

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-life 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.

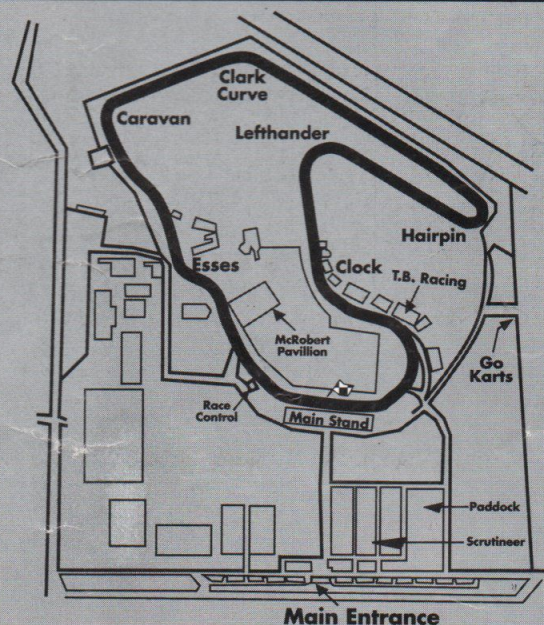
So it was in April 1965 the Ingliston Motor Racing Circuit hosted its first

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 back race fans to the 6th round of the 1994 Scottish Motor Racing Championships. This will be the start of the second half of the season which is proving very exciting and hope you all enjoy your day here at Ingliston.

With Scotsman Colin MacRae competing in the World Rally Championship and David Coulthard driving for the Williams F1 team and scoring points in the championship, motor sport is rarely out of the news these days.

(David's quote) "I hope to win some more points for my fellow Scottish Motor Racing Drivers and fans alike". Our best wishes and support go to them in their efforts.

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 21st August 1994

Provisional Race Programme & Timetable

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

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

List of Officials: Steward for the RAC - L.M. Livingstone; 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 Scrutineer - Ian Ralston; Club Stewards - J.L. Romanes, P. Grimwood, M. Shakespeare, R. Traill, M. Fenwick, G. Stewart and M. Upton; Starter - L. Haggart; Commentator - John Chalmers

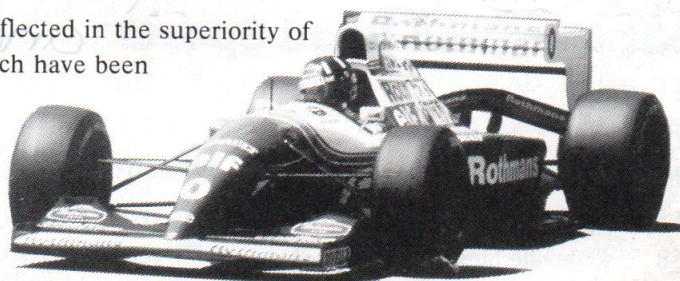
The meeting is held under the international sporting code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC and the additional regulations and instructions issued by SMRC Ltd Permit No. 35388.

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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.

Goodyear Eagle tyres give you the safety performance and control that you need at your fingertips. Make sure you fly with the Eagles.



GOODYEAR

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 21st August 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
9	Mike Strong	Driver	Penicuik	Nova	1398
10	Andrew McKinna	Driver	West Lothian	Nova	1300
12	Gerry Keirnan	Driver	West Linton	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
17	Jimmy Currie	Driver	Dumfries	Rover Metro	1390

1400 - 1600 cc Lap Record: 55.96 sec's					
23	Alan Keith	Driver	Angus	Fiesta	1600
25	J. Robert Thomson	Driver	Edinburgh	Nova	1600
31	Simon Baker	Driver	Washington	Fiesta XR2	1597
34	Brian Park	Driver	Hamilton	Talbot Sunbeam	1600
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 Craig	Driver	Castle Douglas	Fiesta XR2	1800
54	Kevin Adam	Driver	Glenrothes	Sierra Cosworth	2000
62	Sasha Pearl	Driver	Perth	Golf	1781

1st 25 2nd 14 3rd 21 Fastest Lap _____

Kit Cars and Road Sports

21 14 and supersports

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
58	Neville Singleton	Driver	Aberfeldy	Westfield	2000
61	Ian Wight	Driver	Edinburgh	Noble 23	1993
63	Brian Sarafilovic	Driver	Glasgow	Westfield	2000
69	Dave Muse	Driver	Newcastle	Sylva Striker	2000
73	Keith G Ritchie	Driver	Lincoln	Caterham Seven	1600
80	Stan Share	Driver	Argyll	Clan 1969	998
92	Jim Grant	Driver	Larbert	Lotus Elan	1800

1st 51 2nd 63 3rd 4 Fastest Lap _____

Tom Brown Racing School Ingliston - Formula Ford Race

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
10	Bryan Gowans	Driver	Dalbeattie	Reynard FF	1600
15	David Taylor	Driver	Linlithgow	Van Diemen RF91	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

1st 2nd 3rd Fastest Lap

Supersports and Super Saloons

No. of laps 12

Lap Record: 51.58 sec's

(Ingliston Stages Dunfermline C.C. Rally - April 16th)

Comp.

No.	Driver	Entrant	Town	Car	C.C.
4	Tom Bell	Driver	Carlisle	Escort Cosworth	2000
6	William Paterson	Driver	West Lothian	Davrian MK8	998
10	Eddy Beeman	Driver	Glasgow	Skoda Rapid	2000
11	John Muir	Driver	Carnock	Toyota Starlet	2000
14	Robert Ross	Driver	Larbert	MG Metro 6R4	2500
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
27	Nigel Feeney	Driver	Glasgow	Vauxhall 86SF	2000
29	Scott McLaren	Driver	Glasgow	Reynard 86SF	2000
33	Bill Carr	Driver	Leslie	Tiga/Cook	2000
35	Reg Forester Smith	Driver	Annan	Marquiss Vision	1700
39	Bill Wood	Driver	Edinburgh	Mallock 27	2000
40	Ron Cumming	Driver	Inverness	March 832	2000

1st 2nd 3rd Fastest Lap

Arnott Currie Citroen 2CV Race

No. of laps 12

Lap Record: 70.75 sec's

Comp.

No.	Driver	Entrant	Town	Car	C.C.
11	Andre Sarafilovic	Driver	Cumbernauld	2CV	602
14	Bill Murray	Driver	Durham	2CV	602
16	Graham Harper	Driver	Glasgow	2CV	602
26	I MacSikkar	Driver	Saline	2CV	602
28	Brian Sarafilovic	Driver	Glasgow	2CV	602
33	Tom Allan	Driver	Glasgow	2CV	602
43	Ian Gibson	Driver	Glasgow	2CV	602
45	Henry Gillespie	Driver	Bearsden	2CV	602
50	Milena Walker	Driver	East Calder	2CV	602
53	L Douglas	Driver	Innerleithen	2CV	602
71	Arthur Rodger	Driver	Northumberland	2CV	602

1st 2nd 3rd Fastest Lap

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1991 LE MANS WINNING MAZDA 787B



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This turbine smooth performance is linked to an alloy, 4 wheel double

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.

As reassuring as it is exhilarating, the RX-7 sports a driver's side airbag, side impact door bars and ABS brakes as standard. Within the cockpit you'll find leather upholstery, air conditioning, cruise control and electric power for all main functions.

So, if you've always dreamt of driving a Le Mans car, you now have two choices. The long hard road of dedication and self sacrifice or the short soft one to **McKay Mazda**.

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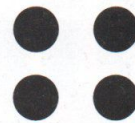
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