

Ulster  
Folk &  
Transport  
Museum

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# Cultra Hillclimb Event

Saturday 4th June



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

with the co-operation of  
MCUI Ulster Centre Sports Promotions Ltd



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. 63152 for Saturday 4th June 2011

### Officials of the Meeting

MSA Steward	Donald Grieve
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
Chief Marshal	Jan Ballantyne
Secretary of the Meeting	Lisa Hamilton
Assistant Secretaries	Heather Goudy, Sara Fogarty
Scrutineers	George Kennedy, Gavin McLean
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	Michael Beattie, CliffordAuld
Paddock	Neil Stevenson and Team
Startline	Simon McDougall and Team
Travelling Marshals	Vintage Car Club Members
Equipment	Tony Hamilton, Terry deWinne
Manning	Jan Ballantyne, Tony Gregory
Logistics	Leslie King, Wallace McKee, Rory O'Neill
TSCC Committee	George Clarke, Nad Haghihi, Garth Maxwell, Chris Wilson, Alan McClenaghan, Tony McLaughlin, Roy Darragh
Event Co-ordinator	William Heaney

### Timetable (Timings may vary)

Practice Runs Commence	10.00am
Demonstrations Warm-Up Run	11.15am
Timed Runs	Commence 12.30pm
Ceremonial Drives (Crossle and Chambers)	1.00pm
Demonstration Runs	1.30pm and 3.00pm
Sporting Trials Demonstration in the Glen	2.00pm
Timed Runs Finish	5.00pm

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.

# Historic Hillclimb

On the 6th May 1905 the gentlemen of the Royal North of Ireland Yacht Club, Cultra gathered at the Kennedy Family Estate, now the Ulster Folk & Transport Museum, for a motor meet and hillclimb event. The unique co-operation between the Museum and the Thoroughbred Sports Car Club revived this piece of motoring history in the year 2000 and established Cultra as the oldest active speed hillclimb in the World.

## Today's Event

It's all about anniversaries and celebrations with two Jaguar anniversaries, the launch of the iconic E-Type model in 1961 and the C-Type winning the LeMans 24Hour race on its competition debut in June 1951 and the local Dundrod TT race two months later. There is a timeline display of Jaguar sportscars at the Manor and other Jaguar models in the Town Car Park.

We celebrate the 80th birthday of legendary Hollywood racing car constructor John Crosslé, with a timeline display of his most significant cars. He will have a run in his first single-seat racing car, now a Transport Museum exhibit, and there will be a demonstration by his successful Sporting Trials cars in The Glen.

Mr Charles Hurst won the 1911 Cultra hillclimb in a Belfast built Chambers motorcar and one of only three surviving examples, owned and driven by a member of the Chambers family, will run again on a Cultra hillclimb course.

In the speed hillclimb competition, drivers with cars from hillclimbing, rallying, racing and sprinting, including at least one E-Type Jaguar and the reigning NI Hillclimb Champion, will tackle the 700yd long hill. The whole field spans nine decades, in a celebration of Ulster's motoring heritage.

There will be demonstration runs in which more classic motorbikes return for a second time alongside the cars spanning 60 years, the latter featuring the discipline of Drifting, where drivers hold their cars in controlled power-slides! We welcome former MotoGP bike racer Jeremy McWilliams promoting the SPARKS Charity organisation that supports research into children's illness. Visitors can view all the participating cars and bikes and meet the drivers and riders in the Paddocks where there will also be Formula GP2 cars on display.

## Access

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

# Crosslé Mk3 Racing Car – 1959



John and Rosemary Crosslé founded the Crosslé Car Company in 1959. Their vehicles have proved to be successful in races across the world, and a number of famous racing drivers, including Nigel Mansell, were trained in Crosslé cars. John Crosslé competed in some of his own cars and famously won this car's debut race at Kirkistown in April 1960. He went on to win several races in Mk3/No1, competing mainly at Kirkistown but also at Phoenix Park and Dunboyne.

The Crosslé Car Company Ltd is still based in Holywood, County Down, and continues to build and repair racing and trials cars under the leadership of Arnie Black. The company undertook a full restoration of this car in 2010 retaining as many of the original parts as possible. The craftsmen who carried out the restoration work were Jonathan Freud, Michael Henderson, Steven Hodgen and Adrian Turnbull.

The car is powered by a Ford side valve engine of 1172cc capacity and uses a Norton motorcycle gearbox.

John and the Crosslé Car Company have been active supporters of the Cultra Hillclimb Event. He performed the Official Opening drive of the first revival in one of his beautiful 9S sports racing cars and The Museum and the TSCC are honoured today, to have him demonstrating the car that he designed, built and won races in, over 50 years ago.

# Crosslés on Display

## Mk3 (SEE OPPOSITE)

### **7S** Owned by Mary Moreland and Paul McMorran.

Originally built in 1965 for J.M.Cooney, who raced in a team with Mervin Wingfield (Earl of Powerscourt). This Ford 1600 twin cam powered car raced mainly in Ireland but also did continental races at Montlhéry in France. It took part in the recent, prestigious, HSCC Silverstone event, driven by Arnie Black.

### **7S GT** Owned by Paul McMorran

Also built back in 1965, this car is unique in that it has never raced, although after restoration five years ago the current owner contested Tour Britannia 2007, an event comprising hillclimbs, races and rally navigation sections over three days. The car was originally specially ordered by a Shorts engineer called Hughes. Mr Hughes was an early exponent of the use of GRP and he built the one-off coupé body. The engine is an all-alloy Buick V8. The later Rover V8 engine was based on this lightweight Buick design, which had been a commercial failure for General Motors.

### **9S** Owned by Sean Turner

Built in 1992, it is one of three pre-production "continuation" models of their highly successful 1968 sports racing car, identifiable by the alloy side panels and the AR3 brakes. This car won races at Kirkistown and Mondello in 1998 '99/2000 seasons, driven by Arnie Black and scored a second place on the Spa Francochamps Grand Prix track in Belgium in a European Historic Sportcars race.

### **32F** Owned by Tommy Reid

This 1978 Formula Ford is a similar model to that raced by Nigel Mansell, with great success. The model has proved to be hugely popular with race schools worldwide, meaning 140 were built.

### **45F** Owned by Neil White

Built in 1981, this is a wide version of the 40F. Neil White won the NI Sprint Championship in this car. He holds the car's Class Record at our local TSCC Croft Hill Climb and he also won at Harewood Hillclimb in Yorkshire.

### **72F** Owned by Paul McMorran

This 1989 Formula Ford was the last ever single-seater racing car Crosslé built and was originally raced by Fionn Murray for the Crosslé works team. Since then they have concentrated on building sports racing and sporting trials cars.

### **Crossle Motorbike** Owned by John Crosslé

Built on a much modified 1949 Matchless frame with a 1951 JAP 350cc engine similar to 500cc Speedway engines, except for capacity, it runs on methanol. Used occasionally for short circuit road racing it was used mostly for grasstrack. John was 350 NI champion 1953/54/55 and 500 champion in 1954. He won the all Ireland 5 and 10 mile championship races at Mosney and Carrowdore in 1954.

# Jaguars on Display

## SS100

In production from 1936 to 1940 the SS100 was the last "vintage era" Jaguar sports car. Initially it was produced with a 2.6ltr engine, enlarged to 3.5ltr in 1938. An SS100 driven by Mr. Jack Harrop won the 1000 mile long RAC Rally in 1937 and 1938.

## XK120

The XK120 was first shown at the 1948 London Motor Show as a roadster testbed for the exciting new XK6 engine which, in various guises, would remain in production until the late 1980's, also powering saloons. It caused such a sensation that Jaguar boss William Lyons decided to put it in to production. The "120" in its name referred to its 120mph top speed, which made the XK120 the world's fastest standard production car at the time of its launch. Drophead coupé (DHC) and closed or Fixedhead coupé (FHC) body versions were later introduced in 1951 and 1953.

## C-Type

Officially designated XK120C (C for competition), the C-Type used the mechanical components of the XK120, whilst the body was designed in just eight months, using a wind tunnel model, so the new racers would contest the 1951 Le Mans 24hour Race. One of the three cars entered survived to win that race and they would return to win it for a second time in 1953. A C-Type driven by Stirling Moss won the 1951 Dundrod TT Race.

## XK140

The XK140 was introduced for 1955 still available in the three original body types, which were lengthened by 3" to improve legroom. Visual changes to the bumpers and the new flashing amber indicator lights distinguished it from its' predecessor. With experience gained from successful motor racing the XK6 engine was improved, giving more power and an increased top speed alongside which, the braking system was up-rated.

## XK150

Introduced in 1957, the XK150 was extensively modernized with a one-piece windscreen, wider bonnet, restyled front wing profile and interior. The three body types continued to be offered and disc brakes were now fitted on all four wheels. From 1958 most cars had the further up-rated XK-SE 3.4 ltr engine which was then raised to 3.8 ltr for 1960.

## E-Type

After its launch in March 1961, Enzo Ferrari declared it : "The most beautiful car ever made". In 1957, the redundant Jaguar Racing Division had been tasked with using their racing D-Type experience to design and build a replacement for the XK150. Convertible (DHC) and Fixedhead coupé (FHC) versions were joined in 1966 by a 2+2 coupé which was 9" longer and had a higher rear roofline. The engine capacity was increased to 4.2ltr in late 1964 and automatic transmission became an option. A styling revision and up-rated brakes, along with air-conditioning and power steering as options heralded the Series 2 in 1969. The Series 3 of 1971 saw the introduction of the new 5.3ltr V12 engine and a major body re-styling. It was only available as a convertible or 2+2 and is the most easily identified with the larger grille and flared wheel arches. Production of the E-Type ceased in 1974 with the launch of its' replacement, the XJS.

# Chambers Motors

**were the first car manufacturer in Ireland.**

The company founded by Mr. Jack Chambers in 1904 built vehicles by hand featuring high-quality components designed and fabricated in-house, at Cuba Street in Belfast. Passenger cars were made to suit their professional clientele and commercial vehicles were produced for duty as delivery vans, ambulances and hearses. A key feature of the vehicles was a unique design of epicyclic gearbox in the rear axle, whilst his master patent of 1904 included coil spring suspension and a transverse twin cylinder engine. Jack was joined at Chambers Motors by his brothers Charlie and Robert, employing around 75 people they built approximately 500 vehicles in 25 years of operation. Due to stiff competition from mass-produced cars, the bespoke operation was voluntarily wound up in 1929.

This 1927 Limosine built for Miss Mulholland (later Lady Dunleath) is driven today by Anne Chambers the grand-niece of Jack Chambers and remains in regular use by the Chambers family. It was owned for forty years by Jack Wilton of Wilton Funeral Directors, spent time in the Cultra and Killarney Folk Museums, before the Chambers family bought it in 2008. Chambers cars competed in many hill-climbs and reliability trials.



In the Irish Trial of 1906 one car recorded average petrol consumption of 43mpg. Mr. Charles Hurst won the 1911 RNIYC Cultra Hillclimb driving a Chambers 12/16 and one month later started his own motor business on the 9th June.

## Oldest car at today's event

**Mors was a French manufacturer that made cars between 1898 and 1925 before being consumed by Citroën.**

This 1909 Mors is a 4-cylinder, 3.5 litre, 22hp Tourer with a Roi de Belges (sofa and two armchairs) body style – so named after King Leopold II of Belgium. The car was bought new in London by Ulsterman Abram Comb. He drove it to Liverpool, shipped it back to Belfast and then drove home to Donacloney House. Mors have an excellent racing pedigree,



notably coming 3rd to Mercedes in the 1903 Gordon Bennett race held in Athy, Co Kildare, and winning the Gordon Bennett in 1904 and 1905. This car has an interesting local record of achievement, notably with its third owner, entered in the Circuit of Ireland Rally twice after the Second World War. Last year, its fifth and current owner, covered over 200 miles during in the Gordon Bennett Rally in 2010 – this, during its 101st year of service.

# CULTRA Hillclimb 2011 ENTRY LIST

Dual Entry Drives = Two drivers sharing the same car

No	DRIVER	YEAR CAR	TOWN
80	Norman Taylor	1936 MGTA Special	Lisburn
6	Allan Thompson	1975 MG Midget	Millisle
26	John Gardner	1979 MG Midget	Glengormley
10	William Peoples	1985 Formula Vee Scarab	Larne
147	Colin Sterrett	1990 Peugeot 205	Craigavon
9	Alwyn Buchanan	2001 Nissan Micra	Londonderry

## The main field

117	Michael Clarke	1930 Riley 12/4 Special	Saintfield
32	Dermot Johnson	1932 Alfa Romeo 1750 S/C	Holywood
41	Simon Thomas	1934 Ford TT V8	Comber
43	Ken McAvoy	1936 Riley special	Greystones
107	Sheelagh Glover	1936 Riley Special	Holywood
180	Michael Taylor	1936 MGTA Special	Lisburn
42	Kieran White	1938 TRS	Kilkenny
124	Trevor McIlroy	1959 AH Sebring Sprite	Belfast
4	John McCandless	1962 Ginetta G4 (2008 replica)	Helens Bay
89	Mark Russell	1963 Jaguar E-Type S1 FHC	Belfast
44	Edmund Cassidy	1964 Sunbeam Tiger	Ashbourne
55	Conn Williamson	1965 Sunbeam Tiger	Glenavy
5	Alan Lutton	1967 Sunbeam Imp	Caledon
37	Alan Jardine	1968 Ford Lotus Cortina Mk2	Dungannon
3	Bryan Mutch	1972 MG Midget	Belfast
33	Paul Robinson	1972 Triumph Spitfire	Belfast
38	Rudi Gage	1972 Maguire Mini	Ballymoney
73	Robert Davison	1973 MGB GT	Craigavon
27	Mark Steed	1974 Stiletto Imp	Newtownards
13	George Scott	1975 Scottclimber	Newtownards
61	Miles Thompson	1975 MG Midget	Donaghadee
48	Michael Adams	1977 MG Midget	Ballynahinch
77	Paul Williamson	1977 Ford Escort	Crumlin
2	Ian Howard	1978 Maguire Mini	Tandragee
7	Jay Colville	1978 Ford Escort	Belfast
23	Gary Milligan	1978 Mini 1400	Omagh
261	Jack Gardner	1979 MG Midget	Belfast
40	Peter Tollerton	1980 Talbot Sunbeam	Lisburn
59	Gary McWilliams	1980 Toyota Starlet	Carryduff
71	Tom Lawther	1981 Rover SD1	Newtownards
54	Nigel Kinnaird	1982 Ford Fiesta	Ballymoney
11	Neil Dugan	1985 Peugeot 205 RWD	Castleblaney
34	William Hutton	1986 Mini Cooper	Carrickfergus
74	Colin McBride	1986 Sylva Leader	Newtownabbey
916	Tony Cully	1986 Peugeot 205	Portaferry
35	Simon Jamison	1987 Peugeot 205	Killinchy
17	Gordon Fogarty	1988 Fiat X1/9	Belfast



15	Becky Cherry	1989 Peugeot 205	Crossgar
75	Thomas McCrea	1989 Vauxhall Nova	Templepatrick
205	Paul Taggart	1989 Peugeot 205	Newtownards
20	Gardiner McIlwaine	1990 Westfield SEi	Larne
471	Barry Weir	1990 Peugeot 205	Newtownabbey
186	Brian Boardman	Toyota MR2	Crumlin
911	Mervyn Johnston	1991 Porsche 911	Magherafelt
1	Tony Hamilton	1994 Porsche 968	Belfast
47	Robert Harte	1995 Subaru Legacy	Dromore
86	Graham Boyce	1995 DAX Rush K20c	Lurgan
8	Leslie King	1996 KVA GT40	Belfast
76	Phil Dorman	1996 Westfield 7	Carrickfergus
111	Brian Carson	1996 Nissan Micra	Newtownabbey
72	Neil Vaughan	1997 Westfield	Bangor
83	Jason Curran	1997 Honda Civic	Newtownards
87	Derrick Millar	1998 RAM Cobra	Cloughy
741	Barry Griffin	1999 Subaru Impreza	Holywood
91	Mark Lancashire	2000 Subaru Impreza	Comber
99	Geoff Kidd	2000 Tiger Cat	Lurgan

### Geoff Kidd is reigning Thoroughbred Sports Car Club Champion

19	Paul Buchanan	2001 Nissan Micra	Londonderry
274	Jonathan Babb	2001 Citroen Saxo	Lisburn
12	Ian Baxter	2002 Westfield Megabusa	Bangor
46	David Mutch	2003 Tiger Suzuki	Carryduff
159	Alan Stewart	2003 Renault Clio	Bangor
16	Trevor Faulkner	2005 Caterham 7	Ballygowan
155	Mark Crawford	2005 Westfield 7	Banbridge
25	Chris Rogan	2009 Renault Megane	Bangor
110	Ivan McCullough	2009 Nissan GTR	Saintfield
333	Jackie Harris	2009 Peugeot 206	Portavogie

### Jackie Harris is a former British Sprint and Multiple Northern Ireland Hillclimb Champion

## NI Sevens

24	Ryan Magennis	1988 GMS	Lisburn
68	Barry McBride	1998 Westfield Megablade	Coleraine
917	Jimmy Dougan	2000 Locost Blade	Killyleagh
<b>Jimmy Dougan was the last sports car competitor to win a Cultra Hillclimb (2005)</b>			
50	Iain Leinster	2002 Westfield Megablade	Londonderry
146	Trevor Allen	2008 RAW Striker	Lisburn
57	Jack Boal	2010 NI Seven	Crumlin
18	Alan Davidson	2011 GMS	Randalstown

## Single-Seaters

191	John Stewart	1983 Reynard FF	Bangor
101	Arthur Peoples	1985 Formula Vee Scarab	Larne
14	Roy Smyth	1989 Stevensons Rocket	Saintfield
296	David McKimm	1995 Jedi Mk4	Craigavon
120	Seamus Morris	1995 Pilbeam MP62	Dungannon
78	Graham Thompson	2000 GTR Turbo	Antrim

### Graham Thompson is the reigning Cultra and Northern Ireland Hillclimb Champion

# Sporting Trials Car Club

Cars compete one at a time to navigate a steep twisty course over rough terrain. The further up the hill they get before running out of grip, the less penalty points they incur. Originally road-going cars such as Dellows were used, but since the 1960s, cars have become very specialized and are no longer road registered. The vehicles are purpose-made two-seaters with rear wheel drive and use standard road tyres. The sections climbed by Sporting Trials cars are often too steep or slippery even to walk up.

All the cars have fiddle brakes, which operate on the rear wheels independently, to control wheel spin (limited slip differentials are banned) or to facilitate extremely tight turns. These controls allow the cars to manoeuvre up some incredibly steep hills. Most cars nowadays utilise a lightweight alloy engine of no more than 1650cc, with Honda units tending to dominate the sport.

Sporting Trials even has its own terminology; 'Trickling' is when the car is driven slowly at very low engine revs, to try and prevent the driving wheels from breaking traction with the ground. 'Blasting' is used to get the cars through muddy conditions and involves accelerating the car to full revs in as high a gear as possible to generate wheel spin, which keeps the treads of the tyres clear to cut through to find the greater grip. The passenger will generally be 'Bouncing' while the car is 'Blasting', that throwing his weight up and down on the rear of the car to help generate grip. The object is to 'Clean' the section, by losing no penalties. It is a highly competitive sport offering great fun with a Championship running from October through to April each year.

The 80T model of cars here today are built by Crossle Cars of Holywood and are driven by Harry Barr, Brian Edgar and Simon Gracey.



# The Go Motorsport Drive!

Go Motorsport is the UK's first ever centrally co-ordinated marketing campaign by 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](http://www.GoMotorsport.net), which has simplified the sport for interested beginners across three key areas.

'Go Drive' highlights the many driving disciplines recognised by the MSA, with details on how to participate, costs, requirements, where to go, who to approach and a searchable database of clubs.

'Go Help' explains the many roles that are available from administration, acting as an official or becoming a fully-trained trackside marshal and how get involved.

'Go See' lists venues and events by region and postcode making it easy for the public to find out what is on near them.

Go Motorsport has attracted a stunning line-up of famous names from motor sport to endorse the scheme and include local driver Colin Turkington, a former British Touring Car Champion. Alongside Turkington, F1 World Champions Jenson Button and Lewis Hamilton are also behind the campaign, as well as a host of other famous names.

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, Jonathan can be contacted by emailing [gomotorsport@mediamjam.co.uk](mailto:gomotorsport@mediamjam.co.uk).

## Ginetta Junior Ireland

A new All-Ireland race series for 14 to 17 year-olds launched last year, that is now the first rung on the car racing ladder. These identical Ginetta G20 cars are centrally maintained and prepared to ensure equality of performance and reliability. Also visit [www.ginettajuniorireland.com](http://www.ginettajuniorireland.com) for more information.

## NI SEVENS

This is an "Entry-Level" motor racing series for "grown-ups" in self-prepared cars based on the famous 1957 Lotus 7 design of Colin Chapman and it's successor, the Caterham 7 of 1973 but increasingly, cars are now built from replica kits available from a number of small independent manufacturers. Launched in 2007, NI7's have their own Class at the local 500MRCI Kirkistown Race Circuit, who give any new entrants to the NI7's Challenge Series a Test Session and first Race Entry FREE to help offset the cost of taking the mandatory Association of Racing Drivers Schools (ARDS) Test and obtaining their first MSA Competition Race Licence.

For 2011 NI7's have broadened their appeal by offering their competitors a wider range of events, with an "away" race at Mondello, Co.Dublin, a sprint event at NuttsCorner and two hillclimbs at Spelga and here at Cultra, where they have their own dedicated Paddock area and you can find out about their activities, from any of them.

Also visit [www.nisevensracing.co.uk](http://www.nisevensracing.co.uk) for more information.

# Demonstration cars

## 1927 Bugatti Type 35B

Driven by Leslie Murray

Usually seen in the blue French Racing colours this car is in the yellow of Belgium .  
Two of the most successful Type 35B racers were women - Helle Niece and Madame Elizabeth Junec, a Czech aristocrat.

## 1933 Lagonda Rapier

Driven by Andrew Bailey

Less than 500 of these cars made between 1933 and 1938

## 1959 Jaguar XK150

Driven by Nicholas Bailey

Less than 500 of these cars made between 1933 and 1938

## 1961 Cooper T53. 5ltr Formula 1 car

Driven by Joe Fairlie

This car contested the 1961 and 1962 US GP's

## 1951 Dellow

Driven by Mark Kennedy

This car won the Irish Trials Championship in the late 1950s.

## 1965 Ford Mustang Fastback

Driven by Ken Elliott

An example of the first version of what became known as "The American Muscle Cars".

## 1970 Triumph 2000V8 Rally car

Driven by Clifford Auld

Multiple Class Winners in the Northern Ireland Navigation Rally Championship

## 1981 "Rothmans" Escort Rally car

Driven by Davy Wilson

A highly detailed replica of the 1981 World Rally Championship winning cars driven by Ari Vatanen and Dave Richards. The last privateer team to be World Rally Champions.

## 1986 Ford RS200 Rally car

Driven by Frank McPolin

G776 TJD was owned and registered to Ford Motor Company from 1985 to 1989. The vehicle is full works rally spec (450 bhp) and was used by Ford in European events of the World Rally Championship and then for demonstration purposes, after 1986. Frank has owned the car since 2005 and it took part in WRC Rally Ireland 2009 driven by Ford works driver Miko Hirvonen, in a demonstration run.

## 2011 Ferrari 599 GTO

Driven by Phillip Shields

One of the famous Italian make's latest supercars

## 2008 Nissan S14 "Driftcar"

Driven by Andy Cooper

This spectacular combo were one of the highlights of the Cultra Revival Event 2010

## Demos Course car

### 2011 JaguarXKR(Black Kit)

Driven by Stephen Gault

## Hillclimb Course car

### 1920 Balot

Driven by Perry McCoy

### 1927 Austin Chummy

Driven by Philippa Spiller

### 1930 Riley Imp

Driven by Bertie Carleton

### 1932 MG J2

Driven by John Greer

### 1934 Morris Tourer

Driven by Robert Andrews

### 1947 HRG

Driven by Ronnie Barr

## Commentary Vehicle

1963 Thames Trader breakdown truck provided by Mr.Raymond Walls.

# Demonstration motorbikes

- 1 Brian Hewitt** 1960 250cc Honda (works race replica)  
Brian Hewitt is a former Irish road race champion & reigning Cultra Noise Champion!
- 2 Rodney Kinaird** 1969 875cc K4 special (developed 1977)  
This bike is hand built with every component part either made or modified by Rodney featuring his own design of 4 cylinder race engine - a true special.
- 3 Terence Bradley** 1930 350cc AJS (big port)  
The twin port AJS of the late 1920s was the 'fast hooligans bike of its day'
- 4 Roy Reid** 1950 500cc Manx Norton  
Roy Reid is another former Irish road race champion. This is an "as last raced" Manx Norton, probably the most iconic British racing motorcycle ever produced.
- 5 Cormac Mc Loughlin** 1958 50cc Itom Mk8  
Cormac is today's youngest rider. Itom were used by many as their first racing motorcycle and were one of the fastest 50cc machines of their era.
- 6 Michael Mc Loughlin** 1966 250cc Ducati Mach 1  
When Ducati produced the Mach 1. It was then the fastest road going 250cc motorcycle one could buy, capable of exceeding 100mph!
- 7 Trevor Camphill** 1955 350cc Velocette Kessel Special  
Trevor Camphill brings two machines today. The Velocette Kessel Special was built for hill climbing by Cornishman Adrian Kessel
- 8 Trevor Camphill** 1990 500cc Jawa Special  
This Jawa is a 'flat track' racer with a one off frame housing a 500cc Jawa engine and running on Ducati suspension and wheels.
- 9 Norman Taylor** 1925 350cc AJS  
This is the oldest motorcycle here today. Norman will also compete in the car hillclimb, sharing their MG TA Special with his son Michael.
- 10 Peter Taylor** 1927 500cc Norton model 18  
The model 18 from 1927 was one of the Norton's most popular machines.
- 11 George Crowe** 1960 500cc Norton/Velocette Special  
It's thanks to Georges' hard work that we have this wonderful array of machines here today. His unusual Norton featherbed framed Velocette "Venom" special is widely considered as "the best engine in the best frame", of its' time.
- 72 Don Curry** 1950 500cc Triumph GP Special  
This special features a W.W.2 generator type T100 engine in a modified 'springer' frame designed by renowned local engineer Rex McCandless.

## Other significant 2011 motoring anniversaries

- 1911 First Indianapolis 500 motor race
- 1931 Croft Hillclimb runs for the first time on the "Holywood Hooks"
- 1936 Freddie Dixon and Charlie Dodson win the last ArdsTT in a Riley
- 1951 Juan Manuel Fangio wins first of five FI World Championships
- 1961 MG Midget introduced
- 1981 DeLorean begin producing cars in Belfast
- 1986 Nissan begin producing cars in Sunderland
- 1991 Jordan enter the F1 World Championship

# Jeremy McWilliams

After success in local motorcycle racing, he started his Grand Prix career in 1993, in the 500cc Class, aboard the Millar Team Yamaha staying with them for three seasons. He spent a further 12 years in the top echelon of his sport riding for Aprilia, Honda, Ilmor and Proton Teams in both the 250cc and 500cc Classes. He scored a highest place of 6th in the FIM MotoGP World Championship series in 2001. He last raced in MotoGP in 2007 before the Ilmor Team withdrew from the sport.

Until Scott Redding's win at the 2008 125cc British Grand Prix, Jeremy remained the only British rider to win a race or secure pole position in an FIM MotoGP World Championship class in the 2000s.

He returned to racing last year winning the Harley-Davidson(UK) Henderson Trophy Series for their competition prepared XR1200 model. The 2011 series is supported by Volvo UK/Ireland. Thanks to the generosity of Provincewide Harley-Davidson in Antrim and the assistance of Whiskin Engineering at Gilnahirk he will ride a current XR1200 in today's Demonstration Runs.

He is also currently involved in motorcycle development work and also in coaching young riders through his Masterclass race schools and is an Ambassador for the SPARKS Charity in Northern Ireland.

## SPARKS

SPARKS NI is the Sporting Partners Committee for Action Medical Research in Northern Ireland. Action Medical Research is the leading UK-wide medical research charity dedicated to help stop the suffering of babies and children caused by disease and disability. Every year in Northern Ireland we run a packed programme of sporting and social events ranging from endurance bike rides and overnight walks to family events and gala dinners. All of these activities rely on dedicated crews of staff and volunteers to make them happen. If you would like to get involved then Action Medical Research would love to hear from you.

"We know your time is precious – to us it's priceless."

For more information visit [www.action.org](http://www.action.org) or email Sarah Matzen at [smatzen@action.org.uk](mailto:smatzen@action.org.uk)



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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