

First look

An enjoyable urban runaround that suits a smaller rider, smaller loads, and just one child seat



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In stop-start urban traffic the Velosta’s responsive power pickup is a delight
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Tech Spec VELOSTA V1

- **Price:** £1,689 (inc delivery). Front rack £48.95 extra.
 - **Sizes:** One size.
 - **Weight:** 21.5kg/48.5lb (22.5kg with front rack).
 - **Frame & fork:** 6061 aluminium with integral rear rack and fittings for mudguards, front rack, kickstand.
 - **Wheels:** 58-406 Kenda K Rad tyres, aluminium rims, 36 spokes.
 - **Transmission:** Shimano Tourney 7-speed derailleur, SIS thumbshifter. 48t chainring, 14-48 cassette. Seven ratios, 35-70in.
 - **Electronics:** Bafang G310 36V 45Nm rear hub motor, 345Wh battery with Panasonic cells – removable and with USB charging port. LCD display.
 - **Braking:** Tektro hydraulic disc brakes.
 - **Steering & seating:** Promax folding handlebar and stem with height extension and handlebar rotation. Gel saddle with QR Promax aluminium seatpost.
 - **Equipment:** Mudguards, kickstand (side or centre), hardwired front and rear LED lights, bolt-on front carrier (+£48.95).
- velosta.co.uk

seem suited to shorter, around-town-type trips in flatter country but our tests showed the Velosta to be remarkably efficient and capable on hilly trips, even with a 45kg load.

Both bikes are adjustable to suit a wide range of rider sizes, with the Velosta having a height adjustable bar and seat and the Mycle having a fore-and-aft adjustable bar – not one size fits all, perhaps, but most. Both bikes have an upright and comfortable riding position.

The Mycle is equipped with cable-operated disc brakes while the Velosta has hydraulics. The Mycle’s cable brakes are super effective even with the heaviest loads on board, though the Velosta hydraulics are somewhat smoother and more progressive. Both use budget-priced, Shimano 7-speed derailleur gearing with a thumbshifter. Neither drivetrain missed a beat.

The e-bike controls for toggling through motor power levels are different. The Velosta has a clear LCD screen showing



Top: The Velosta’s payload limit, including the rider, is 140kg. Its smaller rear rack limits load volumes too
Bottom: Like the Tern GSD, the Velosta can be parked upright on its rear end

all manner of metrics, while the Mycle has a very basic unit showing only the battery capacity by way of coloured lights.

Both bikes come with metal mudguards, front and rear hardwired lighting, and kickstands. The Mycle features a rear wheel sideguard to keep out straying objects like flapping clothing.

Extras

Carrying aids are extra to the base price quoted here. Both companies offer child seats. The Mycle has room for two as well as a handrail, plus the option of

a padded deck-top seat and rear grab-rail that look suitable for a larger passenger. Mycle also offers a range of bolt-on alloy baskets front and rear. The Velosta can be specified with a front rack (pictured on our test bike) and has options for a rear child seat.

Neither company offers oversize bespoke panniers like Tern’s, so you will likely be hunting online for the best solution. As most standard pannier

