



Stubton, Claypole, Hough on

the Hill, Caythorpe. It's a bit breezy but the

Wind; no problem. Hills; no problem.

I'm on aVolt Pulse LS. When it arrived it

looked a bit complicated but within two

minutes I was reaching for my helmet

There's legislation that stops e-bikes

need a license for them). The assisted

power only comes on when you pedal

and is only active to about 16mph; faster

than that is down to your pedalling

power. I found that I was bowling along

You see so much more than from a car.

Buzzards were circling overhead, sheep

were in the fields, and it was a smashing

at 16mph with almost no effort.

Powerful lights

which I left on all

the time, and you

can charge the

the bike

battery on or off

and taking to the roads.

going is easy – I'm riding an electric bike.

ride. Even when the wind picked up and UT ON a Sunday morning bike ride through the local country lanes. The villages roll by: Brandon,

changed down a couple of gears and gritted my teeth for a few minutes as the hail hit me in the face. My bike never faltered and strangely enough neither did I.

The electric power was on high and what could have been rather unpleasant turned into a minor inconvenience. The hail didn't last long and I soon dried out and then it was uphill to Hough on the being mopeds in disguise (you don't Hill. I stayed on high power and breezed up a steepish climb.

> Turning for home, I've got a stretch of downhill; select the highest gear and high power on the electric. That'll take me up to 16mph and then the devil in to activate the electrics. It's protected as me takes over.

Pedalling like mad I get up to 39mph on the country lane before the road levels out and I have to ease up. I know it's childish,

storm clouds gathered I was still loving it.

At Claypole I turned into the wind,





and I'm embarrassed to admit it but I turned the bike around, rode back up the hill to have another run to see if I could break the 40mph barrier on the way down.

With experience now I went for it from the off, the pedals spinning like propellers, and I got to 37mph with a couple of hundred yards still to go. A car was coming towards me from the opposite direction and was closing fast; I had to abandon my attempt and sat up.

I exchanged waves with the driver but it was game over - my quest for speed unrequited.

Down to details: the Volt bike comes with lights, which I had on all the time. It's got a built-in lock and an electric tag much as it can be but like any bike these days it's only safe from theft while you are sitting on it.

All e-bikes are expensive; this one tips the scales at £1950. Pricey yes but it can change your life. I loved it and was sorry to see it returned to Volt. I've got a conventional bike but I'm seriously considering getting an e-bike. Cycling without the threat of headwinds and uphills is just wonderful!

Find out more at (www.voltbikes.co.uk).





REMEMBER the first time time I was introduced to electric bikes more than a decade ago. After years of expensively trying to save fractions of an ounce off

the weight of a bike, along comes this heavyweight, piling on the pounds and going against all the conventional rules.

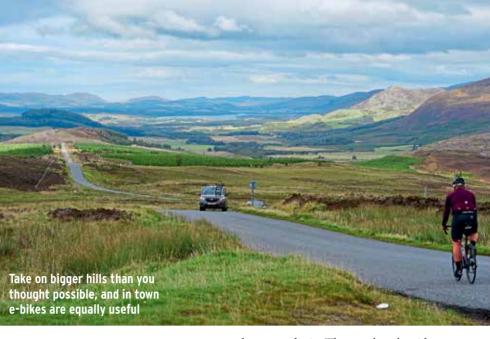
Like many cyclists I was a touch cynical and a bit dismissive. But then I rode it! What a revelation.

I was on the lower slopes of some pretty high mountains in Austria and was taking on hills steeper than I'd ever imagined without going into cardiac arrest. Maybe there's something in this after all. I was hooked.

Over the years they've just got better and better as the battery technology improves and every time I ride one, I don't want to get off.

Fear factors in cycling are hills. headwinds and falling off. Hills and headwinds are effectively neutralised; change down a couple of gears and turn up the power. Falling off? Yes, you're still on your own on that one.

The battery governs your range. Sixty miles is certainly possible but 40 is safer





and more realistic. The tougher the ride, the more power you'll use. You'll never be stuck; even without power e-bikes function as a normal (though heavy) bike and you can pedal your way home.

You'll ride more, ride further and enjoy cycling more - no wonder there's an e-bike revolution. Find a pub that'll let you recharge over lunch and it gets even better.

City commuter or country cruiser, they serve both markets pretty well. Riding in the country is special. Every villager has a smile and wave for you, the wildlife senses that you're not a threat and the fresh air embraces you with open arms. Perfection.





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