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Ulster Folk & Transport Museum Cultra Hillclimb

Saturday 11 June 2016



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. 96029 for Saturday 11th June 2016

Event Officials

MSA Steward	Mr. Robert Kelly
Club Stewards	Richard Young(500MRCI), Michael Wilson(TSCC)
Clerk of the Course	Fel McIlroy
Deputy Clerk of the Course	Mark Goudy
Chief Marshal	Jan Ballantyne
Secretaries of the Meeting	Roger Fynn (Lisa Hamilton- Entries)
Club & Event Deputy Secretary	John Gardner
Admin Assistants	Heather Goudy, Lucinda McKee & Jenny Frater
Chief Scrutineer	Gavin McLean
Event Scrutineers	Paddy Haveron
Environmental Scrutineer	Andrew Francis
Chief Timekeeper	Declan McAleer
Chief Rescue Officer	Craig Hunt
Chief Medical Officer	Gus Geddes

Event Services

Rescue	Ballynahinch Motor Club Rescue Unit
Timekeeping	McAleer Timekeeping
Startline	Richard Harrison and Team
Manning	British Motorsports Marshals Club
Equipment	Richard Woods Contracting
Logistics	Wallace McKee (Competitions Secretary) and Team
Paddock	Garth Maxwell/Mark Goudy and Team
Media Liaison	Tony Gregory
Commentators	Chris Fair, Clifford Auld
TSCC Committee	Nad Haghghi, Leslie King, Robert McGimpsey Trevor McIlroy (Chairman), Tony McLaughlin (Treasurer), Andrea Stevenson, Neil Stevenson, Chris Wilson
Museum Committee	Mark Kennedy, Siobhan Stevenson, Mark Irvine
Official photographer	David Bunting
Video producer	Peter Carson
Event Co-ordinator	William Heaney (TSCC President)

Timetable (Timings may vary)

Timed Practice Commences	09.30am
Official Timed Runs	12.00pm, 1.30pm and 3.00pm
Demonstration & Parade Runs	11.45pm, 1.15pm, 2.45pm
Midget/Sprite 'Shoot-Out'	4.15pm
Award Ceremony at Cultra Manor	4.45pm

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:- Emily Johnston undertaking 'Official Duties' at Cultra in the family MG J2 Midget originally purchased new by her grandfather.

Welcome to Cultra Historic Hillclimb

Welcome to the 2016 Cultra Hillclimb, an event that can trace its roots back to 1905 when the Royal North of Ireland Yacht Club gathered on the Kennedy Estate, for their first motorsport event. For one weekend each year the Thoroughbred Sports Car Club and the museum join forces to celebrate the best of Irish motorsport and motoring history.

We have all the excitement of tuned engines and focused competitors alongside a wealth of historic, unique and celebrity vehicles to enthral visitors, under the safe supervision of the experienced BMMC/TSCC volunteer marshals.

The event's mission is to provide the general public with a glimpse of the best of Irish motorsport and motoring history. It allows the Museum to present their latest acquisition, such as the Daimler ambulance and show off our latest restorations, such as the 1959 Berkeley sports car and 1920s Rolls Royce. It pairs the innovative Science Technology Engineering and Maths (STEM) schools programme with examples of local engineering ingenuity like the Crossle Car Company, Phil Stevenson's Rocket and Wrightbus from Ballymena.

This year's theme '**Midget Gems**' is an opportunity to celebrate all that is 'small but perfectly formed', from pre-war MGs, to the Issigonis Lightweight Special. We hope that this year's Cultra Hillclimb will continue to be the transport museum's most popular event, even though it actually takes place in the folk museum grounds.

The partnership between the TSCC and the Museum shows our commitment to working with communities to deliver high quality experiences, whilst promoting the Museum collections in a memorable and engaging way.

We welcome the MG Car Club's 'Ulster Triple M Tour' with cars visiting from 3 continents. I particularly want to congratulate Simon Johnston for organising such a wonderful display of pre-war MG cars. To paraphrase the old MG slogan, I wish all our competitors, demonstrators and visitors a Safety Fast event.

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.

Additional live action will be provided by Demonstration and Parade Runs to showcase the Transport Museum's latest projects.

If you can get past the BBQ, Ice Cream and Refreshments at the Manor, families, especially those with teenage children, will have the opportunity to visit the STEM traveling exhibition in the Manor car park.

Mark Kennedy (Road & Rail Transport Curator)

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 and included in the Admission.

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

'**Tapas Cultra Walk-Inn**' is a new feature this year where visitors can take a break from the outdoor action and have a tapas bar style refreshments experience in Cultra Manor's ground floor function rooms from 11.00am to 4.00pm. Enter the Manor and TURN LEFT.

MG MMM 'Top Picks' from Tour organiser Simon Johnston

The 1934 K3 Magnette of John Gillett was raced during 1935 and 1936 by Prince Birabongse Bhanudej of Thailand, better known to motorsport enthusiasts as simply, Prince Bira. His cousin, Prince Chula Chakrabhongse, managed a racing team in England and Bira drove in his cousin's team cars of which this K3 was one. At the end of the 1936 season the car was sold to Australia, where it has remained ever since. It competed in half a dozen Australian Grand Prix up until 1955' winning the 1949 Australian Hillclimb Championship along the way. We're grateful to John for making the trip from Oz.



The KN Magnette Pillarless Saloon was a combination of the K series chassis with the more powerful N Type engine of which only 14 are believed to have survived. ELF 409 was originally purchased in May 1935 by a London motor dealer and was sold to an Australian enthusiast in the 1970s but repatriated in the 1990s. During refurbishment it was upgraded using items offered by M.G. when the car was in production and modifications entirely in keeping with M.G.'s motto of *Safety Fast!*



L2 Magna M.G. only made 90 examples of the L2 Magna two seater sports model during 1933 and this one, the fourth built, was bought by Lloyd Cowdy of Banbridge in the April. He raced the car extensively using the *nom de course* 'Alan Corry'. Lloyd's sister, Hilda, also competed with the car at Craigantlet in 1936. Ronnie Adams (of Monte Carlo Rally winning fame) bought the Magna in 1938 and it was then bought in the early 1950s by a doctor Williams in Newry for his wife, and their son, Norman. After a fire under the dashboard it was taken off the road and remained that way for almost fifty years. The car was eventually repaired and today his daughter, Judy, is its custodian. It is in incredibly original condition and retains many of the racing modifications made at Lloyd Cowdy's request by the M.G. factory.



PA Midget 'Cream Cracker' This supercharged **PA Midget, TJ 5000**, was first registered in March 1934 and raced successfully at Brooklands and Craigantlet. Its original owner, Maurice Toulmin, was actually the most prolific M.G. competitor at Craigantlet in the 1930s (Pictured L) competing every year from 1934 to 1938. In 1935 he competed in TJ 5000 and even fitted a supercharger between runs to compete in different classes. The smoke coming from it in this photo would suggest that the experiment as not entirely successful and indeed the UAC's report of the event says "Toulmin's efforts at supercharging his MG proved a failure as the car was considerably slower". The car is owned today by Toulmin's son, Jonathan, who competes with it regularly in vintage trials.



BMW Centenary

Initially set up as the engine manufacturer in 1916, BMW were forced to cease aircraft-engine production at the end of WW1. The company consequently shifted to motorcycle engine production and as the restrictions started to be lifted, motorcycles in 1923 followed by automobiles in 1928/29.

The first car that BMW successfully produced, which launched them on the road to automobile production, was the Dixi based on the Austin 7 and licensed from the English, Austin Motor Company.



The 328 (BELOW) was introduced at the Eifelrennen races on the Nurburgring in 1936 and immediately launched BMW on a career of international motorsport success. Class wins in the RAC TT (1937 & 38), the Alpine Rally, LeMans and the Mille Miglia (1938) were followed by an RAC Rally win in 1939 and outright victory for a coupé version in the 1940 Mille Miglia.



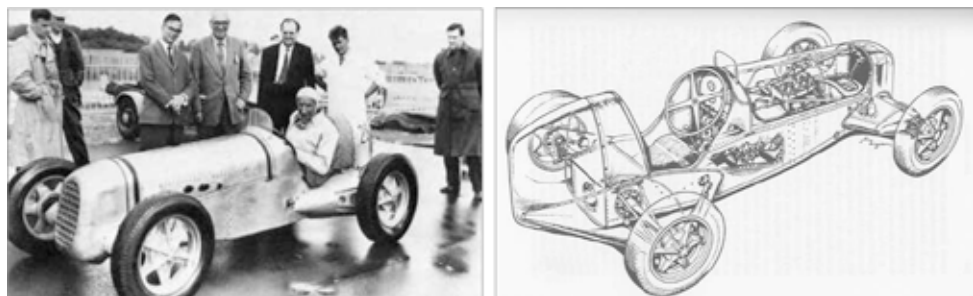
A BMW motorcycle ridden by Georg Meier won the Isle of Man TT in 1939 and local hero Michael Dunlop repeated that success as recently as 2014. A BMW powered Brabham took Nelson Piquet to the 1983 F1 World Championship as their sports cars continued to have success with a 1999 LeMans win and over forty wins in the other 24-Hour Classics at Daytona USA, the Nurburgring and Spa in Europe. Their saloon cars have been equally prolific with 30 European Championships four World Drivers and three World Makes crowns, added to by six British Touring Car titles in the 1990's.

In 1975 Germany's Achim Warmbold, co-driven by the vastly experienced John Davenport in the works supplied, distinctive livered BMW 2002tii, won one of the most significant rallies in Irish and UK motorsport. The 1975 Donegal Rally was the first Irish event to allow the use of Pace Notes, with an officially regulated recce, and heralded an end to the scourge of illegal practicing that was threatening the sport. The other major rallies in Ireland and then UK followed this lead and nowadays officially sanctioned 'Notes' are the norm across all levels of the discipline. Dubliner Robin Hillis will contest today's Hillclimb in his Tulip Rally spec 1967 BMW 2002 Ti.



Issigonis Lightweight Special (DRIVEN today by Andy Storer)

Alec Issigonis was born in 1906 in Smyrna in Asia Minor (Turkey). Following the death of his father, Alec and his mother moved to the UK in 1923. He entered the motor industry as an engineer and designer for the Humber Company and moved to Morris Cars in 1936. He designed the Minor for the latter when it became part of BMC and is most famous for the Mini.



Through 1933 to 1938, in his free time, Alec and friend George Dowson constructed this hand-built car in Issigonis' home garage without the aid of power tools. The chassis was a mono-coque made of aluminum/plywood sandwich side panels that made it strong but lightweight. The side panels were linked by steel cross-members, while the unique suspension used rubber as the springing medium. Rubber suspension would re-appear in Issigonis's cone design for his signature project – The BMC Mini of 1959. To reduce unsprung weight more unique features were used, such as ultra-lightweight Elektron wheels and hubs with integral brake drums. His weight-saving philosophy even meant the Special was left unpainted.

Initially power was from a supercharged 750cc Austin Seven Ulster engine but was replaced after WW2 with an experimental OHC engine made by Morris Cars. This engine is in the car today and the car is still used in hill climb competitions. The car enjoyed great success in hill climbs and sprint events. In 1939 the Special beat a works Austin with the same engine at the Prescott Hillclimb, where in 1949 Issigonis and Dowson discovered the road-holding benefits of negative camber by removing some of the rubber loop suspension units from the rear axle.

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Display Arena

Car enthusiasts from around the country will again bring their 'Pride and Joy' to our display arena in the main viewing area overlooking the hillclimb course and Cultra Manor.

BMW Owners This year's featured make is BMW in celebration of their Centenary.
GoMotorsport The MSA (Motorsports UK Governing Body) regional information display.
Lexus Belfast Two of the latest models from the local dealership for this luxury brand.

At the Manor

Commentary Vehicle Supplied by Wrightbus Ltd.

Celebrating its 70th Anniversary this year we are pleased to have a 'New Routemaster' bus from Wrightbus. Wrightbus was founded in 1946 as Robert Wright & Son Coachbuilders and is currently run by Robert's son William. In its early years it rebodied lorry chassis, its first vehicle being a breadvan. Its pioneering aluminium body construction methods and 21st Century design innovations have led to a range of products supplied at home and overseas, most famous of all now being this New Routemaster for operators in London - nicknamed 'The Boris Bus'!

Austin-Healey Sebring Sprites

9253 WD is one of the four works team cars that competed in the 1962 Sebring 3-Hour Race in Florida. It was driven there by Mexican ace Pedro Rodrigues, the other three being driven by Innes Ireland, Stirling Moss and, later film legend, Steve McQueen finishing 3rd, 6th, 7th & 9th, although Moss led most of the race.

The car most recently starred in its own TV Programme when 'CAR S.O.S.' sympathetically restored it to 1962 specification and invited Sir Stirling Moss to drive a Sebring car once again.

510 DWD was an 'export car' originally built by Donald Healey, to full works competition spec, for a USA airman stationed in England. This 'Barn Find' car has recently been returned by local expert Will Corry Jnr. to add to his growing collection of Midgits and Sprites.

52 LPH has been owned by Armagh's Ronnie White since 1962 and remains in very original unrestored condition. It is one of the earliest AH Sprites in existence and has a 'Peel' alloy body which is unusual in that it has a boot lid to aid access to the spare wheel – especially in rallying. Ronnie White, navigated by his sister Doris won the 1963 Ulster Rally Championship in this car.

Transport Museum Exhibits

Berkeley Sports Car

Berkeleys were produced between 1956 and 1960 by Berkeley Coachworks at their Biggleswade caravan factory in Bedfordshire, the brainchild of car designer Laurie Bond. Throughout their short career Berkeleys built up an enviable reputation in competition, including winning in the 1959 Leinster Trophy. YMJ 338 is a 1959 B105 model. After coming to Belfast in the early 1960s it belonged to WJ Kyle of Larne from 1968 until donated to the museum in 1991. The car was restored earlier this year by Crossle Cars and the engine rebuilt by Micron Engineering.

1952 Daimler Ambulance OZ 6711.

This vehicle was one of 20 purchased by the NI Hospital Authority after their introduction to the NHS. Withdrawn from service in 1967, it was restored by the Association of Retired Ambulance Staff in the 1990s and donated to the museum by the Ambulance Service this year.

1967 Karrier Ambulance 308 UZ

The Karrier 'Walk-Through' was the standard A&E ambulance in the 1960s and 1970s. This particular example was the world's first purpose-built Cardiac Ambulance. The concept of bringing emergency coronary care to the patient was pioneered by Professor Frank Pantridge of the Royal Victoria Hospital in Belfast.

The 'Cafe Racers'

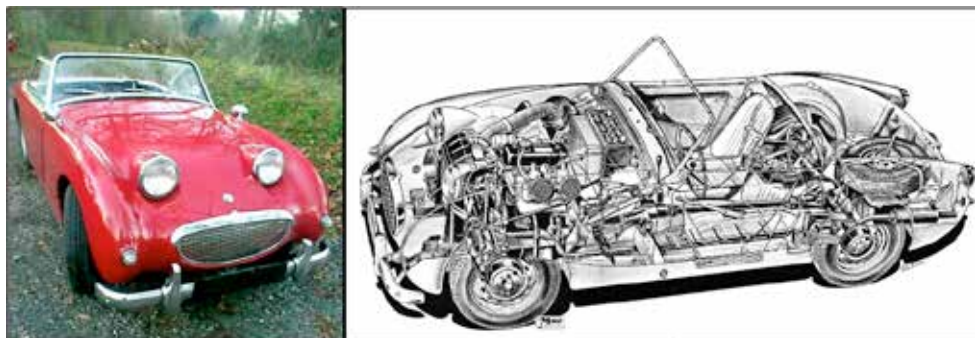
A gathering of the latest trend in motor cycling from local dealers and enthusiasts THANKS - Titanic city cycles Belfast, Franks motorcycles Lisburn, Phillip McCallen Motorcycles. Whiskin Engineering.

The Austin-Healey Sprite Story & Midget Connection

Donald Healey was born in 1898 in Cornwall, studied engineering at Newquay College and gained an apprenticeship with the Sopwith Aviation Company in 1914. After WW1 he took an automobile engineering correspondence course and opened his first garage in his home town.

In the 1930's Healey forged a successful competition career, including, winning the 1931 Monte Carlo Rally and scoring overall podium finishes and a Class win on his other three attempts at the event. His driving and engineering skills now in demand he sold the garage and went to work for Riley, then Triumph and latterly Humber during WW2. Having built cars for his employers, in 1945 he set up the Donald Healey Motor Company, at the end of hostilities. Initially the company built performance sports cars and coupés, one of their earliest, the Healey-Elliot winning the Alpine Rally in 1947 and 1948, also achieving a win in the Touring Category of the 1948 Mille Miglia.

Establishing a partnership with the Austin Motor Company, his Healey 100 design was adopted as the replacement for the A90 Atlantic and over the following years be developed in to the legendary Austin-Healey 3000. For the 1960s Austin, now part of BMC, needed a small sports car to rival the MG T-Series and Triumph TRs. Healey thus did for BMC sports cars what Alec Issigonis did for their saloons. He came up with a two part unitary body design, without the traditional chassis and simplified production by having a one-piece front and no boot lid. With its headlights set on top of the bonnet, its appearance earned it the 'Frog-Eye' moniker.



Almost instantly the A-H Sprite became a successful competitor as in the hands of John Sprinzel it won its Class in the tough Alpine Rally of 1958. Sprinzel and others alongside the BMC Competitions Department would develop variants of the little car that would become ever more successful.

Two of those early examples will compete in the hillclimb today.

TZA 238 originally prepared by Irish ace Alec Poole, seen here in period on the cover of Triple-C magazine, was known as 'The Cyclops' because Poole ran it with one headlight removed to aid engine breathing and cooling.



The iconic **505 BZ** originally owned by Circuit of Ireland winner Adrian Boyd is a Speedwell version, whilst specialist companies such as Alexander, Lenham and Sprinzel also produced versions and you can still buy accurate, excellent recreations and replicas today, like that of Trevor McIlroy (R).

By 1961 MG also became part of BMC and thus the Mk2 A-H Sprite was also badged as the MG Midget. Whilst the Sprite name disappeared in 1971 the MG Midget continued in production for a further 10 years.

Mike Wylie's last event in 505 BZ, Croft Hillclimb 2008



T.S. McIlroy Assessing

Consulting Engineer

Trevor McIlroy MIMI Ainst AEA

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CULTRA 2016 ENTRY LIST

No	Driver	Year	Car	Town
DUAL ENTRY = Two Drivers sharing the same car				
126	William Peoples	1972	Escort Mk1	Whitehead
131	Joe Clarke	1997	Honda Civic	Millisle
136	Stephen Milne	1993	Peugeot 205	Killinchy
163	Tosh Townsend	1988	PS Rocket	Durham
166	Jim Davidson	2016	NI7 GMS	Randalstown
187	Trevor Roberts	2000	Ford Fiesta	Lisburn
188	Mark Lancashire	2000	Subaru Imprezza	Comber

Vintage and Post-Vintage Category

1	Frank Ashley	1929	MG M-Type	Stratford-u-Avon
2	Roger Corry	1930	MG M-Type	Cultra
3	Duncan Potter	1931	MG C-Type	Suffolk
4	Chris Cadman	1931	MG Montlhery	Bedfordshire
5	Brian Galbraith	1932	MG J2	Cornwall
6	Colin McLachlan	1934	MG PA Midget	Fife
7	John Gillett	1934	MG K3	Drysdale AUS
8	Simon Thomas	1934	Ford TT V8	Comber
9	Simon Jackson	1935	MG PB	Woodstock
10	Alan Clarke	1935	Riley	Saintfield
11	Andy Storer	1936	Issigonis Special	Newark

Road-going Historic and Classic Categories

12	Trevor McIlroy	1959	Sebring Sprite	Belfast
14	James Thacker	1960	A-H Sprite	Tanworth
15	David Wylie	1961	Speedwell Sprite	London
16	Richard Parsons	1962	Daimler SP250	Seaforde
17	Conn Williamson	1965	Sunbeam Tiger	Glenavy
18	Olivia Coulter	1965	Ford Anglia	Crumlin
19	Ian McCullough	1966	Lotus Elan S3	Drumbo
20	Jago Bret	1967	Cooper S	Bangor
21	Robin Hillis	1967	BMW 2002Ti	Dublin
22	Paul Beardmore	1969	A-H Sprite	Hillsborough
23	Jack Brien	1973	Midget Atlantis	Cultra
24	Stephen Dawson	1975	MGB	Holywood
25	John Hewitt	1977	Triumph Spitfire	Glenavy
26	Arthur Peoples	1972	Escort Mk1	Whitehead
27	Dominic McGowan	1972	Escort Mk1	Ballycastle
28	Robert McGimpsey	1972	VW Beetle	Newtownards
29	Stephen Strain	1972	Escort Mk1	Downpatrick
30	Tony McLaughlin	1974	Escort Mk1	Belfast

Road-going Series Production cars under 1700cc

31	George Clarke	1997	Honda Civic	Tron
32	Anthony Upton	2015	Fiesta 1.0	Coleraine

Road-going Series Production cars over 1700cc

33	David Gibson	1976	Escort Mk2 RS	Killylea
34	Adam McKee	1985	Opel Manta	Newtownards
35	Simon McDougall	1986	Porsche 944T	Comber
36	Andrew Lennon	1993	Peugeot 205	Bangor
37	Tony Hamilton	1994	Porsche 968S	Dundonald
38	Wallace McKee	1998	Mazda MX5	Newtownards
39	Wilson Carson	1999	MGF	Dunadry
40	Nad Haghghi	2003	Vauxhall VX220	Bangor
41	Paul Reaney	2004	Lotus Elise 111	Armagh

MODIFIED Road-going Series Production cars under 1700cc

42	David Gomes	1972	MG Midget	Newtownards
43	David Cochrane	1972	MG Midget	Newtownards
44	John Kelly	1972	MG Midget	Newtownards
45	Tiffany Brien	1973	MG Midget	Cultra
46	Stephen Morrissey	1995	Peugeot 106	Belfast

MODIFIED Road-going Series Production cars OVER 1700cc

47	Mark Brien	1969	MG Midget	Crawfordsburn
48	Bryan Mutch	1972	MG Midget	Carryduff
49	Simon Brien	1973	MG Midget	Cultra
50	John Hamill	1988	Westfield 7	Groomsport
51	Stewart Strain	1991	Peugeot 205	Downpatrick
52	Leslie King	1998	KVA GT40	Belfast
53	Robert Davidson	1999	MEV Rocket	Craigavon
54	Godfrey McCartney	2000	Lotus Elise S1	Killylea
55	Ian Thompson	2003	Porsche 911	Holywood
56	James Perry	2010	Caterham R400	Donaghadee
57	Chris Rogan	1979	Escort Mk2	Bangor
58	Stephen Ross	1980	Granada 6L	Dunadry
59	Noel Strain	2005	MINI CooperS	Downpatrick

NON – Road-going Sports Cars and Saloons and 4WD Cars

60	Aaron Bunning	1963	MG Midget	Belfast
61	Gordon Buckley	1965	MG Fidget	Killinchy
62	Gordon Fogarty	1988	Fiat X1/9	Belfast
63	Kieron Smyth	1988	PS Rocket	Moira
64	Graham Boyce	1995	DAX Rush	Dollingstown
65	Stephen Nevin	2000	Darrian T90	Coleraine
66	Alan Davidson	2016	NI7 GMS	Randalstown
67	Mark Francis	2016	NI7 Locost	Donaghadee
68	Paul Thompson	2016	NI7 Honda	Banbridge
69	Richard Munnis	2016	NI7 Honda	Kells
70	Richard Francis	2016	NI7 Westfield	Donaghadee
71	Alan Jardine	1976	Escort Mk2 RS	Dungannon
72	Ian Howard	1977	Maguire Mini	Kilkullen
73	Roger Gage	1978	Maguire Mini	Ballymoney
74	Rudi Gage	1978	Maguire Mini	Ballymoney
75	Gerard McConnell	1979	Escort Mk2	Dungiven
76	Gary McWilliams	1980	Toyota Starlet	Carryduff
77	James Cuffey	1989	Peugeot 205	Downpatrick
78	Lewis Dunlop	1989	Mini CooperS	Donaghadee
79	Michael J White	1989	Subaru Legacy	Newtownabbey
80	Conor Hamill	1991	Toyota GT4	Groomsport
81	Robbie Archer	1993	Mini Clubman	Ballygowan
82	David Francis	1995	Escort Cosworth	Donaghadee
83	Oliver Cormican	1997	Mitsubishi Evo	Glenavy
84	Conal Cormican	1998	Proton Compact	Crumlin
85	Barry Griffin	1999	Subaru Imprezza	Holywood
86	Conor Mulholland	2000	Ford Fiesta	Newtownabbey
87	Michael Mulholland	2000	Ford Fiesta	Newtownabbey
88	Ian Lancashire	2000	Subaru Imprezza	Comber
89	Ivan McCullough	2009	Nissan GTR	Saintfield

Single-seat Racing Cars

90	CatherineDonnelly	1991	Delta T91	Omagh
91	Jaye Nevin	1996	Reynard FLotus	Coleraine
92	David Mitchell	2002	Van Diemen	Carrickfergus
93	John Stewart	2012	Mygale M12	Bangor
94	Chris Houston	2004	OMS CF4	Bangor



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Visitors to the Event today will have their enjoyment of it enhanced by being able to see the cars leave the Start Line on the 'Big Screen' at the Manor thanks to support from Simon Brien Residential.

Cultra Hillclimb RESERVE ENTRIES

No.	Driver	Year	Car	Location	Class
101	John McCandless	1981	Crossle 47S	Helens Bay	NRG
102	Sheelagh Glover	1936	Riley Special	Hollywood	V
103	Brendan Flynn	1996	OMS PR	Milford	S-sR
104	David Rogers	2004	Westfield	Bangor	MRG
105	Ted Johnson	1993	Escort Cosworth	Bangor	NRG

Parade Cars

Berkley sports car - Siobhan Stevenson, Cultra
A-H 1962 Sebring Team Sprite - Jonathan Whitehouse-Bird
Daimler Convertible - Andrew Crockart, Groomsport
Daimler Ambulance - Mark Kennedy, Cultra
Dellow, Peter Boardman - Donaghadee
Stephenson's Rocket, Dr.Phil Stevenson - Hollywood
Austin Seven Ulster - Myles Lindsay, Bangor
Model A Ford - Hugh Warwick, Lisburn
MG, Josef Conolly - Dromara
MG TA - George Crowe

Demonstration Run cars

MG Monthery - David Cooksey - Model derived from the 1930 EX120 Record Breaker design.
MG TA Special - Michael Taylor - The T Series cars were the successors to the Triple -M's.
Escort Mk1 'Classic Hot Rod' - Jackie Harris - Former British Sprint and NI Hillclimb Champion.
Escort Mk2 Millington - Thomas Purdy - NI Championship class winning car.

Stevenson's Rocket

In the late 1980s Phil Stevenson, originally from Nottingham, began to design and build a space frame two seater sports car based on components from a crashed Ford Escort rally car. Around 1989 or 90 he was offered a job by the Crossle Car Co, of Hollywood, Co Down and moved to Northern Ireland. He brought his unfinished chassis with him. Over the next couple of years, with John Crossle's permission, he worked on the chassis and running gear in Crossle's factory after hours, keeping the car upstairs when it was not being worked on. The moulds and bodywork were designed and built in the store of the old Transport Museum in Witham Street, Belfast in c1990-91. The finished car was beautifully constructed with many clever details. On its first outing, it was referred to in the local press as 'Stevenson's Rocket' and the name stuck. Phil then moved to Graz, Austria, to work for car research and development company AVL. He sold the Rocket car to well-known vintage racing driver Chris Hudson of Retford, Nottinghamshire. Chris kept the car in Northern Ireland for many years, competing at various events including Cultra hillclimb.



It then passed to Roy Smyth from Bangor, who competed at Cultra hillclimb in 2012 (Pictured). The car's current custodian is Roy Smyth's brother Kieron, who with regular Cultra visitor, Tosh Townsend from Durham, compete here in the car today. Phil recently returned from Austria and has started his own business restoring vintage and racing engines.

We plan to be able to give 'Dr. Phil Stevenson' the opportunity of a reunion drive in the car today.

Art and Craft Displays in the Manor

A group of artists from the Ards and Bangor Area showcasing their work and skills. Contributors = BOOM, Sharon Regan, David Bunting, Elaine McGinn and Debra Wenlock. They will be joined by some of the museum's own craft demonstrators and Jill Edgar with her Titanic costume creations.

1924 Rolls Royce Hearse MH 2494

Saved from the scrap man by Mr Danny Walsh of Belfast and donated to the museum in 1961. After 50 years in storage it has been restored by museum craftsman Stephen Loftus. The restored chassis was shown in the workshops at last year's event and the finished car can be seen at the workshops today, in the Paddocks Area.

MIDGET/SPRITE 'SHOOT-OUT'

The culmination of today's hillclimb competition will be a single run 'Shoot-Out' for Post-WW2 MG Midgets and A-H Sprites. As much as anything else, the 'Shoot-Out' will showcase the diversity of types and specification of these descendants of the Triple Ms' The winner will receive a Trophy "In Memory of Mike Wylie", a TSCC Member, who succumbed to a short illness seven months ago. Mike was everybody in motorsports' friend. He was known worldwide as 'The Auto Numerologist', was an archivist/historian for our sport as well as being an accomplished competitor in historic and vintage cars and, most of all, a wicked raconteur.

Hillclimb Awards

Lyness Trophy and Replica for 'The Fastest Time of the Day'
Trophy for 1st, 2nd, 3rd, Sports car in Classes 1 to 6.
Trophy for 1st, 2nd, 3rd, Saloon car in Classes 1 to 6.
Trophy for 1st, 2nd, 3rd, Racing car Class 7.



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MG MMM Tour/Parade Participants

(The following PLUS Hillclimb Competitors #1 to #7 and #9)

Driver	Passenger	Date/Model	Reg No	Location
2 Fred Weber	Diane Weber	Mar30 M Type Midget	DQ 0089	Gelderland, NL
6 Greg Smith	Angela Smith	Jun31 M Type Midget Le Mans	HX 91	Oxfordshire
8 George Morgan	Marguerite Morgan	Aug31 C Type Montlhéry Midget	JK 1931	Victoria, AUS
9 Ian Goddard	Isobel Goddard	Nov31 F1 Magna	MG 1313	Herefordshire
10 Tony Richards	Ruth Richards	Feb32 M Type Midget OY 2718		Leicestershire
11 Mike Jakeman	Jean Jakeman	Apr32 D Type Midget	NG 2461	Lincolnshire
12 Bob Walker	Beth Walker	Jul32 F1 Magna	GY 5141	Yorkshire
13 Tony Margel	Judith Margel	Jul32 M Type Midget	ST 6963	West Yorkshire
15 John Scott	Barry Scott	Nov32 J2 Midget	OD 4089	County Down
16 Hans van den Bosch/Betty vd Bosch		Dec32 J2 Midget	AE-52-94	Utrecht, NL
17 Steve Webber	Claire Webber	Dec32 J2 Midget	CV 7485	Aberdeenshire
18 Bert Nijhof	Willy Nijhof	Jan33 J2 Midget	UT-12-67	Gelderland, NL
19 Terry Wilson	Jim Konstandelos	Feb33 F2 Magna	WM 8542	South Yorkshire
20 David Potter	Emma Withers	Mar33 J2 Midget	FJ 8798	Suffolk
21 Karl Wiessman	Christine Beck	Mar33 K3 Magnette	OH K3	Schleswig-Holstein, D
22 Hugh Back	Denise Back	Apr33 J2 Midget	RM 9420	Norfolk
23 Sam Christie	Richard Christie	Apr33 J2 Midget	XG 2020	County Antrim
24 Stuart Dean	Mary Dean	Apr33 J4 Midget	TV 8371	Northamptonshire
25 Julian McGuire	Judy Williams	Apr33 L2 Magna	BZ 1695	County Dublin EIR
26 Henk de Vries	Ruud de Vries	Jun33 K1 Magnette	AR-53-87	North Holland NL
27 Ross Newman	Malcolm Newman	Jun33 L2 Magna	MG 47	Buckinghamshire
28 John Emmett	Arthur Ruediger	Jul33 J1 Midget	UG 5221	Richmond u Thames
29 Rod Ptak	Steve Rankin	Jul33 L1 Magna	575 AKB	British Columbia CAN
30 Simon Johnston	Nathan McCann	Aug33 J2 Midget	IL 2151	County Antrim
31 Walter Kallenberg	Brigitte Kallenberg	Aug33 K1 Magnette	E-KK 1933	Rhine-Westphalia D
32 John Greer		Sep33 J2 Midget	OY 7444	County Antrim
33 Gerhard Maier	Baerbel Maier	Oct33 K3 Magnette	MG-K3	Baden-Württemberg D
34 Jan Werf		Dec33 L1 Magna	AM-86-34	Gelderland, NL
35 Howard Maguire	Davina Maguire	Mar34 K3 Magnette	JB 3181	Essex
36 Jonathan Toulmin	Pat Toulmin	Mar34 "Cream Cracker" Midget	TJ 5000	Warwickshire
37 Aubrey Paverd	René Paverd	Apr34 PA Midget	BKE 103	Victoria AUS
39 Roger Davies	Susan Davies	May34 PA Midget	BU 8079	Worcestershire
40 Tony Wild	Heidi Moran	Jun34 PA Midget	MG 3452	Lancashire
42 Brian Wise		Jul34 NA Magnette	JB 4552	Buckinghamshire
43 Colin Butchers		Jul34 PA Midget	BGH 295	West Sussex
44 Dieter Haupt	Julie Haupt	Oct34 ND Magnette	B-ND1934	Berlin D
45 Ron Warr	Barbara Warr	Dec34 PA Midget	OW 5865	Worcestershire
46 Tony Hay	Janice Attwood	Jan35 NA Magnette	LAS 368	Yorkshire
47 Barny Creaser	Gillian Creaser	Mar35 PA Midget	CYE 387	Northamptonshire
48 Bill Niven	Karen Niven	Mar35 PA Midget	MG4440	Kinross, Scotland
49 Peter Prosser	Dorothy Prosser	May35 KN Magnette	ELF 409	Buckinghamshire
50 Peter Hemmings	Celia Hemmings	Sep35 KN Magnette	MG 4282	Hampshire
51 Chris Little	Jon Glenny	Dec35 NB Magnette	BOK 407	Gloucestershire
52 Bill Clarke	Jean Clarke	Dec35 NA Magnette	AKW 67	County Antrim
53 Martin Gratte	Frankie Gratte	Dec35 PB Midget	BZ 3433	Hertfordshire
54 Roger Tushingam	Alison Tushingam	Dec35 PB Midget	MG 4581	Devon
56 Noel Cochrane		Jan36 PB Midget	YS 4677	County Down
57 Ron Maier	Ilse Maier	Jan36 PB Midget	KA-P 6835	Oberhausen-Rheinhaus D

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Photographs of MG's competing at the Ards Tourist Trophy Races © National Museums Northern Ireland Collection Ulster Folk & Transport Museum

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 Ulster Folk and Transport Museum thank the following for their assistance and support:

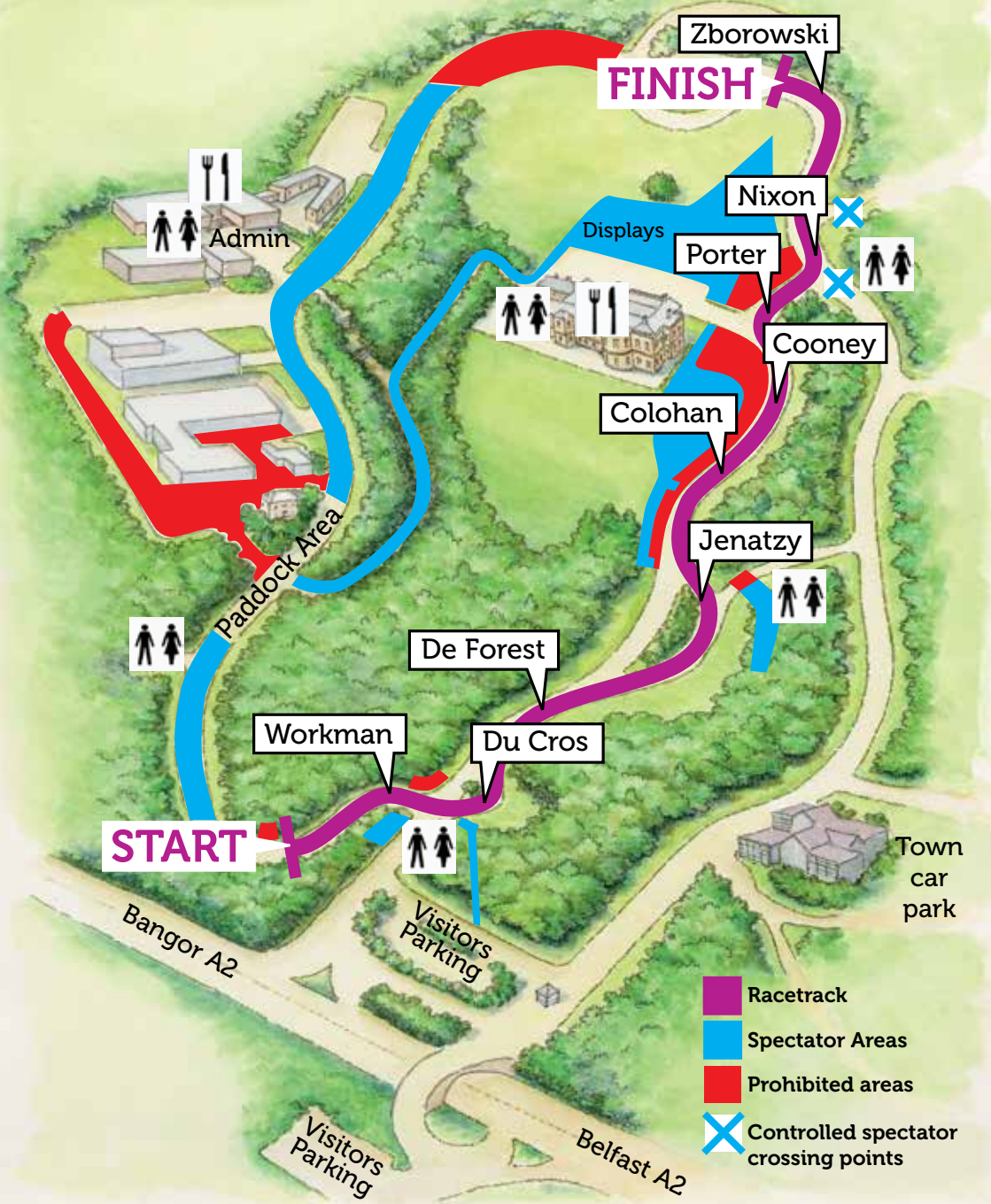
Thoroughbred Sports Car Club(NI), British Motorsport Marshals Club, St.John Ambulance, Ballynahinch Motor Club Rescue, Rock Motor Works Recovery Larne, Gardiner McIlwaine, The MG Car Club Triple M Register, Chris Rogan & Autowindcreens Balloo, JPR, Ridgeway Plant Hire, Richard Woods, AS Electrics, McKee Contracting, Debra Wenlock, Lorna Baker Graphics, The Woodside Transport Group, Rod McDowell and the Lyness Family, Course and Programme Advertisers, The Association of Northern Ireland Car Clubs, The Motor Sports Association UK Ltd., all the voluntary Marshals and Officials and all the Owners who brought their vehicles to compete and display for our enjoyment.

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