



chainring and an 11-tooth sprocket. I'd prefer 50/13 for a similar-size gear with less rapid sprocket wear.

The MiRider has 3-speed epicyclic gearing with ratios of 1:1 (first), 1:1.43 (second) and 1:1.79 (third). The gears are housed not in the hub but, like a Schlumpf Speed Drive, in the crankset. Unusually for a hub-driven e-bike, that means the motor also gets the benefit of the gears. This should (and did) make it climb well.

Instead of a chain, the MiRider GB3 has a Gates belt drive. Belts are less efficient than chains but don't leave oily marks on clothing or carpets, and are more or less maintenance free. Efficiency losses are easy to overlook when there's an extra 250W on tap.

Both bikes have hydraulic discs that outclass the rim brakes or cable discs of some other e-folders.

The chunkier MiRider tyres offer better bump absorption but suffered one puncture. The FLIT's Marathons roll better and seem tougher. I'd nevertheless prefer 35-349 Marathon Plus tyres for even better reliability. While you can fix a front wheel puncture on the FLIT with the wheel in place, a flat on any rear hub-motor wheel is more of a faff.

There's no 305-size Marathon

Right: The folded MiRider balances well and can be rolled. Lifting it, however, is hard work
Below right: Gates belt drive: less efficient but easier to live with than a chain



Plus available for the MiRider. If you do puncture, access to the valve for inflation is hampered by the unnecessarily large number of spokes (36). Get the £8 Weldtite valve extender that MiRider sells; it has a 90-degree bend.

The FLIT has hardwired be-seen lights built in, the front in the handlebar, the rear on the end of the battery. The MiRider has a front light but, oddly, no rear. →

Tech spec

MiRider 16 GB3

Price: £2,495.

Sizes: one size (to fit riders from 5ft to 6ft 4in).

Folded: 770x430x680mm (claimed), 770x470x655mm (measured).

Weight: 19.2kg as shown.

Frame & fork: Folding magnesium alloy frame and fork, with 40mm-travel rear swingarm and fittings for mudguards and rear rack.

Electronics: 250W MiRider rear hub motor with 40Nm torque, 252Wh battery with Samsung cells, KT Sine Wave Torque Simulation Controller, KT-TF01 display with USB-A outlet, throttle.

Wheels: 54-305 Ralson MiR-T Original tyres, 305x21 rims, 36x1 spokes, MiRider 250W rear hub, unbranded 100mm bolt-on front hub.

Transmission: Wellgo folding pedals, 170mm G3ARED 3-speed crankset with 55t ring, G3ARED BB, Gates Carbon Drive belt, 22t sprocket, G3ARED shifter. Three ratios: 40, 57, 72in.

Braking: Clarks HD-M3000 hydro discs, 160mm rotors.

Steering & seating: MiRider grips, 640x25.4mm handlebar, telescopic folding stem, 1 1/8in threadless headset. Selle Royal Lookin gel saddle, 31.6mm telescopic seatpost, QR clamps.

Equipment: Mudguards, front light, kickstand, bell.

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

