



● 8FREIGHT

» brake hubs are part of the frame, so there's no need for torque arms to brace them.

The cantilevered wheels, characteristic of Burrows designs, enable punctured tubes to be changed with the wheels in place. This encourages the use of lighter, suppler tyres. The design is simple and elegant but limits the choice of components. Perhaps the 8Freight's most daring feature is the 8-speed derailleurs? A bike that can carry 100kg, missing the safety-net of a hub-gear's stationary change, demands that its rider knows what he or she is doing.

The Bullitt's frame takes generic components. The drop-outs bolt on and can be specified for hub gear, derailleurs or single-speed options. The standard front fork means that – unlike the 8Freight – a generator hub is an option. The Bullitt frame can also be fitted with an electric assist.

**AROUND TOWN**

Neither bike is wider than a two-wheel solo. In moving traffic, there's no extra delay caused by their shape. Filtering through static, queuing motor-traffic can be slightly more troublesome, due to the extra length. On the 8Freight you need to be aware that drivers may read your presence as a solo-bike rider, not noticing the elongated back end. Position yourself accordingly. On the Bullitt, you have to deal with the problem of extra length ahead, particularly when emerging from entrances and side roads. In practice, both machines capture the attention of other road users due to their novelty. Their larger presence makes sharing space with motor-traffic even safer than when riding a normal bicycle.

A bicycle obviously can't match the capacity or maximum speed of a van but access and parking are always easier. Both machines will go through a standard



● BULLITT (ALFINE 8)

doorway and can often be wheeled to the exact spot their load is required.

Both bikes have double-leg prop-stands the width of the tray. The Bullitt's is deployed simply with a foot, locks by gravity, and is released by running the bike forwards; it retracts with a steel spring. The hydraulic disc brakes don't allow for a parking brake so it's wise to carry a toe-strap in hilly areas.

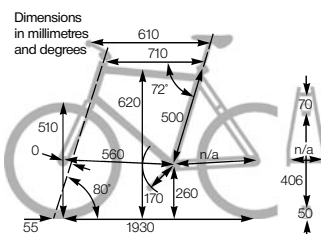
The 8Freight's stand goes down automatically, powered by a gas-strut, once released by a lever on the handlebars. Its cable-operated drums incorporate a lockable brake lever, which functions as a parking brake.

**CONCLUSION**

The 8Freight is cheaper, lighter and handles better than the Bullitt. Its radical design is elegant but limits your options for upgrades and alterations. The Bullitt is less particular but its frame is more versatile, with the potential to satisfy a wider range of functions not just now but into your unknown future. If you have the capital and storage, however, you're unlikely to regret buying either. ● *Patrick Field runs the London School of Cycling. He bought his first cargo bike, an SCO Long John, in 1991.*

● (Above) The 8Freight's stand is powered by a handlebar-actuated gas-strut. There's a parking brake too  
 (Below) The Bullitt's Alfine hub means that gears can be changed while stationary. Very useful

**Tech Spec**



**8FREIGHT**

**PRICE:** £1895

**WEIGHT:** 22kg

**FRAME & FORK:** 7000-series aluminium, single-stay design for custom hubs.

**LOAD CAPACITY:** Primary luggage platform 680x530mm. Rear rack. Bracket for front basket. Max load: 100kg (plus rider).

**WHEELS:** 50-406 Schwalbe Big Apple tyres, aluminium rims, 36x2 spokes, custom hubs

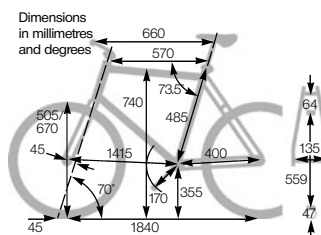
**TRANSMISSION:** flat pedals, 42T Sturmey Archer chainset, 12-28T 8-speed cassette. Shimano Altus rear derailleurs, twist-grip shifter.

**BRAKING:** Sturmey Archer 90mm drums.

**STEERING & SEATING:** backswept handlebar, with 20mm stem height adjustment (spacers). Unbranded saddle.

**EXTRAS:** chainguard front mudguard

[8freight.com](http://8freight.com)



**BULLITT (ALFINE 8)**

**PRICE:** £2430 (frameset £1577)

**WEIGHT:** 25kg

**FRAME & FORK:** 7005/T6 heat treated aluminium frame, chromoly fork.

**LOAD CAPACITY:** Luggage platform 710x466mm. Max load 180kg (inc rider)

**WHEELS:** Schwalbe Marathon tyres, aluminium rims: (front) 47-406, 36x3, Shimano centrelock disc hub; (rear) 47-559, 36x2,

Shimano Alfine hub

**TRANSMISSION:** flat pedals, Alfine 40T ch/set, 20T sprocket. Alfine shifter. 8-speed, 27-83in.

**BRAKING:** Alfine hydraulic discs

**STEERING & SEATING:** riser bar, 'easy up' stem, FSA Orbit XL II headsets, chromoly steering rod. 31.6 seatpost, Bullitt saddle

**EXTRAS:** mudguards

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