

STING OF THE WASP

Italian twins and triples look out — the RGB Wasp is coming! That was the message delivered at Donington Park when Mike Hose won the final 1990 round of the *Classic Bike*/Norman Hyde series on Gary Bryan's British twin.

On only its third competitive outing, and its first *CB*/Hyde appearance, the machine powered by a 1000cc dohc Wasp unit built for grass-track and motocross sidecar racing beat a strong thunderbike field, despite the handicap of a motocross gearbox with only four widely-spaced ratios.

After the race, the 26-year-old Birkenhead rider said he had only revved the four valves-per-cylinder engine to about 7000 rpm. 'I had a little bit left,' he said wryly.

A fierce battle for second place ended in the timekeepers awarding a dead heat to Colin Breeze (900 Mountford BSA) and Dave Martin (1000 Motodd Laverda).

That was enough to net Breeze a comfortable championship win. The former modern production machine racer pulled into the pits after taking the flag and was handed a mobile phone: it was entrant Alf Mountford ringing from the USA, where he was on a business trip, to congratulate the new *CB*/Hyde champion.

Martin and the Motodd team were pleased, too. The Mk V

Motodd chassis with its radical wishbone and single shock suspension, had to be rebuilt after being wrecked in a crash a few weeks earlier. The 24-year-old Hertfordshire rider is confident about the future potential of the frame designed by Nigel Hill. 'With this I can outbrake anything,' he said.

The only rider who could possibly have wrenched the title from Breeze's grasp was 1989 holder Ian Cobby. But the odds were stacked against him at Donington. The 950cc Clarke Raceco Guzzi was sidelined when its starter ring-gear broke off the lightweight clutch and wreaked mechanical havoc in practice. Cobby was able to ride another V-twin lent by Bob Clarke, brother of his entrant Chris Clarke, but an ankle injury forced him to make upward gear changes by hand.

Even so, the Guzzi rider looked a possible winner until the third lap, when the loss of the clutch lever's pivot pin slowed him further. Neverthe-

less, he took a creditable fifth place behind Mark Farmer, thunderbike racing's latest recruit from modern machine competition, out on Colin Aldridge's Miles Trident.

Miles Trident-mounted Steve Veasey was dubbed 'The Hippopotamus' by Ducati rider Dave Railton after an incident at McLeans Corner in the closing stages. Losing the front end when cranking into the sharp right-hander, Veasey took a headlong dive into thick mud. Both he and his machine were covered in it, though neither sustained damage.

Mike Hose raced the relatively undeveloped RGB Wasp in the later Battle of the Twins event, getting a respectable third place among the latest Ducati machinery — the race was won by grand prix ace Ron Haslam. If Gary Bryan can get the five-speed cluster he's ordered for next season, the RGB should be a real stinger □

DONINGTON PARK RESULTS

1 Mike Hose (1000 RGB Wasp) 2 Colin Breeze (900 Mountford BSA) and Dave Martin (1000 Motodd Laverda) 4 Mark Farmer (850 Miles Trident) 5 Ian Cobby (950 Clarke Raceco Guzzi) 6 Trevor Osborne (850 Mountford BSA) Fastest lap: Hose 86.9mph

Final championship positions:

1 Breeze (75 points), 2 Cobby (64), 3 Asa Moyce (900 Miles Triumph 48), 4 Hose (36), 5 Dave Pither (850 Commonwealth Trident) and Trevor Osborne (Mountford BSA) (both 27).



DONINGTON PHOTOGRAPHY PETER WILEMAN

Mike Hose on the 1000cc RGB Wasp