**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 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 solid. 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.