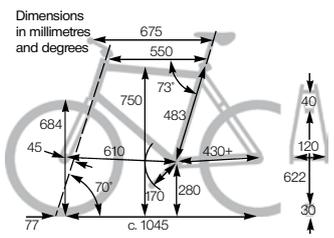




## Tech Spec



### MONTAGUE BOSTON

**PRICE:** £699

**SIZES:** 19in (tested), 21in

**WEIGHT:** 10.46kg (23lb)

**FRAME & FORK:** 7005 aluminium frame, horizontal dropouts, 1 × bottle mounts. Cromoly steel fork

**WHEELS:** 28-622 Kenda Kwick Roller Sport tyres; 622-19 Alex aluminium rims; 32×3 14g spokes; Formula front hub & flip/flop rear

**TRANSMISSION:** alloy pedals; SR Suntour chainset with 170mm cranks, 42T chainring; square taper BB; KMC 1/8in chain; 16T freewheel/16T fixed cog. 71in gear

**BRAKING:** Promax sidepulls

**STEERING & SEATING:** 540×25.4mm riser bar; 100mm×7° K alloy stem; 27.2×300mm seatpost

**FOLDED SIZE:** 920×720×360mm

**WEB:** [montaguefoldingbike.co.uk](http://montaguefoldingbike.co.uk)

### £700 BIG-WHEELED FOLDING BIKE

# MONTAGUE BOSTON

With 700C wheels, this US-designed folder rides like a normal bike. Review by *Dan Joyce*

**THE MONTAGUE** Boston is a singlespeed urban runaround that trades the better performance of bigger wheels for a less compact fold. Instead of a big central hinge, it pivots around the seat tube.

#### FRAME & FOLDING

To fold, you undo the brake quick-release and remove the front wheel, which you can do one-handed with the Clix QR skewer. Then you undo the frame QR and press down the cam lever so the other end will clear its frame socket. Turn the handlebar in as you fold so it comes to rest against the back wheel; there's a velcro strap to secure them. You can also lower the saddle.

It took me about a minute. I measured it at 92×72×36cm, plus a bit more width for the front wheel. That's small enough for an end-of-carriage rack but bigger than the 90×70×30cm luggage size allowed by the



● The Montague Boston will easily fit on a train, but to avoid any hassle you'd be better off hiding it in its optional bag

National Rail Conditions of Carriage. Only one guard challenged me, and even he let me aboard 'this time'. I think it was the bikeness that bothered him, so I'd get the Montague bag (£99.99) for regular rail use.

While there's enough space under the mid-reach brakes for full mudguards, given narrower tyres, you'd need to be inventive to fit them. They would compromise the fold and the Boston lacks eyelets. (Montague do sell partial, clip-on guards for £24.99.)

#### THE RIDE

The Boston rides like the lightweight, 700C-wheel hybrid that it is. There's no frame flex. I thought it felt harsh through the handlebar, and put this down to the fixed hand position and thin grips. Then I noticed the rims: they're mountain bike width! On such wide rims, 28mm tyres feel dead.

The 71in singlespeed or fixed gear is fine for flatter cities. Living in a hilly town, I'd swap the 16T sprocket or freewheel for an 18. I'd use a different chainring too. This one had some half-height teeth, presumably to improve non-existent shifting. Since the Boston uses standard parts, it is easy to make changes. In fact, in the US you can buy the frame and fork only; you can't here.

I'm in two minds about the Boston. I like its handling, easy speed, and lightweight simplicity. But I mostly need a folder for normal-clothes utility use, which requires the full-length mudguards this bike won't take. ●

## Also available



### 1) TERN JOE P24 £699

Folds to 92×85×32cm with front wheel in situ but weighs 13.8kg. Fat 26in tyres, cable disc brakes, and basic 24-speed gearing. [paligap.cc](http://paligap.cc)



### 2) AIRNIMAL JOE SPORT £999

11kg folder with 24in (520 or 507) wheels and 8-speed gearing. Front wheel is removed to fold – to 98×85×35cm initially but smaller is possible. [airnimal.com](http://airnimal.com)