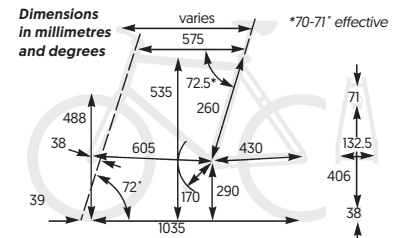




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The BYB is a
tall but narrow
package
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Tech spec TERN BYB P8

Price: £1,400 (£1,605 as tested).

Weight: 14.49kg (as shown, no bag).

Folded size: 52×81×35 cm (claimed); 57×82×35cm (measured).

Frame & fork: Tern BYB aluminium frame with two hinges, 68mm bottom bracket, 132.5mm dropouts, Combo Mount head tube luggage socket and fittings for Metro Transit Rack, other rear rack, mudguard, kickstand, LH pedal storage and one bottle. Tern Tarsus aluminium fork with 74mm dropout and mudguard fittings.

Wheels: 42-406 Schwalbe Citizen tyres, 406×15 double-wall aluminium rims, Kinetix Neutron Mini 74 front hub, Novatec 130mm rear hub, spoking: 20×2 front, 28×2/radial rear.

Transmission: MKS UX-D & MKS MT-E EZY pedals, 170mm aluminium chainset with 52t chainring, FSA cartridge square-taper

bottom bracket, KMC Z narrow chain, 11-32t Shimano CS-HG41-8aw 8-speed cassette. Shimano 1×8 trigger shifter, Shimano Acera rear derailleur. Eight ratios, 31-91in.

Braking: Shimano Claris brake levers, Kinetix SpeedStop V-brake callipers, Jagwire compressionless brake outers.

Steering & seating: Velo ergonomic grips, 25.4×580mm aluminium flat bar, Tern Andros G2 adjustable stem, Tern Physis RF 'handlepost', Flux threadless headset. Tern Porter saddle, 34.9/30.9mm diameter Tern Telescope seatpost, oversize seatpost clamp.

Equipment: 47mm SKS mudguards, Tern Metro Transit Rack, chainstay pedal holder, kickstand, chainguard, bell.

Extras: Luggage Truss CMT (£65), Tern Go-T-Bag (£140).

ternbicycles.com

off-road use without dragging much on tarmac. Although the bike comes with tubes, tyres and rims are tubeless ready. It's an upgrade worth making if you'll stick with the G-Ones as, like other performance tyres, they're relatively fragile. With innertubes, tougher Schwalbe Big Apples would be a better bet.

I suffered two flat tyres during the test, though neither was caused by thorns or glass. One was a faulty valve. The other turned out to be a scattering of swarf that had somehow been left in the tyre. This secretly scored the tube and ultimately caused a puncture.

Removing the rear wheel can be a bugbear with a Brompton. It is fiddlier to disengage/engage the G Line's Alfine gear cable than a standard Brompton's Sturmey-Archer, but the wheel itself goes on and off more easily as the chain tensioner stays in place. On the other hand, refitting this tubeless-ready, small-diameter tyre was a stiff challenge.

The Brompton's Alfine hub gives a good spread of gears, and it's nice to be able to shift between them while stationary. But at nearly 1,700g, the hub adds a chunk of weight to what is already a heavy folding



Top: The V-brakes work fine but the front may wear unevenly
Bottom: Similar gear range to the Alfine hub and much lighter



bike. A 4-speed derailleur setup like the P Line Urban's, which the frame has mounts for, would save around a kilo.

Braking performance is excellent, thanks to TRP hydraulic discs and tyres with a large footprint. Contact points are comfortable and, befitting the longer rides you might do on a G Line, there are stem mounts for a bottle cage. To avoid increasing the folded size, I'd suggest a Fidlock or Monkii Cage bottle mount.

The Tern BYB P8 is £1,000 cheaper than the Brompton G Line so it would be unrealistic to expect equivalent

components. Its 8-speed derailleur drivetrain works fine, however, and gives a comparable gear range to the Alfine hub. On wet or unsealed surfaces, the Acera derailleur picks up grime easily because it's so close to the ground.

The Tern's V-brakes are more powerful than a standard Brompton's sidepulls, thanks in part to the Jagwire compressionless outers, but they're no match for the G Line's discs. The front brake is tucked behind the fork. Its pads aren't perpendicular to the brake arms, so uneven pad wear could be a problem.

Although there's only one size of BYB,