



When his Holdsworth's frame snapped, Ian tied it up with rope to ride the 12 miles home

for my fixed-wheel bike.

I contacted various designers, but most could not supply forward-facing 'road' dropouts; I didn't want track ends. Then I found Qoroz Cycles. Not only could I have road dropouts, but I could specify the exact length. I took the Omega along to match the measurements and angles, and asked for an extra half-inch on the chainstays.

A month later, still waiting for the new frame, I snapped the top tube on the old one. It was another month before the new frame was ready. I decided the Qoroz deserved a new rear wheel, so built up a shiny double-sided fixed one. Touring carbon forks came from my friends at the Bikeshed. I swapped the handlebar and stem over, as well as the ancient SR chainset. Velobrands gave me a pair of reflective mudguards to test, which went well with the shiny titanium. I fitted my old Brooks saddle, some no-name levers and dual-pivot callipers. Adding a dynamo front wheel, it was ready to ride.

The new bike felt much like the Omega, giving a steady, comfortable ride over distances without being sluggish. During 2015, I rode all the qualifiers and then Paris-Brest-Paris itself, covering over 5,000km and wearing through the brake-hoods. The bike behaved impeccably, without even a puncture until I wore out the rear tyre. Its last big outing was on a 300 earlier this year.

It now sports a new Berthoud saddle and is awaiting new levers. The cogs and chain need replacing, and I have a shiny new TA chainset to replace the old SR. When that is done, it will mean that every component of the old bike has been replaced, which of course begs a question... **C**

Tech Specs

FRAME & FORK: Bespoke Qoroz Ti frame with full carbon fork
WHEELS: Mavic rims spoked 28/32. SON hub dynamo front, double-fixed rear.
DRIVETRAIN: 43t chainring, 17/18t double-sided hub, 1/8th" chain
BRAKING: Shimano dual-pivot brakes front & rear
STEERING & SEATING: ITM Marathon bars, Berthoud leather saddle
EXTRAS: mudguards, front light, Carradice saddlebag

IAN HENNESSEY'S CUSTOM QOROZ

Fixed-wheel bikes aren't confined to London hipsters. Ian Hennessey uses his for audax events

Most of my bikes haven't been bought outright. They've evolved. Take my fixed machine: back in the early '80s, it had a carefully-restored vintage Claud Butler track frame. I wrote it off against the side of a minicab (his fault – thank you, CTC legal team, for achieving redress). The bike got a new frame

and has had several over the years.

From the mid '90s until the end of 2014, the frame was an elderly, restored Holdsworth. I started using that for long-distance Audax UK events. In 1999, I took the bike over to France to ride my second Paris-Brest-Paris. I made slow progress, with an aching back, but got round in time.

In 2002, I started London-Edinburgh-London on the fixed-wheel, but packed after about 800km with painful back, wrists and hands. So I had a rethink about my position and bike geometry, and ended up changing the fork and handlebar. I didn't do as much fixed-wheel riding during the next few years.

Then, in 2014, I decided that my fifth Paris-Brest-Paris would be another on fixed-wheel. Given that I was over 60, this felt like a challenge. I had a titanium geared bike, an Omega, made not long before that firm ceased trading. It was light and comfortable, so I decided to get a similar titanium frame

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