

JIM CLARK REMEMBERED



WIN
A DAY
OUT AT
TOM BROWN
RACING DRIVERS
SCHOOL, INGLISTON
OVER £1000 WORTH
OF PRIZES TO BE WON!

INGLISTON MOTOR RACING ROYAL HIGHLAND CENTRE

APR 10th MAY 15th AUG 21st SEPT 11th OCT 16th

PROMOTED BY TOM BROWN RACING DRIVERS SCHOOL

The Story of Ingliston

In 1958 the Royal Highland and Agricultural Society purchased the Ingliston Estate on the outskirts of Edinburgh as a permanent site for their Royal Highland and Agricultural Show. The estate and Ingliston House had been a private estate until it had been operated as a golf course. With the rapid expansion of Edinburgh airport part of the golf course was sold for the development of a new runway and what remained was taken over by the RHAS.

Shortly after this happened A.K. Stevenson one of the great pioneers in the organisation of motor sport in Scotland approached the Society along with David Murray the founder and Patron of the famous motor racing team Ecurie Ecosse about utilising plans for perimeter roads as a motor racing circuit but the plans got nowhere. Some time later in the early 1960's however, kart racing was allowed using part of the interior road network.

At the end of 1964 the only existing Scottish motor racing circuit, Charterhall, was at the end of its shelf-like and it was unlikely to have a circuit license for the 1965 season and there ensued a search around Scotland for a new site on which Scottish Motor Racing Club could run motor racing. Various sites were considered and eventually the Ingliston site was again looked at by Ian Scott Watson the competition secretary of SMRC as a result of which the Highland Society agreed on the development of the perimeter roads firstly into a short circuit and later a slightly longer circuit and this is the circuit which exists today.

At the time the great Jim Clark had been World Motor Racing Champion and was President of the Scottish Motor Racing Club. He was approached and agreed to become a shareholder in a new company called Scotcircuits Ltd., which raised the money to build the necessary infrastructure for a motor racing circuit at Ingliston. In addition to Clark the directors included Scott Watson, and a John Romanes, himself a racing driver and chemical company owner. The International construction company Wimpey laid down the track which utilised an experimental surface which has survived through the years intact.

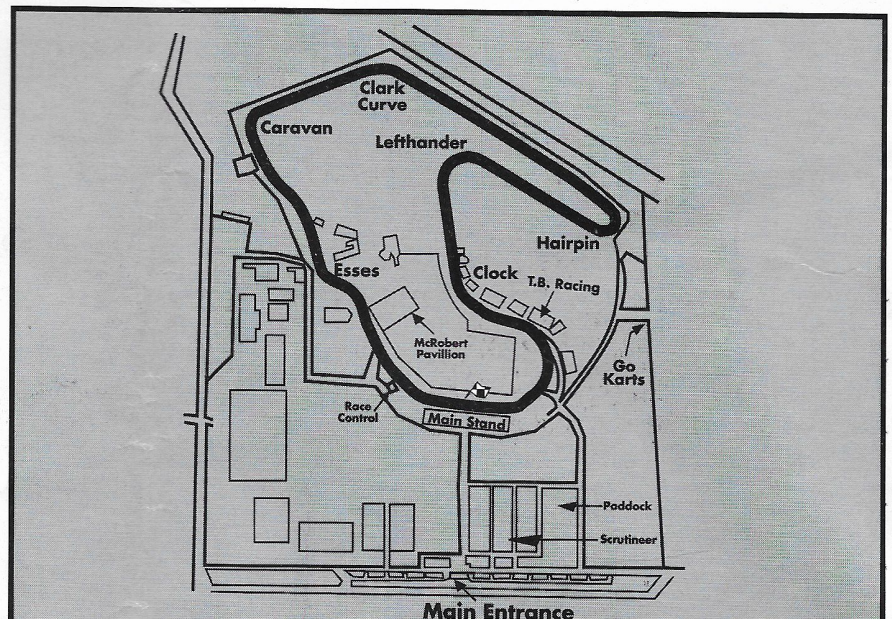
So it was in April 1965 the Ingliston Motor Racing Circuit hosted its first

race meeting in front of a huge crowd. Since then Scottish Motor Racing Club has run all of the motor race meetings which have included rounds in some of Britain's most prestigious motor racing championships. Many up and coming racing drivers from all over Britain have raced on the circuit and every young Scottish driver since has cut his teeth on the 1.03 mile circuit.

From the beginning the name of Jim Clark has been linked to the Ingliston circuit and though he only raced there on one occasion - in a charity event using an electric milk float - he was active in the running of the circuit until his death in a racing accident in 1968.

On the 25th anniversary of his death one of the toughest and fastest curves on the circuit was named Clark Curve as a permanent reminder of one of Scotland's greatest ever drivers and Indianapolis winners.

In 1994 Scottish Motor Racing Club will run their thirtieth consecutive seasons racing on the circuit making it one of the longest running circuits in Great Britain.



Warning to the public

Car and Motorcycle Racing is dangerous and persons attending this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting. Including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators, ticket holders or officials.

Ingliston race circuit
Royal Highland Showground
Edinburgh

Lap distance 1.03 miles 1.651 Kms

Welcome To Ingliston

Welcome race fans to the 8th round of the 1994 Scottish Motor Racing Championships.

For many Motor Sport enthusiasts today their thoughts will be elsewhere, perhaps thinking of how well David Coulthard is getting on at Monza this afternoon. I am sure everyone wishes him every success and the commentator will be keeping you informed throughout the day, for those that do not wish to know, having preset their videos or awaiting the highlights on BBC2 tonight, an information warning will be given so that you can cover your ears!

It's great to see the Historics class back at Ingliston and provide a spectacular addition to the programme.

Good luck to all the drivers racing today.

Tom Brown

Win a racing car trial worth £65!

Hold onto your programme and if one of our staff approach you today and you can answer two simple questions and possess a driving licence you win a trial with us!

TOM BROWN RACING INGLISTON

Ingliston 11th September 1994 Provisional Race Programme & Timetable

Race No.	Category	Scruiteering	Practice	Race
1	Goodyear Eagle Road Saloons - Race 1	Commences 8.30	-	1.45pm
2	Libre / Scottish Sports Cars	By 8.50	9.25 - 9.40	To
3	Historics - Race 1	-	-	Follow
4	SMRC 2CV	By 9.10	9.50 - 10.05	On
5	Goodyear Eagle Road Saloons - Race 2	By 9.30	10.15 - 10.30	
6	Formula Ford	By 9.50	10.40 - 10.55	
7	Historics - Race 2	By 10.30	11.05 - 11.20	
8	Supersports / Supersaloons and Kit Cars and Road Sports	By 11.10	11.30 - 11.45	

Drivers briefing taking place 15 minutes after the end of last practice

List of Officials: Steward for the RAC - W.M. Fenwick; Clerk of the Course - Walter Robertson; Deputy Clerk of the Course - Douglas Niven, Hugh Chalmers, Ken MacRae; Secretary of the Meeting - Bernard Buss; Chief Medical Officer - Neil Pryde; Chief Marshal - Nick Clarke; Chief Observer - Mike Gascoigne; Chief Flag Marshal - George Malloch; Chief Track Marshal - Chris Edwards; Chief Paddock Marshal - Bob Bisset; Chief Spectator Marshal - Jim Redpath; Chief Grid Marshal - Grant Humble; Chief Pits Area Marshal - Dave Wilkie; Chief Time Keeper - David Sharp; Chief Scruiteer - Ian Ralston; Club Stewards - J.L. Romanes, P. Grimwood, M. Shakespeare, R. Traill, M. Fenwick, G. Stewart and M. Upton; Starter - L. Haggart; Commentator - ?

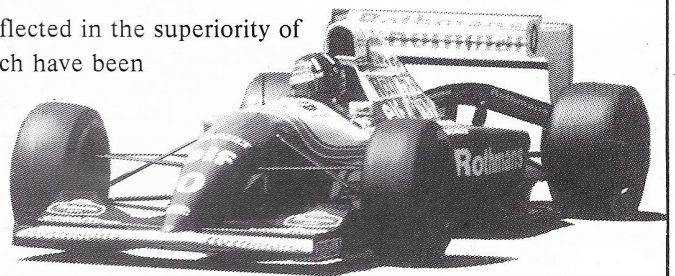
The meeting is held under the international sporting code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC and the additional regulations and instructions issued by SMRC Ltd Permit No. 35390.

Race track technology at your fingertips

Goodyear continue to dominate the Grand Prix circuits of the world with more Formula 1 wins than all other tyre manufacturers put together.

The technology we put into our racing programme is reflected in the superiority of our Eagle range of high performance road tyres. Tyres which have been especially fitted to the vehicles taking part in today's Scottish Road Saloon Car Championship.

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GOOD YEAR

EAGLE

F L Y W I T H T H E E A G L E S

SCOTTISH MOTOR RACING CLUB LTD

Entry List

Ingliston 11th September 1994

John Romanes has donated £500 in conjunction with race sponsorship for anyone who breaks the outright lap record at Ingliston at a Motor Race meeting.

Goodyear Eagle Road Saloons Championship Race

No. of laps 12

Comp. No.	Driver	Entrant	Town	Car	C.C.
up to 1400 cc Lap Record: 56.62 sec's					
2	Graeme McGregor	Driver	Invergowrie	Mini	1400
7	Jimmy Patrick	Driver	Edinburgh	Mini	1380
9	Mike Strong	Driver	Penicuik	Nova	1398
10	Andrew McKinna	Driver	West Linton	Nova	1300
12	Gerry Keirnan	Driver	Glasgow	Mini	1380
13	Gary Kyle	Driver	Livingston	Nova	1300
14	Richard Dobson	Galloway Motor Co.	Newton Stewart	Citroen AX	1294
15	Mike Hunter	Driver	Currie	Mini	1340
16	Norman Taylor	Driver	Edinburgh	Citroen AX	1400
17	Jimmy Currie	Driver	Dumfries	Rover Metro	1390
1400 - 1600 cc Lap Record: 55.96 sec's					
25	J. Robert Thomson	Driver	Edinburgh	Nova	1600
31	Simon Baker	Driver	Washington	Fiesta XR2	1597
39	Thomas Gray (Jnr)	Driver	Port Glasgow	Fiesta	1600
over 1600 cc Lap Record: 54.77 sec's					
46	Colin Gallie	Driver	Falkirk	BMW 200TII	2000
52	Tony Caig	Driver	Castle Douglas	Fiesta XR2	1800
54	Kevin Adam	Driver	Glenrothes	Sierra Cosworth	2000
55	Steve Higgs	Driver	Dunblane	Capri	3000
58	Warren Dunbar	Driver	Kintore	Escort	2000
62	Sasha Pearl	Driver	Perth	Golf	1781
68	Richard Neary	Driver	St Helens	Sierra Cosworth	1993

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

DRIVERS Accessories Supersports and Super Saloons

41-332 5800

No. of laps 12

Lap Record: 51.58 sec's

Comp. No.	Driver	Entrant	Town	Car	C.C.
7	Steve Spicer	Driver	Hexam	BMW318i	2000
10	Eddy Beeman	Driver	Glasgow	Skoda Rapid	2000
11	John Muir	Driver	Carnock	Toyota Starlet	2000
16	Colin Simpson	Driver	Dundee	Ford Escort	2100
17	Roddie Paterson	Driver	Edinburgh	Darrian T90	2000
19	David Small	Driver	Stirling	AC 3000	2000

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

The John Romanes Libre and Scottish Sportscars Race

No. of laps 12:

Lap Record: 43.50 sec's

Comp. No.	Driver	Entrant	Town	Car	C.C.
23	Alex Dobbie	Driver	Skene	Ralt	2000
2	Nigel Feeney	Driver	Glasgow	Vauxhall Lotus	2000
33	Bill Carr	Driver	Leslie	Tiga/Cook	2000
40	Ron Cumming	Driver	Inverness	March 832	2000

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

ACE Windscreens (Scotland) Kit Cars and Road Sports

(0378) 413084

No. of laps 12

Lap Record: 53.17 sec's

Comp. No.	Driver	Entrant	Town	Car	C.C.
51	Olly Ross	Helensburgh MSC	Helensburgh	Westfield	2000
53	Raddy Sarafilovic	Driver	Glasgow	Westfield	2000
58	Neville Singleton	Driver	Aberfeldy	Westfield	2000
69	Dave Muse	Driver	Newcastle	Sylva Striker	2000

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

Tom Brown Racing School Ingliston - Formula Ford Race

No. of laps 12
Lap Records: 1600 - 50.65 sec's
1600 "E" - 52.40
2000 - 47.30 sec's

Comp.

No.	Driver	Entrant	Town	Car	C.C.
3	Roy Low	Driver	Linlithgow	Reynard 84	1600
4	Tony Strugnell	Driver	Peterhead	Van Diemen	1600
9	Geordie Taylor	Driver	Kemnay	Reynard FF84	1600
15	David Taylor	Driver	Linlithgow	Van Diemen RF91	1600
16	Laurie Hughes	Driver	Dunbar	Van Diemen RF78	1600
18	Marcus Sharp	Driver	Uphall	Van Diemen RF80	1600
20	Stuart Thorburn	Driver	Duns	Van Diemen RF91	1600
27	Richard Steedman	Driver	Linlithgow	Van Diemen RF91	1600
28	Neil Fisher	Driver	Gourock	Swift	1600
29	Mads Gisselbaek	Driver	Huntly	Van Diemen RF92	1600
30	Mike Thomson	Driver	Aberdeen	Van Diemen RF89	1600
32	Richard Quinn	Driver	Livingston	Van Diemen 85	1600
34	Scott Ramsay	Heatmaster	Eaglesham	Van Diemen 92	1600
35	Graham Payne	Driver	Motherwell	Swift FB89	1600
40	James Watson	Driver	Newmilnes	Van Diemen RF79	1600

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

Quantum Leap Software Ltd - Historics

Livingston (0506) 461917

No. of laps 12

Comp.

No.	Driver	Entrant	Town	Car	C.C.
Pre War					
7	Tom Richardson	Driver	Kirkcaldy	Riley	1500
21	Jock MacKinnon	Driver	Edinburgh	Riley 12/4	1500
27	Bill Carr	Driver	Leslie	Austin 7 Special	750
Class B Single Seater					
101	Peter Farrer	Driver	Winchcombe	Lotus 22	1098
16	Geoff Temple	Driver	Northumberland	Chevron B1	1500
23	Marshall Balley	Driver	Aberdeen	Cooper FJT56	1098
29	Allan McGregor	Driver	Aberdeen	Cooper FJT59	1098
Class C Sports Cars Pre 1955					
6	Darren McWhirter	Driver	Elgin	Tojeiro Bristol	1971
30	John Romanes	Driver	Edinburgh	Frazier Nash	1971
35	Mark Whitehorn	Driver	Dundee	Bently MkVI	2500
64	Marshall Bailey	Driver	Aberdeen	Cooper Bobtail	1500
Class D Sports Cars Post 1955					
5	Tom McWhirter	Driver	Elgin	Tojeiro Jaguar	3800
10	Tom Fitzsimmons	Driver	Glasgow	Austin Healey	3000
31	Stephen Cooper	Driver	Huntingdon	Austin Healey Sprite	3000
32	David Peace	Driver	Glenmavis	MG Midget	1275
33	Roslyn Cooper	Driver	Huntingdon	Austin Healey Sprite MkIII	1300
34	Warwick Banks	Driver	Bourne	MGB	1840
36	Helen Elstrop	Driver	Consett	Triumph Spitfire	1296

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

Arnott Currie Citroen 2CV Race

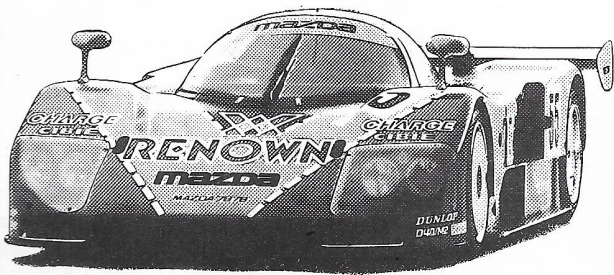
No. of laps 12

Lap Record: 70.75 sec's

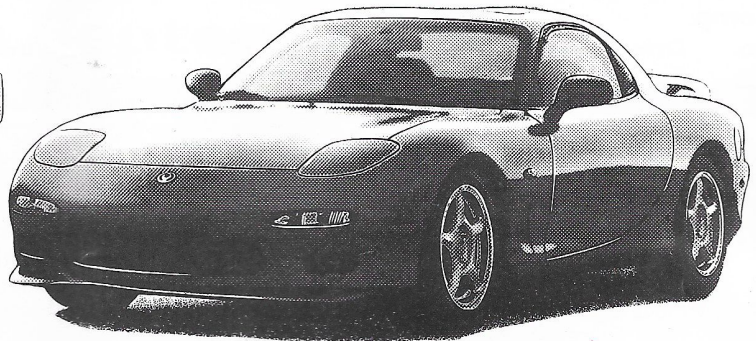
No.	Driver	Entrant	Town	Car	C.C.
11	Andre Sarafilovic	Driver	Cumbernauld	2CV	602
12	Colin Wilson	Driver	Glasgow	2CV	602
14	Bill Murray	Driver	Durham	2CV	602
16	Graham Harper	Driver	Glasgow	2CV	602
19	Cameron Ritchie	Driver	Edinburgh	2CV	602
24	Alan Laird	Driver	Kippen	2CV	602
26	Marcus Sharp	Driver	Uphall	2CV	602
28	Andrew Timpson	Driver	Glasgow	2CV	602
33	Tom Allan	Driver	Glasgow	2CV	602
43	Ian Gibbon	Driver	Glasgow	2CV	602
45	Henry Gillespie	Driver	Bearsden	2CV	602
50	Milena Paterson	Driver	East Calder	2CV	602
53	L Douglas	Driver	Innerleithen	2CV	602
71	Arthur Rodger	Driver	Northumberland	2CV	602

1st _____ 2nd _____ 3rd _____ Fastest Lap _____

Le Mans '91 Le Mazda '94



1991 LE MANS WINNING MAZDA 787B



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wishbone suspension system with dynamic geometry control. With a perfect 50:50 weight distribution, the handling is immediate and totally precise. The expressive aerodynamic body boasts a CD of 0.31.

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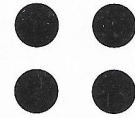
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