able to get the whole bike near to the mains, but as it only weighs 35.4lb (16.1kg) you can move it around quite easily. After all, this is a collapsible bike.

The handlebars display all the information you need: which gear you're in, battery life remaining, speed and mode. This is controlled through two toggles (one on each handlebar grip). The gear change is electronic with a predictive shift and changes down when you're slowing for junctions. The smaller tyres make the bike a little twitchy, as with any small-wheeled bike, but I was soon riding it with confidence.

All you need to know about pedelecs



All this design is finished off with an app; once you're Bluetoothed to the G3, a world of fine tuning is opened up. You have three predetermined modes: 'City', 'Eco' and 'On-demand' plus 'Custom'. In Custom you can set how much effort you want to put in and how much assistance you're given. This information is displayed on the app's X-Y graph. I would have loved to say I tweaked the G3 to the max, but as it was so good out of the box I found myself just leaving it alone.

Words Finch
Images: Mau



FULLY CHARGED

Come for your free test ride at our central London showroom on a Gocycle.



Check out some of the different models and talk to the experts.



FULLY CHARGED | GLOBE HOUSE | 37 BERMONDSEY STREET | LONDON SE1 3JW
0207 111 0977 info@fullycharged.com