

Ulster
Folk &
Transport
Museum

explore / engage / enjoy

Cultra Hillclimb Event

Saturday 2nd June, 10am



In celebration of Four-Wheel-Drive vehicles
and 50th Anniversary of the MGB

A partnership event developed by
the Ulster Folk & Transport Museum and
The Thoroughbred Sports Car Club (NI)



This event is held under the General Regulations of the MSA Ltd.,
(Incorporating the provisions of F.I.A. International Sporting Code).



MSA Permit No. 71297 for Saturday 2nd June 2012

MSA Steward	William Fullerton
Club Stewards	Paul Boyle(BMMC), Michael Wilson(TSCC)
Clerk of the Course	Fel McIlroy
Deputy Clerk of the Course	Mark Goudy
Assistant Clerk of Course	Richard Young (Radio Control)
Chief Marshal	Jan Ballantyne
Secretary of the Meeting	Lisa Hamilton
Assistant Secretaries	Heather Goudy
Chief Scrutineer	Mike McGrath
Scrutineers	Gavin McLean, George Kennedy
Environmental Scrutineer	Brian McLaughlin
Chief Timekeeper	Gilbert Martin
Medical Officer	Gus Geddes

Event Services

Rescue	BMMC Rescue Unit
Timekeeping	Robert Kelly and ANICC Team
Commentators	Chris Fair, Clifford Auld
Paddock	Neil Stevenson and Team
Travelling Marshals	MG & Vintage Car Club Members
Equipment	Tony Hamilton, Terry deWinne
Manning	Jan Ballantyne, Tony Gregory
Logistics	Leslie King, Wallace McKee
TSCC Committee	George Clarke, Nad Haghghi, Garth Maxwell, Alan McClenaghan, Tony McLaughlin, Andrea Stevenson, Chris Wilson
Event Co-ordinator	William Heaney

Timetable (Timings may vary)

Practice Runs Commence	10.00am
Demonstration cars "Sighting" Run	12 noon
Timed Runs	12.30pm, 2.00pm and 3.30pm
Autotest Demonstration at the Manor	1.15pm
Demonstration Runs	1.30pm and 3.00pm
Sporting Trials Demonstration in the Glen	2.00pm to 3.00pm
Prize-Giving at Event Admin	5.15pm

WARNING – Motorsport can be dangerous. Despite the organisers taking all reasonable precautions accidents can happen. In this respect you are present at your own risk.

Welcome to Historic Hillclimb

On behalf of the Ulster Folk and Transport Museum I'd like to welcome visitors, participants and the officials of the TSCC to our 2012 Cultra Hillclimb Event.

On the 6th May 1905 the gentlemen of the Royal North of Ireland Yacht Club gathered at the Kennedy Family Estate, the current Museum site, for a motor meet and hillclimb event. The unique co-operation between the Museum and the Thoroughbred Sports Car Club has revived this piece of motoring history. Now for one day each year you can see the live spectacle of vehicles from the past century being used as originally intended, showing off Ireland's rich motoring heritage.

Mark Kennedy (Acting Road Transport Curator)

Today's Event

Pays tribute to the work and legacy of two of our greatest engineering geniuses Harry Ferguson and Rex McCandless, on four-wheel drive vehicle technology and celebrates the 50th

As well as the diverse display of agricultural, civilian and military 4WD vehicles at the Manor and those contesting the speed hillclimb competition, a number of 4WD cars will undertake Demonstration Runs. These are headed by our special guests the Ferguson 4WD F1 car and the Museum's McCandless 4WD race car. The Province's leading hillclimb exponents will be joined by their compatriots from the local racing, rallying and sprinting disciplines in the 700yd dash, against the clock, from the Start at the bottom of the Paddocks up to the Finish overlooking Cultra Manor.

For the MGB 50th Anniversary, members of the local MG Clubs are providing a Time-Line Display charting the development of the car and its' series of model types, displaying a wider range of MG's and contesting the speed hillclimb.

An eclectic mix of civilian and military 4WD vehicles will also be on display.

The Motor Sports Association GoMotorsport initiative stand at the Manor, showcases the ease of accessibility to motorsport with a range of entry-level sports on display and information on becoming involved as a much needed volunteer. The Sporting Trials Club will once again demonstrate the remarkable ability of their cars to climb up where people find it difficult to walk. New for Cultra 2012 and expanding the entry-level motorsports on view, there will be a demonstration of the sport of Autotesting, during the day, on the Cooney, Porter, Nixon section of the hillclimb course. (SEE MAP on BACK PAGE).

Access

Access to main viewing area and on to the Paddocks will be permitted by controlled crossing from the Main Drive, approximately every 20 minutes.

Visitors are asked, at all times, to follow the instructions of the TSCC Officials, identifiable by their orange caps, tabards and/or suits.

Access to the Folk Museum is via the Town area and is unrestricted during this event, as is access to the Transport Museum.

Refreshments

Available in the Town, the Manor viewing area and at Event Admin.

McCandless Cars

Rex McCandless was born in Ireland in May 1915 and grew up on the family farm at Hillsborough, Co Down only a few miles from Harry Ferguson's family farm. Rex McCandless is probably best known for designing the famous "featherbed" Norton motorcycle frame which dominated the motorcycle world in the early 1950s.

Rex met car and motorcycle racer Freddie Dixon and went to work for him in England. While with Freddie Dixon, Rex met Harry Ferguson and told him that he could build a cross-country vehicle that would beat anything on the market. Ferguson agreed to fund it. Rex started by building two racing cars to test his theories which were very successful.

Designer Rex McCandless said that "This little vehicle was built to get basic data on steering, transmission and handling characteristics. It was not really built as a racing car."

McCandless' first race appearance in the four-wheel-drive special on home soil was at Kirkistown Race Track in Northern Ireland in August 1953 where it beat the lap record for the circuit by three seconds!



These were followed by a pair of Cross-country vehicles named 'Mules' which showed great promise. Sadly a fall-out between McCandless and Ferguson meant that the cross-country vehicle project was dropped despite interest from the British Army.



Rex McCandless never made a great fortune from his inventions but the startling simplicity of his solutions remain worthy of study today.

The museum recently commissioned Crosslé Cars to restore the surviving McCandless racing car and the Mule. Crosslé's Director Arnie Black will be demonstrating the racing car today.

Crosslé continues to build and restore racing cars at their workshops in Hollywood, Co Down.

Harry Ferguson

Harry Ferguson was born in 1884 at Growell, near Dromore, Co.Down, the son of a farmer. Initially working with his brother Joe in a bicycle and car repair business, he soon left to pursue his growing interest in aviation, becoming the first person to fly an aeroplane in Ireland, on 31st December 1909. After setting up Harry Ferguson Ltd. selling cars and tractors he set about solving problems with existing ploughing systems by designing a plough that was integral with the tractor, instead of just towed behind it. It would be 25 years before his renowned three-point linkage went in to production on the Ferguson Model A and a further 10 years until the iconic "Wee Grey Fergie" finally appeared.

Never shy of collaboration with other automotive engineers, Ferguson had become intrigued by the research work of Tony Rolt and Freddie Dixon, in to 4WD systems. With former Le Mans winner Rolt and Ards TT winner Dixon they set up Ferguson Research Ltd. but were unable to interest any of the then mainstream car manufacturers in the systems they were developing.

P99

In 1955 Ferguson Research embarked on a project to build a 4WD racing car to prove the worth of their system through competing in the tough arena of Formula 1. The P99 you see here today was the result. Completed in 1960, sadly Ferguson would never see it race as he passed away in October that year. The car contested the 1961 Formula 1 season with mixed results but, driven by Stirling Moss, it became the only 4WD car to win a Formula 1 race, triumphing at the Oulton Park Gold Cup in that September. It would be Moss's last victory in Europe and the last F1 victory by a front-engined car. Within a year the car was obsolete, superseded by mid-engined designs. However, the car achieved one final accolade when Peter Westbury used it to win our local Craigantlet hillclimb on the way to becoming the 1964 British Hillclimb Champion. The car is now owned and driven by Tony Rolt's son Stuart.



Jensen FF (Ferguson Formula)

In 1965, British luxury sports car maker Jensen took up the Ferguson system to produce a 4WD version of their Interceptor four-seat Grand-Tourer. Launched in 1966 and also equipped with anti-lock brakes, it was the first volume production 4WD car. Expensive to build and therefore buy, only 320 were made in five years. Jensen



needed a LHD version to capitalise on their mainly export market but realised that would have required a major re-design, the cost of which was deemed to be not viable and the project was wound up. It would be another 10 years before the Audi Quattro would be launched.

Manor Display

1955 McCandless "Mule" (SEE Page 4)

The Museum's most recent car restoration will be driven by Michael Henderson and Jonathan Freud.

1952 McCandless 500cc Race Car (SEE Page 4)

Is a Museum exhibit and will be driven today by Arnie Black.

1960 Ferguson P99 F1 car (SEE Page 5) Owned by Stuart Rolt

We are privileged to have this unique piece of motorsport history with us today.

4x4 "Grey" Ferguson Owned by David Lemon

A rare example of the famous little tractor that was been converted to 4WD.

1969 Jensen FF Owned by Peter McMullan

This Mk1 version has been four years in restoration by it's current owner.

1952 Series 1 Land Rover Owned by Terry Lavery

Commercially, the most successful 4WD family of vehicles yet produced. The Series 1 was In production for ten years, and along with it's successors, was the base for a vast array of body types and conversions for all sorts of usage. The rugged chassis and 4WD transmission was quickly adapted for agricultural, civilian, military, rescue and utility roles. It's luxury Range Rover derivatives created a new sector of the car market.

2012 Range Rover Evoque Supplied by Hurst Land Rover

The very latest 4WD model from the maker synonymous with go-anywhere vehicles. Even those with as much style as this are quite capable off road.

1945 Willys Jeep Owned by Rory McCaughan

Over half a million of this iconic 4WD vehicle were developed and built for the allies in just five years during WW2. This was achieved by the Ford Motor Company being given a contract to mass-produce the Willys-Overland company original design.

Commentary Vehicle Routemaster London bus Courtesy of Jim Adams and crew

A most appropriate vehicle on this Jubilee weekend.

Norton Dominator Owned by Rory McCaughan

Norton Velocette Owned by George Crowe

Two motorcycles built on the "Featherbed" frame designed by Rex McCandless.

1971 ST Mini 4x4 Owned by Ronnie White

A one-off built by BMC Special Tuning, their competitions department, it is the only 4WD Mini known to have been built by the manufacturer. The car contested the BBC televised Rallycross series, at the time. Despite winning first time out it struggled to compete against the larger engined Fords of the day and the project only lasted two years.

JCW MINI WRC Owned by Derek McGarrity

The very latest MINI to enter motorsport competition, this car has already won rallies in the hands of it's present owner, who is a five-time Circuit of Ireland winner and currently leads the 2012 MSA Northern Ireland Rally Championship.

The MGB TimeLine (SEE Page 11)

Provided by the MG Owners Club supported by it's membership who have brought along a selection of MG models.

Ferguson Aeroplane Replica An Exhibit from the Transport Museum.

1904 DeDion Owned by John Keatley

An example of one of the most successful cars from the Veteran era, they contested the early Cultra Hillclimbs and latterly this one has completed the London to Brighton Run.

Aston Martin Virage Supplied by Hurst Aston Martin

The latest offering from the famed Grand Tourer and sports car maker.

Bentley Mulsanne Supplied by Hurst Specialist Cars

Had Jensen FF's survived this would have been their present day rival.

On Display in the Spectator Area

1953 Austin Champ Courtesy of Ulster Military Vehicle Club

In the late 1940's the MoD commissioned a British "Jeep". The Austin Motor Company won the contract to produce 15,000 of these Rolls Royce powered 4x4's for the Army. Later, in order to gain some commercial benefit from the contract, Austin were given permission to use the design for a simplified civilian version powered by it's own A90 engine. Up against the Land Rover it attracted few customers and only about 500 of the civilian version were eventually built.

1940s Daimler Dingo Owned by Nelson Stevenson

Generally known as "The Scout Car", it was commissioned by the war office in 1938 to provide the army with a small, fast reconnaissance vehicle. Considered one of the finest armoured fighting vehicles built in Britain, it remained in service for ten years until it was replaced by "The Ferret". It carried no spare wheel, instead using an early version of the "run-flat" tyre that was almost solid, it's suspension was so good.

1950s Daimler Ferret

This replacement for the Dingo proved even more successful, remaining in production for almost twenty years. No longer in service with the British Army, they are still in use by a number of Commonwealth countries.

1960s Shorland

Built by Shorts for the RUC, this armoured patrol car with it's boat-tail design was based on a Series 2 Land Rover chassis and carried the same gun turret as the Daimler Ferret scout car. The surviving fleet was re-allocated to the Ulster Defence Regiment in 1970.

2012 Massey Ferguson Tractor Supplied by Alan Milne Tractors

The very latest descendant of "The Wee Grey Fergy"

John Crosslé

Tractors from the extensive "hobby collection" of the retired local race car engineer.

NI Land Rover Club

Members will display a selection of types from the maker over the years.

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CULTRA Hillclimb 2012 ENTRY LIST

Dual Entry Drives = Two drivers sharing the same car

No	DRIVER	YEAR CAR	CLASS TOWN
80	Norman Taylor	1936 MGTA Special	A Lisburn
148	Allan Thompson	1975 MG Midget	C Millisle
10	Aileen Hogg	1990 Renault Alpine GTA	B Lisburn
90	Mark Lancashire	2000 Subaru Impreza	E Comber
79	Kieron Smyth	1989 Stevensons Rocket	F Craigavon

The main field

111	Alan Clarke	1925 Lancia Lambda	A Saintfield
84	Bill Clarke	1927 Bugatt	A Ballymena
171	Roger Corry	1928 Lagonda HC Sports	A Cultra
29	Dermot Johnson	1929 Salmson GS8	A Holywood
42	Simon Thomas	1934 Ford V8	A Comber
107	Sheelagh Glover	1936 Riley Special	A Holywood
117	Michael Clarke	1936 Riley 12/4 Special	A Ballynahinch
180	Michael Taylor	1936 MGTA Special	A Lisburn
24	Trevor McIlroy	1959 AH Sebring Sprite	B Belfast
64	Mark Faulkner	1964 MG Midget	C Ballygowan
55	Conn Williamson	1965 Sunbeam Tiger	B Glenavy
7	David Cochrane	1971 MGB GT	C Newtownards
49	Chris Wilson	1971 MG Midget	B Newtownabbey
8	Gordon Buckley	1972 Escort Mk1	E Killinchy
27	Simon Brien	1972 MG Midgota	C Holywood
33	Paul Robinson	1972 Triumph Spitfire	B Belfast
38	Rudi Gage	1972 Maguire Mini	F Ballymoney

Rudi Gage is reigning NI Saloon Champion

73	Robert Davison	1973 MGB GT	B Craigavon
40	Brian Carson	1974 Escort Mk1	D Newtownabbey
41	John McCandless	1974 MG Midget	B Helens Bay
481	Miles Thompson	1975 MG Midget	B Millisle
144	John Hewitt	1977 Triumph Spitfire	B Glenavy
23	Gary Milligan	1978 Mini 1400	E Omagh
59	Gary McWilliams	1980 Toyota Starlet	E Carryduff
102	Thomas Purdy	1980 Ford Escort	E Newtownards
71	Tom Lawther	1981 Rover SD1	E Newtownards
11	Neil Dugan	1985 Peugeot 205RWD	E Castleblaney
6	Stuart Biggerstaff	1986 MG Metro 6R4	E Kinallen
74	Colin McBride	1986 Sylva Leader	C Newtownabbey
35	Simon Jamison	1987 Peugeot 205	E Newtownards
17	Gordon fogarty	1988 Fiat X1/9	C Belfast
101	Richard Walsh	1990 Renault Alpine GTA	B Hillsborough

4	Graham Curry	1991 Mazda MX5	B Comber
47	Tony McLaughlin	1991 Mazda MX5	B Dunmurry
151	Brian Boyd	1991 Lancia Delta Integrale	D Newtownabbey
93	Louis Gray	1993 Eunos Roadster	B Newtownards
1	Tony Hamilton	1994 Porsche 968	B Dundonald
72	Neil Vaughan	1994 Westfield	C Bangor
14	Philip Carson	1996 Nissan Micra	E Newtownabbey
18	Leslie King	1996 KVA GT40	B Belfast
61	Phil Robinson	1996 Ford Ka	E Coleraine
69	Alan Harrison	1996 Vauxhall Corsa	E Ballywalter
97	Daniel Braniff	1997 Mazda MX5	B Ballyclare
86	Graham Boyce	1998 Dax Rush F20C	C Lurgan
81	Andy McShane	1998 Ford Fiesta	E Ballywalter
13	George Scott	1999 Megane Sport	D Newtownards
44	Andrew McCullough	1999 Ford Fiesta	E Bangor
741	Barry Griffin	1999 Subaru Impreza	D Holywood
26	Chris Rogan	2000 Ford Fiesta	E Bangor
82	Ryan Robinson	2000 Ford Fiesta	E Bangor
901	Ian Lancashire	2000 Subaru Impreza	E Killinchy
991	Geoff Kidd	2000 Tiger Cat	C Lurgan
274	Jonathan Babb	2001 Citroen Saxo	E Lisburn
2	Tim Burns	2002 Mini Cooper	D Belfast
3	Michael Rodgers	2002 Renault Clio	D Comber
16	Trevor Faulkner	2006 Caterham 7	C Ballygowan
94	Peter Hull	2007 Westfield	B Dromore

Single-Seaters

99	Stuart Rolt	1960 Ferguson P99 F1	F Silverstone
66	Arnie Black	1966 Crossle 9S	F Holywood
83	John Stewart	1983 Reynard	F Bangor
791	Tosh Townsend	1989 Stevensons Rocket	F England
120	Seamus Morris	1995 Pilbeam MP62	F Dungannon

Seamus Morris is reigning Cultra Champion with a time of 31.52secs

296	David McKimm	1995 Jedi Mk4	F Newtownards
78	Graham Thompson	2000 GTR Turbo	F Antrim

Graham Thompson is reigning NI Hillclimb Champion

The Classes

A – Vintage and Post-Vintage Thoroughbred Cars as defined by the UVCC

B – Road-Going Sports Cars

C – Modified Sports Cars

D – Road-Going Saloon Cars

E – Modified Saloon Cars and Sports Libre Rally Cars

F – Racing, Sports Racing and all other Sports Libre Cars

T.S. McIlroy Assessing

Consulting Engineer

Trevor McIlroy MIMI Ainst AEA

VINTAGE HISTORIC CLASSIC & RALLY CAR VALUER



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Celebrating 50 Years of the MGB

The MGA predecessor to the MGB was the last MG to have a separate chassis, it was very successful for MG selling 101,000 cars between 1955 and 1962.

Although the new MGB was to share a similar suspension set up and updated B Series engine/gearbox with the MGA it was completely different design of car, having a one-piece "monoque" construction, combined body and chassis.

The new MGB sports car was unveiled at the Earls Court Motor Show in 1962 with its 1798cc three bearing engine and four speed, three synchro gearbox. It had a stow away in the boot hood with de-mountable frame, wind up windows, disc steel wheels and pull handle doors and was a very civilised compared to other sports cars of the same period.

In October 1965 the MGB GT, fully enclosed coupe, was introduced and these cars incorporated a new Salisbury tube type rear axle but this new axle was not fitted to the roadster until April 1967. Over the next seven years the MGB had various trim changes, ventilation was introduced through the centre of the dash, headrests, a one piece fixed frame folding hood, a brake servo and overdrive eventually became a more standard fitment, to name but a few. During this period the outside of the car changed little, various radiator grills were fitted, rubber cappings appeared on the over-riders and door mirrors were fitted as standard. RoStyle sculptured steel wheels were fitted to many cars, with wire wheels always an extra option.

In October 1974 there were major changes with the addition of the rubber bumpers and a slightly higher ride height to comply with new safety standards in the very lucrative American export market. Many purists believed this dramatic change ruined the MGB and even today people refer to a "chrome" or "rubber-bumper" MGB, with the latter not commanding as high a price.

The MGC roadster and GT were produced from 1967-1969 using a 2912 cc straight six, seven bearing engine developing 145 BHP to increase performance. Available in manual with overdrive and automatic form, these cars used torsion bar front suspension and were a little heavier in the steering, but they excelled at long distance touring (Roadster 4544 GT 4458 made).

The MGB V8 was produced from 1973 – 1976 using the Rover 3.5 V8 engine detuned to give 145 BHP. The factory only made these in GT form although specialists firms did produce roadsters fitted with the Rover V8 engine. (2591 production cars were made, including 3 LHD cars for America).

Although not an MGB we cannot avoid mention of MG's new car partly based on the MGB the RV8 which was introduced in 1992 with a limited production of 2000 cars all RH drive and most of which were exported to Japan.

This car with its adequate performance used the Rover V8 engine, it had leather trim, walnut dash and air conditioning for export models and many of the cars originally exported found their way back to the home country.

The cars in the 'Time Line' display reflect the MGB through the years with the most significant model changes highlighted on information leaflets on each car.

The MGB variants through their production from October 1962 to July 1980 saw approximately 386,789 roadsters and 125,323 GT's manufactured.

The Go Motorsport Drive!

Go Motorsport is the The Motor Sports Association (MSA), the governing body of motor sport in the UK, to encourage new people into motor sport and showcase how easy it can be to become involved at all levels, whether as a competitor, official, trackside marshal or spectator. At the heart of the initiative is the website, www.GoMotorsport.net, which has simplified the sport for interested beginners across three key areas.

Go Motorsport has a stunning line-up of ambassadors from motor sport, including local driver Colin Turkington, a former British Touring Car Champion, and F1 World Champions Jenson Button and Lewis Hamilton.

School visits are a key element of the Go Motorsport project, and Jonathan MacDonald is Northern Ireland's Regional Development Officer. If your school would be interested in receiving a free visit from Go Motorsport, email gomotorsport@mediajam.co.uk.

On the stand at the rear of the Manor will be cars and competitors from a number of the current "Entry-Level" motorsport disciplines running in the Province as well as the autotest and sporting trials demonstrations.

Autotesting

Autotesting is a test of precision driving skills, against the clock, usually run over a series of different tests to make an event lasting four to six hours at one and sometimes several locations. It developed as a sport, in it's own right, from the special tests that took place during endurance rallies like the Circuit of Ireland and the former RAC Rally, in the first half of the twentieth century. These manoeuvrability tests often took place at crossroads and junctions along the rally routes. What you will see today simulates those early "crossroads tests". Cars run one at a time through a course of gates and garages marked out with pylons or cones. Handbrake turns and J-turns are used to change direction quickly at low speed. There are five classes represented here today for the four basic car types that compete – Small Saloons, Large Saloons, Sports Cars and Specials. The Junior Class for 14 to 16 year old's must use a saloon and be accompanied by a qualified driver, on the test. The majority of saloons and sports cars are driven to events.



Sporting Trials

Like Autotests, Sporting Trials developed as a sport from the special tests that took place during endurance rallies. Originally, ordinary road cars attempted to climb tricky off-road sections and that branch of the sport is still run today (Production Car Trials). In the early sixties specialist cars, like those you see here, began being developed and the Sporting Trials discipline was born. The idea is to climb tricky slopes through a series of gates without stopping, assisted by your passenger moving their weight over the rear wheels. The cars have "fiddle" brakes, separate handbrakes on each rear wheel, to help them manoeuvre extremely tight turns. There is no timing involved, the more gates you pass through the less penalty points you score and completing a whole test is rewarded with a zero score.



Demonstration cars

- 1952 McCandless Race Car** SEE Page 4 Driven by Arnie Black
- 1955 McCandless "Mule"** SEE Page 4 Driven by Michael Henderson and Jonathan Freud
- 1960 Ferguson P99 F1 car** SEE Page 5 Driven by Stuart Rolt
- 1937 Fiat Topolino** Driven by Mark Kennedy
This original Fiat 500 is owned by motoring artist Debra Wenlock
- 1965 Jensen FF** SEE Page 5 Driven by John Keatley
John is a regular rally competitor who has competed at Cultra in the past.
- 1970 Triumph 2000V8 Rally car** Driven by Clifford Auld and Nigel McCombe
Multiple Class Winners in the Northern Ireland Navigation Rally Championship
- 1975 BMW 2002** Driven by Davy Hillis
The first "overseas" car to take an Irish rally victory when German Achim Warmbold used it to win the 1975 Donegal International Rally
- 1983 Audi Quattro A2** Driven by Ivan Warwick
A replica of the Audi Teams cars that contested the World Rally Championship
The Quattro set new standards for 4WD cars in both competition and on the road.
- Mazda MX5 Modsports** Driven by David Cousins
A burnt out write-off, salvaged and re-built by David and his son for track use
- 2008 Nissan S14 "Driftcar"** Driven by Andy Cooper

Autotest Cars

- 1MG Midget** Driven by Mike Adair (Reigning TSCC Club Champion)
- Corsa** Driven by Baillie Thompson (Reigning TSCC Saloon Champion)
- Corsa** Driven by Will Thompson (Reigning TSCC Junior Champion)
- Mini** Driven by Colin Earney (Former NI Class Champion)
- Ford Special** Driven by David Cochrane (Former Club and Class **Champion**)

Sporting Trials Cars

- Crossle 90T** Driven by Brian Edgar
- Concord** Driven by Graeme Jennings
- Crossle 90T** Driven by Simon Gracey

Hillclimb Course cars

- Riley Imp** Driven by Bertie Carleton
- MG J2** Driven by John Greer
- MG P-Type** Driven by Basil McCoy
- MG P-Type** Driven by Geoff Rawlings
- MG J2** Driven by Joseph Connolly
- MG TD** Driven by Mike Armstrong
- MG TC** Driven by Myles Lindsay
(The very last MG TC ever made)
- MG TF** Driven by Peter Mann
- WW2 Jeep** Driven by Rory McCaughan
- MGA** Driven by Mike Wilson
- MGB Sebring** Driven by John Clarke



Hosts of Cultra Hillclimb online Forum

Remembering Carroll Shelby

Jan 11 1923 – May 10 2012

and Celebrating 50 Years of the Cobra

American auto engineer and racing driver Carroll Shelby had won the 1959 LeMans 24 Hour Race with Roy Salvadori in an Aston Martin. He contested eight Formula 1 World Championship races in 1958 and 1959 for Maserati and Aston Martin before being forced to retire from racing, on health grounds. Having set up Shelby American to market tuning parts and modify existing performance cars, he soon decided to build a car of his own. Recognising that specialist European sports car companies already made light, strong and well-handling chassis he formulated the idea of installing powerful American V8 engines in one of these, to take on established manufacturers in sports car racing.



He brokered agreements with the English AC company to provide the chassis/body and Ford, with whom he was already working on special projects, their reliable V8. The result was the 1962 AC Cobra. Starting with Ford's 260 cubic inch (4.3Litre) engine, within a year it was replaced by the updated version you will see today. Using Ford's 289cu.in.(4.7Litre) engine, some 580 of these Mk 2's were produced, qualifying it for the International GT Category of racing. When Ford's 427cu.in.(7Litre) engine became available, Shelby re-designed the Cobra with a new chassis and suspension that could cope with this 485bhp unit and moved the Cobra to another level, with the 427 Shelby Cobra (Mk3). Six coupe bodied cars, capable of exceeding 200mph, were prepared for competition and took the 1965 World GT Manufacturers Championship from Ferrari.

Ford had already given Shelby the job of sorting their, initially troublesome, Prototype Category, GT40 racer. Just two years after the Daytona Coupe's first GT Category win at LeMans 1964, Ford's GT40 Team, headed by Shelby, scored a crushing 1-2-3 at LeMans 1966 and would go on to win the French classic for three more years in succession.

In all, Shelby had produced just shy of 1000 Cobras by 1967 before increasing work from Ford, modifying its Mustang, ended the project. AC continued to make the AC 289 for another two years but the iconic Shelby Mk3 shape would live on as it became a staple of the growing kit and replica car culture. Shelby continued to work for Ford, producing a succession of special Mustangs bearing his name, right up to the 2008 Shelby GT. Sadly, he wouldn't live to see the numerous tribute events to his creation this year.

Other Significant Anniversaries

- 1962 BMC 1100, Ford Cortina and Triumph Spitfire are launched.
- 1972 Emerson Fittipaldi (Lotus 72) becomes the youngest F1 World Champion.
- 1982 The Thoroughbred Sports car Club(NI) is formed.
- 1992 Nigel Mansell (Williams FW14) wins 9 races to become F1 World Champion.



BREWIN DOLPHIN
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Course names explained

Mr R.E. **Workman** was winner of the first Cultra hillclimb in 1905 and his wife was an early female racing driver.

Following negotiations with Dunlop, Harvey **Du Cros** set up the world's first pneumatic tyre factory in Dublin in 1889.

Baron **De Forest** broke the world speed record at Phoenix Park, Dublin in 1903 with an average speed of 84.09mph.
The trophy he won is on display at the Brooklands Museum in Surrey.

Belgian Camille **Jenatzy** won the Irish Gordon Bennett race of 1903. He was known as the red devil on account of his red hair and beard.

In 1896, Dr **Colohan** became the first owner of a petrol-engined car in Ireland.

Kells cycle dealer Jim **Cooney** won the first Irish motor race on an Ariel tricycle at Navan in 1900.

Belfast car dealer Leslie **Porter** was Ireland's first international motor racing driver, competing in the 1903 Paris-Madrid race.

Poor Willie **Nixon** was the first Irish motorsport fatality. He died whilst acting as riding mechanic to Leslie Porter in the 1903 Paris-Madrid race.

Polish-born Count **Zborowski** suggested that the British cars competing in Gordon Bennett races in Ireland should be painted green as a mark of respect to the host country - giving us one of the most popular car colours of all time - British Racing Green.

Acknowledgements

The TSCC thank the following for their co-operation and support:

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