

# Triumph on track for comeback Oxon trio in Hejira team

**TRIUMPH** motorcycles will officially re-enter top class international racing with the launch of the Triumph-Shell Speed Triple Challenge at this year's British Motorcycle Grand Prix.

A one-make challenge for the Triumph Speed Triple 900, the race at Donington Park on July 24 will preview an eight-round championship to be run at premier British racing events in 1995.

Triumph's UK sales manager Bruno Tagliaferri said: "This will delight the many British bike enthusiasts, following on

from Triumph's successful re-entry into motorcycle production three years ago."

World renowned race development rider Ron Haslam is currently working with Triumph to ensure the production-based Speed Triple 900 will provide close and exciting competition on the race track.

The final regulations for the event will be issued as soon as the former grand prix rider has completed his work.

The initial race at the British Grand Prix will be sponsored by Shell and will carry a prize fund of £10,000.

## Steve's new partner

**MOTORCYCLING** sidecar ace Steve Webster will be bidding for his fifth world title this season — with a third different partner.

Webster won three championships with Tony Hewitt in the 1980s and was champion with Gavin Simmons in 1991. Now he is teaming up with Swiss passenger Adolph Hanni when the eight-race season starts at Donington Park in May.

Webster said: "Gavin achieved his lifelong ambition of becoming a world champion, but now that he has a young son and also a full-time job, he has found it difficult to commit himself fully to a very demanding and time-consuming sport."

Hanni has been Swiss driver James Hugli's passenger for several years.



John Laker powers round Mallory Park during testing

**THREE** Oxfordshire riders are included in the Team Hejira Racing Developments line-up for the new season.

Max Powell, of Wootton, near Woodstock, continues with the Gawcott team near Bicester, along with Banbury rider Alan Parker.

Powell has recently bought a German-tuned Daiber twin-cam Rotax and Parker will run a twin-cam Rotax for the first time in a new steel chassis.

A new addition to the team's line-up is Harry McLeod of Bicester who will compete in club and Clubmans championship events and act as engine development rider.

The team's leading entries will be Steve Lanyman, who is returning to the team after a two-year absence and John Laker, the 1991 British Sound of Singles champion. Lanyman will use his own powerful twin-cam Rotax with full works backing. Laker will use similar machinery.

Lanyman, Laker, Parker and Powell will concentrate on running in the competitive Dutch open championship, as well as British championship events and major European events such as Monza and Assen.

Lanyman and Laker have extensive experience of the Dutch circuits, Laker finishing fourth in the 1993 series and Lanyman competing in a handful of events.

Brundle in waiting

# Andretti backs

Cheever's chuffed

MICN APRIL 1998

# TRIUMPH LEADING RACE TO BUILD CARBON SWINGARM

**TRIUMPH** could beat Bimota in the race to use a carbon-fibre swingarm on a production machine.

The British firm is developing a carbon unit for its T595 superbike with Californian designer Paul Taylor.

Triumph's single-sided swingarm is now being built in the U.S. while Bimota's version is still on the drawing board.

Carbon-fibre swingarms have already been used successfully in GP racing.

Cagiva developed a carbon item for the 500cc rocket that John Kocinski took to third in the 1994 world championship.

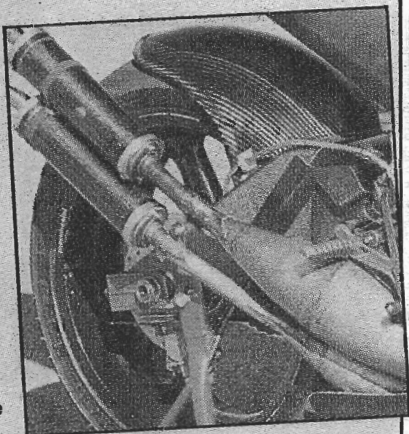
Carbon-fibre is around 30 times stiffer than aluminium of the same weight, so it's ideal for keeping the back wheel planted to the floor under enormous strains. Alloy swingarms are difficult to make strong enough for high-powered superbikes.

British-based carbon-fibre specialists Hejira Racing spokesman Derek

Chittenden said: "Carbon-fibre is the way to go in future. It outlasts steel and aluminium and if designed properly will not weaken through exposure to sunlight, salt or stone chips.

"But carbon swingarms will be a waste of time if they are not designed properly.

"Triumph and Bimota need to design totally new swingarms without relying on old designs – that's the only way they'll work."



■ CAGIVA CARBON: GP swingarm

# TEAM HRD

EUROPEAN SOUND OF SINGLES RACING

COPY OF AN END OF SEASON REPORT FOR 1992  
SENT TO

## SILKOLENE PRODUCTS

1992 has been a development year for TEAM HRD with the new carbon fibre chassis. This new chassis has proved to be a great success and a huge amount of publicity has been generated both in this Country and abroad. The Team's technology is eighteen months in advance of the Japanese. The Team members have managed to raise enough money to have a second carbon chassis constructed over with winter months, ready for next season.

1992 has also seen the development of a new engine, which has been running consistently in the top ten in The British S.O.S. Championship. The new engine assisted the carbon fibre chassis machine and steel chassis machine to obtain a good result in a big International race in Holland. The machines came 2nd and 5th against stiff competition from the top machines from Japan and Europe.

The Team's plans for next year include competing in the proposed World Series, to be run with the World Superbike Championship, together with the British S.O.S. Championship. The preparation of machines and riders is already well advanced for the 1993 season and detail race plans are well under way.

Since 1980 Silkolene Products have successfully looked after our machines' liquid requirements. And this year has been no exception, proving that there is no substitute for quality. The Team is pleased that the Dutch importer for Silkolene has chosen a picture of Team HRD machines for his 1993 publicity, emphasising the professional presentation provided by the Team.

The Team members would like to take this opportunity of expressing their gratitude to Silkolene for their support and would like to ask the company for their continued assistance; joining with our other product sponsors in seizing the great opportunities of the 1993 season.

# TEAM HRD

EUROPEAN SOUND OF SINGLES RACING

## COMMENTARY INFORMATION

Team HRD are very happy to be returning to Zolder for the third round of the International Dutch Open Championship Road Race. This year the Team are entering three machines with riders Max Powell, Steve Lanyman and new Team member Alan Parker.

Max rode at Zolder twice in 1994, in June he finished 11th and in July he was in the top ten when an overheating front brake and rear tyre forced him back to 14th. Owing to business commitments this is the first ride for Max in this 1995 season. Max will be riding the carbon fibre machine that was the centre of attention on the Ciba Composites stand at the major composite exhibition, held at the CNIT Exhibition Centre Paris, at the end of April. Great things are expected from this experienced rider this year after he finished 5th top Foreign Rider 1994.

Steve only rode in the June 94 meeting, which proved to be an unhappy affair, the twin cam machine failed in practice and the spare single cam was bought into use. Having to start way back on the grid was a new and unusual event for Steve and he obviously did not like it for he gained 18 places in the first lap and reached 9th position before engine failure put him out. This is the second outing for Steve, this season, on the other carbon fibre machine. He finished 5th at Hengelo in April behind Alan Cathcart, Marc Greenen, Stefan Slootjes and Peter Steinmetze after a thrilling battle with the reigning Champion for 3rd place, having giving best only when cramp in the gear changing foot forced him to ease up. After a couple of disappointing seasons Steve is hungry for some good results.

Alan has only ridden in one race on the Continent which was at Hengelo in April where after a very steep learning curve he put in a very good practice session and started on the 3rd row of the grid with Steve. After the 1st lap Alan was lying 9th but after a hard and exciting race he beat several top continental riders to follow Steve home in a great 6th place. In this his return to racing, after a year out recovering from a back operation, Alan looks an exciting prospect for the future and is proving to be an important asset to Team HRD.

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# Euro bid likely in '94

GAWCOTT based Hejira-HRD suffered highs and lows during the 1993 season racing their chassis in the Sound of Singles Championship, *writes James Beckett.*

Two riders suffered injuries early in the year riding 250cc machines which halted a full season's championship challenge.

Max Powell finished an excellent fifth at Assen and Alan Parker was 10th in the British championship after a series of mechanical gremlins ruined his title challenge.

Dave Handley, the HRD 'engine expert' is currently trying to solve a problem which leaves the Rotax

engines some 10-15bhp down on the fastest single bikes in Europe.

A winter testing programme is planned as well as the exciting news of a British designed engine awaiting construction.

On the chassis front, HRD tested eight world class riders on the state of the art carbon machine.

The bike's limit has still to be found, and all riders comments tell of superb handling but lack of speed, a problem team boss Derek Chittenden hopes will be sorted before the start of the 1994 season.

A 1994 European Championship bid is likely to be confirmed shortly

as well as the international races at Daytona in Florida next March.

The Isle of Man TT has a race for single bikes in 1994 and Chittenden is working on securing the services of an island specialist to pilot the Hejira bike, as well as an improved assault on the Sound of Singles British Championship.

Steve Lanyman, who rode for the team back in '91, leading the SOS Championship at halfway, has signed for '94 and will be partnered by a rider yet to be finalised.

Max Powell and Alan Parker will ride the development machines supporting the 'A' team.

# SINGLE CYLINDERS

The ROAD RACE ACTION SINGLE CYLINDER CHAMPIONSHIP has got off to a fine start with a variety of different machinery being fielded. Of particular interest is the Harris Yamaha which Adrian Stroud is campaigning. It has an identical chassis to the Ikuzawa-Harris Yamaha that was used for an attempt on the Le Mans 24 race a few years ago. The Ikuzawa bike was battling against impossible odds and failed to finish. Adrian's bike however is doing fine and has taken him to eighth in the championship after three rounds. The standings so far are as follows:

1 Howard Rose	20 points
2 Chris Brace	16 points
3 Steve Crozier	14 points
4 Kevin Church	13 points
5 Jon Good	12 points
6 Colin Sturgeon	10 points
7 Bruce Srevenson	9 points
8 Adrian Stroud	8 points
9 Dave Lankler	8 points
10 Trev Stafford	7 points



*LEFT : Two bikes on the cutting edge of single-cylinder technology. Top is Max Powell's factory Hejira, complete with carbon fibre frame. Bottom is Steve Ruth's Harris Yamaha which uses a five valve XTZ660 engine. Neither compete in the RRA/New Era championship, these pictures were taken at the SoS round at Oulton, but they do show the diversity and ingenuity present in Single Cylinder racing at the moment. Pictures by Allan McGuire.*

# Harry sets his sights on Europe

## MOTORSPORT

MOTORCYCLE racer Harry McLeod has notched up a successful string of race results and is preparing to compete in Europe.

Riding for Gawcott-based team HRD, Harry, of Graham Road, Bicester, finished a creditable sixth and eighth in the single cylinder races and seventh and eleventh in the twins races held at Mallory Park two weeks ago.

This continues Harry's excellent season which saw him finish fifth and sixth in the New Era singles races at Brands Hatch earlier in June.

Harry will be in action again for Team HRD this weekend at Donington Park before he sets off to France on July 13 and 14 to compete at Croix.

## MOTORCYCLING

### McLeod going well

HARRY McLeod's success for Team HRD from Gawcott continued at Mallory Park. Despite suspension problems, he finished sixth and eighth in the Singles and seventh and 11th in the Twins races.

He will next be in action for the Gawcott team at Donington Park tomorrow, Saturday, while the full HRD outfit will be travelling to compete at Croix, France, on July 13/14.

## MOTORCYCLING

### McCloud makes fine debut

HARRY McCloud from Bicester marked his international debut by overcoming engine and brake problems to grab 10th place, the leading British rider, in the Ducati Club International Supermono B race at Assen, Holland.

Riding the Gawcott-based Hejira race team's test bike, he started from the back row of the grid and charged through the 30-strong field to secure his place in the top 10.

McCloud's colleagues Max Powell from Wootton and Alan Parker from Bambury both qualified for the A race only for fuel problems to cause early finishes to their bids.

It was a disappointing result for those two, but McCloud was absolutely delighted with his debut on the international scene.

## MOTORCYCLING

### Team HRD riders up in top 10

GAWCOTT'S Hejira Team HRD riders Max Powell and Harry McCloud were in action at the French circuit of Croix En Ternois last weekend, both scoring top 10 finishes in all of their outings, writes James Beckett.

It was the first time that the full Team HRD had been in action this season due to the lack of available sponsorship, and throughout their combined six races both Powell and McCloud were pleased to report no problems with their Derek Chittenden-engineered machines.

The team's next outing is on August 4 in the European Supermono Championship at Brands Hatch, a support race to the FIM World Superbike Championship.

## MOTORCYCLING

### Powell finishes 25th

MAX POWELL spearheaded the Gawcott-based Team HRD's first attack of the season on a world-class field in the European Supermono Championship at Brands Hatch recently, finishing 25th of the 40 starters.

Team-mate Alan Parker unfortunately did not qualify owing to mechanical problems.

Friday, October 10, 1996

## Bicester rider is the first Brit home

### MOTORSPORT

BICESTER rider Harry McCloud overcame engine and brake problems to finish first British rider home and take tenth place in the Ducati Club International Supermono B race at Assen, Holland, on his debut in international racing for Team HRD, based at Gawcott, near Bicester.

Max Powell of Wootton, near Woodstock, and Alan Parker, of Bambury, both qualified for the A race but wet weather and fuel problems put them out.

## SUPERMONO

# TITLE LEAD FOR BATTLING RUTH

BRITISH singles rider Steve Ruth snatched the European Supermono championship lead at Assen on Sunday.

His fifth place, behind racing journalist and fellow Brit Alan Cathcart, was enough to give him a single-point advantage going into the final round at Albacete, Spain, on October 6.

Ruth said: "It was a bit of a battle with Cathcart towards the end, but at least I am ahead in the championship."

Japan's Takashi Minoda fell at mid-distance but is still just six points behind Ruth in the title chase.

Germany's Rigo Richter took the win on his factory MZ ahead of French journalist Bertrand Sebilcau. Fellow MZ rider, German Elli Bindrum came home in third place.

But it was bitter disap-

pointment for British 250 Supercup champion contender Scott Smart.

He was forced to retire on lap two when the engine blew on his Tigcraft Yamaha.

He said: "Obviously I am disappointed, as I had qualified in second place and was fourth on the first lap."

Smart had also experienced engine problems during practice.

**■ RESULTS (12 laps - 45.07 miles)**  
1 R Richter, Germany (MZ) 27m 41.05s - 97.69mph, 2 B Sebilcau, France (Tucson), 3 E Bindrum, Germany (MZ), 4 A Cathcart, GB (Ducati), 5 S Ruth, GB (Yamaha), 6 HP Meyer, Germany (Suzuki), 7 H V Beek, Netherlands (Yamaha), 8 N Negishi, Japan (Allman), 9 J Oudeman, Netherlands (Rotax), 10 A Agerbæk, Netherlands (Yamaha). Fastest lap: Richter 2m 16.73s - 98.90mph. British: 14 R Cutts (Ducati), 16 P Goldstein (Suzuki), 17 M Powell (Hejira), 21 G Sawyer (Spondon). Championship points after seven rounds: Ruth 89, Cathcart 88, T Minoda, Japan (Yamaha) 83, Bindrum 77, Meyer 57, M Edwards, GB (MZ) 50. British: C James (BMW) 40, J Crawford (Yamaha) 28, S Dey (MHD) 21.  
Next round: Albacete, Spain, October 6.

## MOTORCYCLING

### Good effort from Team HRD rider

MAX POWELL rode the Gawcott-based Team HRD's single-cylinder bike to a creditable 17th place out of 46 starters in the 8th Round of the Supermono Euro Cup at Assen, Holland.

Running a machine with 20-66cc less than his opponents proved to quite a disadvantage, but some gutsy riding by Powell made him fifth British rider home.

The fine performance was some reward for all the hard work done on the engine since the previous disappointing meeting at Brands Hatch.

The next meeting in the series is this weekend, also at Assen.



# Richardson and Baines first at Silverstone

ADSTOCK'S Neil Richardson was in winning form at the annual Motor Cycling Club race day at Silverstone last Saturday, *writes James Beckett.*

The Isle of man TT racer recorded two wins and a second place in six-lap races on his 250cc Honda RS.

## MOTORCYCLING

And Towcester's Geoff Baines retained the Motor Cycling Club Gold Cup on his Steve Marston of Blade Communications' 888 Ducati.

Baines, who runs Baines Rac-

ing based at Silverstone, also won a six-lap race for Production Solo machines.

Meanwhile, Robert Whitworth from Buckingham made his racing debut at Silverstone when he rode a Team HRD Hejira 600cc Supermono.

Having been involved with

Derek Chittenden's Gawcott-based team for several seasons, Whitworth jumped at the opportunity to race on his 'home' track. He found the circuit very slippery in practice but, once the sun had dried it out, he became more accustomed to the track and safely completed three races.

We even made the cover!

**250 HEJIRA**

# BEMSEE

**1996 CHAMPIONSHIP RACES  
CHARLIE GUNNER TROPHY RACES  
THIRTEENTH ROUND**

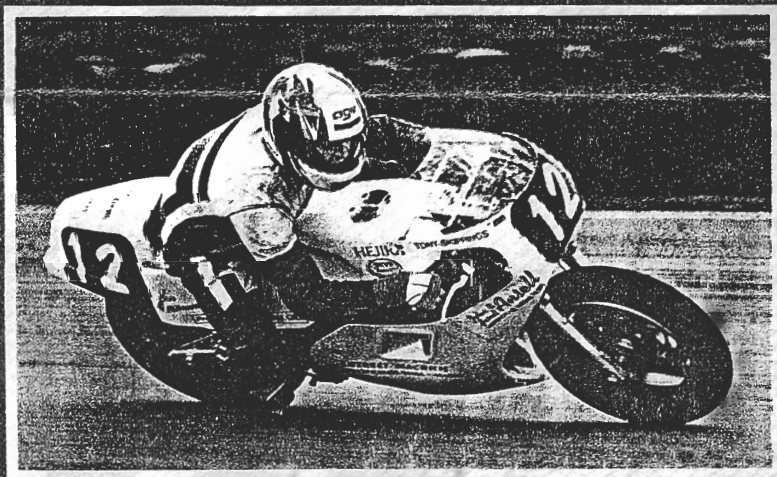
at

**MIDDEH**

**Sat 31st August 1996**

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