



Above: Peter picked up his new trike in person
Bottom: The triangular bag gave the Stingray its name

that I had lost my confidence to ride safely on two wheels. That's when I decided to try three wheels instead.

Three wheels good

There's a couple of ways to fit a Rohloff hub to a tricycle. A delta trike with two wheels at the rear could have its transmission modified to use a Rohloff hub instead of a standard derailleur system. On a tadpole trike, with two wheels at the front, a standard Rohloff setup would work. I decided on the latter, as the transmission would be simpler and it would, I thought, give a more stable platform for touring.

The next setback came when I approached first one and then another frame builder. Despite them both making trikes, neither gave me a positive response. Getting back on the road was starting to look like a distant dream.

Before giving up, I thought I'd give it one more try. Instead of searching for tricycle builders, I looked for frame builders who were experienced in making bikes with Rohloff gearing. This search turned up, among others, Sven Cycles. I sent them an email. Within a day, I received a response from Darron at Sven saying that he and his team were interested. Two weeks later, I was sitting down with them discussing my requirements.

I received a quote, which I agreed to, and then it was over to Darron, Mog, and Steve at Sven to design and manufacture the trike. It became known as the Stingray due to the shape of the sailcloth bag between the front wheels, which doubles as a splash guard. I couldn't be happier with the trike. ●

Peter's Stingray won a Cycling UK rosette at Bepoked 2019 ([cyclinguk.org/article/cycling-uks-best-bepoked-2019](https://www.cyclinguk.org/article/cycling-uks-best-bepoked-2019)). Bepoked 2020 has been postponed until 16-18 October. See [bepoked.cc](https://www.bepoked.cc) for details.

PETER IRVING

Despite limited use of his right hand and issues riding a bicycle, Cycling UK member Peter is back on the road thanks to a Sven Cycles trike

Changing gear has always been a challenge for me. Since birth, I've had limited dexterity in my right hand. On my first 'proper' bike – a Moulton Mini with a Sturmey Archer 3-speed hub gear – I mounted the gear lever back to front on the left side of the handlebar.

When I progressed to a bigger bike with a 5-speed derailleur and a down tube lever, I simply reached through the frame with my left hand to change gear. The same approach worked with subsequent bikes with double and triple chainrings, so long as they had down tube levers. When brake and gear levers became integrated, it actually became more difficult and unsafe for me to change gear while riding.

Then I discovered that a left-hand shifter was available for the Rohloff Speedhub. Perfect! I was deciding what bike to equip with this when I started to get pain in my hip. This culminated in a hip replacement. The consultant said I should consider giving up cycling on the road in favour of pedalling on a static bike, in order to avoid the risk of damage to my replacement hip due to falling or being knocked off.

The prospect of not getting out on the road in the fresh air did not appeal to me at all. Yet when I did try and ride a bike on the road after the operation, I found

Tech Spec SVEN CYCLES STINGRAY

- **Frame:** custom made from Reynolds 853, 631 tandem tubing, and stainless steel. Low step-over and 'narrow enough to fit through my gate'.
 - **Wheels:** Rene Herse tyres, Phil Wood front hubs, Rohloff rear.
 - **Gearing:** Rohloff Speedhub with left-hand shifter, 14 ratios.
 - **Brakes:** Hope hydraulic twin front brakes operated from one lever. Cable disc parking brake.
 - **Steering:** Racing go-kart control rods. Ergon grips.
- [svencycles.com](https://www.svencycles.com)

