



Cycle's test promise

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turn the pedals, and if you use the small red boost button by your left thumb, you get instantaneous maximum power as long as the pedals are turning. The motor may be small but it accelerates quickly, making the Gocycle a really enjoyable e-bike to ride.

On hills up to about 15%, the Gocycle is one of the best e-bikes I've ridden. It also managed a 20%-plus climb, where lower gearing would have helped. Gocycle's own slick tyres are plush yet fast rolling and grippy, and the bike overall feels stiff and efficient. It's superb for busy urban traffic, where you feel (and generally are) safer if you can get ahead of other vehicles when setting off from junctions.

The Tern Vektron isn't as lively as the Gocycle on the flat or up moderate hills but it's no slouch. The Bosch Active Line mid-drive and wider gear range come into their own as you add more and more weight (which is easy to do, given the load-carrying options) and as the hills get steeper. I took both bikes up my steepest local track, which I usually use only for testing electric mountain bikes. The Gocycle just managed to crest the hill, after a lot of heaving on the bars. The Tern ascended sedately and easily in bottom gear. Had I loaded the Tern with another 20 or 30 kilos, I doubt it would have made much difference.

The e-bike controls are very different. The Tern's Bosch Purion display includes power-level buttons, an on/off switch, and a walk-assist button. It's intuitive and faff free. To change between power levels on the Gocycle, you need the Gocycle app – with your phone

Other options



CYTRONEX BROMPTON KIT +£1,145

Add a bespoke Cytronex conversion kit to a (£2,355) Brompton P-Line and you get a benchmark fold plus a high-quality hub motor system in a package weighing just over 13kg. brompton.com, cytronex.com



VELLO BIKE+ AUTOMATIC £2,990

Fairly quick and compact belt-drive folder with the latest generation 'all-in-one-hub' Zehus motor system and 2-speed Schlumpf bottom bracket gear. Folds to 79x57x29cm, weighs 16.4kg. en.vello.bike

attached to the handlebar if you want to change levels on the go. I'd be tempted to leave the Gocycle in its lively 'City+' ride mode and rely on the Fuel Gauge LEDs to see the charge remaining. The Fuel Gauge is wonderfully simple, although not as accurate as Bosch's battery capacity numbers.

Both bikes returned range figures in the ballparks I expected for the foothills of the Pennines: 20-25 miles for the Gocycle; 30-35 miles for the Tern. To get these figures, I only used the Gocycle's boost button when it was really needed. Excessive use would eat into the range considerably.

I used Gocycle's neat front bag for carrying personal belongings but only scratched the surface of the Tern's huge load-carrying potential by fitting rear panniers to the capacious rear rack. Tern e-bikes with children on rear seats are not an uncommon sight in the UK's biggest cities. You could also tow pretty much any cargo or child trailer with the Tern, whereas the Gocycle is limited to trailers with a seatpost hitch. ●

Verdict

There's a clear choice here. If you want to speed through town traffic and to fold your bike quickly and easily for carriage by train, the Gocycle wins. If you're going to be carrying significant loads or taking on really steep hills with any appreciable load at all, it has to be the Tern. The fact that the Tern folds is a bonus – and you could commute by train with it – but it's not as easy to do so compared with the Gocycle.