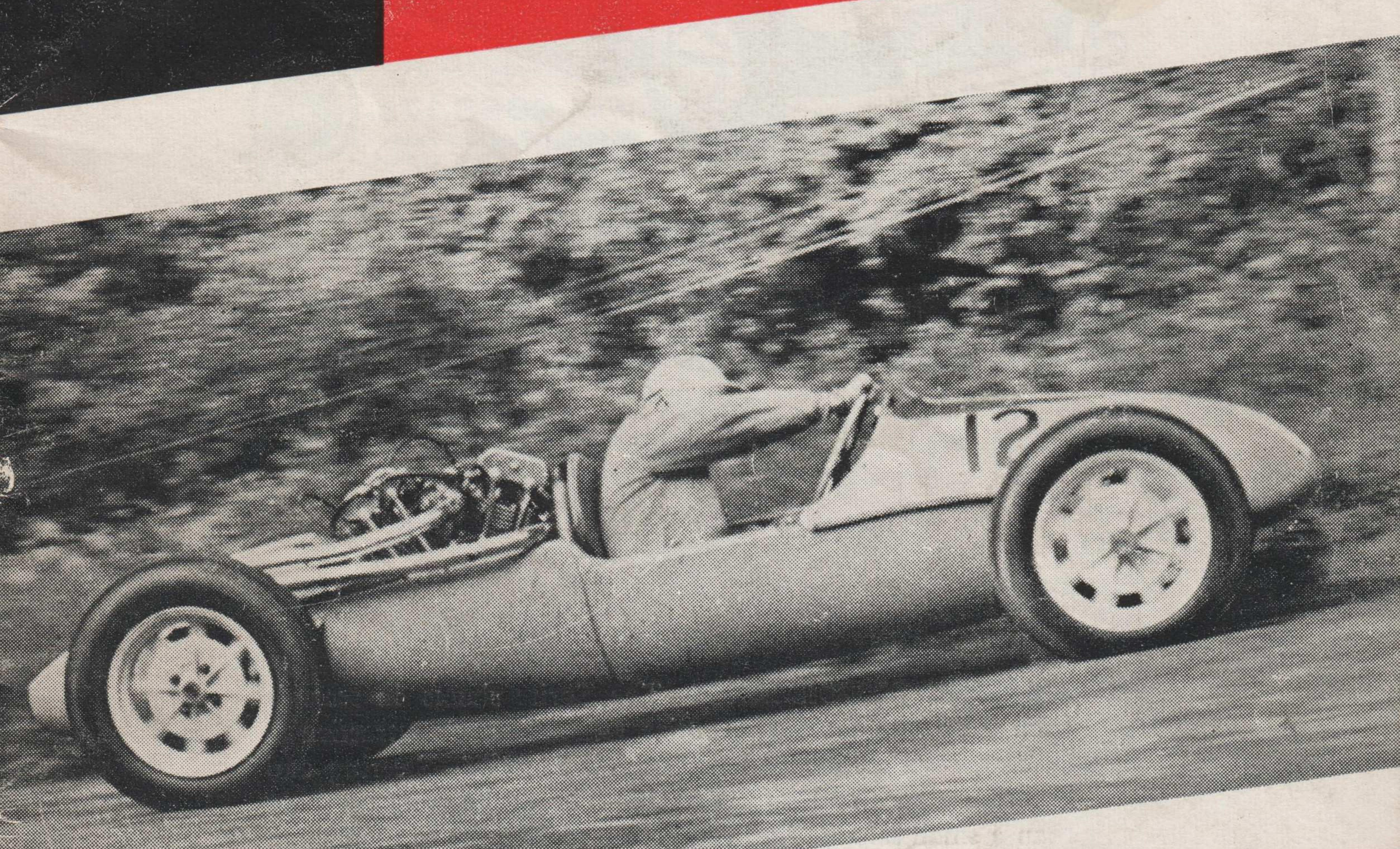


Ulster Automobile Club Ltd

**CRAIGANTLET  
HILL CLIMB for motor cars**

**SATURDAY AUGUST 16th 1958**

**OFFICIAL PROGRAMME 1s**

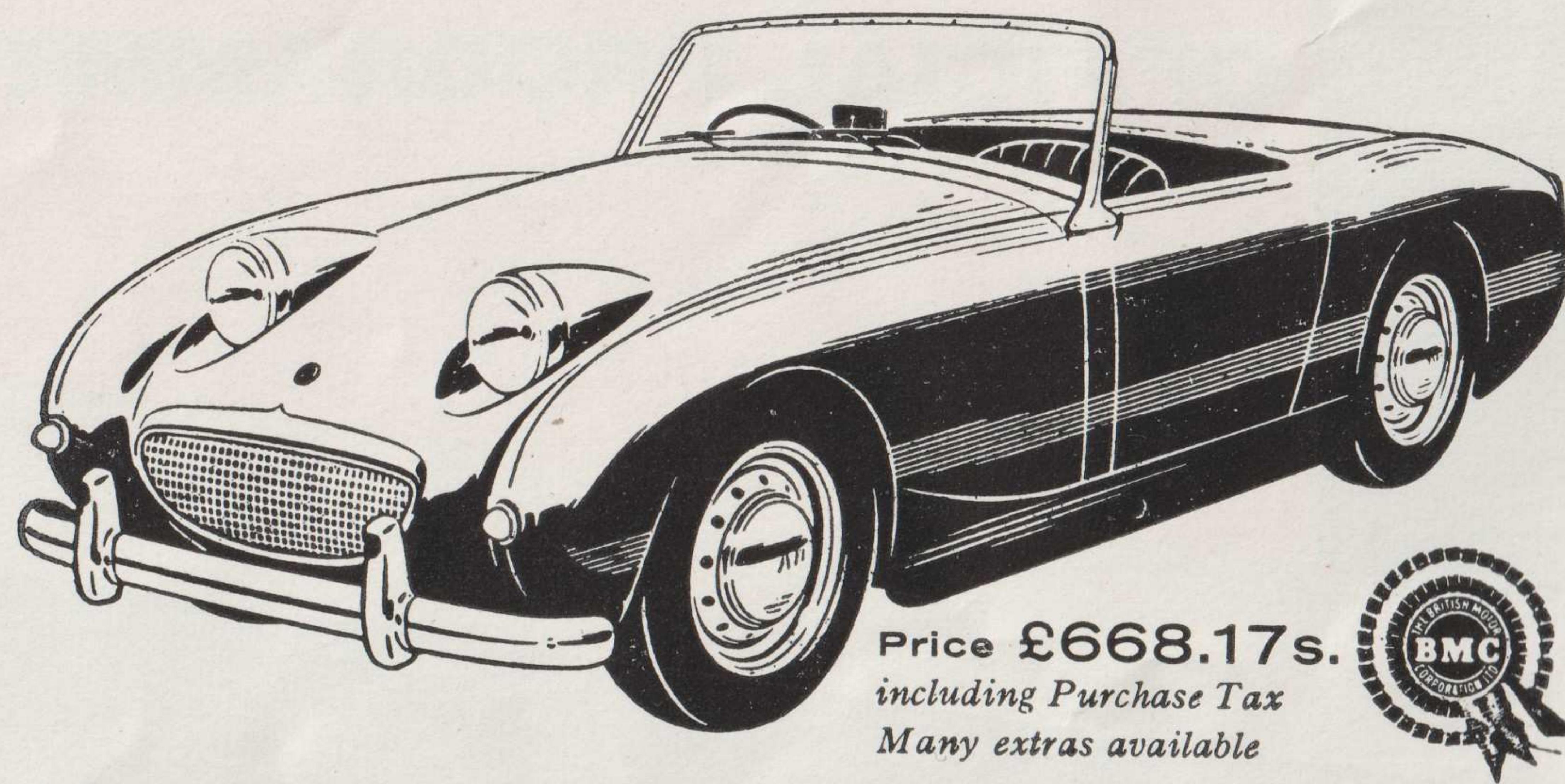


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R.A.C. Permit No. R/442

**ULSTER AUTOMOBILE CLUB LIMITED**

## Hill Climb for Motor Cars

Craigantlet . . . Co. Down

ON SATURDAY 16th AUGUST 1958

### **Officials of the Meeting**

#### *Stewards:*

J. W. Haughton (representing the R.A.C.)	G. W. C. McCrea
Commodore C. A. R. Shillington	
Chief Timekeeper . . . . .	D. Boyd
Electrical Timing and Telephone . . . . .	G. Alton
Scrutineer and Technical Adviser . . . . .	W. Casement
Chief Medical Officer . . . . .	Dr. D. T. Glass

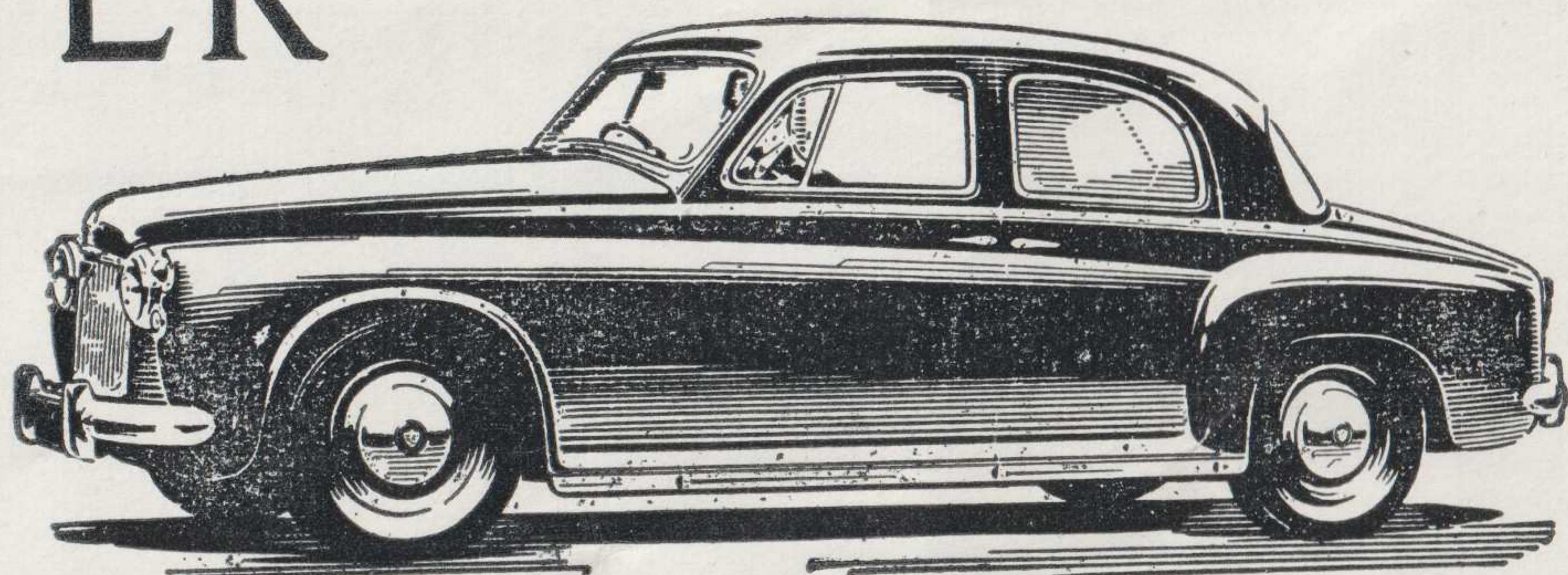
#### *Zone Marshals:*

Bottom of Hill . . . . .	W. J. White
Centre of Hill . . . . .	R. Taylor
Top of Hill . . . . .	W. J. Belford
Chief Paddock Marshals .	S.G. McWatters, W.M.D. Montgomery
Chief Enclosure Marshal . . . . .	S. Pentland
Chief Car Park Marshal . . . . .	W. J. Kinnear
Public Announcer . . . . .	H. J. Catchpole
Chief Marshal . . . . .	L. B. Morton
Chief Flag Marshal . . . . .	J. L. Dowling
Chief Programme Steward . . . . .	J. E. Dowling
Starter . . . . .	H. A. Bryson

*Clerk of the Course and Secretary of the Meeting:*  
E. F. M. Kirk

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## Programme for the day

1. ROADS CLOSE AT 2.30 P.M.
2. PRACTICE RUNS FOR COMPETITORS RESIDING MORE THAN 50 MILES FROM BELFAST
3. FIRST ASCENTS OF ALL MAIN ENTRIES.
4. SECOND ASCENTS OF ALL MAIN ENTRIES.
5. FIRST ASCENTS OF ALL SECONDARY ENTRIES.
6. SECOND ASCENTS OF ALL SECONDARY ENTRIES.
7. BRITISH HILL CLIMB CHAMPIONSHIP ASCENTS.

**Table of Average Speeds**

Time m. s.	Av. Speed m.p.h.	Time m. s.	Av. Speed m.p.h.	Time m. s.	Av. Speed m.p.h.
1 00	62.49	1 19	47.46	1 32	40.75
1 01	61.46	1 20	46.87	1 33	40.32
1 02	60.47	1 21	46.29	1 34	39.38
1 03	59.51	1 22	45.72	1 35	39.47
1 04	58.58	1 23	45.17	1 36	39.06
1 05	57.68	1 24	44.63	1 37	38.65
1 06	56.81	1 25	44.11	1 38	38.26
1 07	55.96	1 26	43.60	1 39	37.87
1 08	55.14	1 27	43.10	1 40	37.49
1 09	54.34	1 28	42.61	1 41	37.12
1 10	53.56	1 29	42.13	1 42	36.76
1 11	52.81	1 30	41.66	1 43	36.40
1 12	52.07	1 31	41.20	1 44	36.05
1 13	51.36	If a car completes an ascent in any time other than given in the above table, its average speed is obtained by dividing 3749.33 by the time in seconds.	47.46	1 45	35.71
1 14	50.67		46.87	1 46	35.35
1 15	49.99		46.29	1 47	35.04
1 16	49.33		45.72	1 48	34.72
1 17	48.69		45.17	1 49	34.40
1 18	48.07		44.63	1 50	34.08

### WARNING. MOTOR RACING IS DANGEROUS

You are present at this meeting entirely at your own risk, and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of land and the drivers and owners of vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property, howsoever caused.

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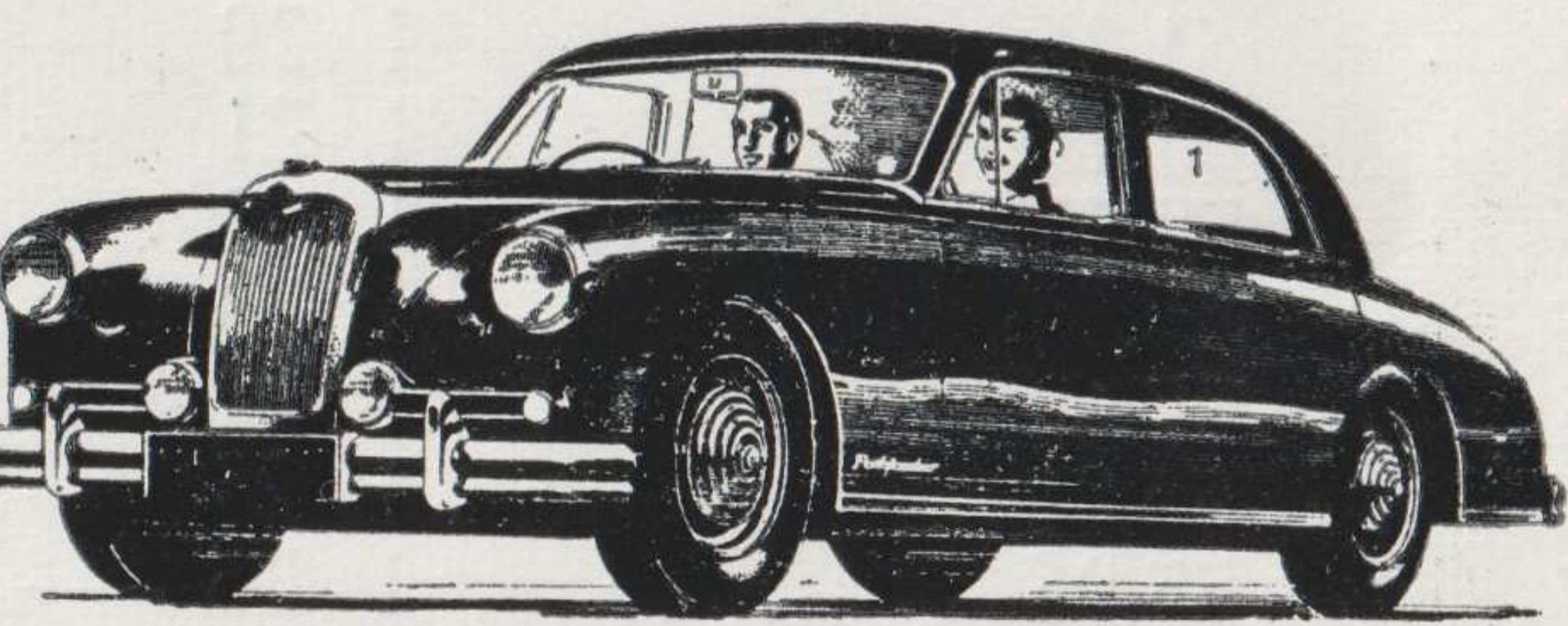
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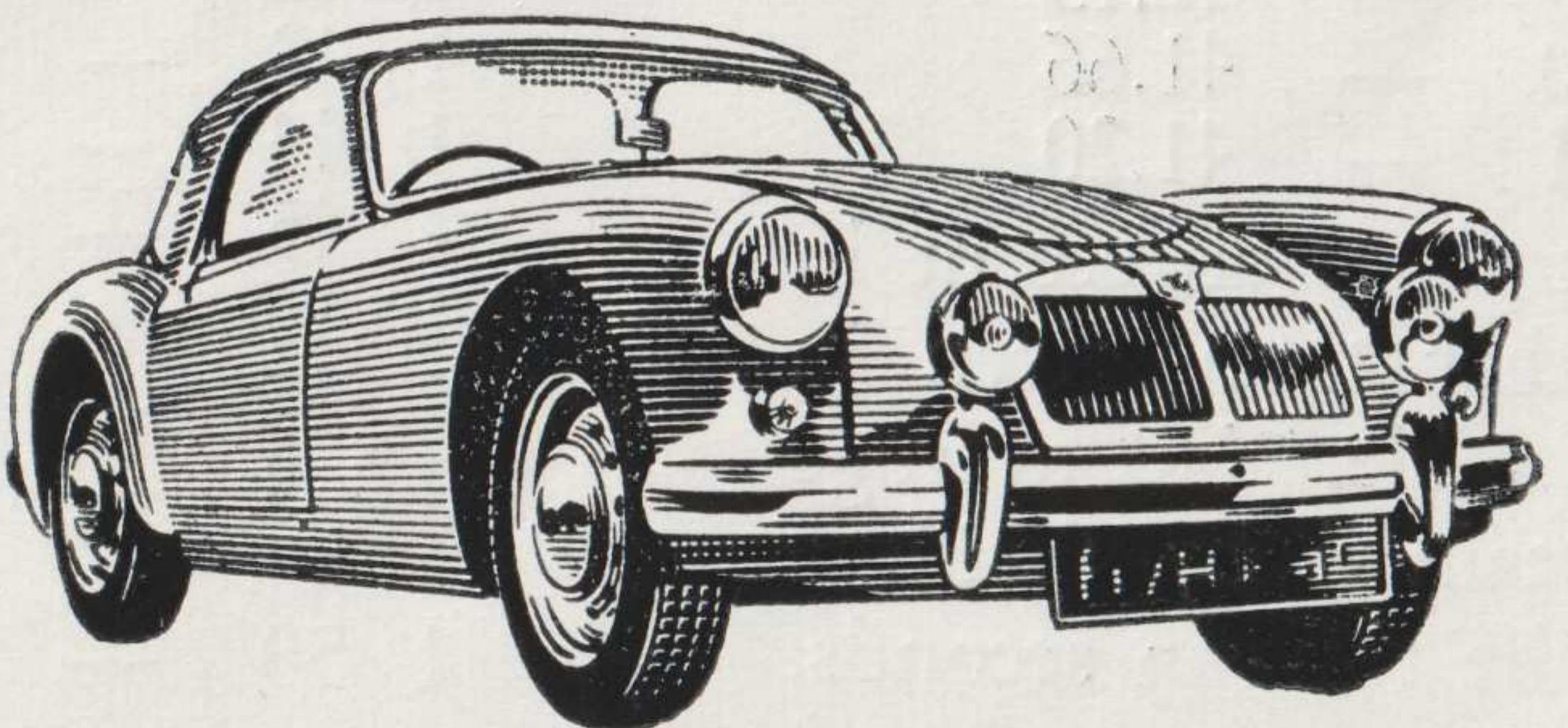
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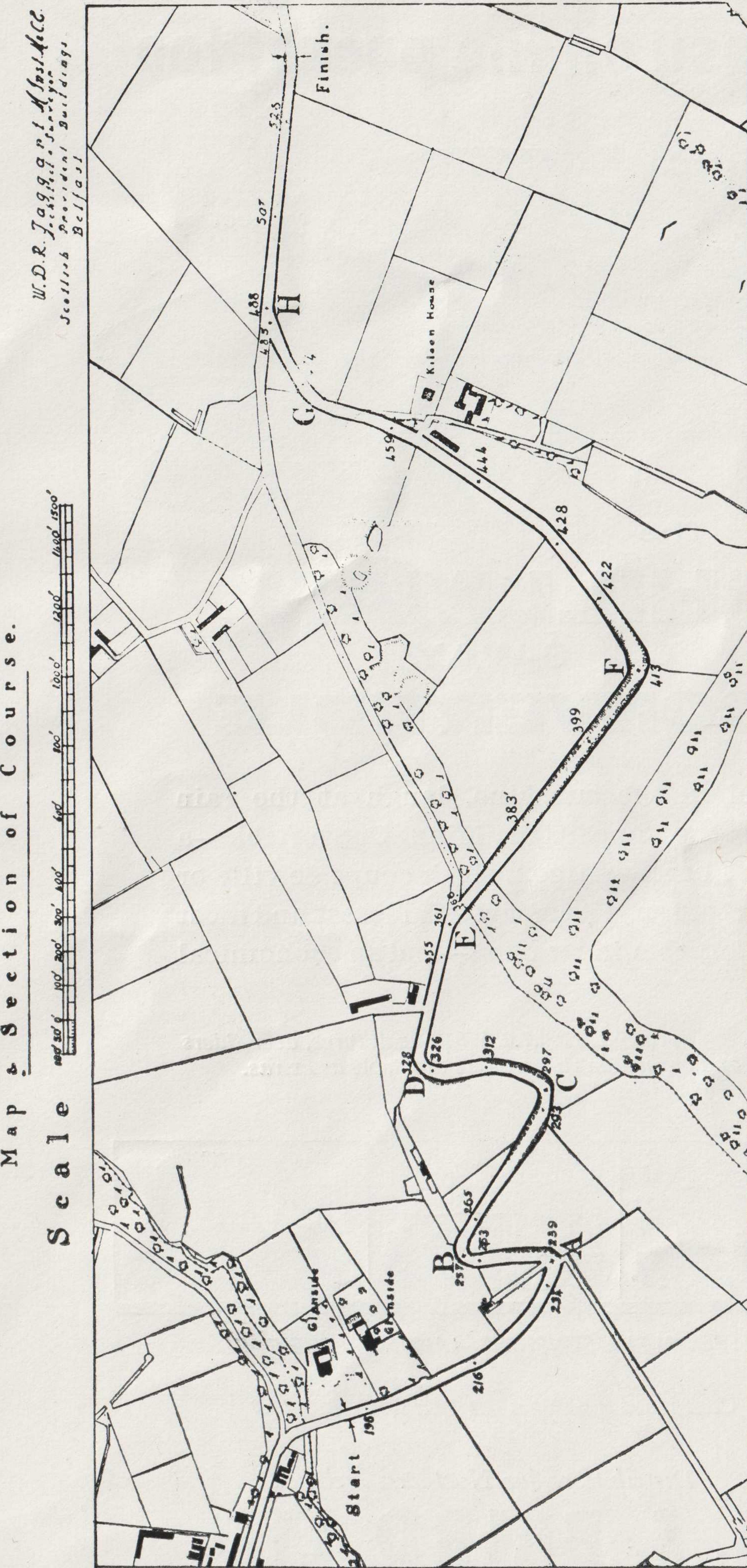
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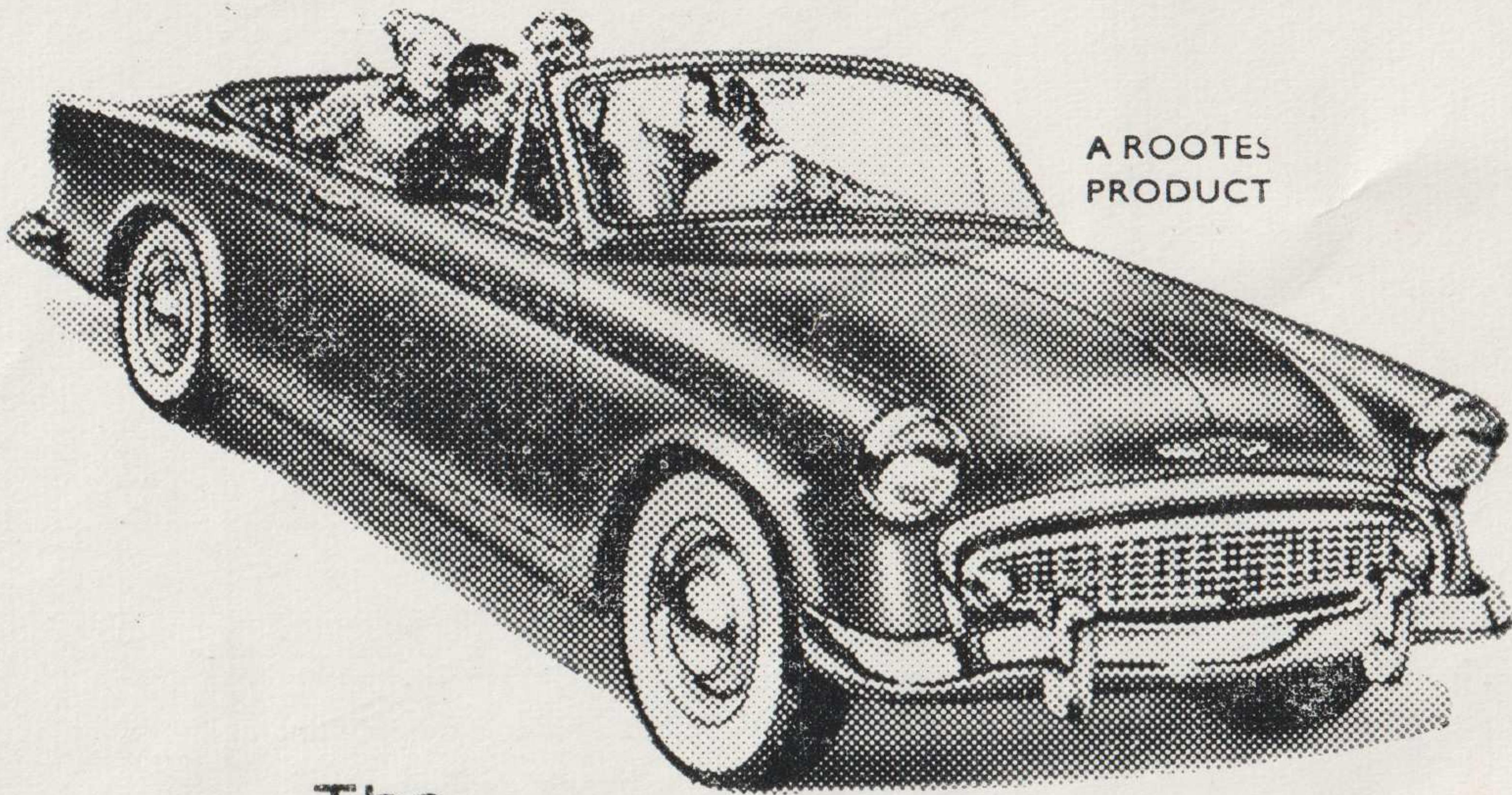
**Ulster Automobile Club Hill Climb at Craigantlet Co. Down N.I.**



**WARNING TO SPECTATORS**—When the roads are closed by the car bearing the words "Road Closed," spectators must get off the roadway and right behind the nearest bank or wall or road boundary, and the marshals of the Club and the police have strict instructions to see that this rule is enforced. Certain areas will be indicated to the public as dangerous by large notices, and inside these areas no spectators will be permitted to remain during the course of the meeting. Spectators are particularly asked to co-operate with the Club in this respect and help to make easy the job of the marshals.

The roads will only be open again to spectators when a car bearing the words "Roads Open" descends the hill at the conclusion of the meeting.

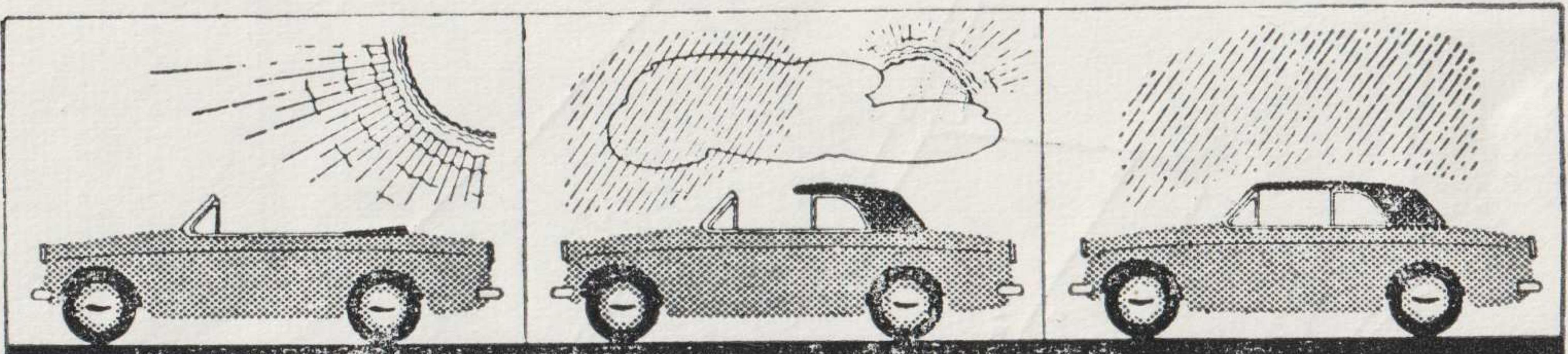
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**CLASS 1—UNSUPERCHARGED CLOSED PRODUCTION CARS UP TO 1000 C.C. ENGINE CAPACITY**

First Prize—The Wallace McLeod Trophy and Replica. Second Prize—An Award value £1.

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
1.	J. R. Martin . . . . .	Belfast . . . . .	748 c.c. Renault . . . . .	.....	.....	34 secs. . . . .	
2.	P. B. Hopkirk . . . . .	Belfast . . . . .	948 c.c. Speedwell Austin . . . . .	.....	.....	28 secs. . . . .	
3.	I. H. Titterington . . . . .	Belfast . . . . .	948 c.c. Speedwell Austin . . . . .	.....	.....	30 secs. . . . .	
4.	F. A. Keane . . . . .	Dublin . . . . .	896 c.c. D.K.W. . . . .	.....	.....	34 secs. . . . .	

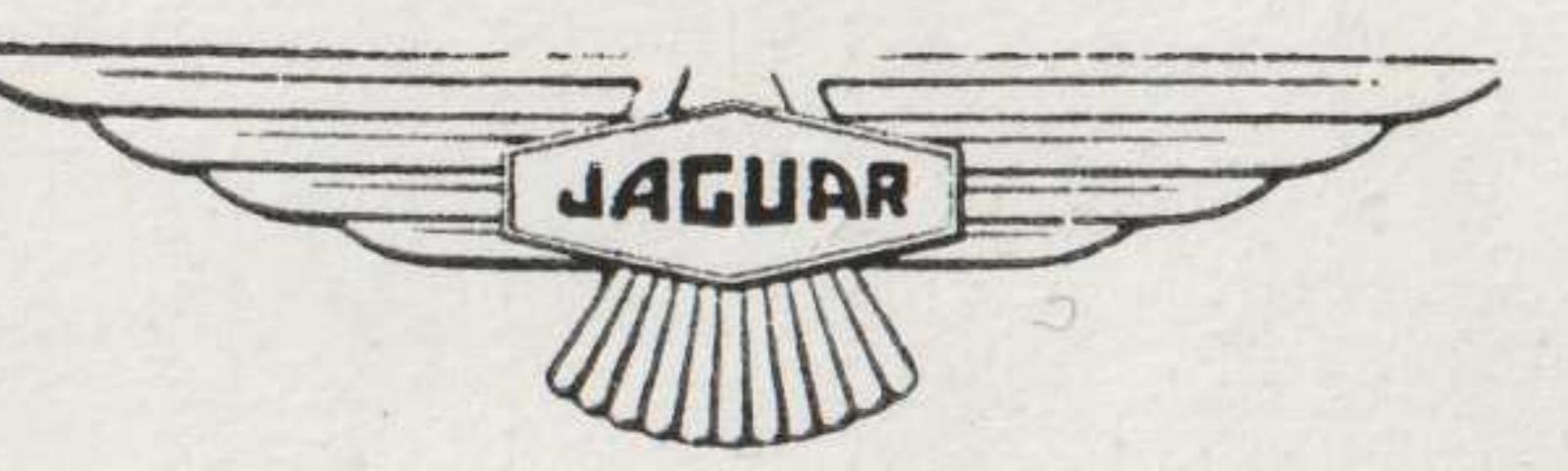
**CLASS 2—UNSUPERCHARGED CLOSED PRODUCTION CARS OVER 1000 C.C. AND UP TO 1500 C.C.**

First Prize—An Award value £2. Second Prize—An Award value £1.

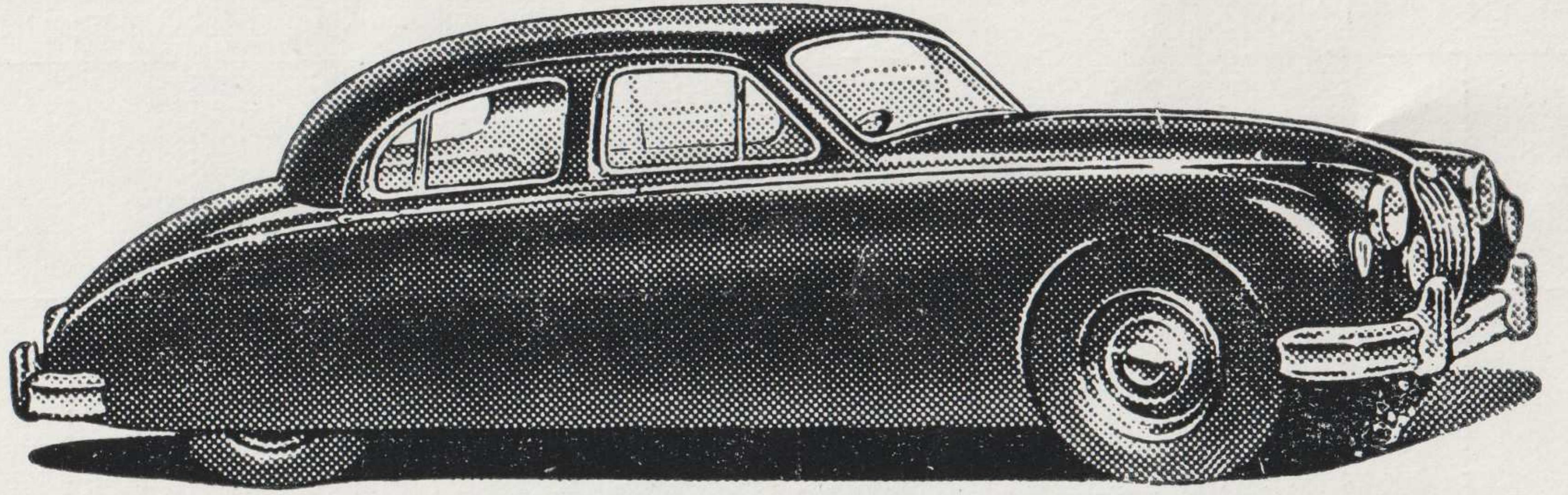
No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
5.	N. Brooks . . . . .	Dublin . . . . .	1290 c.c. Simca . . . . .	.....	.....	28 secs. . . . .	
6.	S. Moore . . . . .	Ballymena . . . . .	1489 c.c. Riley . . . . .	.....	.....	25 secs. . . . .	
7.	J. K. McNinch . . . . .	Larne . . . . .	1489 c.c. Riley . . . . .	.....	.....	25 secs. . . . .	
9.	R. Harkness . . . . .	Belfast . . . . .	1489 c.c. Riley . . . . .	.....	.....	25 secs. . . . .	
10.	J. E. Dowling . . . . .	Belfast . . . . .	1494 c.c. Sunbeam . . . . .	.....	.....	26 secs. . . . .	
11.	J. Allen . . . . .	Belfast . . . . .	1494 c.c. Sunbeam . . . . .	.....	.....	26 secs. . . . .	
14.	N. O'Flaherty . . . . .	Killiney . . . . .	1498 c.c. Porsche . . . . .	.....	.....	14 secs. . . . .	
8.	J. R. Martin . . . . .	Belfast . . . . .	1489 c.c. Riley . . . . .	.....	.....	25 secs. . . . .	
12.	C. W. E. Maunsell . . . . .	Belfast . . . . .	1494 c.c. Sunbeam . . . . .	.....	.....	26 secs. . . . .	

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### CLASS 3—UNSUPERCHARGED CLOSED PRODUCTION CARS OVER 1500 C.C. ENGINE CAPACITY

First Prize—An Award value £2. Second Prize—An Award value £1.

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
15.	E. D. Maguire . . . . .	Cultra	3993 c.c. Jensen . . . . .	.....	.....	18 secs.	.....

### CLASS 5—UNSUPERCHARGED PRODUCTION SPORTS CARS OVER 1500 C.C. ENGINE CAPACITY

First Prize—An Award value £2. Second Prize—An Award value £1.

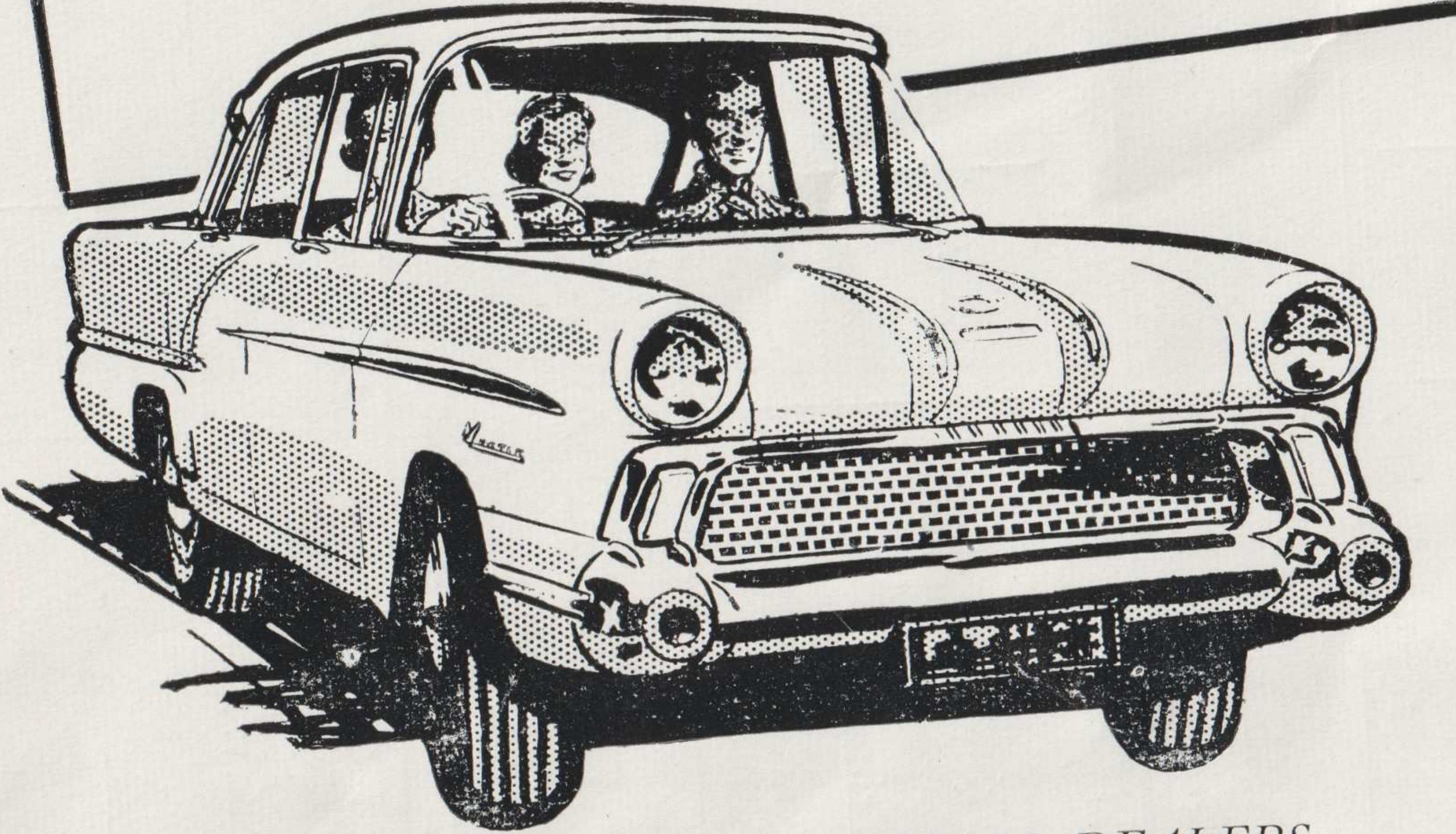
No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
16.	W. J. Reid . . . . .	Bangor	1991 c.c. Triumph . . . . .	.....	.....	15 secs.	.....
17.	D. A. Henderson . . . . .	Belfast	1991 c.c. Triumph . . . . .	.....	.....	15 secs.	.....
18.	W. E. T. Bradshaw . . . . .	Foxrock	1971 c.c. A.C. Bristol . . . . .	.....	.....	12 secs.	.....

### CLASS 6—OPEN TO ALL CARS, OTHER THAN RACING AND SUPERCHARGED CARS, UP TO 1300 C.C. ENGINE CAPACITY

First Prize—Killeen Trophy and Replica. Second Prize—An Award value £1.

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
4.	F. A. Keane . . . . .	Dublin	896 c.c. D.K.W. . . . .	.....	.....	34 secs.	.....
5.	N. Brooks . . . . .	Dublin	1290 c.c. Simca . . . . .	.....	.....	28 secs.	.....
19.	N. G. Gibson . . . . .	Bangor	750 c.c. Austin . . . . .	.....	.....	25 secs.	.....
20.	J. L. Crossle . . . . .	Ballygowan	1172 c.c. Crossle-Ford . . . . .	.....	.....	12 secs.	.....

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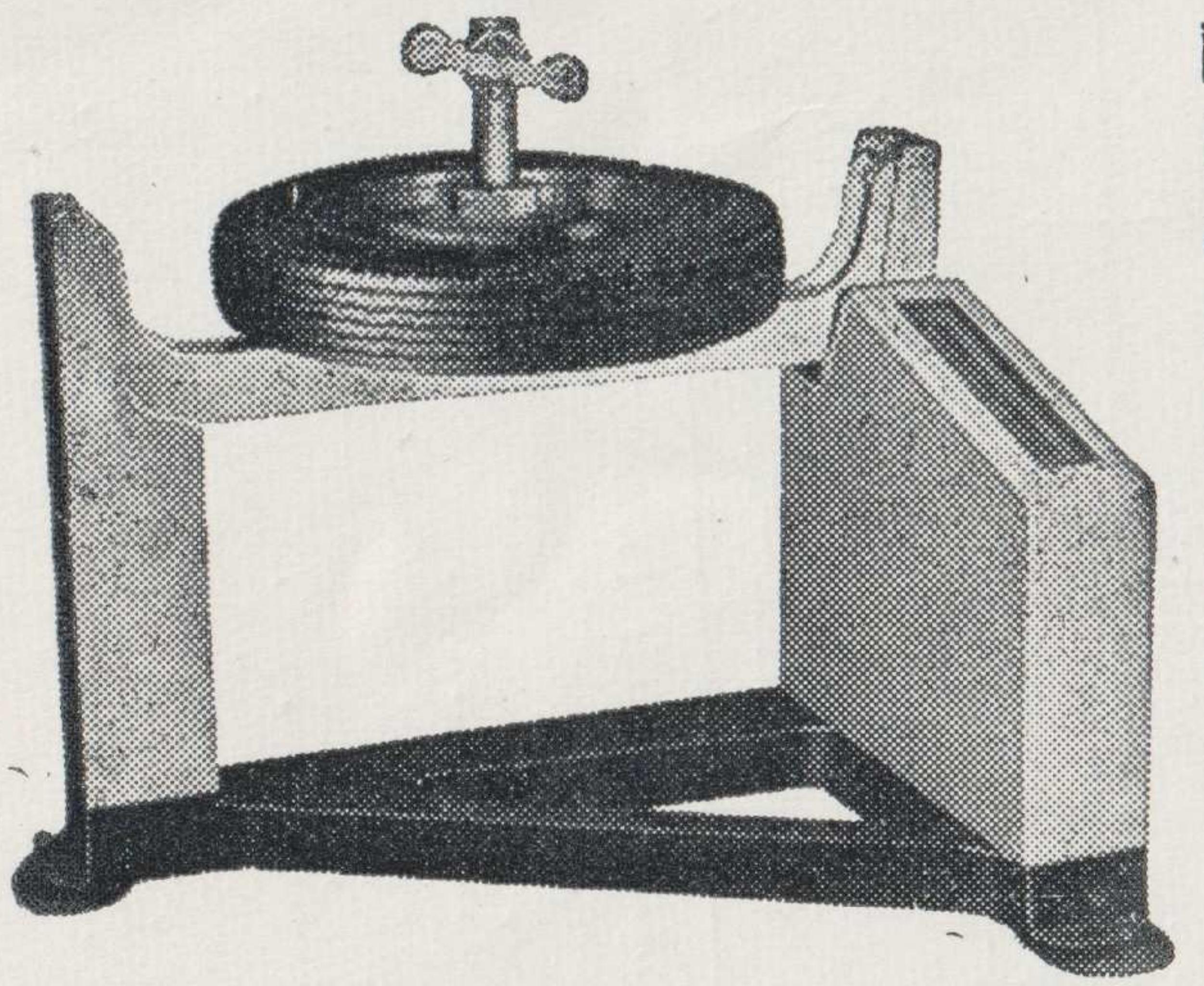


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**CLASS 7—OPEN TO ALL CARS, OTHER THAN RACING AND SUPERCHARGED CARS, OVER 1300 C.C.**

**ENGINE CAPACITY**

First Prize—The Clanrye Cup and Replica. Second Prize—An Award value £1.

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
14.	N. O'Flaherty	Killiney	1498 c.c. Porsche . . . . .	.....	.....	14 secs.	.....
16.	W. J. Reid	Bangor	1991 c.c. Triumph . . . . .	.....	.....	15 secs.	.....
17.	D. A. Henderson	Belfast	1991 c.c. Triumph . . . . .	.....	.....	15 secs.	.....
18.	W. E. T. Bradshaw	Foxrock	1971 c.c. A.C. Bristol . . . . .	.....	.....	12 secs.	.....
21.	J. Robb	Marino	3917 c.c. Mercury . . . . .	.....	.....	13 secs.	.....
22.	Lord Dunleath	Ballywalter	1496 c.c. Frazer-Nash . . . . .	.....	.....	22 secs.	.....
23.	C. W. E. Maunsell	Belfast	1494 c.c. Stubai . . . . .	.....	.....	13 secs.	.....
24.	M. Templeton	Ballymena	1500 c.c. Lotus Climax . . . . .	.....	.....	4 secs.	.....
21.	J. Robb (A. A. Bigger)	Marino	3917 c.c. Mercury . . . . .	.....	.....	13 secs.	.....

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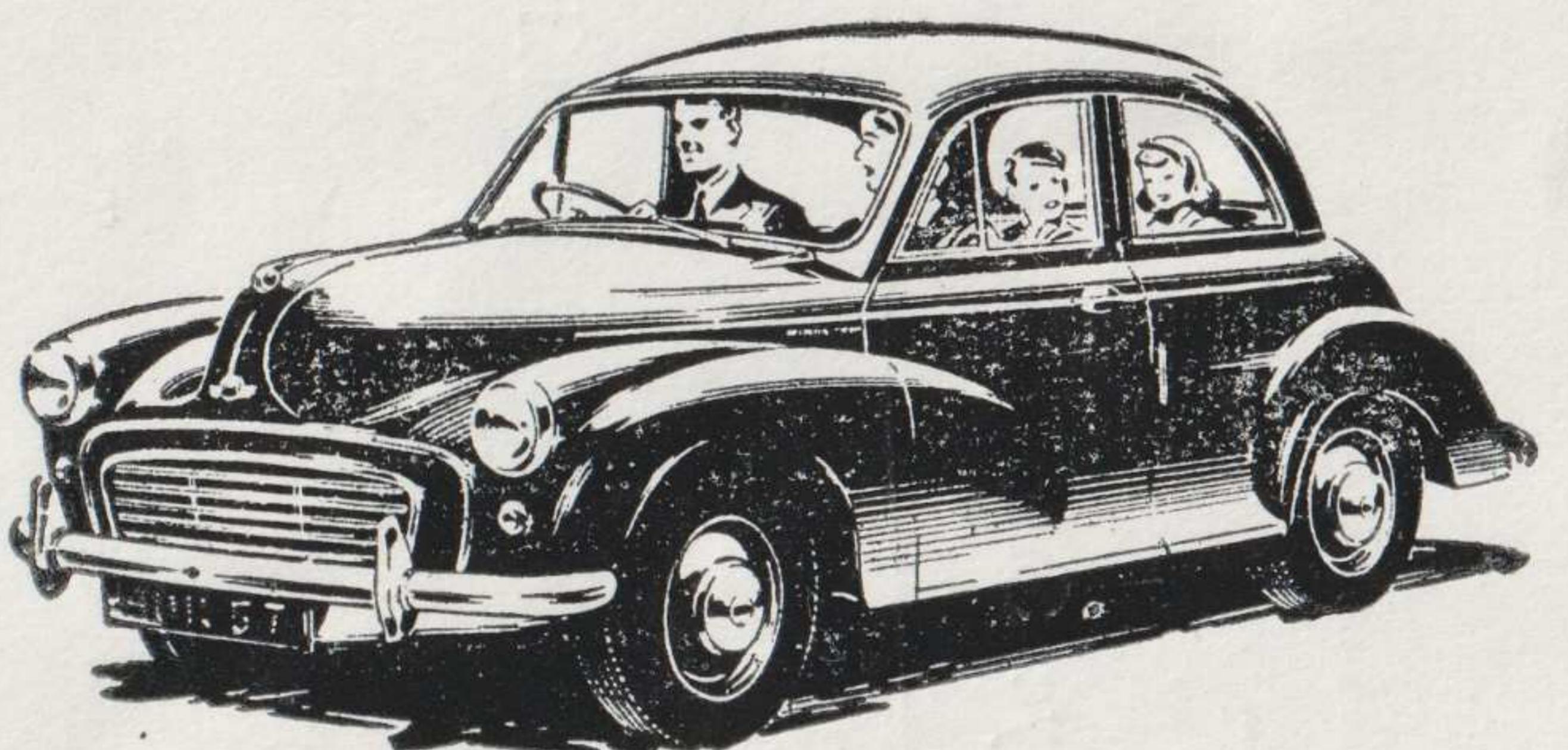
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### CLASS 8—OPEN TO ALL CARS, INCLUDING RACING AND SUPERCHARGED CARS, UNLIMITED ENGINE CAPACITY

First Prize—Dunlop Trophy and Replica. Second Prize—An Award value £1.

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
18.	W. E. T. Bradshaw	Foxrock	1971 c.c. A.C. Bristol . . .	.....	.....	12 secs.	.....
21.	J. Robb	Marino	3917 c.c. Mercury . . .	.....	.....	13 secs.	.....
29.	J. R. Pringle	Bangor	1460 c.c. Cooper Climax . . .	.....	.....	4 secs.	.....
30.	H. G. Conway	Crawfordsburn	2300 c.c. Bugatti . . .	.....	.....	12 secs.	.....
31.	G. Johnston	Belfast	1100 c.c. Cooper Jap . . .	.....	.....	2 secs.	.....
32.	B. Patterson	Belfast	2600 c.c. Bilmac Special . . .	.....	.....	6 secs.	.....
33.	A. D. Jameson	Belfast	498 c.c. J.A.P. . .	.....	.....	10 secs.	.....
34.	H. Graham	Bangor	1260 c.c. Cooper Jap . . .	.....	.....	scratch	.....
35.	J. Berry	Rochdale	1960 c.c. E.R.A. Special s/c	.....	.....	scratch	.....
36.	D. Boshier-Jones	Newport	1098 c.c. Cooper Jap . . .	.....	.....	scratch	.....
<b>SECONDARY ENTRIES</b>							
	Marino	3917 c.c. Mercury . . .	.....	.....	.....	13 secs.	.....
	Belfast	1260 c.c. Cooper Jap . . .	.....	.....	.....	scratch	.....

**CLASS 9—HANDICAP: OPEN TO ALL CARS**

First Prize—The Noble Trophy and Replica.

Third Prize—An Award value £1.

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**FAIREST TIME OF THE DAY**

First Prize—The "News-Letter" Trophy and Replica.

**CLASS 10—OPEN TO COMPETITORS IN THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP**

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
36.	D. Boshier-Jones	Newport	1098 c.c. Cooper Jap . . .	.....	.....	scratch	.....

**CLASS 11—HANDICAP CLASS OPEN TO CARS COMPLYING WITH APPENDIX 'J' OF THE INTERNATIONAL SPORTING CODE CATEGORY 1 NORMAL SERIES PRODUCTION TOURING CARS**

First Prize—An Award value £2.

No.	Entrant and Driver	Address	Capacity and Car	1st Run	2nd Run	H'cap	Nett
6.	S. Moore	Ballymena	1489 c.c. Riley . . .	.....	.....	25 secs.	.....
7.	J. K. McNinch	Larne	1489 c.c. Riley . . .	.....	.....	25 secs.	.....
9.	R. Harkness	Belfast	1489 c.c. Riley . . .	.....	.....	25 secs.	.....
11.	J. Allen	Belfast	1494 c.c. Sunbeam . . .	.....	.....	26 secs.	.....
14.	N. O'Flaherty	Killiney	1498 c.c. Porsche . . .	.....	.....	14 secs.	.....
18.	W. E. T. Bradshaw	Foxrock	1971 c.c. A.C. Bristol . . .	.....	.....	12 secs.	.....

# Acknowledgments

THE ULSTER AUTOMOBILE CLUB LTD. desires to express its thanks to the following:—

The Ministry of Commerce, Northern Ireland, and the Down County Council for permission to close the roads forming the course.

To the Nurses and Ambulance Men of the St. John Ambulance Brigade and to the British Red Cross Society.

To the Inspector General, Officers and men of the Royal Ulster Constabulary.

To Messrs. Harry Ferguson, Ltd., and Charles Hurst, Ltd., for providing accommodation for the official examination of the competing cars.

To Messrs. R. E. Hamilton, Ltd., for the provision of a breakdown vehicle.

To the Chloride Electrical Storage Company for the provision of batteries for the electrical timekeeping device.

To the owners of property adjoining the course who have willingly put up with the inconvenience caused by the event and without whose co-operation the climb would be impossible.

To the Marshals and all other voluntary officials who have assisted in the organisation of the event.

To those Advertisers, to whose co-operation the production of this Programme is largely due, and you are invited to accord them your support where possible.

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1930	Earl Howe (Mercedes)	... ... 1 38 $\frac{2}{5}$
1931	R. G. J. Nash (Frazer-Nash)	... ... 1 29 $\frac{1}{5}$
1933	E. R. Hall (M.G.)	... ... 1 26 $\frac{3}{5}$
1935	E. R. Hall (M.G.)	... ... 1 23 $\frac{1}{5}$
1936	H. L. Hadley (Austin)	... ... 1 22 $\frac{1}{5}$
1937	H. L. Hadley (Austin)	... ... 1 21 $\frac{2}{5}$

**NEW COURSE 1833 Yards**

	mins. secs.
1948	Raymond Mays (E.R.A.) ... 1 15 $\frac{4}{5}$
1949	S. H. Allard (Allard) ... 1 13 $\frac{3}{5}$
1951	S. H. Allard (Allard) ... 1 13
1953	K. Wharton (Cooper) ... 1 10 $\frac{3}{5}$
1954	K. Wharton (E.R.A.) ... 1 10.11
1957	Dick Henderson (Cooper) ... 1 9.26

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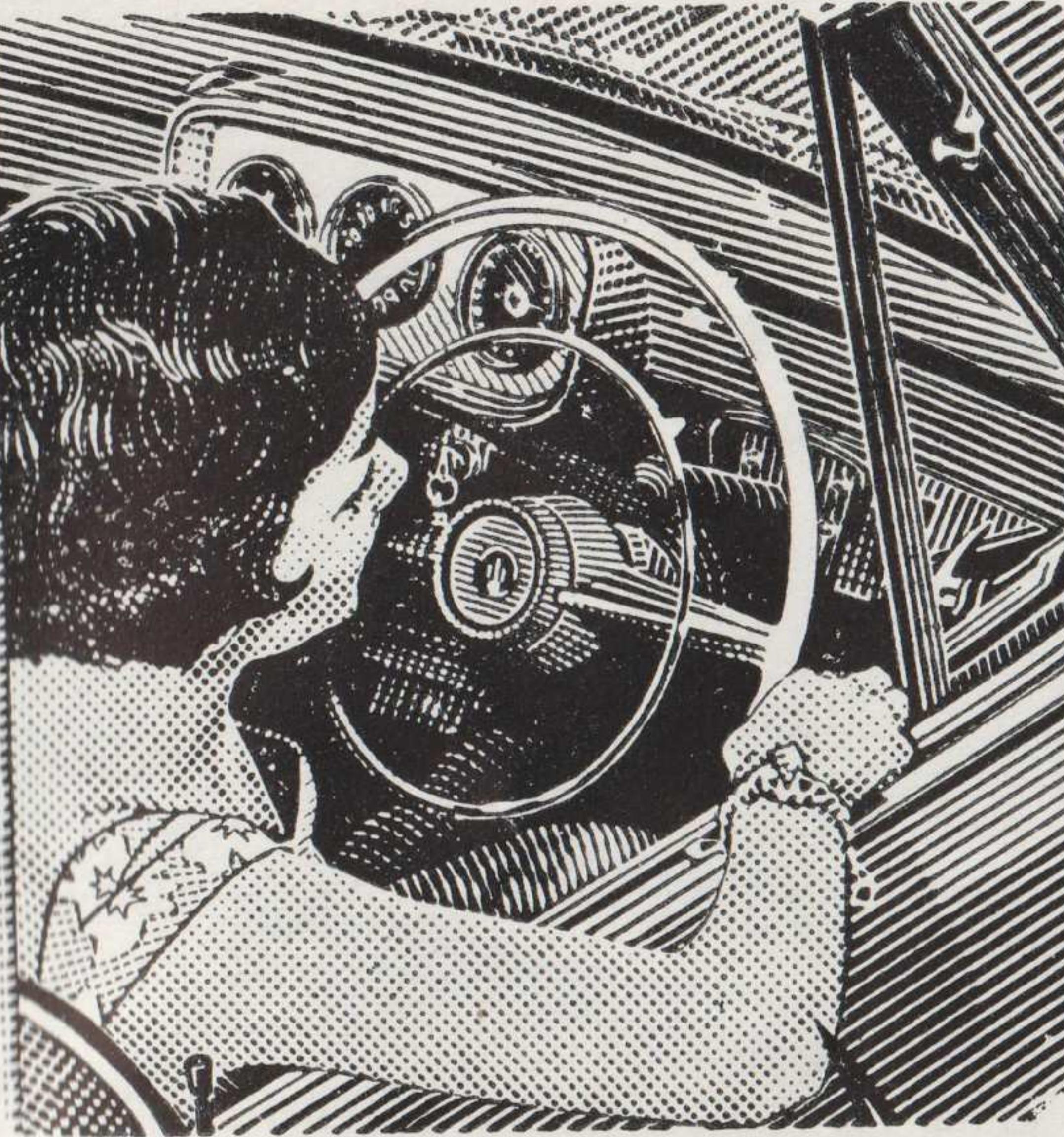
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A. No. Regent Petrols will always be perfectly consistent in quality. This is ensured by processing in the most modern catalytic plant in the British Empire—plus all the other latest methods of refining.
- Q. Is Regent T.T. Petrol tested ?  
A. Yes. The Regent Oil Company has carried out comprehensive tests in England on a test track to prove the performance of Regent T.T. in a selection of old and modern cars. Results have shown that for the high compression modern engine Regent T.T. is essential to get the best results; knocking is completely eliminated, and maximum miles per gallon can be achieved. With the older cars and in engines with a lower compression ratio Regent T.T. achieves quicker starting, better acceleration, and elimination of knocking. In general, it gives more enjoyable motoring.

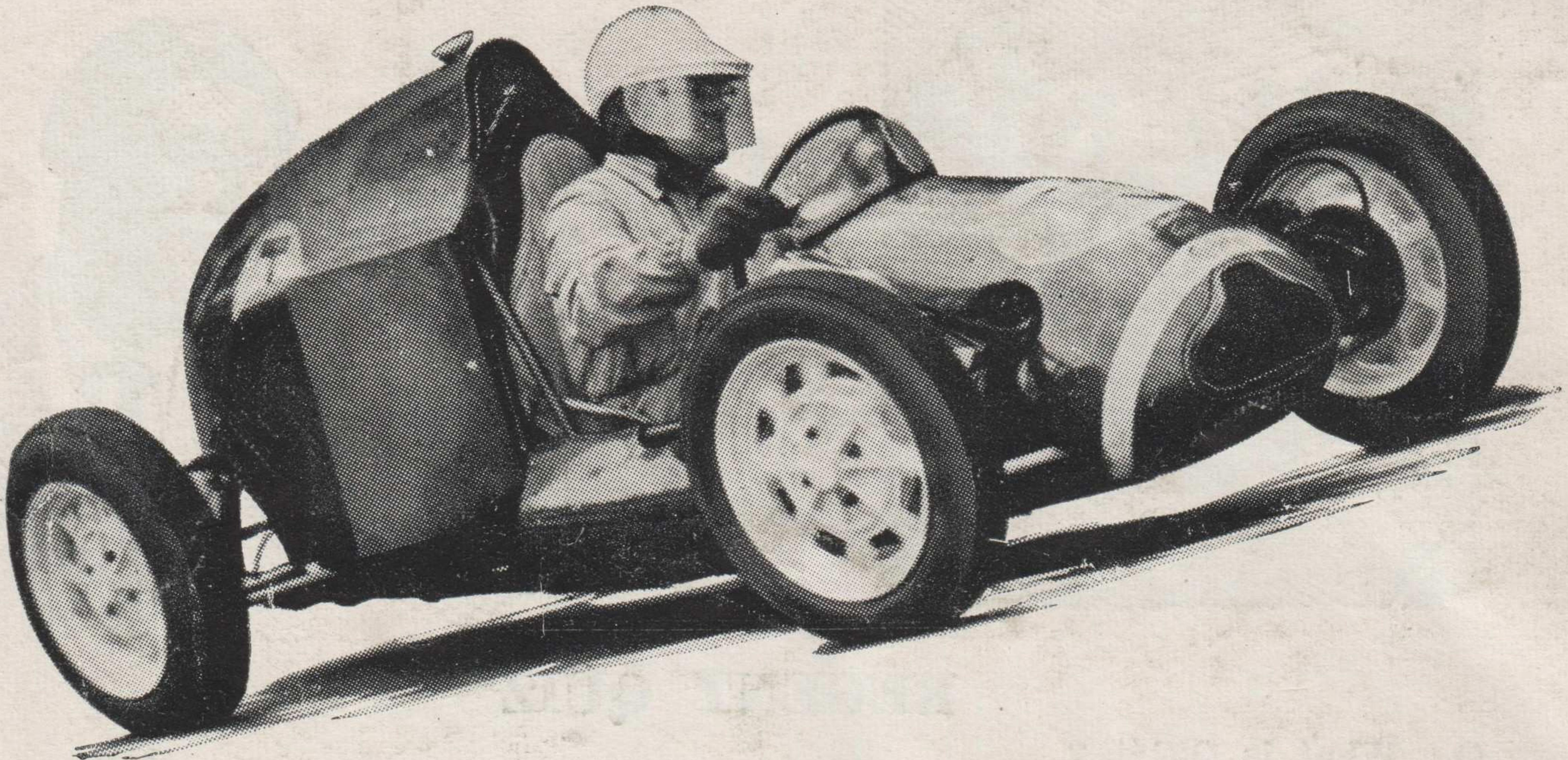


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