

# Juicy Bikes Classic 2013

We reviewed the 2011 Sport model from Derbyshire-based Juicy Bikes back in Issue 2, and the company's emphasis on delivering affordable bikes with good quality and good backup seems to be working well. The bikes have evolved too, and Juicy were keen for me to try one of their latest machines which would, they promised, address all of the minor niggles I had two years ago. The main ones were the mediocre disk brakes, a rattling battery mount, and uncomfortable handlebars.

Happily all three are now very much fixed. We tried a Juicy Classic, resplendent in a rather lustrous deep blue. Prices for these start at just £885, but ours was equipped with the optional 'twist and go' throttle for an extra £29. This has a little red switch below the throttle grip which activates or disables the throttle, handy to prevent accidental operation.

The standard 10 Ah 36 V battery was fitted, but buyers can specify 12, 14 or 16 Ah packs instead, adding around £100 for each 2 Ah step.

The disk brakes are now a new model (and hydraulic disks are available as an upgrade too) and these are far better, biting well from the start and no rubbing. The levers very neatly incorporate cut-out

BELOW: The 36 V battery fitted was the 10 Ah model but versions up to 16 Ah are also available.



ABOVE: The Classic gives a comfortable upright ride.



sensors for the motor, so that when you pull a lever to start braking, the motor immediately stops.

I certainly can't quibble about handlebar comfort here, either. The wide swept-back bars put your wrists into a lovely relaxed position, and the synthetic leather grips are soft to the touch. There's even a 'tool free' adjustable stem so you can set the angle as you prefer. It allows you to set the bike up for a comfortably upright riding position, with most of your weight on the saddle and with arms and back relaxed.

On the road the motor kicks in automatically about half a rotation after you start pedalling, with the level set on the simple handlebar control. It cuts out pretty quick when you stop, too, or immediately with a half squeeze of the lever.

There's plenty of power from the Bafang motor to whisk you up to

speed. It'll need some pedal help on the steepest of hills, but most it'll just power up. There's a buzz to it when the motor's going, but nothing you'll hear over traffic. Oh, and the battery didn't rattle once!

Complete with lights, rack, mudguards and even a very effective two-legged kickstand, the Classic could be just the job for anyone looking for affordable electric transport with a touch of elegance. A few years of evolution have seen Juicy come up with a really rather refined vehicle, with an attention to detail which I really like. Look at the colour matching, the tidy cable runs, the understated graphics. It's all good!

## Peter Eland

Juicy Bikes: Tel 01663 308409 or see [www.juicybike.co.uk](http://www.juicybike.co.uk). Dealers are listed on the website.

