

Ulster
Folk &
Transport
Museum

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Cultra Hillclimb 2014

Saturday 14 June

Minis, Mods and Monsters



North Down
Borough Council



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Tourism



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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 14th June 2014

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
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Secretary of the Meeting	Jenny Heath
Assistant Secretaries	Heather Goudy & Lucinda McKee
Chief Scrutineer	Gavin McLean
Event Scrutineers	Paddy Haveron
Environmental Scrutineer	Brian McLaughlin
Chief Timekeeper	Gilbert Martin
Chief Rescue Officer	Tony Gregory
Medical Officer	Gus Geddes

Event Services

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

Timetable (Timings may vary)

Practice Runs Commence	10.00am
OFFICIAL OPENING Drive	12.30pm
Autotest Demonstration at the Manor	12.45pm
Official Timed Runs	1.00pm, 2.15pm and 3.30pm
Award Ceremony at Cultra Manor	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.

COVER PHOTO:- *Rudi Gage in his 'Maguire' Mini on the way to the 2013 Cultra Saloon Title.*
The Event, and the NI motorsport community wish our reigning Saloon Champion a speedy recovery from the injuries he received in a recent cycling accident.

Welcome to Historic Hillclimb

On behalf of the Ulster Folk and Transport Museum I'd like to welcome visitors, participants and the officials of the TSCC to our 2014 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 the impact a small car and a Belfast lad had on the World, when Paddy Hopkirk won the 1964 Monte Carlo Rally in a Mini Cooper S, against the odds and much more powerful opposition from the Worlds' leading car manufacturers' rally teams. The Minis in Northern Ireland Club (M.I.N.I.) will have a large display of the varied specification of the original Mini, from early standard cars to full competition cars, headlined by some truly historic examples of this icon of world motoring. There will be a line-up of a wide variety of other make and models, representative of the diversity of cars that Paddy Hopkirk and his peers competed in during the '50s and 60's. Around the Manor are displays celebrating significant motoring anniversaries, with cars and motorbike types connected to our 2014 themes and we are joined again by the next generation of motorsport engineers, this time from Regent House School and the University of Ulster Jordanstown. 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. The field of 100 cars will encompass our Theme with two of the fastest Minis in the country, qualifying as being both Modified and Monster as well. Other live action will be provided by the return of the highly entertaining demonstration of the sport of Autotesting, on the Cooney, Porter, Nixon sections of the hillclimb course and the specialist Sporting Trials cars in the Glen.

We welcome the "Frock Around the Clock" 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 trends from the times past that our Event celebrates and showcases. The SIXTIES feel to today will be complemented by a 'Ride-In' from the SOLID BOND CLUB Annual Scooter Rally during the day.

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.

Jaguar XKC-030 'Mother'

This car was supplied to a Mr. David Hirsch in the USA in time for the 1953 Sebring 12-Hour Race where it finished fourth, driven by Bob Gegen and Harry Gray. Changing hands on a regular basis it would go on to establish one of the longest known continuous competition histories of any car and remain unrestored whilst being lovingly maintained and repaired. Because of this long history and lack of major restoration, it became recognised in America as the definitive example of a racing C-Type and earned the nickname 'Mother'. Bought by a European collector two years ago and re-prepared for competition by Brazell Engineering of Towcester, its new owner determined that the car should remain in its unrestored condition as it embarks on the next chapter in its illustrious history. Today is its European competition debut and we are privileged to have it here. In addition to being an experienced and skilled preparation expert, driver David Brazell has been competing in Historic Sports Car Racing for over 15 years. He has driven some of the most exciting sports car types, from the history of our sport, around some of the World's most historic race circuits.



The Big Screen

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 BTWshiells support.

The Displays

To celebrate the 50th Anniversary of Paddy Hopkirk winning the 1964 Monte Carlo Rally, in his Mini CooperS - '33 EJB', Mini enthusiasts from around the country have brought their myriad versions of this 60's icon to create the major display of Cultra 2014. We may have a Replica 'Works Mini' from the McConnell family???

7444 JI - The 1964 Circuit of Ireland winning car, then driven by the late Ronnie McCartney navigated by Terry Harryman, who will be on hand for autograph and anecdote collectors. last win in Ireland.

ORX 707 F 5th on the 1968 Monte Carlo Rally, driven by Tony Fall, sandwiched by the Team cars of Rauno Aaltonen and Hopkirk. Later that year it would score a Category win, finishing 3rd Overall on the demanding Dutch Tulip Rally won by Rosemary Smith in 1965.

The 'Other' Hopkirk cars

Before starring in Minis, Paddy Hopkirk competed in a huge variety of cars. Alongside his 'Frogeye' Sprite **2222 AZ** (Over a dozen Category and Class wins in Autotests, Hillclimbs, Races and Rallies) are just a small selection of other cars representative of his career.

VW Beetle	His first Circuit of Ireland 1953 and first event winner, 1954 MG Trial.
Triumph TR	Competed in TR's 1955 -'58. Scored his first Circuit of Ireland win in 1958.
Standard 10	Won the Team Prize on the 1956 Tulip Rally. His first European success.
Ford Anglia	Won the Connaught Winter Trial twice 1956 & '57.
Austin A30/A35	Irish Hillclimb, Race and Rally wins through 1958 & '59
Sunbeam Rapier	Won the Circuit of Ireland 1961 & '62. Monte Carlo Rally(1962) 3rd Overall

Firenza HPF

Our friends from the NI Droop Snoot Group return this year to celebrate the 40th anniversary of the launch, of the then futuristic looking, Firenza HPF and Sports Hatch.

The Autotest Minis

Robert Dixon - Mini Special, Colin Earney - Hopkirk CoI Replica, James Wilson - Cooper S and Richard Earney - Mini Clubman, will have their cars on display after the Demonstrations.

Thames Trader

This lorry dates from 1960 and is beautifully sign-written in the name of the current owner.

Commentary Vehicle(s)

Supplied by Peter Johnston
Shelvoke & Drewry manufactured specialised commercial vehicles which were once the preferred choice of municipal authorities throughout the UK. They also manufactured buses, fork lifts and fire engines at their factory in Letchworth, Hertfordshire. McCreath Taylor of Lisburn were the Northern Ireland agents for Shelvoke & Drewry and supplied both these vehicles when new.

The **S&D W type lorry** is a 'fore and aft tipper' dating from 1959 that was supplied new to Bangor Borough Council and is a rare survivor of a once popular type of bin lorry.

The **W type** is sitting on top of a 1991 S&D P Series. This P Series was one of the last S&D vehicles built. It was supplied new to Omagh District Council for wheelie bin collection.

FROCK
AROUND THE CLOCK

VINTAGE FAIR
Cultra Manor
'Kennedy Suite'



At the Manor

Rolls Royce 25/30 This 1937 saloon body was built by JB Ferguson of Belfast for a Mr Thomas Hugh Dunlop of Chichester Park, Belfast. The body was constructed from two trees, an ash and unusually a beech from the owner's garden, before being cut down and seasoned for two years and then used in the construction of the body. The ash was used to build the body framing and the beech was used to provide seat frames, floor, door and dashboard cappings. Relatives of the original owners will be at the hillclimb today.

Routemaster former London bus

Jim Adams and his crew bring us this evocative symbol of London in the 'Swinging Sixties'.

The 'mini' Caravans

These, at the top of the steps down to the Manor, are from Dee Light Teardrop Caravans NI, who are based in Donaghadee and you can find them via facebook.

Crossle at Cultra

Local company Crossle Racing Cars has been a perennial supporter of this Event. Alongside the outdoor display of some of their iconic cars, they will host a preview reception, for invited guests, of the new book about the company - 'Hidden Glory' written by Plum Tyndall and due for publication in the autumn.

Solid Bond Scooter Club Rally 'Ride - In'

Participants in this annual event will provide a colourful recreation of events like this that took place throughout the country during the 60's and have become popular again often raising funds for charity.

T.S. McIlroy Assessing

Consulting Engineer

Trevor McIlroy MIMl Ainst. AEA

VINTAGE HISTORIC CLASSIC & RALLY CAR VALUER



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CULTRA 2014 ENTRY LIST

No	DRIVER	YEAR CAR	TOWN
First Dual Entry Drives = Two drivers sharing the same car			
2(26)	John Stevenson	1976 MG Midget	Holywood
3(39)	Stuart Crawford	1990 Mazda MX5	Bangor
4(40)	Tosh Townsend	1992 Sylva Fury	Stanley
5(59)	George Clarke	1996 Honda Civic	Millisle
6(91)	Mark Lancashire	2000 Subaru Impreza	Comber
7(92)	Conor Mulholland	2000 Ford Fiesta 1.2	Newtownabbey

Lady competitors

8	Tiffany Brien	1974 MG Midget	Holywood
9	Christel Edwards-de Grauw	1965 Triumph 2.5 Pi	Aghalee
10	Sheryl McBride	2002 Citroen Saxo	Mallusk
11	Sheelagh Glover	1936 Riley Special	Holywood
12	Deirdre McKinley	1988 Reynard Opel	Co Meath

Class 1 Pre'85 Road-Going Sports Cars + Vintage and PVT Cars

14	Roger Corry	1928 Lagonda HC Sports	Cultra
15	John Galloway	1929 Austin 7	Belfast
16	Andy Johnson	1932 Alfa Romeo Monza	Killinchy
17	Simon Thomas	1934 Ford TTV8	Comber
18	Alan Clarke	1935 Riley 12/4 Special	Saintfield
19	Michael Taylor	1935 MG TA	Lisburn
20	William Peoples	1949 AC Electra	Islandmagee
1	David Brazell	1953 Jaguar C Type	Towcester
21	Trevor McIlroy	1959 AH Sebring Sprite	Belfast
22	Conn Williamson	1965 Sunbeam Tiger	Glenavy
23	Chris Wilson	1971 MG Midget	Newtownabbey
24	Paul Robinson	1972 Triumph Spitfire	Belfast
25	Stephen Dawson	1975 MGB Sports	Holywood
26(2)	Conor Rollins	1976 MG Midget	Cultra
27	Michael Adams	1977 MG Midget	Ballynahinch
28	Michael Hudson	1977 Triumph Spitfire	Belfast

Classes 2 and 3 – Post 84 Road-Going Sports Cars + Modified Class 1 Cars

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

29	Tony McLaughlin	1991 Mazda MX5	Belfast
30	John Kelly	1963 MG Midget	Killinchy
31	Will Corry Jnr	1968 MG Midget	Belfast
32	Mark Brien	1969 MG Midget	Crawfordsburn
33	Austin Baird	1970 MG Midget	Cultra
34	Jack Brien	1973 MG Midget Atlantis	Holywood
35	Simon Brien	1973 MG Midget	Holywood
36	Matthew Bradley	1973 Mg Midget	Holywood
38	John Hamill	1988 Westfield	Groomsport
39(3)	Karl Hogg	1990 Mazda MX5	Bangor
40(4)	Keiron Smyth	1992 Sylva Fury	Moir
41	Tony Hamilton	1994 Porsche 968	Dundonald
42	Connor Bailey	1994 Mazda MX5	Belfast
43	Michael Rodgers	1996 Porsche 911	Comber
44	Phil Dorman	1996 Locost 7	Carrickfergus
45	Leslie King	1998 KVA GT 40	Belfast
46	Bryan Mutch	1998 Mazda MX5	Carryduff
47	Wilson Carson	1999 MG/MGF	Dunadry
103	Godfrey McCartney	2000 Lotus Elise	Killylea
48	Nad Haghighi	2003 Vauxhall VX 220	Bangor
49	Peter Hull	2007 Westfield	Dromore

Class 4 – Pre 85 Road-Going Saloon Cars

50	James Perry	2010 Caterham R400	Donaghadee
51	Mervyn Johnston(1)	1964 Austin Cooper S	Kesh
52	Jago Bret	1967 Austin Cooper	Bangor
53	Stephen Strain	1971 Ford Escort MK1	Downpatrick
54	Gordon Buckley	1972 Ford Escort	Killinchy
55	Ian Paget	1972 Austin Mini	Doagh
56	Tom Lawther	1981 Rover SD1	Killinchy
57	Wallace McKee	1985 Opel Manta	Newtownards

Class 5 and 6 – Post 84 Road-Going Saloon Cars over 1700 + Modified Class 3&4 Cars

59(5)	Joseph Clarke	1996 Honda Civic	Troon
60	Chris Rogan	1979 Ford Escort MK2	Bangor
61	Stevie Ross	1980 Ford Granada	Antrim
62	Tim Burns	2002 Mini Cooper S	Belfast
63	Mervyn Johnston(2)	2003 Mini Cooper	Magherafelt
64	Anthony Upton	2010 Renault Sport Clio	Coleraine

Class 7 – Non Road-Going Sports and Sports Racing Cars

65	Arnie Black	1965 Crossle 7 S	Holywood
66	Robert Davison	1973 MGB GT	Lurgan
67	John McCandless	1981 Crossle 47 s	Helen's Bay
68	Colin McBride	1986 Sylva Leader	Mallusk
69	Gordon Fogarty	1988 Fiat X19	Belfast
70	Graham Boyce	1995 Dax GRC	Dollingstown
71	Seamus Morris	1995 Darrian T90	Dungannon
72	Richard McGimpsey	2000 RV8	Newtownards
73	Jimmy Dougan	2005 GMS	Killyleagh
74	John Finlay	2006 ST Locost	Ballygowan
75	Ivan McCullough	2009 Nissan GTR	Saintfield
76	Mark Francis	2010 GMS Honda	Donaghadee
77	David Mutch	2013 GMS Honda	Carryduff

Class 8 – Non Road-Going Saloon and Rally Cars

78	Alan Jardine	1976 Escort MK2 RS	Dungannon
79	Ian Howard	1977 Maguire Mini	Tandragee
80	Gerard O'Connell	1979 Ford Escort	Dungiven
81	Gary McWilliams	1980 Toyota Starlet	Carryduff
82	Thomas Purdy	1980 Ford Escort	Newtownards
83	Robert Boyce	1983 Ford Sierra	Moneymore
84	Stuart Biggerstaff	1984 Metro 6R4	Waringsford
85	Neil Dugan	1985 Peugeot 205 RWD	Castleblaney
102	Simon Jamison	1987 Peugeot 205	Killinchy
86	Ephrem Bogues	1989 Peugeot 205 Gti	Holywood
87	Scott Leitch	1992 Mitsubishi Evo 1	Larne
88	Philip Cardy	1993 Subaru Legacy	Killyleagh
89	Roy Smyth	1999 Ford Fiesta	Saintfield
90	Barry Griffin	2000 Subaru Impreza	Holywood
91(6)	Ian Lancashire	2000 Subaru Impreza	Killinchy
92(7)	Michael Mulholland	2000 Ford Fiesta	Carrickfergus
93	Lewis Dunlop (Jr)	2000 Ford Fiesta	Donaghadee
94	Alan Stewart	2003 Renault Clio	Bangor
95	James Heaslip	2003 Subaru WRX STi	Newtownards
96	David Francis	1995 Ford Cosworth	Donaghadee

Class 9 Single-seater Racing Cars

96	Gwynn Pollard	1977 Crossle 32 F	Holywood
97	Robert McGimpsey	1990 RMC Busa	Newtownards
98	Andy Hawthorne	1994 Lotus Reynard	Belfast
99	David McKimm	1995 Jedi MK4	Gilford
100	Chris Houston	2004 OMS CF04	Bangor

Mervyn Johnston - Mini Cooper S #50 "The Tullyhommon Flyer"

2014 marks the 50th Anniversary of Mervyn Johnston's win in the Touring Category of the 1964 Circuit of Ireland Rally, and he won the Ulster Rally Championship in 1970. Prior to his initial retirement from rallying he also finished fourth overall on the 1973 Circuit of Ireland, and achieved a similar result on the Welsh Rally. Mervyn hung up his helmet at the end of that year, but 14 years later he was tempted back into the driving seat.



Dubbed the "Tullyhommon Flyer", Mervyn has always been synonymous with Minis, right from his first rally in 1961, not only as a committed driver but also as a preparer of the cars for competition. After finishing fourth overall on the 1973 Circuit of Ireland, and a similar result on the International Welsh Rally later that year Mervyn hung up his helmet.

Fourteen years later he was tempted back into the driving seat and to date has won the Irish Historic Rally Championship on four occasions. In 2012 he was honoured by his peers when the Tarmac Rally Organisers Association awarded him a trophy for his "Outstanding contribution to the Irish Historic Tarmac Rally Championship". We are honoured to have him compete at Cultra today.

1975 Circuit of Ireland 'Midget'

Peter Morrow was Runner-Up in the Sports Car Category of the 1975 Circuit of Ireland, to Adrian Boyd's Alpine A110, in this car Reg.- 4645 XZ. He later sold the car and returned to the navigator's seat, but in 2008 found it on an auction site and bought it back. He has now painstakingly restored the car to its period specification, from 1975.



THEN



NOW

RESERVE ENTRIES

				Class
104	Paul Reaney	1986 Caterham	Armagh	3
105	Wesley McCreary	2005 Lotus Exige	Markethill	3
106	Lawrence Mawhinney	2002 Westfield	Belfast	7
107	Jim Davidson	1993 Mazda MX5	Randalstown	2
108	Alan Davison	1989 Westfield GMS	Randalstown	7
109	Stanley Bates	1991 Vauxhall Nova	Kilwaughter	8
110	David Gomes	1972 MG Midget	Newtownards	3
111	Jonathan Babb	2001 Citroen Saxo	Lisburn	8
112	Andrew Mercer	1996 Lotus Elise	Hillsborough	3
113	Michael Stitt	2007 Catherham	Craigavad	3
114	Stuart Vaughan	1966 MG Midget	Holywood	1
115	Norman Harvey	1976 Ford Escort	Crossgar	4
116	Stephen Harvey	1976 Ford Escort	Crossgar	4
117	Aaron Jennings	1999 Citroen Saxo	Belfast	8
116	Stephen Harvey	1976 Ford Escort	Crossgar	4

Course and Official Cars

Jackie Harris - Hot-Rod Escort #777 (Former British Sprint & NI Hillclimb Champion)
 Trevor Roberts - Dewart Team Superkart (Former World & British Superkart Champion)
 Gary White - 1999 Subaru WRC S6
 John Greer - MG J2
 Jaye Jordan - 1986 Gp B Ford RS200
 Emily Johnston - MG J2 Midget
 Robin Kavanagh - 500BHP Honda Civic TS
 Leslie Murray - Type 35 Bugatti
 Mark Kennedy - Riley TT Sprite
 Trevor Smyth Lea-Francis Hyper (Ulster S)

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The Next Generation

'F1 in Schools' Team Nero

This group of Year 13 students from Regent House School, Newtownards finished fourth in the UK Regional Finals of this competition. Having built the second fastest car in the UK they earned themselves a place in the World Finals at the Abhu Dhabi Grand Prix in November. Despite their achievement, they just missed out on a fully funded trip and so, with support from TSCC, have embarked on a fund-raising campaign to get them there with an improved model of their model race car. The project, undertaken mostly in their own time, complements their studies as they are tasked with launching a racing car team. They must design and build a model race car, come up with a team identity and seek out sponsorship to fund the project. The TSCC were honoured recently by being invited as judges to the NI Finals of the 'F1 in Schools CHALLENGE' for Year 7 (Primary School) pupils.

The Team Nero 'F1 in Schools' car



UUJ RACING – Formula Student

Ulster University Jordanstown launched their Formula Student Team at the start of the current academic year and are working feverishly towards their first visit to the UK Finals, at Silverstone GP Circuit, later this year. 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 former F1 team boss, Ross Brawn OBE, the competition aims to inspire and develop enterprising and innovative young engineers in all aspects of a motorsport team not just the design and build of a race car.



STABILITY - One of the many tests the UUJ Racing car will have to undergo.

The Go Motorsport Drive!

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

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

School visits are a key element of the Go Motorsport project, and Jonathan MacDonald is Northern Ireland's Regional Development Officer. If your school would be interested in receiving a free visit from Go Motorsport, email gomotorsport@medijam.co.uk. With Jonathan on the stand at the rear of the Manor will be cars and competitors from a number of the current "Entry-Level" motorsport disciplines running in the Province as well as the autotest and sporting trials demonstrations.

Autotesting

Autotesting is a test of precision driving skills, against the clock, usually run over a series of different tests to make an event lasting four to six hours at one and sometimes several locations. It developed as a sport, in it's own right, from the special tests that took place during endurance rallies like the Circuit of Ireland and the former RAC Rally, in the first half of the twentieth century. These manoeuvrability tests often took place at crossroads and junctions along the rally routes. What you will see today simulates those early "crossroads tests". Cars run one at a time through a course of gates and garages marked out with pylons or cones. Handbrake turns and J-turns are used to change direction quickly at low speed. Paddy Hopkirk excelled at these tests and would lead the NI Autotest Team to victory in the prestigious Ken Wharton Trophy 3 times in 5 years and NI Teams continue to win this event today. There is now a Junior Class at most Autotest events. It is for 14 to 16 year old's who must use a saloon and be accompanied by a qualified driver, on the test. The majority of saloons and sports cars are 'daily drivers' and are driven to the Club events.



Sporting Trials

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



THE STEM EXHIBIT

STEM subjects (Science, Technology, Engineering & Maths) are recognised as having strategic importance in higher education for the economy and employers. The student learning experience in these subjects is vital in ensuring sustained growth in the uptake of these key disciplines. An excellent learning experience ensures that students have developed the right skills at the time of graduation. This mobile exhibit will give school pupils and their parents a relaxed insight into the programme.



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Other Anniversaries

Competitor #44 – Leslie King – competes today in celebration of the launch of the Ford GT40 that would go on to win four World Sports Car Championships.

- 1964 – John Surtees (F1 World Champion) becomes the only person to win World Championships on both two (350cc & 500cc in 1960) and four wheels. Ferrari wins World Sports Car Championship for the last of 11 times.
- 1974 – Emerson Fittipaldi scores first F1 World Championship for McLaren.
- 1984 – Porsche become the last World Sportscar Manufacturers Champions, it became a Teams Championship from 1985 onwards.
- 2004 – Sebastian Loeb wins the first of his nine consecutive World Championships.

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.

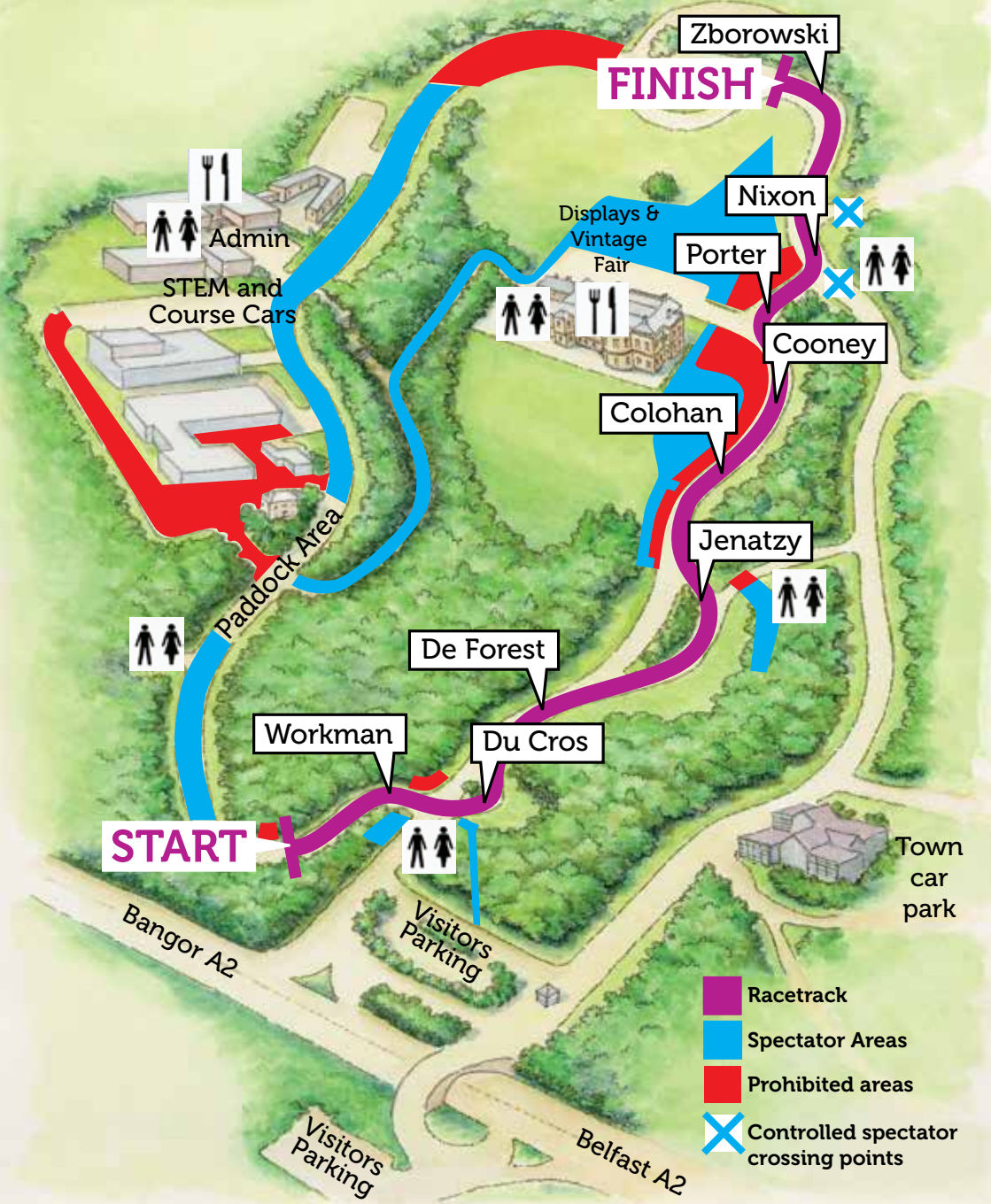
Polish-born Count **Zborowski** suggested that the British cars competing in Gordon Bennett races in Ireland should be painted green as a mark of respect to the host country - giving us one of the most popular car colours of all time - British Racing Green.

Acknowledgements

The Ulster Folk and Transport Museum thank the following for their assistance and support: The Thoroughbred Sports Car Club(NI), All the voluntary Marshals and Officials The MSA UK Ltd., ANICC, BMMC, St.John Ambulance, Pit Stop Bangor, 500MRCI (Kirkistown), AutoWindscreens, Ridgeway Plant Hire, the PSNI, Richard Woods, AS Electrics, McKee Contracting, Mark Nesbitt, Colin Earney, NI Sporting Trials. Course and Programme Advertisers, and all the Owners of the Displays cars.

AWARDS

- Lyness Trophy – Fastest Time of the Day
- Todd Trophy – TSCC Members Handicap Winner
- Trophies - 2nd & 3rd in TSCC Members Handicap
- Trophies – 1st, 2nd, 3rd in UVCC Members Handicap
- Trophies - 1st, 2nd, 3rd in each Class
- Trophies - 1st, 2nd, 3rd MG Midget Derivative in Class 3



explore/engage/enjoy

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www.nmni.com