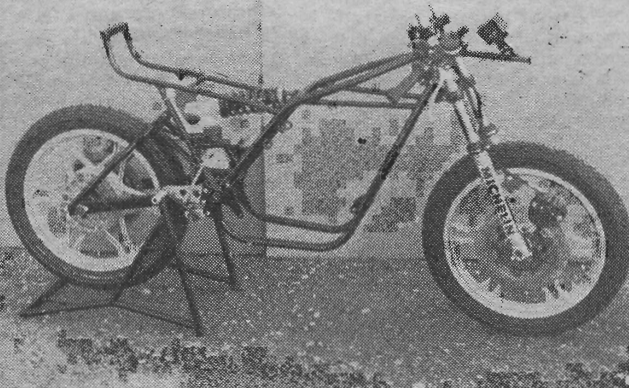


Choose-your-own Hijera

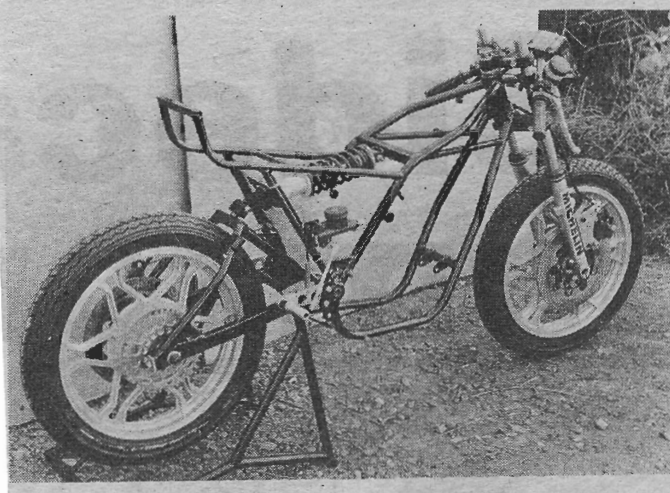


NEWPORT Pagnell dealers Mead Speed, who sponsored Asa Moyce this season, are now sole importers for the Hijera racing machines.

Machines will be built to the customer's choice and specification with a choice of wheels, forks and brakes etc. The frame is of cantilever construction and will accept a variety of engines.

A complete rolling chassis less engine will cost from £750 and frame kit is available from £240.

Get framed!



New sponsors for Springbok

SOUTH AFRICAN Peter Labuschagne has a new sponsor for next season. Instead of Cyclo-Moto, he has a deal with Mead Speed, of Newport Pagnell, Bucks.

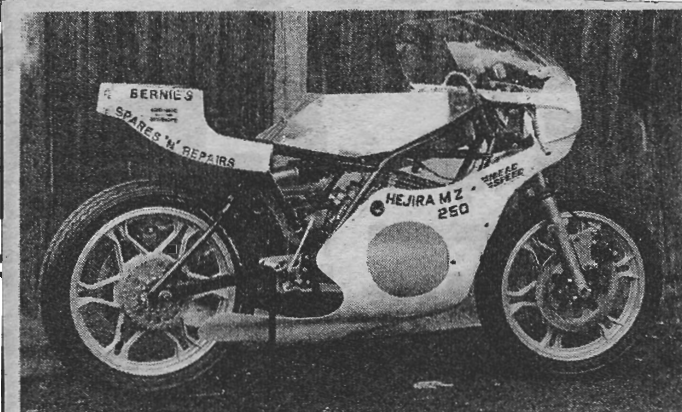
Thirteenth in the Classic race of this year's TT, after lapping at 106 mph, Peter will continue to campaign on 250 and 350 Yamahas.

He will also race a Formula One 1000 Kawasaki with a frame by Hejira Developments, of Buckingham.

FOR THOSE enthusiasts who are aiming their efforts at the less expensive single cylinder racing class here is a photograph of a frame, produced by Mead Speed of Newport Pagnell which should interest you.

Designed to house GT250A, 250 single AJS engines and many others the cantilever construction is claimed to bring optimum handling essential to compliment the smaller power output of the more economic engines.

A frame in kit form will cost you £240 or a complete rolling chassis £750.



THIS under £1000 budget racer (above) was displayed by Bernie Adey, of Bernie's Spares 'n Repairs, Watford, Herts., at the Racing and Sporting Show. It will probably be raced by Kevin Scudder, of the Bantam Club, in the 250 single cylinder class this year.

The bike is powered by a tweaked MZ roadster engine. Porting has been modified and compression is raised to 11 to 1. It breathes through a 36mm Amal Mark 2 Concentric carburettor with reed valve inlet and runs on 20 to 1 petrol instead of 50 to 1. Power output is between 35 and 39 bhp for a super tuned version. The frame is by Derek Chittenden, of Buckingham, while the glass-fibre fairing comes from Barry Mead, of Mead Speed, Newport Pagnell.

As the picture shows, the Hejira MZ has cantilever rear suspension, Marzocchi forks and Brembo wheels and brakes with provision for twin discs in front. Price is £999 complete, or about £700 for a rolling chassis. Production will depend on demand.

PRESS REPORTS

1979

Tony poised to land title

BRACKLEY motorcycle racer Tony Green is now set to win the 250cc production class championship run by the Southern 67 club.

He consolidated his lead with another fine win at Brands Hatch on his Suzuki X7 twin-cylinder, two-stroke roadster.

Green led from start to finish, but was threatened by Jimmy Webb who finished just a machine's length behind. However, Green kept him at bay thanks to accurate pit signals from his wife Penny.

But the win wasn't the high spot of his day. Green was given a ride in the Formula 250cc race — any 250 except TZ Yamahas — on a brand-new Hejira being produced in a small factory at Gawcott on the Oxfordshire-Buckinghamshire border, near Bicester.

And he won. "I was amazed," said Green. "I thought I was in about ninth place on the last lap, then everybody started waving their programmes at me."

"I could only see one chap ahead and then I realised I was second. I caught him on the last bend to win."

In second place came the other Hejira which was also being "tested."

The win puts Green into second place in the championship which he has been contesting on the X7.

"I never expected to win. I slipped on the start and someone ran over my ankle, not a good way to get away."

The Hejira carries a British made frame and is powered by a Sachs seven-speed enduro single engine.

Green's surprise double

Brackley motorcyclist Tony Green completed a surprise double at Brands Hatch over the weekend.

Green was contacted in midweek by Danny Wilson, managing director of Gawcott-based firm Hejira, to ride one of their machines in the Formula 250 races.

Despite only being on the machine once before, Green accepted but a poor start which left him in the lower half of the field seemed to have put Green right out of contention.

However, Green went past a number of other riders as he battled his way through the field until, at the start of the last lap, only Hejira's other rider — championship leader Vernon Glaisher — was in front of him.

Glaisher went a bit too wide on the last bend of the race and Green was able to nip through and take the chequered flag for a totally unexpected victory.

This win completed a fine double for Green as he had earlier led from start to finish in the Southern 67 championship round in his Cyclomoto - sponsored Suzuki 250.

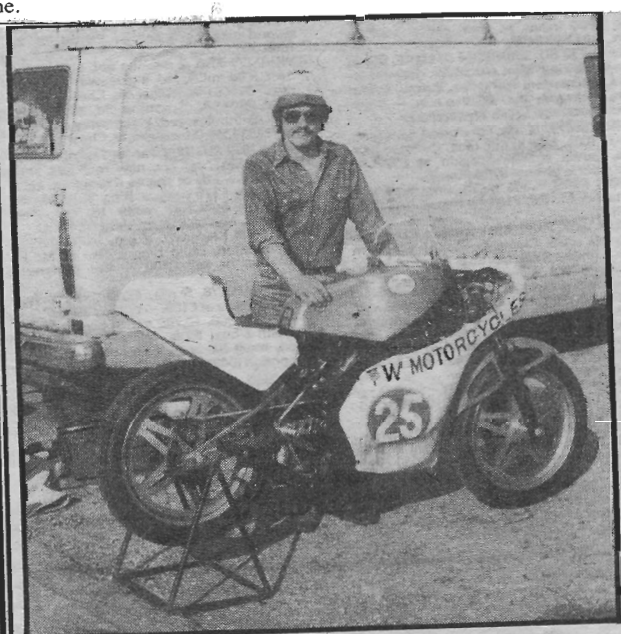
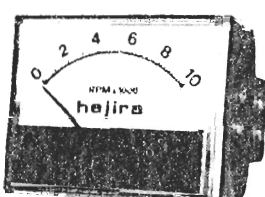
This means that Green holds a hefty lead in the championship with just one round left.

HEJIRA RACING DEVELOPMENTS

HEJIRA RACE PROVED PRODUCTS for the rider who wants the best. Hejira Frame Kits, complete rolling chassis, or finished machines ready to race. Large stocks of parts for the build it yourself enthusiasts. Footrests, fairing brackets, chain tensioners, brake torque rods etc. We can also make one off parts to your drawings, and carry out conversions to existing parts. For example we can convert your brake caliper to fully floating operation.

FEL-ELECTRIC CON ROD CRACK DETECTING.

We also manufacture the popular and attractively priced **HEJIRA ELECTRONIC REV COUNTERS**. 14 years of frame building expertise proven by the 1980 results. Hejira machines won both BMCRC and Southern 67 250cc Championships and in the F III Series achieved 3rd Ulster GP and 4th Isle of Man TT. Please send large S.A.E. for Spec Sheets and Price Lists. **HEJIRA RACING DEVELOPMENTS** (Dept MR), 18 Gorricks, Stony Stratford, Milton Keynes MK11 1HB. Phone 0908 563281. **'DEVELOPED BY ENGINEERS FOR RIDERS'**



Showing his steel, Chris Palmer and the Hejira 250 Yamaha.

Palmer all square

SQUARE-SECTION frame technology has at last arrived on the club scene in the shape of Chris Palmer's Hejira 250 Yamaha.

The 210lb bike is powered by a DT250 trail bike motor for the 250 single-cylinder class and, unlike most similar frames used by international riders, the material utilised is steel.

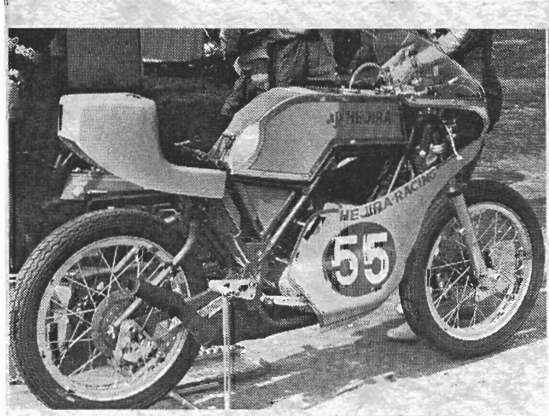
Hejira's Danny Wilson and Derek Chittenden believe that fragile aluminium is not practical for the average club rider — especially considering the bumpy circuits often used for club meetings.

Despite teething problems, Chris has found the bike to be competitive and he reckons a similar machine could be put together for about £1,400 — providing that some of the more expensive components that he has used are omitted.

So far Chris has managed a best of sixth place but he's hoping that a Suzuki PE250 moto cross motor will replace the present mill since his sponsor, TW Motorcycles of Kidlington in Oxfordshire, is a Suzuki dealer.

At the moment Hejira are still celebrating after Dave Mason's success in the Formula 3 TT on one of their machines.

The Milton Keynes company can be contacted on 0908 563281.

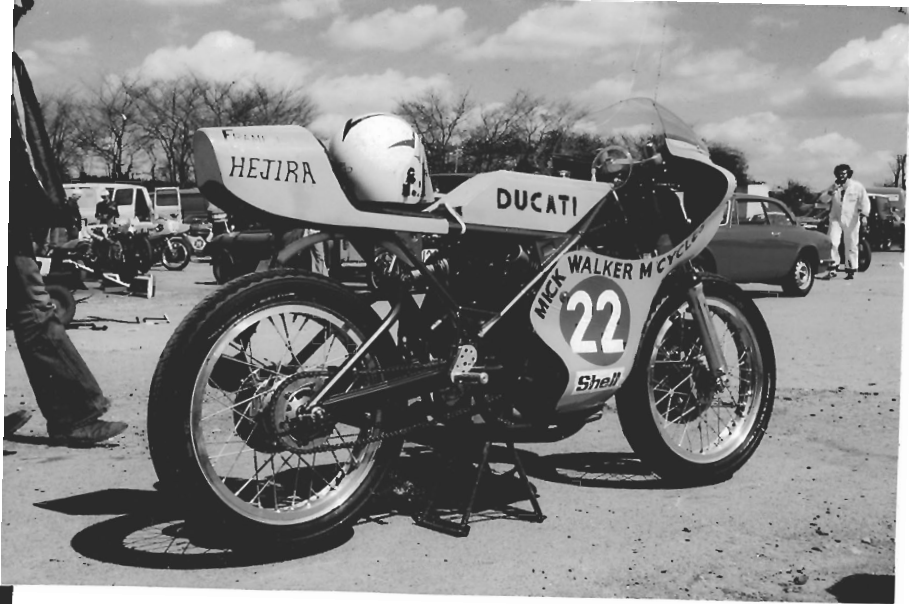


HEJIRA Racing, who are based in Gawcott, near Buckingham, have developed four completely new British single cylinder machines.

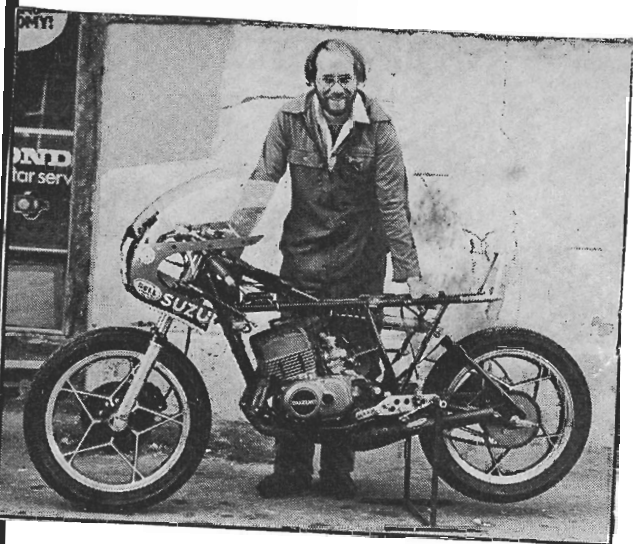
These machines, which will be ridden by Nic Holmes, Paul Woodham, and Ian Gittins, will be raced in the Bamsee and Newmarket Single Cylinder Championship, the British Clubman's Championship and the Manx Grand Prix.

The machines have 246cc AJS engines with six speed gear boxes. They weigh 207 lbs and have Hejira cantilever type frames with Hejira air suspension struts.

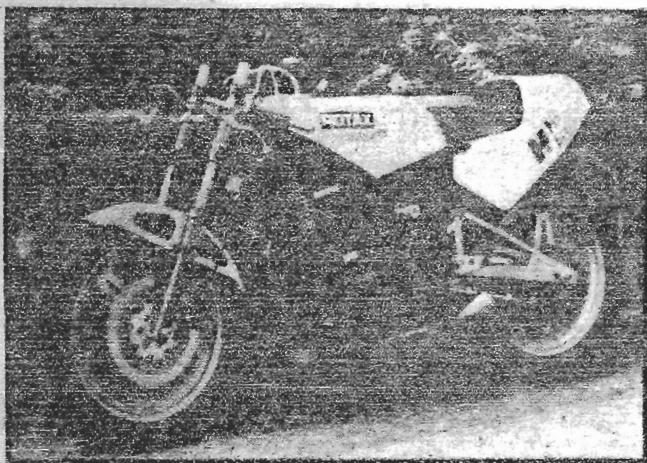
The frame has been built and developed by Derek Chittenden in co-operation with Fluff Brown for Hejira Racing.



● The road racer (above, left) sponsored by Bob Hill Motorcycles of Hertford and ridden by the company's chief mechanic Dick Hunter is Formula 3 X7 housed in a Hejira monoshock frame. It lapped in Ulster at 96mph average over the 7.5 miles Irish course. With power at 8-10000rpm Dick estimates top speed at 118mph. The bike finished fourth in the F3 TT.



500 FRAME-UP FOR HEJIRA



CLUBMAN frame specialists Hejira have put together a rolling chassis for ex-125 world champ Kent Anderson. The machine (left) uses a Rotax 500cc four-stroke motor which Kent will be using in Europe during 1983. In its first event with Kent aboard, the bike finished seventh in a 1,300cc event and was timed at 134 mph.

Hejira are building a batch of the bikes to the same specs, with their eyes upon a possible revival in British four-stroke single racing.

The machines weigh 260 lbs ready to run and use Marzocchi forks, Brembo brakes, Astralite wheels and a square section frame.

Hejira will also be helping out Jackie Thompson when she contests the Clubman's series on a Canon-sponsored 350LC.

AFTER settling will-i-or-won't-I doubts and late entry hassles, Gary Padgett (Yamaha), blasted through to win possibly the last Formula Three TT in the Isle of Man.

The doubts followed Padgett's bad crash in the Island last year when he broke two bones in his neck.

He had decided not to go TT racing this year but, when practice had already started, he changed his mind and made the trip.

It was well worthwhile as with the FIM decision to abolish this poorly-supported class after this year, he will probably enter the history books as the last rider to win the Formula Three race round the TT circuit.

But for a good proportion of the riders, Wednesday's four-lap race was a disaster. Of the 25 starters, only 13 managed to finish as mechanical failures wreaked havoc.

And even former Manx Grand Prix winner Padgett had troubles.

"The bike seized on the second lap coming into Hillberry and I thought that was going to be it. But it freed up and then surprisingly went even better," Gary said.

by BRENDAN QUIRK

The race began, like all so far, in brilliant sunshine though later the clouds began to lower the temperature.

From the first checkpoint at Ballacraige, Padgett had put his mark on the race, run in conjunction with the Formula Two event though starting 20 seconds later.

By the right-hander at the Ballacraige traffic lights, Padgett had pulled out six seconds on Richard Hunter (Suzuki) and it was obvious his hastily-prepared Yamaha was going to be a flier.

Two seconds behind Hunter were fastest man in practice Dave Mason (Honda) and Jimmy Millar (Aermacchi).

At the next commentary point, Ballacraige Bridge, Padgett had extended his lead to 22 seconds from Hunter who had been joined on corrected time by Mark Johns (Suzuki).

Between Ballacraige and the Grandstand Johns pulled out the stops to take over second position and as they began their second lap it was Padgett, 33.4 seconds back to

Formula Three result

	h	m	s	mph
1 G. Padgett (Yamaha).....	1	34	09.2	96.17
2 R. Hunter (Suzuki).....	1	36	04.6	94.25
3 P. Barrett (Aermacchi).....	1	37	23.6	92.89
4 D. Mason (Honda).....	1	38	17.0	92.13

the above receive silver replicas

5 D. Linton (Aermacchi).....	1	40	08.8	90.41
6 R. Claude (Honda).....	1	41	51.2	88.90
7 J. Hammond (Aermacchi).....	1	42	28.0	88.37

the above receive bronze replicas

8 D. Smith (Yamaha).....	1	44	35.8	86.57
9 J. Kiddle (Yamaha).....	1	46	25.6	85.08
10 R. Niven (Aermacchi).....	1	48	07.2	83.75
11 N. Tuxworth (Suzuki).....	1	48	08.6	83.73
12 D. Roper (Aermacchi).....	1	51	34.8	81.15
13 R. Watts (Yamaha).....	1	54	28.0	79.10

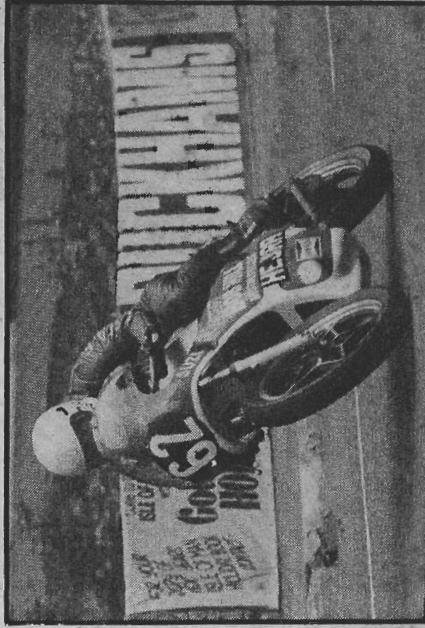
Fastest lap: G. Padgett (Yamaha) 23m 15s, 97.36mph.

Johns, and almost ten seconds back to Hunter with Paul Barrett (Aermacchi) a further nine seconds back in fourth.

Padgett circulated steadily increasing his lead all the time and by the end of the four laps he had won the race by a safe 1m 53.4 seconds from Hunter.

Mark Johns, in second spot at the end of the second lap, seemed to have a good hold on second place but disaster struck on the third lap and he retired at The Highlander with bike troubles.

This let Barrett, who had also got a firm grip on fourth spot, through to third and he



Richard Hunter works his Suzuki steadily to take second behind Padgett.

gated him to 12th place after what seemed a fairytale debut.

Fourth was Mason on a 400cc Honda, up from sixth on the first lap thanks to the retirements.

The Aermacchis proved there was still TT life in them yet with Dick Linton bringing his home fifth.

Gary Padgett was happy with his ride on the Formula Three Yamaha which was basically a LC engine in a TZ Yamaha frame.

"The only other problem I had apart from the seizure was Sulby Straight. The bike was leaping about so much I smashed the screen when I hit it with my head," he said.

"I was getting good signals and knew exactly where I was so the race went well for me."

Second man Hunter described his ride on his 250cc Suzuki as "a dream."

"I did wreck a barrel in practice and I was worried I would have the same seizing problem but the bike ran like a dream," the happy racer said, nursing his three-month-old son, Scott, on the tank as he sat and chatted after the race.

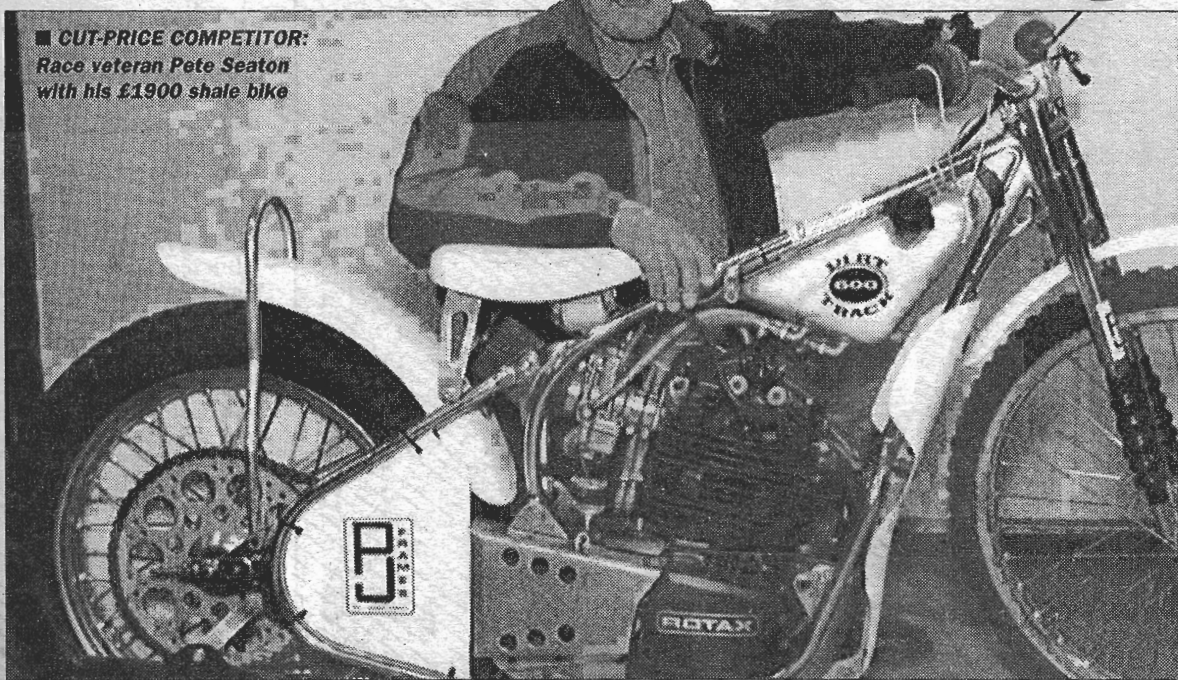
Paul Barrett's ride on his Aermacchi into third place was not quite as uneventful.

"The steering damper man- aged to wind itself full on as I was approaching Governor's Bridge. I bounced off the wall but fortunately managed to get everything back under control and continue. Apart from that things went well and I'm happy to finish third," Paul said.

Cheaper way to take up racing

■ CUT-PRICE COMPETITOR:

Race veteran Pete Seaton
with his £1900 shale bike



RADICAL plans have been unveiled for cut-price speedway racing in a bid to attract new blood into the sport.

The key to the new formula is using production single-cylinder engines from moto cross or enduro bikes, which would be cheaper to maintain than pure speedway motors.

The new formula has been devised by Pete Seaton, who rode for Oxford, Peterborough, and

Rye House in the '60s. He believes the high cost of racing is stopping the stars of tomorrow coming forward.

Seaton said: "It would start with amateur meetings or second-half races after professional meetings. Anyone could come along and ride."

A speedway bike now costs around £4000 and specialist engines need maintenance costing hundreds of pounds every

few weeks. To prove that it can be done for half that price, Seaton has fitted a reconditioned Rotax engine, which cost him £750, into a PJ rolling chassis with double loop downtube, which cost £1200 and could be adapted to house most engines.

The ACU grass track and speedway committee has given approval to the formula, but Seaton now needs to win interest from promoters.