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I carried loads of up to 70kg but the Mycle's payload limit (rider plus cargo) is 215kg
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Velosta. As well as having a shorter rack, the Velosta's seat overhangs more of it.

Both bikes are built from large gauge aluminium tubing with a sloping down tube for easy step-over mounting. And both have a very strong, lattice-style frame at the rear to give strength to the main load-bearing area. The Mycle has space just behind the seat tube to accommodate an optional second battery, potentially doubling your range.

The Mycle also comes with composite, imitation plywood boarding for the rack-top and footrests. The Velosta, meanwhile, can be stored vertically as it can be balanced on the rear of the frame.

Like most longtails, both bikes use 20in wheels. The loading space above the rear wheel is thus relatively low down and stable. The frames have clearance for large volume tyres, which help spread the load – super-plush 3in-wide ones on the Mycle and 2.35in tyres on the Velosta. As both models have rigid aluminium forks, they rely on their large-volume tyres and comfy seats to cushion the ride.



Top: The big Bafang rear hub motor provides 65Nm of torque



Bottom: 3in-wide tyres better isolate the load and rider from bumps and provide more traction when braking

Bike weights reflect the relative sizes of the frames and their (proportionately sized) electric-assist systems. The Velosta weighs in at an impressively light 21.5kg, while the Mycle is significantly heavier at 33.1kg. Total payload limits (rider plus cargo) are 140kg and 215kg respectively.

Components

The 'little and large' differences are reflected in the electric assistance offered. The Mycle has a potent-looking Bafang rear hub motor with a 'fat bike' spec of 48 volts, rated at 65Nm of torque.

It's powered by a 720Wh battery with high-quality LG 21700 cells, some of the most energy dense on the market, and they're from a maker with a premium name.

By contrast the Velosta uses the bijou Bafang G310 36-volt, 45Nm rear hub motor – one that I've come across a few times and really rate. (What looks like a bottom bracket motor is in fact the battery.) It's clearly tailored to the more modest weight and payload rating of the bike. The 345Wh battery and smaller motor might

Tech Spec MYCLE CARGO

- **Price:** £1,999 (inc delivery).
 - **Sizes:** one size.
 - **Weight:** 33.1kg/ 72.8lb (base model).
 - **Frame & fork:** 6061 aluminium with integral rear rack and fittings for handrail, mudguards, front rack, kickstand, and extra battery.
 - **Wheels:** 76-406 CST Big Boat tyres, double wall alloy rims, 36 spokes.
 - **Transmission:** Shimano Altus 7-speed derailleur, SIS thumbshifter. 42t chainring, 14-28t cassette. Seven ratios, 33-66in.
 - **Electronics:** 48V, 65Nm rear hub motor, 720Wh battery. Minimalist control unit.
 - **Braking:** Tektro Aries cable disc brakes, 180mm rotors.
 - **Steering & seating:** 720×31.8mm BMX style bar, 90° adjustable stem. Saddle with passenger handle.
 - **Equipment:** Spanninga Axendo 60 and RL1900 hardwired lights, kickstand, metal mudguards, skirt/leg guard, steering damper.
- mycle.co.uk

