



£1,800 folder

CROSSHEAD SPORT

Dan Joyce tests a 20-inch wheel aluminium folder with an unusual vertical main frame hinge

THE SPORT is the entry-level model from new British manufacturer Crosshead. With 20-inch wheels and a fully folding frame, it offers restriction-free train carriage. I measured it at 77×61×38cm; you could reduce that by rotating the brake levers and turning the saddle sideways.

Folding has four main steps. First, undo the stem quick-release and lower the handlebar. Next, press the buttons either side of the main frame clasp to release it, tucking the front end under and to one side. Repeat for the rear triangle after undoing the clasp there. Finally, lower the seatpost to lock it all together. The pedals fold too. The folded package stands up but could be more stable – and lighter. At over 13kg, it's hefty. Crosshead say you can fold it



Above: Bigger than Brompton, slightly smaller than a Birdy, it will easily fit an end-of-carriage luggage rack

in 20 seconds. You can – see cyclinguk.org/crosshead. Unfolding may take longer as there are, as yet, no height markers on the seatpost.

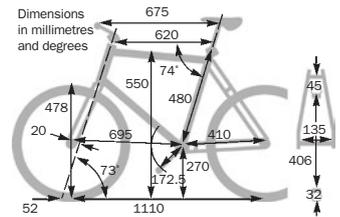
Crosshead emphasise not its portability but its ride quality, perhaps to distinguish it from the Brompton. It does ride better. The Crosshead has a longer wheelbase, 20-inch rather than 16-inch wheels, and more trail. There's no discernible frame flex. I still think it's primarily a short-distance folder. It doesn't have the ride of a Birdy or a Moulton, which mitigate their small wheel performance with suspension, nor of the bigger-wheeled Airnimal.

Things could be improved by swapping the sluggish Marathon Plus tyres for Schwalbe Kojaks (saving 370g). While Marathon Pluses are tough, I punctured miles from home – not due to the tyre but a lack of rim tape: the tube was cut by a bare spoke hole. This wasn't the only assembly issue. The 10-speed cassette slipped gears as it was loose, having been fitted to an 11-speed hub without the required spacer. (I added one.) The adjustable height stem was barely that. It jammed almost solid.

Set against this, the Crosshead has some nice features, not least its use of standard components. Upgrades would be easy, especially to disc brakes. It needs mudguards and a rack, which are coming in the new year.

Ultimately, this is a compact folder for those who don't like the Brompton's ride. Its handling is good and the fold clever. It's heavy and pricey, but with some weight saving and better quality control, the Crosshead has potential. **C**

Tech Spec



CROSSHEAD SPORT

PRICE: £1,800

SIZES: one size

WEIGHT: 13.29kg

FOLDED SIZE: 69×60×36cm (claimed), 77×61×38cm (measured).

FRAME & FORK: 6082 T6 aluminium with cast joints, fittings for mudguards, rear rack, ISO disc mounts.

WHEELS: 35-406 Schwalbe Marathon Plus tyres, 406-15 alloy rims, 24×2 spokes, unbranded QR disc hubs.

TRANSMISSION: Wellgo folding pedals, 172.5mm Stronglight Impact chainset, 50t chainring with guard, square taper cartridge BB, 11-32t CS-HG500 10-speed cassette. Shimano Tiagra shifter and derailleurs. 10 ratios, 29-85in.

BRAKING: Shimano BR-R650 dual pivot sidepull, Shimano BL-R550 levers

STEERING & SEATING: 480×25.4mm Leadtec bar, 30mm Leadtec stem, Acor 1 1/8in threadless headset. Anatomic saddle, 31.6×570mm seatpost.

EQUIPMENT: Bell

WEBSITE: crosshead.co.uk

OTHER OPTIONS



1 Birdy Touring £2,069

Full-suspension 18-inch wheel folder that weighs 10.9kg equipped. Has 10-speed Shimano Deore gearing and hydraulic disc brakes. r-m.de



2 Tern Verge N8 £850

Cheaper 20-inch wheeler with a simpler fold, Schwalbe Kojak tyres, 1×8 Shimano Claris gearing, and V-brakes. 11kg. ternbicycles.com