

# Derek Gilruth's GL1800 Goldwing Trike (With K-Lever Adaption)

**Around about one year old after contracting a disease in my right knee, the knee was surgically fused so that for most of my life, I have had a non-bending right leg.**

My first experience of biking was during the 1960's on a Lambretta Scooter, which I had to adapt by transferring the foot brake from right to left and fitting a leg rest to the right-hand leg shield.

In the early 1970's I graduated to a Triumph Thunderbird coupled to a double adult sidecar.

In those bygone days when the gear lever on British bikes was still on the right, I was able to change the angle of the lever and extend it so that I could change gear by hand and again, a leg rest fitted to the right hand side of the bike came into play.

The same adaptations were made to my next machine, a BSA B40 with a box-type sidecar, until the proverbial long gap from biking came as career and car driving -license took over. During this time I would still look longingly at bikes, but the gradual change to brake lever on the right seemed to rule out the type of adaption, which I had made to my bikes in the past.

Then, in 2003 I found that a Kawasaki Drifter, with the aid of the NABD to adapt the brake lever, was a long enough machine to cope with my non-bending right leg. Coupled with a Watsonian single adult chair, this outfit served me well until 2007.

It was in October of that year that I found a surgeon who agreed to attempt to surgically 'un-fuse' my knee so that I

would have a bending right leg after sixty years of non-bending! The operation was a success, though my angle of bend is limited to about seventy degrees. However, since my Kawasaki outfit did not have a reverse gear, it would have been foolhardy to attempt to paddle it backwards with my recently 'un-fused' leg.

Would a triked machine with reverse gear be the solution?

Barry and Stuart of Colin Appleyards in Keighley, West Yorkshire assured me that it would, and recommended a triked Goldwing GL1800 with reverse gear as standard. However, not having sufficient angle of bend to place my right foot on the peg and/or brake lever, I could opt for a K-Lever twin brake conversion so that both brakes could be operated with my right hand.

With NABD coming to the rescue again with a grant towards the cost of the conversion, I am now happily biking (or more correctly, triking) again.

Thanks to Barry Walton and Stuart Feeney of Colin Appleyards for their patience, suggestions and help, and to NABD for their continued support.

*Derek Gilruth*

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