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it should fit a very wide range of rider heights as the seatpost is telescopic and the unusual twin-armed Andros stem is adjustable through a wide arc. The seatpost has height markings so can be set accurately if not instantly.

The BYB's quick-release MKS pedal goes on and off easily but is worse for pedalling than the G Line's. It's a quill-style pedal with only one flat side; the other is convex and provides an awkward footing. A different quick-release MKS pedal would be better.

There are lots of accessories available for the Tern BYB, ranging from bags, racks and baskets to lights and covers. I tried the Luggage Truss CMT (£65) and the Go-To Bag (£140), which provide the BYB with front-mounted luggage similar to a Brompton's. I'd recommend them.

The ride

The G Line has better handling than a standard Brompton. Its slacker head angle and bigger wheels yield more trail, and the longer wheelbase and wider tyres improve stability further. I could just about ride it no-handed. It reminded me of the Tern Node D8 (cyclinguk.org/less-famous-folders), in that it feels more like



Top: The axle hook and seatpost lock the folded G Line together
Bottom: The Tern's Anchor Bolt should do the same. It didn't

a normal bike that can be folded.

The G Line's off-road capability is comparable to a gravel bike's. Technical singletrack is out, but forest fire roads and the like are fine. I took it along the Scarborough-Whitby Cinder Track, where it performed well as long as I kept an eye out for deeper holes and ruts; 20-inch wheels, even with wide tyres, are more easily balked than bigger ones.

I liked the G Line's broad pedals for their more secure, more supportive footing. I was less keen on the unusually high handlebar.

Switching to a size S would shave 10mm off the bar height, while a flat bar would reduce the height further.

The Tern BYB has a similar wheelbase to a standard Brompton but its head angle is less steep and the wheels are larger. With more trail, the handling is noticeably more stable. I wasn't able to ride it hands free like the G Line.

I took the BYB down the Cinder Track as well. It coped OK as I rode cautiously. The frame hinges are solidly built and flex free, and the tyres are just wide enough. On tarmac, these Schwalbe Citizens felt stodgy and

rather slow compared to the higher pressure Schwalbe Marathons on my own Brompton. The sportier BYB P10 gets Schwalbe Kojaks, which would surely transform the P8's ride.

Like the G Line, the BYB has an upright riding position that's fine around town and frustrating when you want to up the pace. While the Andros stem is adjustable, it moves the handlebar through an arc so you can only lower the handlebar by increasing the reach. ●

Verdict

The BYB P8 has an ingenious fold and a stable ride but lacks an obvious USP. As an urban folder for daily use, the lighter, more compact, better integrated Brompton C Line beats it hands down. And if you just want a 20-inch-wheel folder that rides nicer than a Brompton, a Tern Link B8 does that for half the price of the BYB P8.

The G Line isn't a direct rival to the standard Brompton, although it can fill the urban commuter role. It's more of an all-rounder like the Birdy – and a good one. Standout features include the wider tyres, hydraulic disc brakes and much improved steering geometry. Yet the sizing of the bike feels off, like it's been designed for the Dutch, and at 15kg it's a weighty folded package. I'd like it more if it were 2-3kg lighter.