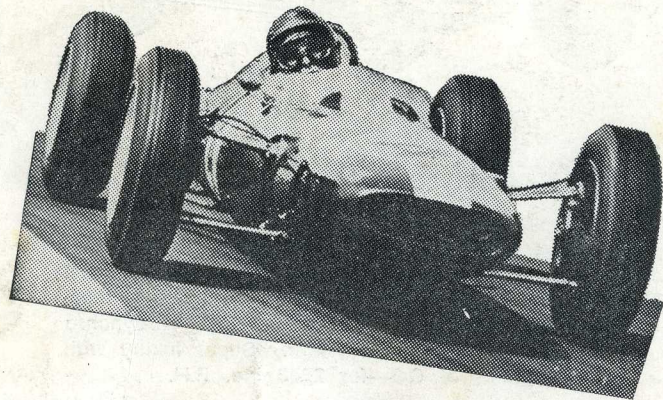


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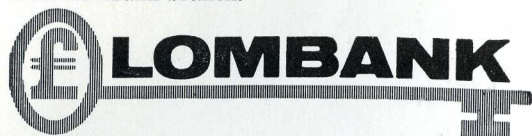
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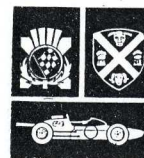
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THE ADAM WYLLIE MEMORIAL TROPHY RACE MEETING

Sunday, 8th May, 1966

organised by

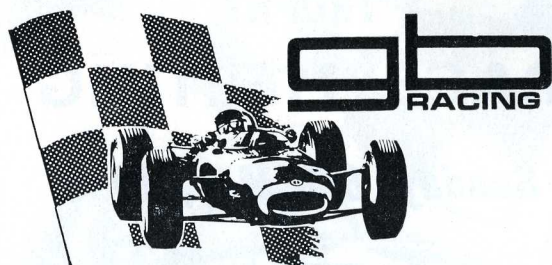
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* * *

PROGRAMME

9.45 am	Practice
12.45 pm	Luncheon Interval
2.15	Event 1 Saloons up to 1200cc, Race 1
2.35	2 ADAM WYLLIE MEMORIAL TROPHY RACE—Part 1
3.00	3 Saloons up to 1200cc, Race 2
3.20	4 Sports & Special G.T. Cars up to 1200cc
3.40	5 Saloons over 1200cc
4.00	6 Sports & Special G.T. Cars over 1200cc
4.20	7 ADAM WYLLIE MEMORIAL TROPHY RACE—Part 2
4.50	8 Hartley Whyte Championship Race
5.10	9 Marque Cars up to 1200cc

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Chief Marshal	...	A. H. B. CRAIG
Deputy Chief Marshal	...	Dr. J. G. WAUGH
Chief Observer	...	R. J. TRAILL
Chief Flag Marshal	...	W. W. HUME
Chief Track Marshal	...	G. F. STOREY
Chief Paddock Marshal	...	E. R. HERRALD
Chief Spectator Marshal	...	A. D. HORNE
Chief Grid Marshal	...	G. MONTGOMERY
Starters	...	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal	...	D. M. ROSS
Chief Programme Marshal	...	Mrs. T. LEGGET
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Chief Timekeeper	...	Dr. L. JAMIESON
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Commentator	...	J. W. McINNES
Secretary to Meeting	...	I. SCOTT WATSON
Competitor Reception	...	E. D. HODGES & E. S. CHAPMAN
Results Processors	...	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	...	J. J. MITCHELL
Steward (for R.A.C.)	...	A. K. STEVENSON, O.B.E.
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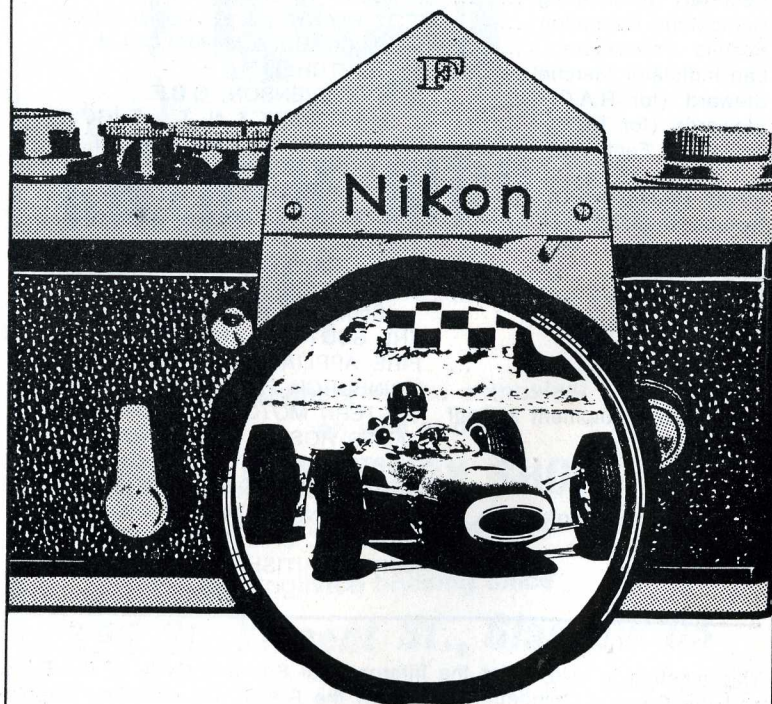
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LIST OF ENTRIES

Car No.	Driver/Entrant	cc	Make/Model	Home Town
1	A. W. ROLLINSON/ F. Lythgoe (Res. J. Taylor)	997	Lola F3	Pelsall
2	E. J. B. MITCHELL	1588	Brabham BT14	Huddersfield
3	W. J. STEIN/David Murray	2496	Ecosse-Climax	Edinburgh
4	J. RUSSELL	4727	Russell-Ford	West Calder
5	D. H. PRESTON	1594	Brabham BT14	Nottingham
6	A. D. T. FLETCHER	997	Brabham F3	Culross
7	W. FORBES	1991	Lotus-B.M.W.	Aberdeen
8	J. MILLAR	997	Brabham F3	Bridge-of-Weir
9	M. A. PEEL	998	Cooper F3	Preston
10	A. C. GOODFELLOW	997	Cooper FJ	Falkirk
11	J. B. FLETCHER/Carter Bros. (Rochdale) Ltd.	1600	Cooper-Lotus	Oldham
12	D. M. MACDONALD	3500	Remac-Oldsmobile	Coatbridge
14	F. W. SMITH	1594	Brabham BT14	Garstang
15	J. S. RAE/J. Potts, Jr.	997	Cooper F3	Denny
16	S. N. SNOWDON/ J. W. Snowdon	1594	Merlyn Mk. 5	Carlisle
17	J. L. ROMANES	1875	Lotus-Martin-Ford	Edinburgh
18	G. TAYLOR	998	Lola FJ	Falkirk
19	M. H. GILL/ Felton Racing Team	997	Brabham F3	Alston
20	T. FETHERSTONHAUGH/ Felton Racing Team	997	Brabham F3	Penrith
21	R. SCOTT	1991	Elva-B.M.W.	Aberdeen
22	J. VEITCH	1600	Diva	Newbridge
23	A. MACKINTOSH	1598	Wilson GT	Humble
24	W. N. A. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan	Edinburgh
25	E. BLACKADDER	1594	Lotus Elan	Falkirk
26	A. K. McCOSH	4398	Bentley	Stirling
27	S. DUNSTERVILLE (Res. T. J. Evers)	1340	Lotus 7	Glasgow
28	B. E. COCKS	1498	Fairthorpe	Dundee
29	I. COCHRANE	1498	Lotus 7	Glasgow
30	W. J. STEIN/ H. C. Ballantine	1997	Marcos GT	Edinburgh
31	J. R. BALLANTINE	1800	T.V.R.	Bo'ness
32	T. J. HENDERSON	1798	T.V.R.	Rhu
33	D. M. ROSS/ G. Birrell	1558	Lotus Elan	Aberdeen
34	G. TEMPLE	1558	Lotus Elan	Morpeth
35	R. HAMILTON	3442	Jaguar XK120	Denny
36	S. McCracken/ J. Nicholson	1594	Lotus Elan	Glasgow
37	J. NICHOLSON	1098	Lotus 23B	Glasgow
38	W. J. TURNBULL/ D. M. Bertram	1098	L.W.S.	Edinburgh
39	G. CROSSLEY	1098	Lotus XI	Morecambe
40	D. C. LAMB	1098	Lotus XI	Linlithgow
41	R. FORESTER-SMITH	1098	Lotus XI	Edinburgh
42	J. L. ALEXANDER	1030	Cooper-Marcos	Glasgow

Continued

LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
43	G. P. D. BELLERBY	998	Lotus 7	Morpeth
44	R. JOHNSON	1071	Mini-Marcos	London
45	D. MURRAY	1098	Marcos-Ford	Dundee
46	R. G. SMITH	1100	Mini-Marcos	Windermere
47	J. CORFIELD	1098	Diva GT	Peterborough
48	J. ABSALOM	997	Ginetta G4	Morpeth
49	R. SMITH	1098	Project 4	Airdrie
50	D. D. CARMICHAEL	1132	M.G. Midget	Edinburgh
51	A. FLEMING	1098	Austin-Healey Sprite	Liverpool
52	J. C. FORSYTH	998	Austin-Healey Sprite	Haddington
53	J. E. MILNE/ W. Shepherd	1139	M.G. Midget Coupe	Glasgow
54	A. W. HUTCHISON/ W. Shepherd	998	Aus-Healey Sprite	Lundin Links
55	J. R. WILLIAMSON/ W. Shepherd	1100	Mini-Cooper S	Aberdour
56	J. GEMMELL	1147	Triumph Spitfire	Juniper Green
57	W. NESS/A. I. Gray	978	Aus-Healey Sprite	Glasgow
58	J. I. JOHNSON	996	Aus-Healey Sprite	Kilbarchan
59	D. G. G. BLACK	998	Aus-Healey Sprite	Peebles
60	J. B. MOORE/ Richard Groves Racing	1098	Aus-Healey Sprite	Leamington Spa
61	I. W. N. KIRKWOOD	948	Aus-Healey Sprite	Newcastle/T.
62	T. D. WALKINSHAW	1140	Aus-Healey Sprite	Prestonpans
63	J. S. RAE/J. Potts, Jnr.	1098	M.G. Midget	Denny
64	M. HOPPERTON	1147	M.G. Midget	Tarbert
65	G. BIRRELL/ Perdal Developments	1860	Perdal Anglia	Milngavie
66	A. WRIGHT/ Perdal Developments	1650	Perdal Anglia	Whitley Bay
67	P. DALKIN/ Perdal Developments	1650	Perdal Anglia	Newcastle/Tyne
68	D. N. SMITH	1293	Mini-Cooper S	Bowness-on-Windermere
69	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
70	W. L. MORRISON	1275	Mini-Cooper S	Stirling
71	T. B. D. CHRISTIE	1293	Mini-Cooper S	Kirkcaldy
72	D. J. MUTER	1293	Mini-Cooper S	Bedlington
73	P. A. W. HOPE-JOHNSTONE/ Aurelli Accessories	1293	Mini-Cooper S	Dumfries
74	D. J. M. FISHER	1690	Ford Perdal Cortina	Duncon
75	D. WOOD	1498	Ford Cortina GT	Aberdeen
76	J. DRYDEN	1293	Mini-Cooper S	Dundee
77	L. PALADINI/ Paladini Motors	1275	Mini-Cooper S	Dundee
78	A. PALADINI/ Paladini Motors	1293	Mini-Cooper S	Dundee
79	K. ROBERTSON	850	Mini-Sprint GT	Haddington
80	K. ROBERTSON	1275	Mini-Cooper S	Haddington
81	D. FORSYTH/ Seton Mains Garage	1293	Mini-Cooper S	Tranent
82	J. CLARK/ Seton Mains Garage	970	Mini-Cooper S	North Berwick

Continued

LIST OF ENTRIES — Continued

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
83	W. BORROWMAN/ Seton Mains Garage	999	Mini-Cooper S	Edinburgh
84	G. BIRRELL/ Claud Hamilton Motors	998	Singer Chamois	Milngavie
85	I. B. BIRRELL/ Claud Hamilton Motors	850	Morris Mini	Milngavie
86	A. CHARNELL/ Hamilton Bros. Ltd.	998	Hillman Imp	Paisley
87	Mrs. C. CHARNELL/ Hamilton Bros. Ltd.	875	Hillman Imp	Paisley
88	J. A. J. CURRIE	1071	Mini-Cooper S	Dumfries
89	R. D. McCUTCHEON	970	Mini-Cooper S	Wigtown
90	I. MCGOWAN/ R. D. McCutcheon	999	Mini-Cooper S	Wigtown
91	A. BARTON	1071	Mini-Marcos	Newcastle/Tyne
92	A. BARTON	998	Morris 1000	Newcastle/Tyne
93	I. R. OWER	1148	Mini-Cooper	Dundee
94	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
95	J. FEWELL	950	Austin Mini	Prestonpans
96	J. W. PINKERTON	997	Austin A40	Houston
97	G. CARR	997	Morris-Cooper	Houghton-le-Spring
98	D. I. FRASER	970	Mini-Cooper S	Glasgow
99	J. SIME	997	Mini-Cooper	Paisley
00	P. McN. HENDERSON	998	Mini-Cooper	Carstairs
01	R. J. S. HAINING	997	Mini-Cooper	North Berwick
02	R. J. SCOTT	997	Mini-Cooper	Lanark
03	E. PATERSON	1012	Morris Mini	Prestonpans
04	T. B. CRUIKSHANK	1148	Ford Anglia	Glasgow
05	K. H. ALLAN	997	Mini-Cooper	Carlisle
06	H. M. WADDINGHAM	997	Mini-Cooper	Newcastle/Tyne
07	R. A. BLAYLOCK	997	Ford Anglia	Longtown
08	R. D. WYLLIE	997	Mini-Cooper	Newton Stewart
09	A. W. HILL	1216	Lotus Elite	Ardrossan
110	T. A. HILL/A. W. Hill	998	Mini-Cooper	Ardrossan
111	A. I. ROBERTSON	998	Hillman Imp	Kirkcaldy
112	J. MOWATT/ Victor Park Service Station	970	Mini-Cooper S	Wickford
113	S. McCRACKEN/ J. Nicholson	1098	Lotus XI	Glasgow

WARNING TO THE PUBLIC.—Car and Motorcycle Racing is dangerous and persons attending at 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 to spectators, ticket holders or officials.

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AUTOSPORT

EVERY FRIDAY

For your Day's Enjoyment...

There is promise of good racing once again from today's entry and this should be enriched by the struggle for points for the various Ingliston Championships. Foremost among these is, of course, the "Scotsman Trophy" Formula Libre Championship, sponsored by Scotland's premier newspaper group. The prize list for this championship, quite apart from the prestige of a win, makes it a most coveted award and competition will undoubtedly get fiercer and fiercer as the season goes on. The winner at the end of the season—the driver with the most points from four out of the six qualifying races—will receive a cheque for £250 in addition to the "Scotsman Trophy"; 2nd place driver's share of the prize fund is £150 and 3rd £100—a further £100 being distributed among 4th, 5th and 6th places.

The trophy itself was presented in 1965 to the winner of the first formula libre race at Ingliston and won handsomely by Bill Stein driving the Ecurie Ecosse single-seater on its first outing. It was designed by the Edinburgh School of Art and executed by Hamilton & Inches Ltd., the well-known jewellers and silversmiths. This year the sponsors have agreed to widen its scope and thus make it the principal award at Ingliston this year.

At the "Edinburgh Students' Charities Cup" Race Meeting last month, there was an exciting struggle for points between **Bill Stein** in the Ecosse-Climax, a car built specially by Ecurie Ecosse last year for this circuit and which now holds the outright lap record at an incredible 38.0 secs. round the twisting, undulating three-quarter-mile circuit, and **Willie Forbes**, the brilliant Aberdeen driver, giving his Lotus-B.M.W. its first outing. This is a most interesting car and is the only B.M.W.-engined Lotus 35 in the country. Forbes had a most successful season at Ingliston in 1965 driving his Elva-B.M.W. sports car—a car which by no rights should have been winning places in a formula libre race where it was undoubtedly outclassed—and it is obvious that he was so pleased with the engine's performance that he was determined to fit the same type of engine in a more competitive chassis. Despite running on only three cylinders he gave Stein a very close race indeed in the second heat of the "Students' Cup" race in April after winning the first heat. On aggregate he conceded first place to Stein by 2 secs. **Alan Rollinson**, who won the Formula Libre Championship (sponsored by Lombank Ltd. in 1965) last year, was unfortunately hors-de-combat with an eye injury for the opening meeting but hopes to be back at the wheel today in one of the works-sponsored Formula Three Lola cars, entered by Frank Lythgoe. Although obviously outclassed by Stein and Forbes, we will be very surprised if he does not keep well in the running, for there is no doubt that Rollinson well-deserved his 1965 success at Ingliston and will be very keen to retain the championship. It would be particularly fitting if Rollinson were to win this race, for it is his team-mate, Adam Wyllie, that this meeting commemorates. Wyllie was killed in a most unfortunate racing accident in Ireland last year. One of the most popular Scottish drivers, and one of the neatest, he is sadly missed on the circuits. Many of his closest friends, led by **Jock Russell**, have contributed towards buying the magnificent trophy which the winner will receive for today's race. Russell himself will undoubtedly be keen to do well in today's race, and once again brings his Russell-Ford single-seater to the line, a 4.7 litre Vee-8 engine adding a magnificent sound to echo through the Ingliston grandstands.

At the April meeting this year a newcomer to Ingliston who showed considerable promise was the Nottingham driver, **Dave Preston**, with his Brabham. He is back again to try to wrest the honours

from the Scottish drivers and may well do so as he learns the circuit.

One driver who is particularly consistent, neat and successful at Ingliston is **Andrew Fletcher** with his Formula Three Brabham. Although there is no separate race for F3 cars at this meeting, we will be very surprised if Fletcher is not well up among the leaders and it will be particularly interesting to note how the F3 Brabham compares with the F3 Lola of Rollinson. A newcomer to single-seater racing is **Jimmy Rae**, a past Scottish Motorcycle Speed Champion, who drove Joe Potts' M.G.B. consistently neatly last season and will be seen at the wheel of an F3 Cooper this year. The Club's chairman, **John Romanes**, has a most interesting car in preparation which he hopes to have ready in time for today's meeting. This is a Lotus 35 (similar to Forbes' car), raced last year by the Willment team, and this year powered by a new Martin-Ford engine. This is a single o.h.c. conversion of the popular Ford Cortina engine, raised to 1875cc. Lighter and more powerful than the more popular Lotus-Cosworth twin-cam conversion of the same engine which powers, for instance, Preston's Brabham, it will be interesting to note the progress of this car during the season.

In the over 1200cc Sports and Special G.T. class, **Bill Dryden** will be out to repeat his win at the April meeting, but we are sure that this will not be to the liking of **Richard Scott** in Forbes' last-year's car, nor of **Ernie Blackadder** in the car in which Eric Liddell set up the G.T. lap record last year. **Sandy McCracken** will undoubtedly be out to upset the records at the same time and in the smaller sports car class his team-mate **John Nicholson** will be at the wheel of the Lotus 23B which he purchased from Norman Surtees at the end of last season. On form he should win this race, but in April **John Corfield** from Peterborough with his Diva, and the Edinburgh-built L.W.S. (Leith Walk Special) of **Bill Turnbull** both finished ahead.

As usual, much of the afternoon's fun will come from the saloon cars and, as usual, each race is fully oversubscribed. Although some of the drivers' tactics board on the doubtful, there is no doubt that the sight of the field nudging their way through Bankers' after a mass start is something which no-one can easily forget. The fastest six in each of the two classes (there are two races for the class for cars under 1200cc) will compete in the "Hartley Whyte Championship" race (event 8) and there will be strong competition to earn these places. At the April meeting it was **Tom Christie** who, rather surprised, won this race by sheer consistency of driving after the two leaders, Phil de Banks and Harry Ratcliffe, had collided and pushed Dave Smith off the course in the course of their collision. But Tom is no mean driver, and holds the 1965 Scottish National Speed Championship after a series of brilliant drives at Ingliston and other speed events in Scotland last year. **Dave Smith**, from Windermere, will be out to avenge his bad luck in April and the two **Morrisons**, **Ronnie** and **Logan**, will be determined to rejoin battle in the front line. **Ronnie's** car is ex-**Bob Smith** (seen today driving one of the Mini-Marcos in the up to 1200cc Special GT Race) and held, until Ratcliffe broke it, the saloon car record in 1965. **Logan's** has a works B.M.C.-tuned engine and he is, of course, one of the country's leading rally drivers (for Rovers at present). **Duncan Fisher's** Perdal Cortina should be worth watching, but it is really the Perdal Anglias which are most likely to steal the limelight in this class, driven by **Graham Birrell**, **Alf Wright** and **Peter Dalkin**. Altogether a most promising needle-match!

Among the smaller saloons, **Bill Borrowman** reigned supreme in April this year in the absence of **Ronnie McCutcheon**. The Wigtown driver will be out to make up for lost time but both will have to keep their eyes on their mirrors for the Singer Chamois of **Gerry Birrell** and the Hillman Imp of **Tony Charnell**. No Ingliston meeting would be complete without that incredible, tattered, veteran Morris 1000 of **Andy Barton** and he will almost certainly be up among the leaders once again!

The third Birrell brother, **Iain**, will be giving his 850 Mini an outing in the first event of the day, in which are seeded the less powerful small saloons and he will be joining battle with **Jimmy Fewell** in a bored-out Mini and **Bob Blaylock** in his Ford Anglia among others. Also in this class will be the only lady driver, **Corinne Charnell**, upholding the Imp honours and not content to let her husband Tony have it all his own way.

★ ★ ★

We have an extra grandstand this year at Shepherds' Corner. Seats are 5/- each, un-numbered. First come, first choice of seat. Seats for this and the Highland Grandstand overlooking the start and finish, are one sale from 10.30 a.m. at the kiosk behind the main Grandstand.

★ ★ ★

No visit to a bleak airfield racing circuit could possibly give one the impression of motor racing that spectators have at Ingliston with its twists and turns, uphill and downhill. No circuit offers spectators so many amenities as does Ingliston. With the Herdsman's Restaurant (where one can obtain a three-course luncheon for as little as 6/6d.) and three snack bars there is the impressive MacRobert Pavilion for members of the Scottish Motor Racing Club—organising club at the circuit. There are almost 5000 seats under cover between the Highland Grandstand overlooking the start and finish (seats 10/-) and the new Shepherds' Grandstand at the top corner of the same name (seats 5/-). In addition there is standing room on timber terracing for a further 4000 around the circuit and plenty of space elsewhere for viewers who wish to enjoy the thrill and atmosphere of this most exciting of sports. For the benefit of those unable to come to Ingliston, Scottish Television have arranged to televise, live, part of the afternoon's racing.

★ ★ ★

Practice starts at 9.45 a.m. and should be almost as exciting as the racing. In practically every race 15 entries have been accepted but only the fastest 12 will qualify to race, so drivers will be trying their hardest to make sure of a place on the starting line. The first race will be at 2.15 p.m., and it is anticipated that the last race will end at 5.20 p.m. Whether you come for the whole day to see the practice and make sure of a good vantage point (Grandstand seats are on sale from 10.30 a.m. on race day but may be booked in advance from Graham Birrell Racing, 392 St. Vincent Street, Glasgow; A. H. B. Craig, 8 Montague Terrace (Inverleith Row), Edinburgh—on personal application only—or by post from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire) enjoying at the same time a good meal in one of the Restaurants, or whether you come for the racing in the afternoon, you will be sure to enjoy yourself—and where else can you enjoy eight hours' exciting entertainment for only 5/- admission?

★ ★ ★

Members of the Scottish Motor Racing Club, of course, may prefer to eat in their own Club premises on the first floor of the MacRobert Pavilion and non-members who are envious of this privilege will find a Membership Application form later in the programme!

★ ★ ★

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cars at Ingliston this year. "Special G.T. Cars" are Grand Touring Cars built specially for competition drives—such as the racing model Lotus Elan; Diva, Ginetta, etc. usually of limited production. On the other hand "Marque" cars are basically Standard Production Sports Cars, such as M.G., Austin-Healey, Triumph and normal Jaguars.

★ ★ ★

Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the "grid"—as the starting line is called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming-up lap, forming up on a dummy grid at Merchants' Turn. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."

★ ★ ★

At various points around the circuit there are teams of marshals whose duties are to signal by means of flags various information to the drivers. A blue flag held stationary means "there is a car close behind"; blue flag waved means "the car behind wishes to overtake." Yellow flag held stationary means "caution"; waved vigorously means "extreme danger, be prepared to stop." A yellow flag with red stripes signifies oil on the track, and a white flag means that there is a service vehicle (ambulance, fire engine, etc.) on the circuit. You may see an official at the finishing line holding a black flag together with a blackboard on which will be chalked a number. This means that the competitor whose number is on the board must immediately slow and drive gently to the pits. It may be that observers have reported some parts of his car loose or it may be that in the opinion of the Clerk of the Course he is driving in such a way as to cause danger to others.

★ ★ ★

Assisting in the organisation today and every other race day at Ingliston are some 300 marshals, all of whom work on a purely voluntary basis. Without them there would be no racing. Please do co-operate with us and them, because without your co-operation somebody's enjoyment will suffer. Your safety is in their hands; do not jeopardise yours and that of others by disregarding their instructions.

★ ★ ★

There is a growing demand for trackside advertising at Ingliston, especially now that the meetings are to be televised. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassell Street, London S.E. 10. Details of Programme advertising may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

★ ★ ★

Racing at Ingliston is possible primarily by courtesy of the Royal Highland and Agricultural Society, who own and have developed this



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wonderful Showground. We do ask you to respect their property and refrain from climbing over their buildings or scattering litter.

★ ★ ★

Race-going and cameras go together. Edinburgh Camera Shop hold the concession at Ingliston on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell camera or films. Graham Birrell has a mobile accessory shop alongside at which all sorts of "Bolt-on goodies" can be purchased. In addition, they have produced a special Ingliston Lap Chart Book at 5/- each, which will enable you to keep a check on the progress of each race.

★ ★ ★

Ingliston regulars know the "Herdsmen's Restaurant" with its adjoining snack bar, but seems that not so many know of the extensive snack bar, open to the public, at ground level in the MacRobert Pavilion in the Central Enclosure, nor of the smaller snack bar situated in the Courtyard at the East Gate and particularly handy for those using the terracing between Bankers' and Shepherds'.

★ ★ ★

Members of the Scottish Motor Racing Club—the organising Club with a four-figure membership under its President, World Champion Jim Clark—have additional benefits this year, among them free access to the Paddock, barred to the general public. Membership Cards must be produced for entry to this and the MacRobert Pavilion.

★ ★ ★

If you find you enjoy this meeting and you are not one of the enlightened thousand-plus members of Scottish Motor Racing Club Ltd., why not join this most enterprising band of enthusiasts now? You will find an application form and details of the Club on pages 34 and 35.

If you have read this far we feel you have read enough. So turn two pages to Event 1 and settle down to enjoy the racing right through to Event 9. On the way home tonight, remember that we want to be sure that you will be with us again next meeting.

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LADIES' CUP for the 4th successive
 year in Rootes Cars

(Results subject to official confirmation)



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The State of the Parties... (Ingliston)

The following is a note of the leading positions in the various 1966 Class Racing Championships, after the opening event on 17th April. You can prepare your own table with the aid of the commentator and the scoring system printed below each table.

"THE SCOTSMAN TROPHY" FORMULA LIBRE CHAMPIONSHIP

	17th Apr.	8th May	Total
W. J. STEIN (Ecosse-Climax)	11	11	22
W. FORBES (Lotus-B.M.W.)	8	1	9
A. D. T. FLETCHER (Brabham F3)	7	8	15
D. PRESTON (Brabham)	6	1	7
J. B. FLETCHER (Cooper-Lotus)	5	0	5
J. S. CALVERT (Brabham)	5	x	5
R. KNIGHT (Lotus 23B)	4	x	4
J. MILLAR (Brabham F3)	4	4	8

All Finishers in each race: 1 point.

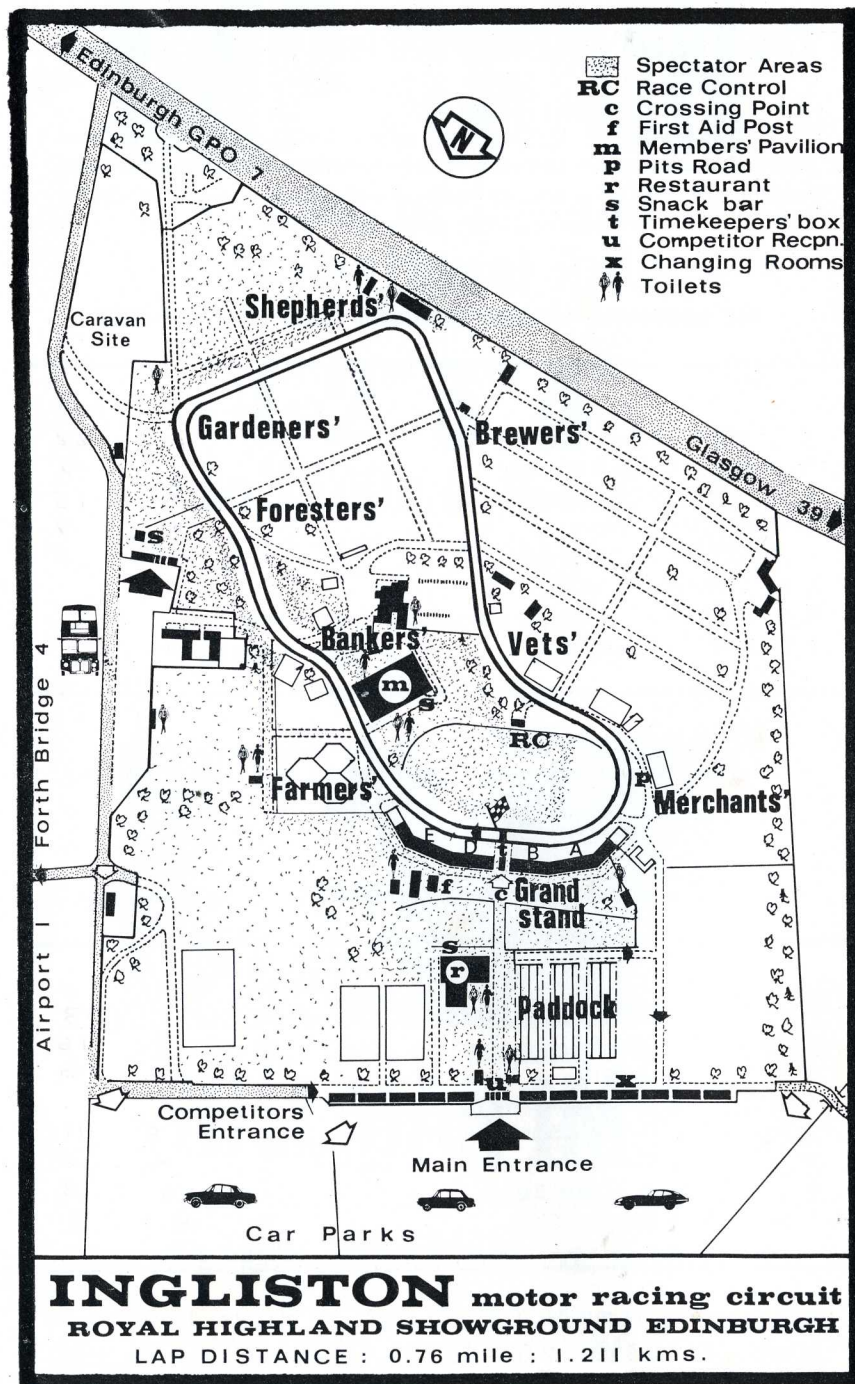
In addition: 1st, 9 points; 2nd, 6 pts.; 3rd, 4 pts.; 4th, 3 pts.; 5th, 2 points; 6th, 1 pt.

THE "SHEILA WHYTE TANKARD" SPECIAL G.T. CHAMPIONSHIP

	17th Apr.	8th May	Total
W. N. A. DRYDEN (Lotus Elan)	8	5	13
J. CORFIELD (Diva GT)	8	8	16
J. LEPP (Lotus Elan)	6	x	6
A. A. BARTON (Mini-Marcos)	6		
S. McCracken (Lotus Elan)	5	6	11
R. G. SMITH (Mini-Marcos)	5	x	5
E. BLACKADDER (Lotus Elan)	4	4	8
A. W. COWAN (Marcos GT)	3	x	3

All finishers in the qualifying race: 1 point. All statrers: 1 point.

In addition: 1st, 6 pts.; 2nd, 4 pts.; 3rd, 3 pts.; 4th; 2 pts; 5th, 1 pt.



Ingliston Lap Time Conversion Table

This table gives a quick approximate guide to the average speeds for any given elapsed time (in seconds). Accuracy is not guaranteed and the official results will be those given by the timekeepers.

secs.	m.p.h.	secs.	m.p.h.	secs.	mp.h.	secs.	m.p.h.
35.0	78.0	41.4	66.0	47.8	57.2	54.0	50.7
35.2	77.5	41.6	65.7	48.0	56.9	54.2	50.5
35.4	77.0	41.8	65.4	48.2	56.7	54.4	50.3
35.6	76.6	42.0	65.1	48.4	56.5	54.6	50.1
35.8	76.2	42.2	64.8	48.6	56.3	54.8	50.1
36.0	75.8	42.4	64.4	48.8	56.0	54.8	49.9
36.2	75.4	42.6	64.1	49.0	55.8	55.0	49.7
36.4	75.4	42.8	63.8	49.2	55.6	55.2	49.6
36.6	74.6	43.0	63.5	49.4	55.3	55.4	49.4
36.8	74.2	43.2	63.2	49.6	55.1	55.6	49.2
37.0	73.8	43.4	62.9	49.8	54.9	55.8	49.1
37.2	73.4	43.6	62.7	50.0	54.4	56.0	48.9
37.4	73.0	43.8	62.4	50.2	54.4	56.2	48.7
37.6	72.6	44.0	62.1	50.4	54.2	56.4	48.6
37.8	72.2	44.2	61.8	50.6	54.0	56.6	48.4
38.0	71.8	44.4	61.6	50.8	53.8	56.8	48.2
38.2	71.4	44.6	61.3	51.0	53.6	57.0	48.0
38.4	71.1	44.8	61.0	51.2	53.4	57.2	47.8
38.6	70.7	45.0	60.8	51.4	52.2	57.4	47.6
38.8	70.3	45.2	60.5	51.6	52.0	57.6	47.5
39.0	70.0	45.4	60.9	51.8	52.8	57.8	47.3
39.2	69.6	45.6	59.9	52.0	52.6	58.0	47.1
39.4	69.3	45.8	59.6	52.2	52.4	58.2	47.0
39.6	69.0	46.0	59.3	52.4	52.2	58.4	46.8
39.8	68.6	46.2	59.1	52.6	52.0	58.6	46.6
40.0	68.3	46.4	58.8	52.8	51.8	58.8	46.5
40.2	68.0	46.6	58.6	53.0	51.6	59.0	46.3
40.4	67.6	46.8	58.4	53.2	51.4	59.2	46.2
40.6	67.3	47.0	58.2	53.4	51.2	59.4	46.0
40.8	67.0	47.2	58.0	53.4	51.2	59.6	45.8
41.0	66.6	47.4	57.8	53.6	50.9	59.8	45.7
41.2	66.3	47.6	57.5	53.8	50.8	60.0	45.6

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EVENT 1

2.15 P.M.

SALOON CARS up to 1200cc

RACE 1 — 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
85	I. B. BIRRELL/ Claud Hamilton Motors	Morris Mini	850
87	Mrs. C. CHARNELL/ Hamilton Bros.	Hillman Imp	875
94	A. J. R. CORMACK	Hillman Imp	998
95	J. FEWELL	Austin-Mini	950
99	J. SIME	Mini-Cooper	997
00	P. McN. HENDERSON	Mini-Cooper	998
01	R. J. S. HAINING	Mini-Cooper	997
02	R. J. SCOTT	Mini-Cooper	997
03	E. PATERSON	Morris Mini	1012
04	T. B. CRUIKSHANK	Ford Anglia	1148
05	K. H. ALLEN	Mini-Cooper	997
06	H. M. WADDINGHAM	Mini-Cooper	998
07	R. A. BLAYLOCK	Ford Anglia	997
08	R. D. WYLLIE	Mini-Cooper	997
110	T. A. HILL/A. W. Hill	Mini-Cooper	998

1st (£20) **07**..... 2nd (£12) **01**..... 3rd (£8) **08**.....

4th (£4) **110**..... Fastest Lap: **07** — **49.0** secs.

Winner's Speed: **8** m. **25.6** s.: **54.11** mph

INGLISTON LAP RECORDS

VINTAGE CARS:

A. K. McCOSH (Bentley) 50.6" — 19th Sept.

SALOONS: under 1200cc:

R. D. McCUTCHEON (Mini-Cooper) 43.6" — 19th Sept.

over 1200cc:

H. W. RATCLIFFE (Mini-Cooper) 42.6" — 17th April (1966)

GRAND TOURING CARS: under 1200cc:

J. MACKAY (Lotus XI GT) 43.6" — 25th July

over 1200cc:

E. LIDDELL (Lotus Elan) 41.2" — 3rd Oct.

SPORTS CARS: under 1200cc:

J. WATSON (Crosslè) 42.0" — 3rd Oct.

over 1200cc:

W. FORBES (Elva B.M.W.) 40.4" — 29th Aug.

RACING CARS (Outright Lap Record):

Formula Libre:

W. J. STEIN (Ecosse-Climax) 38.0" — 3rd Oct.

Up to 1200cc (other than F.2):

A. D. T. FLETCHER (Brabham F.3) 40.0" — 3rd Oct.



Photograph by courtesy of Eric Bryce

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EVENT 2

2.35 P.M.

THE ADAM WYLLIE MEMORIAL TROPHY RACE

PART 1—25 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
1	A. W. ROLLINSON/ F. Lythgoe (Res. J. Taylor)	Lola F3	997
2	E. J. B. MITCHELL	Brabham BT14	1588
3	W. J. STEIN/David Murray	Ecosse-Climax	2496
4	J. RUSSELL	Russell-Ford	4727
5	D. H. PRESTON	Brabham BT14	1594
6	A. D. T. FLETCHER	Brabham F3	997
7	W. FORBES	Lotus-BMW	1991
8	J. MILLAR	Brabham F3	997
9	M. A. PEEL	Cooper F3	998
10	A. C. GOODFELLOW	Cooper FJ	997
11	J. B. FLETCHER/ Carter Bros. (Rochdale) Ltd.	Cooper-Lotus	1600
14	F. W. SMITH	Brabham BT14	1594
15	J. S. RAE/J. Potts, Jr.	Cooper F3	997
19	M. H. GILL/Felton Racing Team	Brabham F3	997
20	T. FETHERSTONHAUGH/ Felton Racing Team	Brabham F3	997

Reserves :

16	S. N. SNOWDON/ J. W. Snowdon	Merlyn Mk. 5	1594
17	J. L. ROMANES	Lotus-Martin-Ford	1875
18	G. TAYLOR	Lola FJ	998

1st (£50)³..... 2nd (£30)⁶..... 3rd (£20)⁴.....

4th (£10)⁵..... Fastest Lap : — secs.

Winner's Speed : m. s. : mph

SALOON CARS up to 1200cc

RACE 2—10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
55	J. R. WILLIAMSON/ W. Shepherd	Mini-Cooper S	1100
82	J. CLARK/ Seton Mains Garage	Mini-Cooper S	970
83	W. BORROWMAN/ Seton Mains Garage	Mini-Cooper S	999
84	G. BIRRELL/ Claud Hamilton Motors	Singer Chamois	998
86	A. CHARNELL/ Hamilton Bros.	Hillman Imp	998
88	J. A. J. CURRIE	Mini-Cooper S	1071
89	R. D. McCUTCHEON	Mini-Cooper S	970
90	I. McGOWAN/ R. D. McCutcheon	Mini-Cooper S	999
92	A. BARTON	Morris 1000	998
93	I. R. OWER	Mini-Cooper	1148
96	J. W. PINKERTON	Austin A40	997
97	G. CARR	Morris-Cooper	997
98	D. I. FRASER	Mini-Cooper S	970
111	A. I. ROBERTSON	Hillman Imp	998
112	J. MOWATT/Victor Park Service Station	Mini-Cooper S	970

1st (£20) **84** 2nd (£12) **89** 3rd (£8) **92**4th (£4) **83** Fastest Lap: — secs.

Winner's Speed: m. s.: mph



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SPORTS CARS up to 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
37	J. NICHOLSON	Lotus 23B	1098
38	W. J. TURNBULL/ D. M. Bertram	L.W.S.	1098
39	G. CROSSLEY	Lotus XI	1098
40	D. C. LAMB	Lotus XI	1098
41	R. FORESTER-SMITH	Lotus XI	1098
42	J. L. ALEXANDER	Cooper-Marcos	1030
43	G. P. D. BELLERBY	Lotus 7	998
44	R. JOHNSON	Mini-Marcos	1071
45	D. MURRAY	Marcos-Ford	1098
46	R. G. SMITH	Mini-Marcos	1100
47	J. CORFIELD	Diva GT	1098
48	J. ABSALOM	Ginetta G4	997
49	R. SMITH	Project 4	1098
79	K. ROBERTSON	Mini-Sprint GT	850
91	A. BARTON	Mini-Marcos	1071

Reserves:

113	S. McCracken/ J. Nicholson	Lotus XI	1098
-----	-------------------------------	----------	------

1st (£20) **47** 2nd (£12) **39** 3rd (£8) **49**4th (£4) **48** Fastest Lap: **47** — **48.2** secs.Winner's Speed: **8** m. **23.2** s.: **54.37** mph

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EVENT 5

SALOON CARS over 1200cc

3.40 P.M.

10 LAPS

65	G. BIRRELL/ Perdal Developments	Perdal Anglia	1860
66	A. WRIGHT/ Perdal Developments	Perdal Anglia	1650
67	P. DALKIN/ Perdal Developments	Perdal Anglia	1650
68	D. N. SMITH	Mini-Cooper S	1293
69	R. F. MORRISON	Mini-Cooper S	1275
70	W. L. MORRISON	Mini-Cooper S	1275
71	T. B. D. CHRISTIE	Mini-Cooper S	1293
72	D. J. MUTER	Mini-Cooper S	1293
73	P. A. W. HOPE-JOHNSTONE/ Aurelli Accessories	Mini-Cooper S	1293
74	D. J. M. FISHER	Ford Perdal Cortina	1690
76	J. DRYDEN	Mini-Cooper S	1293
77	L. PALADINI/ Paladini Motors	Mini-Cooper S	1275
78	A. PALADINI/ Paladini Motors	Mini-Cooper S	1293
80	K. ROBERTSON	Mini-Cooper S	1275
81	D. FORSYTH/ Seton Mains Garage	Mini-Cooper S	1293

Reserves:

75	D. WOOD	Ford Cortina GT	1498		
1st (£20)	65	2nd (£12)	70	3rd (£8)	71
4th (£4)	72	Fastest Lap	71	—	50.0 secs.
Winner's Speed		m.	s.	51-83	mph

EVENT 6

SPORTS CARS over 1200cc

4.0 P.M.

10 LAPS

21	R. SCOTT	Elva-BMW	1991
22	J. VEITCH	Diva	1600
23	A. MACKINTOSH	Wilson GT	1598
24	W. N. A. DRYDEN/ J. N. Cuthbert	Lotus-Elan	1594
25	E. BLACKADDER	Lotus-Elan	1594
26	A. K. McCOSH	Bentley	4398
27	S. DUNSTERVILLE (Res. T. J. Evers)	Lotus 7	1340
28	B. E. COCKS	Fairthorpe	1498
29	I. COCHRANE	Lotus 7	1498
30	W. J. STEIN/ H. C. Ballantine	Marcos GT	1997
31	J. R. BALLANTINE	T.V.R.	1800
32	T. J. HENDERSON	T.V.R.	1798
33	D. M. ROSS/G. Birrell	Lotus Elan	1558
34	G. TEMPLE	Lotus Elan	1558
36	S. McCracken/ J. Nicholson	Lotus Elan	1594

Reserves:

35	R. HAMILTON	Jaguar XK120	3442		
09	A. W. HILL	Lotus Elite	1216		
1st (£20)	21	2nd (£12)	36	3rd (£8)	24
4th (£4)	25	Fastest Lap:	21	—	48.8 secs.
Winner's Speed: 78 m. 28.4 s.: 53.81 mph					



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THE ADAM WYLLIE MEMORIAL TROPHY RACE

PART 2 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. W. ROLLINSON/ F. Lythgoe (Res. J. Taylor)	Lola F3	997
2	E. J. B. MITCHELL	Brabham BT14	1588
3	W. J. STEIN/David Murray	Ecosse-Climax	2496
4	J. RUSSELL	Russell-Ford	4727
5	D. H. PRESTON	Brabham BT14	1594
6	A. D. T. FLETCHER	Brabham F3	997
7	W. FORBES	Lotus-BMW	1991
8	J. MILLAR	Brabham F3	997
9	M. A. PEEL	Cooper F3	998
10	A. C. GOODFELLOW	Cooper FJ	997
11	J. B. FLETCHER/ Carter Bros. (Rochdale) Ltd.	Cooper-Lotus	1600
14	F. W. SMITH	Brabham BT14	1594
15	J. S. RAE/J. Potts, Jnr.	Cooper F3	997
19	M. H. GILL/Felton Racing Team	Brabham F3	997
20	T. FETHERSTONHAUGH/ Felton Racing Team	Brabham F3	997

Reserves:

16	S. N. SNOWDON/ J. W. Snowden	Merlyn Mk. 5	1594
17	J. L. ROMANES	Lotus-Martin-Ford	1875
18	G. TAYLOR	Lola FJ	998

1st (£50)7..... 2nd (£30)3..... 3rd (£20)6.....

4th (£10)4..... Fastest Lap: — secs.

Winner's Speed: m. s.: mph

OVERALL POSITION

1st (Adam Wyllie Memorial Trophy)3.....

2nd6..... 3rd4..... 4th8.....

5th10..... 6th15.....

Winner's Time (on aggregate)

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THREE STARTED — THREE FINISHED — THAT'S IMP RELIABILITY!

Three Imps started in the Rootes team—three Imps finished, to carry off one of the most important prizes of them all—the Manufacturers' Team Prize for a nominated team of three cars. And Rosemary Smith—outright winner of the 1965 International Tulip Rally—finished 2nd for the Ladies' Cup. Only 62 of the field of 162 starters completed the tortuous 2,350-mile route, and the almost unprecedented wintry conditions brought hazards of snow, ice and fog. The 55 Special Stages of the Rally were mostly run on forest tracks.

(Results subject to official confirmation)

DRIVERS: "Tiny" Lewis/Robin Turvey,
Rosemary Smith/Susan Reeves, Andrew Cowan/Brian Coyle

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Telephone: HALFway 3221-5

EVENT 8

4.50 P.M.

"HARTLEY WHYTE" CHAMPIONSHIP RACE

for the fastest six saloon cars in each of the classes (up to 1200cc and over 1200cc)

10 LAPS

84	G. BIRRELL	Singer Chamois	998
x	89	R. MCCLITCHIEON	Mini-Cooper S 970
x	92	A. BARTON	Morris 1000 998
	83	B. BORROWMAN	Mini-Cooper S 999
	55	J. WILLIAMSON	Mini-Cooper S 1100
	112	J. MOWATT	Mini-Cooper S 970
	65	G. BIRRELL	Pendal Anglia 1860
	70	L. MORRISON	Mini-Cooper S 1275
	71	T. CHRISTIE	Mini-Cooper S 1293
	72	D. MUTER	Mini-Cooper S 1293
	69	R. MORRISON	Mini-Cooper S 1275
	80	K. ROBERTSON	Mini-Cooper S 1275

1st (£20) 65 2nd (£12) 71 3rd (£8) 70

4th (£4) 69 Fastest Lap: — secs.

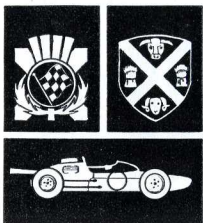
Winner's Speed: m. s. mph

THE "HARTLEY WHYTE TROPHY" SALOON CAR CHAMPIONSHIP

	17th Apr.	8th May	Total
T. B. D. CHRISTIE (Mini-Cooper 1275S)	8	6	14
H. W. RATCLIFFE (Mini-Cooper 1275S)	6	x	6
R. F. MORRISON (Mini-Cooper 1275S)	5	4	9
W. BORROWMAN (Mini-Cooper 970S)	4	1	5
W. L. MORRISON (Mini-Cooper 1275S)	3	5	8

All finishers in the qualifying race: 1 point. All starters: 1 point.

In addition: 1st, 6 pts.; 2nd, 4 pts.; 3rd, 3 pts.; 4th, 2 pts.; 5th, 1 pt.



INGLISTON 1966

FORTHCOMING EVENTS

24th JULY—First National Race Meeting
14th AUGUST—"S.M.M.B. Trophy" Race Meeting
4th SEPTEMBER—Edinburgh Festival Race Meeting
2nd OCTOBER—Autumn National Race Meeting



Ingliston Motor Racing Circuit
Ticket Reservation Request : 1966

Please reserve for me the seats and passes indicated below:

S.M.R.C. Membership No. (if any)	24th July	14th Aug.	4th Sep.	2nd Oct.	Cash enclosed
Car Park Tickets at 5/-					
"Highland" Grandstand Seat tickets at 15/-, including admission to Show- ground (adults)					
"Highland" Grandstand tickets including admission to Showground Children 12/6.					
"Shepherds" Grandstand tickets at 10/- including admission to Show- ground (adults)					
"Shepherds" Grandstand tickets including admission to Showground Children 7/6					

"Highland" Grandstand
Preference for Block

☐

Name

Address

.....

..... Phone

BLOCK LETTERS PLEASE

Scotcircuits Ltd., National Bank Chambers, Duns, Berwicks.

MARQUE CARS up to 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
50	D. D. CARMICHAEL	M.G. Midget	1132
51	A. FLEMING	A-Healey Sprite	1098
52	J. C. FORSYTH	A-Healey Sprite	998
53	J. E. MILNE/W. Shepherd	M.G. Midget Coupe	1139
54	A. W. HUTCHINSON/ W. Shepherd	A-Healey Sprite	998
56	J. GEMMELL	Triumph Spitfire	1147
57	W. NESS/A. I. Gray	A-Healey Sprite	978
58	J. I. JOHNSON	A-Healey Sprite	996
59	D. G. G. BLACK	A-Healey Sprite	998
60	J. B. MOORE/ Richard Groves Racing	A-Healey Sprite	1098
61	I. W. N. KIRKWOOD	A-Healey Sprite	948
62	T. D. WALKINSHAW	A-Healey Sprite	1140
63	J. S. RAE/J. Potts, Jnr.	MG Midget	1098
64	M. HOPPERTON	M.G. Midget	1147

1st (£20) 5.3 2nd (£12) 6.0 3rd (£8) 6.1

4th (£4) 5.4 Fastest Lap 4.0.8 — secs.

Winner's Speed : m. s. : mph

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Barnet-Thorndyke acquired a '38 "J" type Hartebeste—Drophead of course. Only done 63 thou' on the clock old boy. Cracking nick too! Took it for a spin and the rear trunnion sprocket fractured—you know, with the sinusoidal offset thread. Anyway, came to us—fixed it in a jiffy—only people that could. Old Barney's happy as a sandboy now!

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WHY YOU SHOULD JOIN THE

Scottish Motor Racing Club Limited

INCORPORATING THE
BORDER MOTOR
RACING CLUB

This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. Members of the Club formed Scotcircuits Ltd.—the promoting company at Ingliston—in 1964 and the two bodies work closely together.

Members are entitled to purchase reduced-price season tickets for Ingliston and have the use of the magnificent MacRobert Pavilion at Ingliston. Complete with restaurant seating 400, balconies overlooking the circuit, members' licensed bar and excellent toilet facilities (too often missing at race circuits) the MacRobert Pavilion is also the venue each year of the Club's Annual Dinner and Dance in November. Members competing at Ingliston are further entitled to a discount on entry fees. All members have free access to the Paddock at Ingliston—barred to the public in general.

The Club have adopted "Top Gear," Scotland's Motoring Monthly, as their official club magazine and this is distributed free every month to members. A four-page Club section keeps members abreast of all developments, reports past events and contains numerous articles of general interest. The Club organises special Practice Days for Members at Ingliston regularly when members can try out their own cars. Social activities are not forgotten and from time to time the Club holds film shows, dances, talks and "natter nights."

With an ever-increasing four-figure membership under its President, Jim Clark—World Champion in 1965—Scottish Motor Racing Club offers something for every follower of motor racing in Scotland.

Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for
Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

Do you intend to race (or enter) ? YES / NO

Do you wish to be considered for Marshalling

at Race Meetings ? YES / NO

I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

(Signed)

Date 1966

Subscription	2 gns.	£2	2	0
Car Badge (vitreous enamel)	25/-			
Label Badge (brooch type)	4/-			
Repeat-Motif Tie (Terylene)	19/6			
Repeat-Motif Tie (Rayon)	16/-			
Blazer Badge	12/6			
Windscreen Sticker Badge	2/6			

CHEQUE / POSTAL ORDER / CASH £

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to

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Berwickshire

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for the civilised sportsman



NEW TRIUMPH SPITFIRE MK. II

Mk. II means more power and more comfort. Under the bonnet lurks a beefed-up engine (all of 67 bhp) that will take you from 0-50 in 10 seconds and go on unflaggingly up to 96 mph. For pilot and passenger there are new bucket seats, new safety padding on the fascia, and new moulded carpet from door to door.

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Independent suspension all round! Semi-trailing arms keep each rear wheel independently and firmly on the road for safer, faster cornering. The new convertible-type hood folds away at a touch, comes up again in seconds. Detail improvements to upholstery, controls and body trim make the TR4A a class winner!

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