



ALL-ABILITY RECUMBENT TRIKE

Hase Kettwiesel Allround

CTC Cycle Champion **Seamus Kelly** tests a delta-format recumbent trike with a huge range of special needs adaptations available for it

» **RECUMBENT TRIKES AREN'T CHEAP**, especially this one. Yet the Kettwiesel Allround is extremely practical and adaptable, not just for able-bodied riders but for those with special needs.

It's designed and built by Hase Bikes in Germany. London Recumbents supplied the review model, which has a 14-speed Rohloff internal hub gear and Hase's own differential.

The aluminium frame has a single boom, which adjusts to fit the rider, and a delta layout, with two rear wheels. Many of the components are bespoke – for example, the mounting bars for the hub gear system that also serve as adjustable tracking rods for the rear wheels.

The Kettwiesel is very agile to ride and feels more like a go-kart than a bike. It travels quickly on the flat, and when going downhill, where the weight and aerodynamics help, it is very fast. The independent disc brakes on the rear wheels are powerful. It's very stable at speed, and with three wheels it is easy to drift through the turns and use the brakes to steer.

Climbing hills on a recumbent is

(Above) The Kettwiesel will cope with gentler off-road tracks. A suspension fork is available for it.

(Above right) The riding position is relaxed, and it's easy to get on and off

relatively slow but, since it's a trike, you can ride it as slowly as you like, and even stop. The Rohloff gear system has a wide range (26in bottom gear, 100in top) and is easy to use with a single twist grip. The differential works well; only on a very steep gravel path did I lose some traction.

Sitting comfortably?

Comfort is a major selling point for recumbents, and I enjoyed riding the Kettwiesel. On rides of a couple of hours or more I felt no tiredness or strain on my arms, neck, back or shoulders. The frame doesn't take a standard bottle cage, so for longer rides I hung a hydration pack on the back of the seat. For short rides, a pouch built into the seat back carries bare essentials.

The only glitch is that the handlebar plug on the gear side sometimes pulls out. A simple locking collar would solve this. The dynamo lights are excellent, the front being bright enough to see by even at low speed, and both lights remain lit while stopped. You can park the Kettwiesel upright on its back wheels, so it takes less floor space



1



2

Also consider

1) Greenspeed Anura £2900

Another quality delta trike. Fewer options but differential drive is standard. wrhpy.com

2) Ice Adventure £2072.75

Ice's most upright tadpole trike would be a good tourer for able-bodied cyclists and those with balance problems alike. icetrikes.co.uk



(Above) The boom and chain guides provide lots of adjustment for rider height

(Right, shot upside down) A second sprocket on the Rohloff hub drives the rear wheels, via Hase's own differential



than a standard bike.

Passers by asked 'Isn't it dangerous being so low in traffic?' I didn't find that. I used a flag riding it on the road and got more respect and space than I do on a bicycle.

On the whole, the Kettwiesel is cleverly designed and works really well. It's agile, comfortable and enjoyable to ride. Its ace card, however, is its adaptability.

Special needs

The Kettwiesel can be adapted for people with diverse physical needs. There is a range of pedals, including ones with adjustable side plates to keep the foot aligned and calf supports to keep the upper part of the leg in line whilst pedalling. There are adapters to alter the crank length and a special pendulum for use if a rider is unable to move one foot through a full rotation. In addition, there are numerous special limb supports, as well as crutch or stick carriers. The trike can even be adapted for use by a cyclist without arms: braking and gears are then controlled by the rider's feet, and steering via the seat.

A rain cover and foldable fairing are available, as is a range of luggage. Also available is a special universal mounting bracket that can carry luggage, tow a trailer or even allow two Kettwiesels to be joined together to make an articulated five-wheeled tandem (with the front wheel of the second trike removed).

Kettwiesel Allround

Price: £4150 as tested (basic model from 2349 Euros)

Contact: hasebikes.com, londonrecumbents.com

Sizes available: One size, adjustable to fit riders from about 1.25-1.95m (4ft 1in to 6ft 5in)

Length: 160-205cm

Width: 86cm

Height: 80cm

Weight: 17.9kg (standard model)

Frame and fork: 7046/7005 aluminium (suspension fork option available)

Wheels: 20in double wall eyeleted rims, Hase Quick Stick hubs, Schwalbe Marathon tyres

Gearing: Rohloff 14-spd internal hub (9-speed Shimano Tiagra or Shimano Nexus internal hub also available)

Brakes: Avid BB7 mechanical disk brakes with parking-brake mechanism

Pros: Fun, comfortable and very agile machine that adapts to suit almost anyone and can be used on a range of roads and paths. Beautifully engineered.

Cons: Not cheap, especially with a Rohloff hub. The bar-end plugs could be better.



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