



Left: Dan also rode on bridleways and up some big hills
Below: Step on this and you can flip the rear end underneath



aluminium. Magnesium is lighter than aluminium – a moot point for a 19kg bike – but corrodes more easily. However, the bike’s protective green paint didn’t scratch during the test. The rider and luggage limit is 120kg.

This rear swingarm has suspension but doesn’t decouple at that point like a Brompton or Birdy as the rear end doesn’t tuck under. The MiRider simply folds in half, with the seatpost lowered and the handlebar dropped down. When the bike is folded, you can unlock the battery from the frame.

It rolls along OK as a folded package. There’s a castor under the bottom bracket and a strong magnet at the dropouts to prevent them flopping apart. Just as well as it’s a pig to carry, being heavier and bulkier than the FLIT. I avoided folding the MiRider until I was on the train, where it took up most of a lower luggage rack.

The MiRider’s suspension is a coil-steel spring with about 40mm of travel. It’s unified rear triangle (URT) design: the bottom bracket is part of the swingarm. This eliminates chain tension issues so is ideal for a belt drive, but means that the saddle-to-pedals distance is not fixed.

Components

Both bikes have 250W rear hub motors with five levels of assistance,

“BOTH BIKES PROVIDE A SIT-UP-AND-BEG RIDING POSITION THAT SUITS UTILITY-ORIENTATED E-CYCLING”

powered by modestly sized batteries. MiRider’s own-branded motor has a little more torque – 40Nm versus 35Nm – than the Mivice hub of the FLIT.

However, the FLIT uses torque sensors on both sides of the bottom bracket for power delivery. Assistance thus starts when you press down on a pedal. The MiRider uses ‘torque simulation’ and is fundamentally dependent on cadence sensing. When setting off, the cranks turn almost 180 degrees before any assistance kicks in. Fortunately, it also has a thumb-operated throttle by the right-hand grip, which provides instant power to help you get away from a standstill or to temporarily boost the assistance level while pedalling.

The FLIT’s mode-switch button is easy to use without looking, while the MiRider’s display has a USB-A outlet for charging, say, a phone.

The FLIT is a singlespeed with a chain tensioner. Its 66in gear is achieved with a 44-tooth

Tech spec

FLIT M2

- Price:** £2,499.
- Sizes:** One size (to fit riders from 4ft 10in to 6ft).
- Folded:** 797×600×305mm (claimed); 780×600×310mm (measured).
- Weight:** 15.5kg as shown.
- Frame & fork:** Folding, anodised aluminium frame and monoblade fork, with steering limiter and mudguard fittings.
- Electric assistance:** 250W Mivice rear hub motor with 35Nm torque, 230Wh FLIT battery with LG cells, bottom bracket torque sensor, Mivice handlebar display and mode switch.
- Wheels:** 35–349 Schwalbe Marathon tyres, 349×17mm rims, 24×1 spokes, 60mm stub-axle front hub, Mivice M070 250W rear hub.
- Transmission:** VP folding pedals, 165mm aluminium chainset with 44t chainring, 73mm Mivice torque-sensor bottom bracket, KMC X8 chain, 11t sprocket. One ratio: 66in.
- Braking:** Tektro HD-R280 hydro discs, 160mm rotors.
- Steering & seating:** Lock-on grips, integrated aluminium handlebar (490mm) and stem, 1 1/8in threadless headset. Velo Sport saddle, 34.9×530mm seatpost, QR clamp.
- Equipment:** FLIT mudguards, kickstand and integral lights (90-lumen front).

flit.bike

Dimensions in millimetres, and degrees (*effective seat tube angle/seatpost angle)

