

CLAY PIGEON

The meeting held on 9th May, 1976 was held in windy but most acceptable weather. However, the entry on normal meetings was down due to dates clashing with the Green Man Champion-

BEHIND THE SCENES continued.

give back but managed to take a crafty look at first. By changing carbs. and exhaust lengths the quickest were getting around 36.0 sec. By now maybe two days testing has been done and the drivers are beginning to feel the strain but they have knocked .5 of a second off in two days which can't be bad. Then comes the factory motors. They are always around .2 of a second quicker than anybody else's best. British drivers, Lane and Fullerton, always get at least one good motor for the meeting and with more testing they can then get down to 35.8 the same as the best Italian and Swedish drivers.

The fight now starts between all the best for the "Champion of Practice". Who can be the first to 35.6. The race is still 24 hours away but psychology is all important. With best chassis, best motors, best tyres (all Goodyears this time) its all go non-stop until everyone is exhausted. Someone finds a set of Goodyear tyres that go .2 sec. quicker and he is the king. I sometimes have this feeling that the racing comes secondary but perhaps I am being unfair.

We then have official racing all in one day as if to get it over quickly so that testing can begin again somewhere else. Certainly the engines only do a fraction of their running in racing, most is practise and more practise. The drivers and mechanics after the meeting are all physically and mentally shattered, walking around like Zombies and need days maybe weeks to recover. Why the human race push themselves this far without reward I don't know but the minute they stop we are finished as a team as well as a country. Roll on the next rounds in France and Sweden!

ships. The Junior and 100 International classes were poorly supported.

Juniors. Chris Tapp and Mark Storer managed to gain first and second places respectively and put up some fairly fast times as the Junior drivers usually seem to do at Clay Pigeon.

100 International. With only seven karts entered in this class the two most prominent drivers were Neil Hann who won two heats and the final and Martin Smart who won the remaining heat and had to be content with second place overall.

210 National. There were very full grids in this class which necessitated four heats. The 125 National class was run with the 210s and they were put on the front of the grid and started 10 seconds before the 210 boys. Nick Devonshire the current points leader and top 210 driver had a bad day. Bristol driver Trevor Lucas on his new Barlotti GBRD showed considerable improvement and was always near the front of the pack. New-comer Pete Rochford drove in a hairy style and showed well in the heats and managed to win the final. Other drivers worth mentioning are John Coley as usual.

250 International. Mike Waldron won two heats and the final by a fair margin with Mike Cannon winning the remaining heat. In the final Mike Waldron on pole position took the lead and remained there for the whole race. The interesting factor came from Dave Sque, Howard Power and Mike Cannon all fighting it out for second, third and fourth places. Mike managed to squeeze past Howard but had to follow Dave Sque across the line. Bad luck to Ivan Nash who spun and was hit by another kart.

100 National. Martin Phillips took this class in his usual fine style. However, he did not do so well in the heats and in the final started in position 10 on the grid and had to work his way through. Paul Gay drove well and seems to be turning into a useful driver.

100 Britain and 100 National Novices. Due to very low entry in the 100 Britain class they were combined with the 100 National Novices. Ronald Shone took the 100 Britain and seems to be turning out to be the dominant driver. The Novice class was won

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