

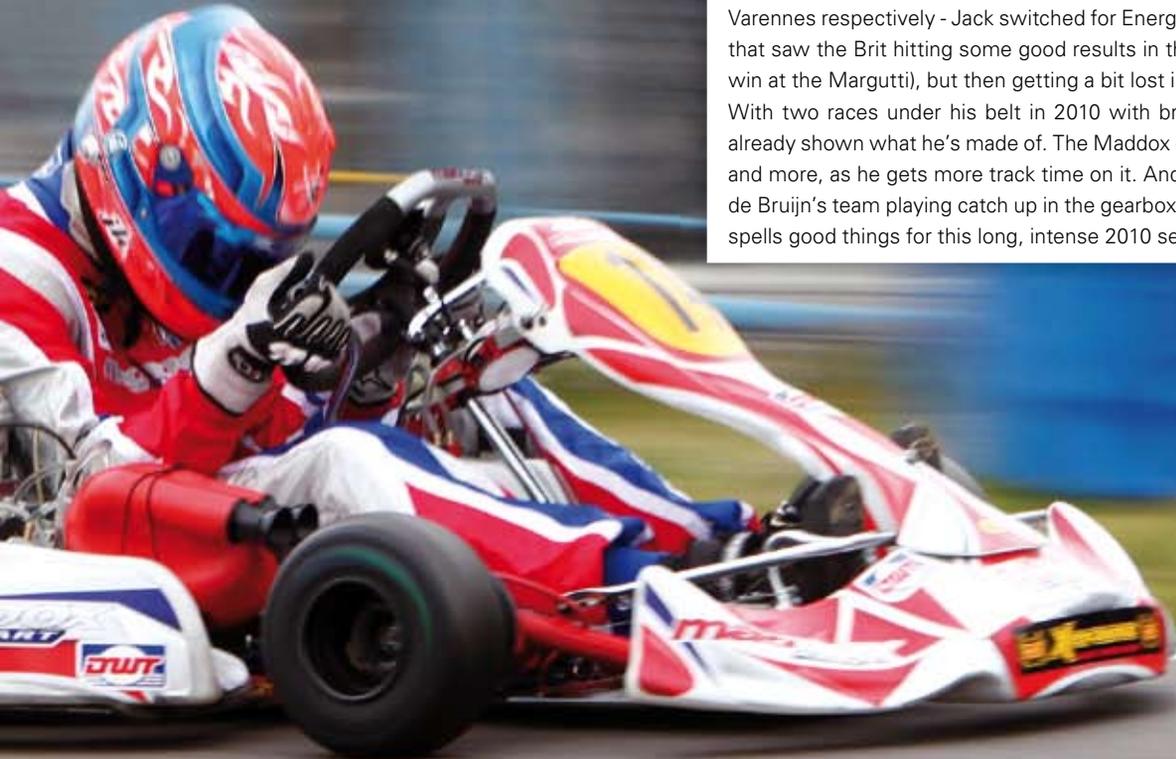


# CONFIDENT COOL FAST

IF WE WERE TO DESCRIBE **JACK HAWKSWORTH** WITH THREE ADJECTIVES, THAT'S WHAT COMES TO MIND. NOT THAT YOU HAVE TO THINK ABOUT IT MUCH, AS THESE QUALITIES ARE STRIKINGLY OBVIOUS WHEN YOU TALK TO HIM.

REPORT **S.MURTAS**  
PHOTOS **A.BONAGA, VROOM ARCHIVE**





**J**ack not only boasts an impressive curriculum, but his racing is also a pleasure to watch. He is an extremely effective driver, one who is tremendously pragmatic. Dry or wet conditions make no difference to him: get the chassis set-up and tyre pressure right, with the right power he's up for the win. And he shows it at every occasion. After a promising 2008 with Peter de Bruijn's PDB Racing team - where he took 2<sup>nd</sup> and 3<sup>rd</sup> at the European KZ2 Championship in the first and third round held in Angerville and Varennes respectively - Jack switched for Energy Team in 2009. A collaboration that saw the Brit hitting some good results in the early part of the season (the win at the Margutti), but then getting a bit lost in the last part. With two races under his belt in 2010 with brand new equipment, Jack has already shown what he's made of. The Maddox chassis seems to suit him more and more, as he gets more track time on it. And the lame engine is supporting de Bruijn's team playing catch up in the gearbox class. A mix of ingredients that spells good things for this long, intense 2010 season.

## INTERVIEW

**You're back with Peter de Bruijn, this time on his own Maddox kart. What happened last year?**

We had a very good season with Peter in 2008. At the end of it we spoke with the Energy people and we decided to start a collaboration with them. 2009 started really well with the win at the Margutti, and in all fairness we all did our best for things to work out, but I think we didn't really jell as a team. The equipment was fine, and difficulties were more at personal level. I didn't work the way they wanted me to work, and they didn't work the way I wanted them to work. I liked the guys at Energy but on a working basis it just didn't work. So at the end of 2009 I decided to come back... home!

**What can you tell us about the weekend? It's**

**your second race with the Maddox, how has it been so far?**

The weekend has been quite good, we had a bit of a backfire in qualifying when we changed a few things that didn't work, and we went back to what we know worked for the heats. We've taken 3rd and 2nd in the two heats to start the prefinal from 3rd, fought all the way through for 2nd but didn't make it for only 4 hundreds of a second, and then went on to take 2nd in the final. Not so bad after all. I'm quite happy with the package we've got.

**How do you like this track? Do you think it's suitable for KZ racing?**

I like the track, I think it's good fun. I'd prefer it if there were few ups and downs here and there, but it's quite technical and I enjoy it. In terms of the length it's not the longest circuit around, you don't really have long straight but I gives a bit of variety.

Not all tracks can be as long as La Conca or Sarno, and it's good to come to tracks where the chassis can make the difference, rather than the engine.

**After two high-profile races, how's the material? Can you already make the point?**

The basic equipment is quite good, and this weekend we've definitely made some steps forward. The chassis suits me a lot more this weekend after we changed few things. Also the engine is performing well. The guys from lame are working relentlessly and it will be interesting in Sarno for the European Championship to see how much we've improved since La Conca.

**What is the racing level like in KZ? Has it improved over the past few seasons?**

When I started at European level in 2008, it was very competitive as you had the factory teams like

**Jack Hawksworth rejoins Peter de Bruijn's Maddox team. The two are going for a repeat of the prolific collaboration of 2008, when together they hit 2nd and 3rd at the European KZ2 Championship in round 1 and 3. New equipment and a stronger competition will put Jack's skill to the test.**



Above, Jack busy at the Margutti Trophy. The British driver scored an impressive 2nd place at his second race of the season. Below, Jack on the European KZ2 Championship podium in 2008.

Tonykart, Crg, Birel, all the big names involved, pretty much the ones you see today. For one thing, the level has certainly not gone down... it's always been very high, and actually over the last few years it's become even harder because of the engine situation with Tec-Sav with a stranglehold on the class. So, from a team perspective, I think everybody is working even harder compared to a couple of years ago.

**What are your aims in short-medium term?**

It all depends on this year, how quickly we can develop the equipment, how quickly we can move forward. We will try to improve as quickly as possible, but don't forget this is the first year for this engine and we have to try and catch up with the top. In terms of results, I'm quite confident on our chances to win the German Championship.

**What's your strong point and weak point at**

**this stage of the season?**

I don't think we have one particular weak point, we have to work on the package to develop it and make it work. And hopefully by the end of the season we'll have the right package to be up there with the top.

**What's on for you this season?**

I will definitely do the CIK races, the European and World Championships will be our main focus this season. I will also do the WSK and the German Championship, which has been getting very competitive in the past few seasons.

**Any races back home?**

No, not really. I don't plan to race in England this season. I raced in 2007 and I haven't done much racing in the UK since then. I'd quite like to go back and do the odd race but there's not really the time with the European season.



## JACK HAWKSWORTH CAREER

POB: Bradford (UK) DOB: 28/2/1991

**RESULTS**

**2010**

Andrea Margutti Trophy – KZ2 (P.2)

**2009**

- CIK-FIA World Cup – KZ1 (P.13)
- CIK-FIA European Championship – KZ2 (P.10 - 19 points)
- WSK – KZ2 (P.11 - 31 points)
- German DKM Championship – KZ2 (P.7 - 50 points)
- Andrea Margutti Trophy – KZ2 (P.1)
- Florida Winter Tour (P.10 - 475 points)

**2008**

- CIK-FIA European Championship – KZ2 (P.7 - 45 points)
- WSK – KZ2 (P.14 - 18 points)

**2007**

- ABkC British Championship – ICC (P.2)
- Stars of Tomorrow British Championship - Super ICC (P.6 - 813 points)

**2006**

- Rotax Grand Finals – Junior (P.2)
- Rotax Euro Challenge – Junior (P.1 - 257 points)
- Super 1 British Championship – Rotax Junior (P.3 - 689 points)
- Stars of Tomorrow British Championship – Rotax Junior (P.2 - 1297 points)

**2005**

- Super 1 British Championship – Rotax Junior (P.24 - 634 points)