



MODEL: GOCYCLE GS, £2,499 ■ gocycle.com

AS SLEEK and streamlined as Chris Boardman's famous Lotus pursuit bike, it's no surprise to learn that Gocycle founder Richard Thorpe used to design McLaren race cars. The GS is the fourth iteration of this model and every detail oozes creative flair: the battery is integrated into the frame, which in turn is 'stowable' (not strictly 'folding' as you need to remove the wheels). It's made of moulded magnesium, with a single-sided fork and rear 'chainstay', the drivetrain is fully enclosed and an all-purpose tool is part of the saddle. And for storage, or to fix a flat, wheels unclip in seconds.

Power comes from a small motor driving the front wheel and it's

controlled by a nifty app on your smartphone; you can select power profiles and view speed and distance data. We set it to 'city' mode and enjoyed a smooth commute that was five minutes faster than usual. Cobble and canalside paths were a breeze, while the disc brakes were faultless. Although you can't change modes as you ride, the GS has a boost button which is a treat on hills – it's a shame the motor noise gives the game away to fellow cyclists!

As with all e-bikes you'll need an annual service and a new battery is advised after 1,000 charges. And to deter theft (and subsequent resale), Gocycle will only sell its proprietary charger to registered owners.

We're now eagerly awaiting the fast-folding GX due out this spring.

FACTFILE

- Range on a single battery charge is estimated at up to 65km; we averaged about 40km in the highest mode. Charging takes 7 hours using the basic charger.
- The GS frame folds down (after removing the wheels and seatpost) in about two minutes to the size of a small suitcase.
- At 16.5kg the GS edges the Brompton Electric, but the new GX is expected to be 1kg heavier. Rider plus luggage weight limit on the GS is 115kg.

VERDICT

- + Impressive styling and integrated functionality.
- + Pleasingly smooth and predictable motor controlled by phone app.