



Ulster
Folk &
Transport
Museum

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Cultra Hillclimb Event 2013

Saturday 1st June

A celebration of
Women in motorsport



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. 77085 for Saturday 1st June 2013

MSA Steward	Donald Grieve
Club Stewards	Paul Boyle(BMMC), Michael Wilson(TSCC)
Clerk of the Course	Fel McLroy
Deputy Clerks of the Course	Mark Goudy & Richard Young
Chief Marshal	Jan Ballantyne
Secretary of the Meeting	Lisa Hamilton
Assistant Secretaries	Heather Goudy
Chief Scrutineer	George Kennedy
Event Scrutineers	Gavin McLean
Environmental Scrutineer	Brian McLaughlin
Chief Timekeeper	Gilbert Martin
Medical Officer	Gus Geddes

Event Services

Rescue	500 MRCI Rescue Unit
Timekeeping	Robert Kelly and ANICC Team
Commentators	Chris Fair, Clifford Auld
Paddock	Neil Stevenson and Team
Travelling Marshals	Ladies from local car clubs
Equipment	Tony Hamilton, Terry deWinne
Manning	Jan Ballantyne, Tony Gregory
Logistics	Wallace McKee and Team
TSCC Committee	George Clarke, Nad Haghghi, Leslie King, Garth Maxwell, Tony McLaughlin, Andrea Stevenson, Chris Wilson
Event Co-ordinator	William Heaney

Timetable (Timings may vary)

Practice Runs Commence	10.00am
OFFICIAL OPENING Drive by our Guests	12.0pm
Official Timed Runs	12.45pm, 2.15pm and 3.45pm
Award Ceremony at Cultra Manor	5.00pm
Junior Motorbike Trials Demonstration in the Glen	Continuous from 11.00am

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.

COVER PHOTO:- *Gabriel Konig exiting the famous Eau Rouge complex, at Spa, in her A40*

Welcome to Cultra 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 2013 Cultra Hillclimb Event.

On the 6th May 1905 the gentlemen of the Royal North of Ireland Yacht Club gathered at the Kennedy Family Estate, 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 heritage. 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 history.

Mark Kennedy (Road & Rail Transport Curator)

Today's Event

Is a celebration of Women in Motorsport. Alongside the "Fast Ladies" contesting their own Trophy in memory of one of Irelands' most successful competitors, Gabriel Konig, we have a large number of women on the organising team led by Clerk of Course Fel McIlroy. Former and current motorsport champions are our guests for the day. Louise Aitken-Walker was 1990 Ladies World Rally Champion, Rosemary Smith won European Championship rallies and both also had successful racing careers, whilst Motocross sensation Natalie Kane is already challenging at World level. Jo Hodgson is the reigning British Womens Racing Drivers Club Hillclimb Champion and will compete today. The Provinces' 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.

In the main viewing area there will be an "Arena Trials" demonstration by riders negotiating a course of man-made obstacles, akin to an assault course, on their highly specialist machines. In the Glen a group of under-16 Junior Trialists will be riding a natural course around and in the stream, which most people would find difficulty walking.

Around the Manor are displays celebrating significant motoring anniversaries, with local enthusiasts providing a Time-Line Display charting the development of the Porsche 911 and its' series of model types over its 50year history. Aston Martin celebrates its Centenary this year, as does the neighbouring Craigtantlet British Championship Hillclimb with our friends from the Ulster Automobile Club. A range of cars and motorbike types connected to our 2013 themes, will also be on display. NEW for 2013 is "The Vintage Fair" at the Manor, where visitors can take a break from the hectic pace of the day and explore, engage and enjoy the crafts, fashions and food from the times past that our Event celebrates and showcases.

Access

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 and the Transport Museum is unrestricted during this event.

Refreshments

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

Manor Display

McCandless 'Dorothy's Car'

The most recently restored Transport Museum exhibit (SEE OPPOSITE)

1932 Aston Martin International

One of the oldest surviving Aston Martins in Ireland

2013 Aston Martin

The latest model from local dealer Charles Hurst

1963 Hillman Imp

A works-built car of the type and specification Rosemary Smith would have used.

'GABRIEL KONIG' Austin A40 Farina from her own Museum Collection

The car most recently and extensively used by Gabriel in historic races and rallies.

1972 Porsche 911

An example of this famous marque, at their launch 50 years ago.

'Pink Pig' Porsche 911

A full-race 930 specification version of these iconic German sports car

Crossle Racing Cars

A selection of racing cars from the Crossle Racing Car Co, "Just Down the Road".

The company has had a presence at every Cultra Hillclimb since the first revival event in April 2000 and we are pleased that the connection continues with new owner Paul McMorran.

On the Manor lawn

Merryweather sold steam-powered fire pumps throughout the world, and they were in use from the 1880s until the First World War period (1914-1918). This example, used by Ballymena Fire Brigade, today celebrates the fact that Belfast will host the World Police & Fire Games from 1-10 August 2013, attracting 10,000 competitors from 70 countries.

In the Spectator Area

Craigantlet Centenary

The Ulster Automobile Club will celebrate the Centenary of their British Championship Hillclimb on the first weekend of August and have chosen Cultra 2013 to launch those celebrations with a display here.

The Ulster Riley Club

A display of cars from the local Riley Club, which has been in existence for over forty years, encouraging ownership and enjoyment of Riley cars of all ages and types.

Porsche 911 Timeline

Arranged by McMillen Porsche Ltd.

Illustrating the continuous development of this famous sports car over its first 50 years.

The Droop Snoot Group

A display by local enthusiasts celebrating the introduction of these distinctive cars in 1973.

ARENA TRIALS

The local "TRIALSTAR" organization will be entertaining you with regular displays of this highly specialized discipline, involving riding motorbikes over manmade obstacles.

Trials Bikes Displays

Complementing the TRIALSTAR will be a static display of Trials' Bikes old and new"

Greenpower The Primary Schools eco-transport project.

“DOROTHYS CAR”

Rex McCandless (1915-1992) was a designer, engineer and constructor from Co. Down and prior to the Second World War was a successful motorcycle racer. He built his own motorcycle, which became the prototype for the famous Norton “Featherbed” frame.

In the mid-1950s he moved onto four wheels, designing two four-wheel-drive racing cars and a number of prototype touring cars, whilst in the 1960s he built his own autogyro. RZ 6516, was a

prototype touring car first registered in 1956. It was driven for many years by Rex’s friend Dorothy McGladdery. There are a number of personal touches including a small copper plate on the dashboard etched with her name.

The car used Ford components including a 100E engine of 1172cc and a Ford torque-tube drive train (a torque-tube is an enclosed prop shaft, once popular on both Ford and Riley).

McCandless used this power-unit/transmission system as a major chassis member, braced by front and rear sub-frames carrying four-wheel independent suspension. This light-weight ‘back-bone’ carried the aluminium streamlined body, its light construction gave the car a favourable power/weight ratio.

Driven by Siobhan Stevenson (Head of Museum’s Collection Care, NMNI)



TITTERINGTON ALLARD “Festival of Britain” J2

Sixty-two years after Cultra-born Desmond Titterington took delivery of his ‘Festival of Britain’ Allard J2 we welcome the car back to Ireland, with Chris Pring at the wheel. Fittingly, Cultra2013 is its first competitive outing since restoration, sixty years on from leaving here.

The ‘Festival of Britain’ moniker was coined by the Irish motoring press and refers to the car being the official Allard exhibit at the Festival of Britain’s transport pavilion, shortly before delivery to Belfast. Titterington’s performances in the Allard, including winning the 1952 Leinster Trophy, lead to race seats in the Ecurie Ecosse, Jaguar and Mercedes works teams, and a Connaught F1 car. After his last event in the J2, winning in the 1953 Knockagh Hill Climb, the car was sold to a Scotsman, Jimmy Braid, who took it to Calcutta to race in there. It was another Scot, Allan Ramsay, who got the most out of the Allard in India, setting lap records and taking notable wins. Later, rescued from a scrap heap and packed away in boxes, the car went into storage for many years before returning to the UK. It has undergone a fastidious restoration by The Leiter Motor Co in Dorset.

Photo: *Desmond Titterington leaves the pits at the 1953 British Empire Trophy, Isle of Man.*



Aston Martin Centenary

Robert Bamford and Lionel Martin formed Bamford&Martin in January 1913. They were Singer agents and Bamford competes in a Singer Special at the Aston Hillclimb. Because of the latter, their first car is called an Aston Martin. After a second car is built, Polish, Count Zborowski invests in the company and Bamford steps away before the third car is finished. The prototype known as 'Bunny' breaks 10 World Records at Brooklands and AM enter two cars for the 1922 French Grand Prix, beginning the long association with top-flight motor racing. By now known as Aston Martin Motors, their iconic 1 ½-litre design appears two years later and goes on to win the Biennial Cup at the 1932 LeMans, followed by the Team Prize at the 1934 Ards TT, with their 'Ulster' model derivative.

During WW2 the factory produces parts for Mosquito and Wellington bombers, is bombed and badly damaged, and not for the first, nor last, time AM is put up for sale and is bought by David Brown, who adds the Lagonda company to his portfolio and forms Aston Martin Lagonda in 1947. From there, the familiar DB model designation becomes the norm and launches their range of stylish Grand Touring cars, which still continues today, and they would get a further boost 1964, with the appearance of a DB5 in the James Bond film Goldfinger.

An R (for racing) was added to the DB to identify the competition derivatives of the cars and these would score many successes in international racing. After a 1-2 finish at LeMans 1959, the competition activity was handed over to works-supported private teams.

In 2005 the official Aston Martin Racing team was re-launched and in 2007 scored a 1-3-4 finish at LeMans to propel them back to the top of the sport. More recently, AMR have concentrated on competing in the road-car based GT Categories, with equal success.

Porsche 911 Golden Anniversary

The Porsche 911 Classic was developed as a replacement for their 356 and made its public debut at the 1963 Frankfurt Motor Show. Originally designated 901 (being its internal project number), 82 were built, initially. However, Peugeot held exclusive rights to car names formed by three numbers with a zero in the middle, so Porsche changed the name to 911. No other car exemplifies continuous product development like the 911. The basic shape, penned by Ferdinand Porsche in the late '50s, remains largely unchanged, as does its mechanical layout of the, originally air-cooled, engine hung out behind the rear axle-line.

However, under the familiar skin, a bewildering succession of mechanical developments have been applied, especially to the engines. Incremental increases took the engine up to 3-litre capacity and beyond, in the Carrera derivatives, before turbocharging was added from as early as 1975. Probably the biggest step-change was the introduction of the water-cooled engine, for the 21st Century models.

Along the way, Targa and Cabriolet bodies were added.

This continuous development programme was largely carried out in the public arena as Porsche used competition as test-beds for their ideas. Whilst international GT sports car racing was at the spearhead of this, Porsche 911s proved to be highly successful rally cars. They won events as diverse as the Monte Carlo ('69, '70 & '78) and Dakar ('84 & '89) rallies.

The ultimate accolade for any sports car manufacturer is to win the LeMans 24-hour race, which Porsche did with its 935 Turbo version of the 911 in 1979.

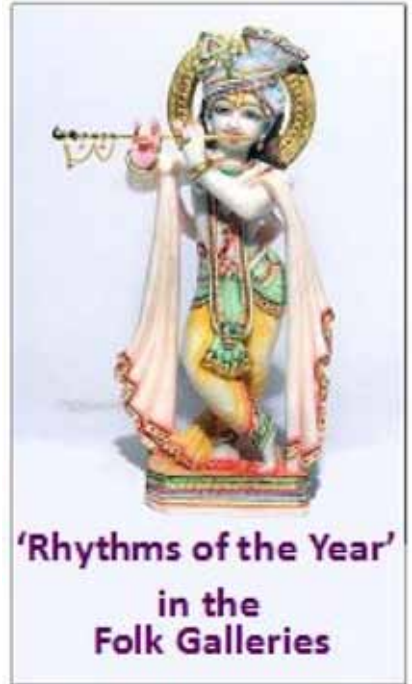
The Vintage Fair at the Manor



A Vintage Fair is a new shopping phenomenon, providing vintage fans with carefully-selected period clothing, accessories and object d'art for a discerning audience, such as yourselves. This fair has been put together by Kerry Rides of Crumbs Cakes on Belfast's Lisburn Road.

Chopper Club Ireland

Spectacular modified motorcycles from this group of enthusiasts whose hobby is personalising their bikes in highly individual styles.



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CULTRA Hillclimb 2013 ENTRY LIST

No	DRIVER	YEAR	CAR	TOWN
Dual Entry Drives = Two drivers sharing the same car				
1(38)	Jo Hodgson	1969	Lotus Elan	Devon
2(44)	David Gomes	1973	MG Midget	Newtownards
3(47)	Brian Townsend	1992	Sylva Fury	Stanley
4(55)	Neil Jennings	2001	Westfield	Newtownards
5(56)	David McNeil	1999	Locost	Bangor
6(66)	Adam McKee	1985	Opel Manta	Newtownards
7(112)	Russell Houston	2004	OMS CF04	Bangor
Ladies Handicap				
8	Lucy Whitford	1962	Mini Cooper	Larne
9	Lorraine Irwin	1986	Ford Sierra	Carrickfergus
10	Becky Cherry	1989	Peugeot 205	Crossgar
11	Suzanne Woodside	1977	Crossle32F	Dunadry
12	Jennifer Mullan	1990	Formula Sheane	Sallins
14	Sophie Byrne	2010	Ginetta G20	Naas
15	Sheelagh Glover	1936	Riley Special	Holywood
Class 1 Pre'81 Road-Going Sports Cars + Vintage and PVT Cars				
16	Bill Clarke	1927	Bugatti T40	Ballymena
17	Dermot Johnson	1929	Salmson	Holywood
18	John Galloway	1929	Austin Ulster	Belfast
19	Andy Johnson	1932	Alfa Romeo	Killinchy
20	Andrew Bailey	1932	Lagonda Rapier	Enniskerry
21	Alan Clarke	1935	Riley Lynx	Saintfield
22	Christopher Pring	1951	Allard J2	Somerset
23	Trevor McLroy	1959	A-H Sebring Sprite	Belfast
24	Conn Williamson	1965	Sunbeam Tiger	Glenny
25	Francis Rhatigan	1968	MG Midget	Dalkey
26	Chris Wilson	1971	Midget	Newtownabbey
27	Paul Robinson	1972	Triumph Spitfire	Belfast
28	Robert Davison	1973	MGB GT	Lurgan
29	Allan Thompson	1974	MG Midget	Millisle
30	Stephen Dawson	1975	MGB	Craigavad
31	Michael Adams	1977	MG Midget	Ballynahinch
32	Michael Hudson	1977	Triumph Spitfire	Belfast
Class 2 Post'81 Road-Going Sports Cars under 1800cc				
33	Tony McLaughlin	1991	Mazda MX5	Belfast
34	George Clarke	1992	Honda CRX	Newtownards
35	Peter Walker	1993	Honda CRX	Holywood
Class 3 Post'81 Modified Road-Going Sports Cars + Kit Car				
36	Mark Faulkner	1964	MG Midget	Ballygowan
37	Alex Lyttle	1966	MG Midget	Newtownards
38	Roger Hodgson	1969	Lotus Elan	Devon
39	David Cochrane	1971	MG Midget	Newtownards
40	Bryan Mutch	1971	MG Midget	Carryduff
41	John Kelly	1972	MG Midget	Killinchy
42	Simon Brien	1973	MG Midget	Cultra
43	Mike Adair	1973	MG Midget	Newtownards
44	Mark Brien	1974	MG Midget	Crawfordsburn
45	Miles Thompson	1989	Caterham 7	Donaghadee
46	Mervyn Johnston	1991	Porsche 911	Magherafelt
47	Tosh Townsend	1992	Sylva Fury	Stanley
48	Tony Hamilton	1994	Porsche 968	Dundonald
49	Neil Vaughan	1994	Westfield	Bangor
50	Connor Bailey	1994	Mazda MX5	Belfast
51	Phil Dorman	1996	Locost	Carrickfergus
52	Michael Rodgers	1996	Porsche 911	Newtownards
53	Daniel Braniff	1996	Mazda MX5	Ballyclare
54	Leslie King	1998	KVA GT40	Belfast
55	Kieron Smyth	1999	Westfield	Moir
56	Adrian Smyth	1999	Locost	Bangor
57	Steven Millar	2000	Maserati	Bangor

58	Nad Haghghi	2003	Vauxhall VX220	Bangor
59	Peter Hull	2007	Westfield	Dromore
60	Ivan McCullough	2009	Nissan GTR	Saintfield
61	James Perry	2010	Caterham R400	Donaghadee

Class 4 Pre'81 Road-Going Saloon Cars

62	Stephen Strain	1971	Ford Escort Mk1	Downpatrick
63	Adrian Mullholland	1971	Ford RS	Bellaghy
64	Gordon Buckley	1972	Ford Escort Mk1	Killinchy
65	Tom Lawther	1981	Rover SD1	Killinchy

Class 5 Post'81 Road-Going Saloon Cars under 1800cc

66	Wallace McKee	1985	Opel Manta	Newtownards
67	Philip Carson	1996	Nissan Micra	Newtownabbey
68	Aaron Jennings	1997	Citroen Saxo	Belfast
69	Tim Burns	2002	Mini Cooper S	Belfast

Class 6 Post'81 Modified Road-Going Saloon Cars

70	Chris Rogan	1979	Ford Escort	Bangor
71	Gerard O'Connell	1979	Ford Escort	Dungiven
72	Stephen Ross	1980	Ford Granada	Dunadry
73	Thomas Purdy	1980	Ford Escort	Newtownards
74	Philip Cardy	1993	Subaru Legacy	Killyleagh
75	Ephrem Bogues	1993	Peugeot 205	Holywood
76	Robert Harte	1995	Subaru Legacy	Dromore
77	Allan Harrison	1996	Vauxhall Corsa	Bangor
78	Paul Montgomery	1998	Subaru STI	Newtownabbey
79	Mark Lancashire	2000	Subaru	Lisbane
80	Jonathan Babb	2002	Citroen	Lisburn
81	Jonny Hair	2003	BMW M3	Bangor

Class 7 NON Road-Going Sports Cars

82	Colin McBride	1984	Sylva Leader	London
83	Gordon Fogarty	1988	Fiat X19	Belfast
84	Alan Davidson	1989	GMS	Randalstown
85	Roy Smyth	1989	Stephensons Rocket	Saintfield
86	Graham Boyce	1995	DAX F20C	Dollingstown
87	Wesley McCreary	1999	MK Indy	Markethill
88	Jimmy Dougan	2005	GMS	Killyleagh
89	Trevor Faulkner	2006	Caterham 7	Ballygowan
90	Trevor Allen	2008	RAW Striker	Lisburn
91	Graham Moore	2009	GMS	Newtownards
92	Jack Boal	2011	Locost GTR	Crumlin
93	Brian Carson	2011	Exocet	Newtownabbey
94	Richard Munnis	2012	GMS	Kells

Class 8 NON Road-Going Saloon Cars

95	Rudi Gage	1972	Maguire Mini	Ballymoney
96	Ian Howard	1973	Maguire Mini	Tandragee
97	Gary McWilliams	1980	Toyota Starlet	Carryduff
98	Neil Dugan	1985	Peugot 205	Castleblaney
99	Simon Jamison	1987	Peugeot 205	Killinchy
100	David Francis	1995	Ford Escort Cosworth	Donaghadee
101	Andy McShane	1998	Ford Fiesta	Ballywalter
102	Jason Curran	2003	Renault Clio	Newtownards
103	Jackie Harris	2009	Peugeot 206	Portavogie

Class 9 Single-seater Racing Cars

104	Arnie Black	1953	McCandless 4wd	Holywood
105	Mike Todd	1984	Mondiale 84s	Ballyclare
106	Robert McGimpsey	1990	RMG Busa	Newtownards
107	George Stevenson	1992	Jedi Suzuki	Ballymena
108	David McKimm	1995	Jedi Mk4	Gilford
109	Andy Hawthorne	1998	Lotus Reynard	Finaghy
110	Mark Crawford	1999	Jedi Mk6	Banbridge
111	Graham Thompson	2000	GTR Turbo	Muckamore
112	Christopher Houston	2004	OMS CF04	Bangor
113	John Stewart	2004	GEM AW2	Bangor
114	Paul McMorran	1970	Crossle 17F	Holywood

T.S. McIlroy Assessing

Consulting Engineer

Trevor McIlroy MIMl Ainst AEA

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Motorcycle Trails

A simply described, but highly skillfull motorsport discipline that requires riders to negotiate a series of natural or artificial courses without putting a foot on the ground.

TRIALSTAR –Arena Trials

This is a highly specialized derivative of the sport of motorbike trials. TRIALSTAR are a group of local riders who give displays and organize competitions for both motorbikes and mountain bikes at events throughout the country.

'Jonny Hagan' Junior Trials Accademy

Jonny Hagan has established the first club dedicated to training young people in the sport of motorbike trials.

This display in the 'Glen' will showcase the youth trials riders in their natural environment... rocks, rivers, steep banks and tree roots. It will demonstrate the skills that the Academy aim to develop in riders from the ages of 6 until they graduate into the adult ranks at 18.

A word from Jonny Hagan...

"Our inclusion in the Cultra event gives us a fantastic opportunity to bring trials, in its natural environment, to a large public audience. Hopefully encourage some new faces into the sport, as well as giving our kids the chance to show their skills off in front of a large crowd".

Formula Student

Formula Student is organised by the Institution of Mechanical Engineers and is Europe's most established educational motorsport competition. Backed by industry and high profile engineers such as Ross Brawn OBE of the Mercedes F1 Team, the competition aims to inspire and develop enterprising and innovative young engineers in all aspects of a motorsport team.

SERC Motorsoert Team

A team of engineering students based at South-Eastern Regional College, who, as part of their studies, prepare and run rally cars on selected events throughout the UK and Ireland.

Former NI Hillclimb Class Champion Lorraine Irwin is their Guest Driver today.

Ginetta Junior

A low-cost sportscar racing category for 14 to 17 year-olds that runs throughout the UK and Ireland. It has become a popular stepping-stone between karting and car racing.



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Are pleased to be associated with motorcycle trials in Northern Ireland and it is with our support that demonstrations of this low-cost sport are brought to Cultra today.

Louise Aitken-Walker MBE

Started her motorsport as one of the top 3 from over 2000 applicants for Ford's 1979 "Find a Lady" competition. She won her first British title just three years later and followed that up in 1983 by becoming the first woman to win a British National rally outright, in a Ford Escort, having earlier had her first International success, winning the "Coupe des Dames", on the Monte Carlo Rally that January in an Alfa Romeo. Illustrating her adaptability to cars and events she moved up to the 1985 British International Open Championship in a Peugeot 205, finishing 3rd Overall and winning her Class. A year in a mighty Nissan 240RS proved frustrating but a return to Peugeot saw a second British Open Class Title in 1987. Signed by GM for 1989 she netted a European Ladies Rally Championship title, in an Astra, alongside a season racing a similar car in the British Touring Car Championship. She launched her successful World Title bid with a second "Coupe des Dames" on the Monte Carlo Rally. Wins in Australia, New Zealand and Italy secured the 1990 FIA Ladies World Rally Championship and made her the first Briton to win a World Rally title, picking up the Asia-Pacific Ladies Rally crown, along the way. Louise rounded off her competition career back with Ford for two years in the Open Championship in Sapphire Cosworths. Having been awarded the Jim Clark Trophy for achievement by a Scot and the Seagrave Trophy for achievement by a Briton, in motorsport, she was awarded an MBE in 1992 and then retired to concentrate on the family business and raising her two children. With horses actually being her first love, Louise now also enjoys helping daughter Gina run her Livery Yard.



(Louise above right)

Rosemary Smith

Was introduced to rallying in 1959 as navigator Jo Hodgson's mother Delphine Biggar, they soon swapped seats and became a much more successful team. A strong performance on the 1962 Monte Carlo Rally, in a private Sunbeam Rapier, led to a works contract with the Rootes Group. Initially driving Rapiers and occasionally their Alpine sportscars, it was with the introduction of the Hillman Imp that Rosemary began to regularly challenge for outright honours. Most International rallies of the '60s were endurance events covering several thousand miles and lasting up to five days, with few breaks. A performance equalization (handicap) scoring system meant the diminutive Imp could compete, on equal terms, with more powerful GT cars, whilst accurate navigation and the ability to maintain an average speed for long periods were crucial to top results. In this his typical publicity photo, taken on the Riviera, Rosemary shows off a "Coupe des Dames", a Class Trophy and the small, but highly coveted, Coupe des Alpes from the Alpine Rally. Whilst Class and Ladies Awards were gained fairly regularly, in 1965 Rosemary won the Tulip Rally outright, in an Imp, to join a very select band of women to win an international motorsport event. She also raced Imps at home and the brutal Sunbeam Tiger at Sebring and Daytona in the USA. She contested a number of "Shell Rallies" in Canada which ranged from 1000 to 4000 miles, was Ladies runner-up on the – London to Sydney Marathon 1968, and won the Ladies award on the London to Mexico World Cup Marathon 1970. Having never officially "retired" from motorsport, Rosemary still competes occasionally in historic races, whilst her main activity these days is as a Road Safety Ambassador in the Republic of Ireland.



Jo Hodgson

Born in to a motorsport family in Co.Down, her father, Frank Bigger, spent most weekends doing some sort of motoring activity, driving MG's, Jaguars and Triumphs. His real passion was rallying, taking part in 6 Monte Carlo Rallies he was a member of the 1956 winning team with Ronnie Adams and Derek Johnson, from Northern Ireland.



Jo moved to England in 1969 and had a couple of seasons of hillclimbs and sprints driving a Mk1 Escort BDA and, after a 15 year 'domestic' break, she got her first Lotus Elan in 1987. Jo is now in her 26th consecutive year of speed hillclimbing – mostly in the South-West of England, where she lives. She shares this car with husband Roger and he has to do the dishes, when she beats him. She is proud to have achieved around 200 Class and Ladies Awards (allegedly she's lost count) and is the reigning British Womens Racing Drivers Club Hillclimb Champion, a title she now holds for the 10th time!

Gabriel Konig 19/04/41 - 08/01/13

Born in Ireland, Gabriel Konig (De Freitas) was a founding member of the BWRDC and its Vice-President. Her illustrious career started at Goodwood in 1962, in a Lotus Elite.

By 1968 she'd acquired a ModSports MG Midget, was considered a match for her male peers and lost out on the BARC Modsports Championship by a single point. Her CV of lap records, Wins, Class and Ladies Awards in motor racing would easily fill this whole programme. Her winning ways took her all over the World racing a vast variety of cars, from Imps, Minis and Renault 5's, sportscars of all sorts, through single-seaters and sports prototypes to a mighty 6.3litre Chevrolet Camaro. She even took her Blydenstein Vauxhall Viva to Guyana SA, when she emigrated in 1975, raced it across the Caribbean for 15 years and brought it home again.

Gabriel and her long-term partner Malcolm Clark, himself an accomplished competitor, then moved back to her native Ireland to take care of her mother and the family estate of Beaulieu House in Drogheda. There Gabriel established a museum, open to the public, housing their collection of Classic & Historic race and rally cars.

In the late '80's she briefly turned her hand to historic rallying before returning to where it all started and racing the little A40 at the prestigious Goodwood Revival events.

Her impressive career spanned over 44 years and, acknowledged as one of greatest lady drivers, she was elected an honorary member of the British Racing Drivers Club in 1973.

From all of that, she felt her single greatest achievement was qualifying the fearsome Nomad-BRM sports racer in eight place on the 1969 Targa Florio, the daunting road race around the island of Sicily.



Our lady competitors today will compete for a trophy in memory of Gabriel

Natalie Kane – Motocross Champion

This 22-year-old, from Loughbrickland, has already achieved more in her chosen sport than most people do in a lifetime. Motocross is Off-Road racing on motorbikes and kids can start racing as early as age 8. Initially racing against boys, Natalie was winning from the start, with Ulster, Irish and British titles in her first two years. Seven more home-countries youth titles would follow over the next eight years, plus five National Girls titles, for good measure. In 2006 she also competed overseas and was Womens 85cc American Champion. She was undefeated in the overall Womens British Championship from 2007 to 2011. During this time she moved up to the Womens World Championship, finished 3rd in 2009, was runner-up in 2012 and is currently the highest ranked Irish person in any motorsport discipline.



Other significant Anniversaries

- 1953 Jaguar win LeMans for a second time.
Motor racing begins at Kirkistown.
- 1963 Association of Northern Ireland Car formed.
Ford introduce the GT40 sports prototype
to challenge Ferrari in sports car racing.
- 1973 Jackie Stewart wins his third
F1 Championship and retires from the sport.
- 1983 John Watson wins the F1 US Grand Prix West.
- 1988 Ayrton Senna wins his first F1 Championship
- 1993 Nigel Mansell wins IndyCar World Series.
- 2003 Ards TT 75th Anniversary celebrated by
UVCC at the first two-day Cultra Hillclimb Event.

Course Car Ladies

Emily Johnston	MG J2
Jane McPherson	Austin 7
Jackie Pauley	MG TF
Philippa Spiller	Bentley
Debra Wenlock	Morris
Carol Willis	MG Midget
Carolyn Wrixon	Austin 7

Admin Cars

Lisa Hamilton	MX5
John Greer	MG J2
William Heaney	TVR S3C

Graham Curry

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BREWIN DOLPHIN

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.

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Tony McLoughlin (Porsche 911 for Louise Aitken-Walker Official Opening Drive)
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