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Ulster Folk & Transport Museum

Cultra Hillclimb

Saturday 13 June 2015, 10am to 5pm



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. 87422 for Saturday 13th June 2015

MSA Steward	Ronnie Trouton MBE
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
Secretary of the Meeting	Lisa Hamilton
Assistant Secretaries	Heather Goudy & Lucinda McKee
Chief Scrutineer	Gavin McLean
Event Scrutineers	George Kennedy
Environmental Scrutineer	Stephen McKeegan
Chief Timekeeper	Declan McAleer
Chief Rescue Officer	Craig Hunt
Medical Officer	Gus Geddes

Event Services

Rescue	Ballynahinch Motor Club Rescue Unit
Timekeeping	McAleer Timekeeping
Commentators	Chris Fair, Clifford Auld
Paddock	Garth Maxwell and Team
Equipment	Tony Hamilton, Trevor McIlroy
Manning	Jan Ballantyne, Jenny Frater
Logistics	Wallace McKee and Team
Media	Tony Gregory
TSCC Committee	George Clarke, Nad Haghighi, Leslie King, Robert McGimpsey, Tony McLaughlin, Andrea Stevenson, Chris Wilson
Event Co-ordinator	William Heaney

Timetable (Timings may vary)

Timed Practice Commences	09.30am
Official Timed Runs	12.00pm, 1.30pm and 3.00pm
Parade Runs	11.45pm, 1.15pm, 2.45pm
Escort '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:- Gordon Buckley on the "Road to the Recovery Truck" in 2014.

Welcome to Cultra Historic Hillclimb

On behalf of the Ulster Folk and Transport Museum I'd like to welcome visitors, participants and the officials of the TSCC to our 2015 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 all aspects of motoring related recovery and restoration. Its not just the vehicles, because this year two competitors in the hillclimb are nearing the end of their recovery from major surgery. Around the Manor you will see displays for two significant motorsport anniversaries, they being 50 years since the founding of the Chevron Racing Car Co., with a particular connection to Northern Ireland and 40 years since the introduction of one of motorsports' most influential cars – the Ford Escort Mk2. We have no less than three guest motoring clubs in attendance this year spanning both the years and the range of sports cars most popular with enthusiasts. The Lisburn Old Vehicles Club bring an eclectic mix of cars from the past 60+ years, whilst the Porsche Club GB and the Mazda MX5 Club represent the very different ends of the sports car enthusiasts' spectrum of choice. Also on display will be a number of Rescue and Recovery vehicles whose services most motorists will have had the misfortune to have to call upon over the years.

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 travelling exhibition in the rear of the Manor car park. Alongside it will be the students from Ulster University Jordanstown who compete in the worldwide Formula Student competition each year. We are pleased to have the Motor Sports Association 'GoMotorsport' initiative back at Cultra to tell you how anyone can become involved in motorsports, in its many aspects.

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. Around half the field of 110 cars reflect our Theme, having undergone various projects of recovery to return them to active competition. Other live action will be provided by a parade of cars which, for one reason or another have been able to compete on this occasion.

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.

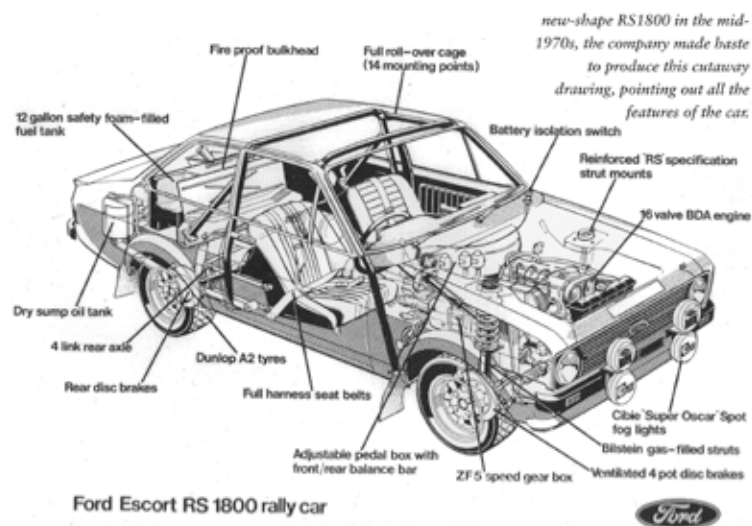
Access to the Folk Museum and the Transport Museum is unrestricted during this event

Refreshments

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

The Ford Escort Mk2 at 40

To celebrate the 40th Anniversary of the launch of the legendary Mk2 Escort, we are joined today by members of the Irish Escorts group with their cars.



When the Mk2 version of Ford's hugely successful Escort was launched in January 1975, their Advanced Vehicles Operation department (AVO) quickly developed a competition successor to their Mk1 RS1600 that had won the 'World Championships for Makes' in 1968 & '69. The RS1800, and its derivatives, would become one of the most influential cars in World motorsports, racking up countless event wins from the snows of Sweden to the gruelling Safari Rally in East Africa. From 1976 to 1981 they finished in the top three places of every 'Makes' championship, netting the title in 1979 and two Drivers Titles ('79 & '81).

The Escort 'Shoot-Out'

New for 2015, this exciting climax to the day's competition will feature the fastest Escorts from the hillclimb competition in a single-run 'Shoot-Out', for a special award.

Simon McKinley Tribute

The multiple Irish Hillclimb Champion was tragically killed in April whilst competing in an Irish National Hillclimb Championship event in Co.Clare. He was not only a highly skilled driver who "Drove the doors off" the Escort on display here today, but he was a gifted engineer who developed this car into one of the most potent Escorts to grace the roads and tracks. He was a devoted family man and we are honoured that his widow Deidre and baby son Rory have joined us. Simon was due to compete here today, so instead we will present the 'Shoot-Out' winner with a trophy in his memory.



Photo by Paddy McGrath

Club Displays

Our friends from the **Porsche Owners Club GB (Region 27 – Ireland)** join us for the first time to showcase the diverse range of the iconic 911 sports coupe and its more recent siblings.

Lisburn City Old Vehicles Club was founded just three years ago by a group of like-minded enthusiasts, to foster interest in the maintenance, restoration and use of older vehicles. To date they've also raised over £2500 for charity and most recently launched their 'Cars and Coffee' Meets. These are a couple of hours on a Sunday morning for enthusiasts to gather and have a chat and some refreshments. The next one is at Down Royal Racecourse from 10.00 to 12.00 on July 19th.

The MX5 Club caters for owners of this cheeky little sports car that's been on our roads for just over 25 years. In that time it has racked up worldwide sales approaching 750,000 and the right to be known as the World's largest selling roadster. The Mk4 version has just been launched to critical acclaim.

'**Lets Stance**' are a group of local enthusiasts who pride themselves in turning out their cars for runs and shows in above immaculate condition that puts most regular drivers to shame after the weekly, sometimes monthly or yearly wash and the occasional polish.

Commentary Vehicle Supplied by Peter Johnston

The 'Green Goddess' (Despite this one being yellow) is the colloquial name for the Bedford RLHZ Self Propelled Pump, a fire engine used originally by the Auxiliary Fire Service (AFS).

Haulage and Recovery

An eclectic mix of older commercial vehicles, from a grain lorry to breakdown and recovery trucks.

At the Manor

Chevron 50th Anniversary The Irish Connection

Chevron founder Derek Bennett brought his first Clubmans race car to Kirkistown in the summer of 1965. Final preparations for the race were done at Gerry Kinnane's garage on the Falls Road in Belfast. They were successful because Bennett won that debut race for the car and we are privileged to have the restored car back here, at Cultra, today.



CHEVRON B1

Many of Ireland's leading racing drivers in the '60s and '70s competed in Chevron cars and we have the car of local legend Tommy Reid on display. Unusually, a couple of the little Chevron B8 sports cars also competed in Irish tarmac rallies in the '70s. Bennett was born in 1933 in Manchester and was a largely self-taught, intuitive engineer and a talented amateur racing driver. He took an apprenticeship in mechanical and electrical engineering before becoming a mechanic, but he soon fell in with the motor racing scene in the North of England, initially in local stock car racing. Bennett soon graduated to building, maintaining and also driving racing cars for himself and other local enthusiasts, establishing himself as a competitive driver at club level, particularly in the Bennett Special, running in a series for 1172cc Ford powered cars; he later moved into the Clubmans category. By 1965 there were sufficient requests for replicas of his Clubmans car and Bennett established himself as a constructor, for a decade and a half producing successful racing cars. Chevron was particularly noted for its small-capacity Sports Cars (B8 & B16) and its Formula 2, Formula 3 and Formula 5000 single seaters. Bennett was working on a Formula 1 Chevron when he was killed in a hang-gliding accident in 1978. We are grateful to Roger Andreason, Tim Colman and the Malkie family for bringing the cars over from England.

Bangor preparations specialist Gary Dunlop has brought along a pretty little B8 belonging to a Dublin customer, who races it regularly in the Irish Historics Race Series. The 1978 B42, from the extensive stable of local legend Tommy Reid, was the last model to have the handprint of Derek Bennett before his accident. These Formula 2 cars driven by future F1 stars, Irishman Derek Daly and Finn Keke Rosberg, were the only real opposition to the all-conquering March cars in that period's European Championships.

This car is currently in the workshops of the Crossle Car Co., being re-prepared for sale.

Crossle at Cultra

Our local Crossle Car Co. has been a perennial supporter of this Event and again bring along a selection of their cars for you to enjoy.

The Original Rescue Services

AA and RAC motorcycle sidecar outfits from the Museum's collection. These were a common sight on our roads right up in to the 1960s and members would always get a cheery salute from their riders.

BOOM and Craft Displays

A group of artists from the Bangor Area and 'Artisans' from the Folk Museum will be demonstrating and showing their skills.

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.

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CULTRA 2015 ENTRY LIST

No	Driver	Year	Car	Town
DUAL ENTRY = Two Drivers sharing the same car				
112	Will	Corry snr	1961	Healey Sebring
129	Joseph	Clarke	1991	Honda Civic
134	Adam	McKee	1985	Opel Manta
139	James	Partridge	1996	Mazda MX5
151	Mark	McAleer	1997	Vauxhall Corsa
153	Conor	Mulholland	2000	Ford Fiesta
156	David	Hinds	1969	MG Midget
170	John	Hamill	1988	Westfield 7
171	Tosh	Townsend	1990	Sylva Fury
194	Ian	Lancashire	2000	Subaru Impreza
198	Russell	Houston	2004	OMS CF04

Vintage and Post-Vintage Category

1	John	Galloway	1929	Austin 7
2	Hugh	Kerr	1934	Austin 7
3	David	Evans	1934	Morris Minor
4	Alan	Clarke	1935	Riley Lynx
5	Michael	Clarke	1935	Riley Special
6	Michael	Taylor	1935	MG TA
7	Sheelagh	Glover	1936	Riley Special
8	Roger	Corry	1936	Riley 12/4 Sports
9	Michael	Cotter	1930	Alfa Romeo 6C

Road-going Historic and Classic Categories

10	David	Brazell	1954	Jaguar XK NZGP
11	Trevor	McIlroy	1959	Healey Sebring
12	Will	Corry	1961	Healey Sebring
14	Bill	Blair	1963	Morris Cooper
15	Conn	Williamson	1965	Sunbeam Tiger
16	Olivia	Coulter	1965	Ford Anglia
17	Jago	Bret	1967	Mini Cooper S
18	Paul	Beardmore	1969	Healey Sprite
19	Christel	Edwards-de Graauw	1969	Triumph Herald
20	David	Cochrane	1969	Healey Sprite
21	Stephen	Strain	1970	Ford Escort Mk 1
22	Chris	Wilson	1971	MG Midget
23	Mark	Faulkner	1972	MG Midget
24	Philip	McDowell	1972	Ford Escort MK1
25	Paul	Robinson	1972	Triumph Spitfire
26	Dominic	McGowan	1972	Ford Escort Mk1
27	Robert	McGimpsey	1972	MG Midget
28	Stephen	Dawson	1974	MGB

Road-going Series Production cars under 1600cc

29	George	Clarke	1991	Honda Civic
30	Richard	Beattie	1991	Rover Mini
31	Ephrem	Bogues	1993	Ford Fiesta
32	Sheryl	McBride	2002	Citroen Saxo

Road-going Series Production cars over 1600cc

33	John	Hewitt	1977	Triumph Spitfire
34	Wallace	McKee	1985	Opel Manta
35	Simon	MacDougall	1986	Porsche 944
36	Mervyn	Johnston	1991	Porsche 911
37	Tony	Hamilton	1994	Porsche 968
38	Connor	Bailey	1994	Mazda MX5
39	Dennis	Watson	1996	Mazda MX5
40	Wilson	Carson	1999	MG F
41	Patrick	Baird	2001	MG ZR
42	Tim	Burns	2002	Mini Cooper S
43	Nad	Haghighi	2003	Vauxhall VX220

44	Michael	Adams	2005	VW Golf GTI
45	Anthony	Upton	2010	Renault Clio
46	David	Gomes	1972	MG Midget
47	John	Kelly	1972	MG Midget
48	Conal	Cormican	1980	Talbot Sunbeam
49	Gordon	Fogarty	1988	Fiat X19
50	Lewis	Dunlop	1989	Mini Cooper
51	Jonathan	McAleer	1997	Vauxhall Corsa
52	Roy	Smyth	1999	Ford Fiesta
53	Trevor	Roberts	2000	Ford Fiesta

MODIFIED Road-going Series Production cars OVER 1600cc

54	Becky	Cherry	1963	Peugeot 205
55	Stephen	Nevin	1968	Modsport Midget
56	Mark	Brien	1969	MG Midget
57	Stephen	Cartwright	1970	MG Midget
58	George	Scott	1970	Scott Special
59	Simon	Brien	1973	MG Midget
60	Norman	Harvey	1976	Escort RS2000
61	Tony	Mclaughlin	1978	Ford Escort
62	Chris	Rogan	1979	Ford Escort
63	Gerard	O'Connell	1979	Ford Escort MK2
64	Gary	McWilliams	1980	Toyota Starlet
65	Steve	Ross	1980	Ford Granada
66	Thomas	Purdy	1980	Ford Escort
67	Tom	Lawther	1981	Rover SDI
68	Paul	Reaney	1986	Caterham
69	Simon	Jamison	1987	Peugeot 205
70	Conor	Hamill	1988	Westfield 7
71	Kieron	Smyth	1990	Sylva Fury
72	Neil	Vaughan	1994	Westfield
73	Leslie	King	1998	KVA GT40
74	Derrick	Miller	1998	Ram Cobra
75	William	Heaney	1999	Ford Puma
76	Godfrey	McCartney	2000	Lotus Elise
77	Jack	Brien	2006	Westfield
78	James	Perry	2010	Caterham R400
79	Brendan	Flynn	2010	Locost 7
80	Robert	Davison	2010	MEV Rocket

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

81	Simon	Brien	1966	Crossle 9s
82	Rudi	Gage	1972	Maguire Mini
83	Alan	Jardine	1976	Ford Escort MK2
84	John	McCandless	1981	Crossle 47s
85	Conor	Lavery	1987	BMW M3
86	Neil	Dugan	1988	Peugot 205
87	Michael	White	1992	Subaru Legacy
88	Philip	Cardy	1993	Subaru Legacy
89	Graham	Boyce	1995	DAX F20C
90	Oliver	Cormican	1997	Mitsubishi Evo
91	Tony	Crilly	1999	Audi A3
92	Barry	Griffin	2000	Subaru Impreza
93	Hal	Catherwood	2000	Crossle 9S
94	Mark	Lancashire	2000	Subaru Impreza
95	Ivan	McCullough	2009	Nissan GTR

Single-seat Racing Cars

96	Jaye	Nevin	2000	Lotus Reynard
97	David	Mitchell	2002	Van Diemen
98	Christopher	Houston	2004	OMS CF04
99	Richard	McGimpsey	2011	RMG

T.S. McIlroy Assessing

Consulting Engineer

Trevor McIlroy/MIMI Ainst AEA

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On the 'Road to Recovery' and Journey Finished

Breakdown Truck

This pre-war Fordson V8 from the Museum's collection was operated by the Alexander Motor Works in Derry up until 1969. It is a long-term project to bring it up to display standard for the Transport Galleries.

Hillman Minx

Bought more years ago than he cares to remember, Henry Snodden's Minx has been fully mechanically restored and he uses it regularly. The body and interior await attention.

Bugatti Brescia

Bill Clarke's car gets its name from Bugatti's cars being placed 1, 2, 3, 4 at the 1921 Brescia Grand Prix. All subsequent 4-valve Bugatti models would bear the Brescia name.

Peugeot 202

Gordon Buckley (our front cover star) completed the long restoration of this cute little car last year. With only two known in Ireland, his explanation that "parts were hard to find" is a real understatement. The little car now has its own entertaining clip on YouTube.

Austin 7

Unlike many motorsport enthusiasts, Michael Henderson elected to restore this pretty little saloon instead of the popular two-seat sportsters, common on Vintage races and rallies.

Peugeot 202

Gordon Buckley (our front cover star) completed the long restoration of this cute little car last year and it has its own highly entertaining YouTube video clip.

Camaro Dragster

Showcasing the diversity of motorsport vehicles this monster from Drag Race Ireland is most powerful car we've ever had here. Sadly it's impossible to run it on the hillclimb, much as owner Wayne Owens would love to, BUT he might start it up for our enjoyment?.

VW Beetle Dragster

Dave Wheatley's Beetle is currently the 'Fastest Air-Cooled Car' in Ireland. Its easy to see why it wins awards wherever it appears, including at the DubShed Show last year.

'Rat Golf'

Indescribable really – you just have to see it to believe this road legal creation, that's about as far away from any other show car as you can get BUT it too won an award at DubShed.

The QUB (Electric) DeLorean

This unique project by Queens University Belfast Engineering Faculty has installed an electric motor in one of these iconic Belfast-built cars to take it "Forward to the Future" of where vehicle motive power is heading.

Museum Restoration Workshops

For today only, visitors to Cultra Hillclimb are being given privileged access to the Museum's Restoration Workshops. You'll be able to see the projects currently being worked on and the skills and trades of the staff who do this highly specialised work. Access to the Workshops is from the rear of the Manor Car Park, past the Displays with a walk down through the picturesque Glen towards the hillclimb Start and Pits/Paddocks. You will be signposted from there in to the central yard and the workshops entrance.

The Next Generation

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 in to the programme.

UUJ RACING Formula Student

Ulster University Jordanstown launched their Formul Student Team at the start of the 2013/14 academic year and are working feverishly towards their second 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 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.

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 access to the sport for interested beginners across those key areas. 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@mediajam.co.uk.



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Hillclimb Awards

Fastest Time of the Day
Lyness Trophy and Replica

UVCC Vintage Handicap
1st, 2nd & 3rd - Trophy

Sports Cars in Classes 1 - 6
1st, 2nd & 3rd - Trophy

Saloon Cars in Classes 1 - 6
1st, 2nd & 3rd - Trophy

Class 7
1st, 2nd & 3rd - Trophy

The Parade Cars Invited by the Transport Museum

Simon & Emily Johnston	MG J2 Midget
Tom Dark	Type 59 Bugatti
Mark Kennedy	Riley TT Sprite
Basil McCoy	Riley Monaco
Billy Patterson	Ford GT40 (FIA)

Forthcoming Events at the Museum:

Sat 27 Jun	Ferguson Heritage Tractor Day
Sat 4 Jul	Mingle with the Moilies
Fri 24 & Sat 25 Jul	RSPB Big Wild Campout
Sun 26 Jul	Capri Car Club Day
Sat 1 Aug	Donkey Day
Sat 15 & Sun 16 Aug	Native and Traditional Breeds

For further information about all our events please visit our website www.nmni.com

Forthcoming TSCC(NI) Events:

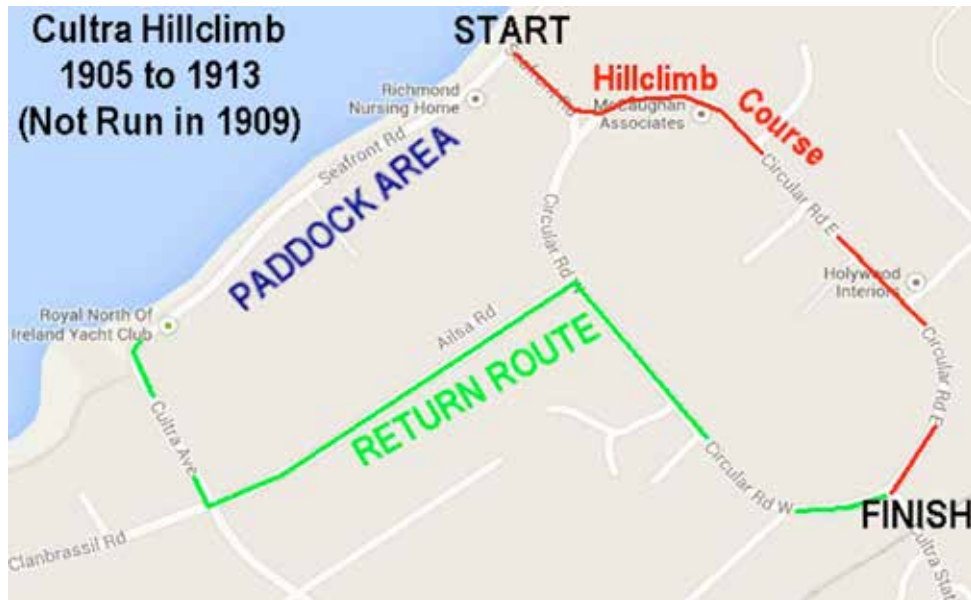
Fri 26 Jun & Sat 27 Jun	TSCC Members will contest Cairncastle Hillclimbs (Admission FREE)
Wed 1 July	Autotest at Kirkistown Race Circuit from 6.00pm (Admission FREE)
Wed 12 Aug	Autotest at Kirkistown Race Circuit from 6.00pm (Admission FREE)
Sat 22 Aug	TSCC Members will contest Garron Point Hillclimb (Admission FREE)



DEBRA WENLOCK ART

www.debrawenlock.co.uk Facebook.com/DebraWenlockArt

The Original Cultra Hillclimb



The original course and return ran clockwise and was only slightly longer than today's



Robert Workman won the first two Cultra Hillclimbs. Here he prepares to start in 1908.

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.

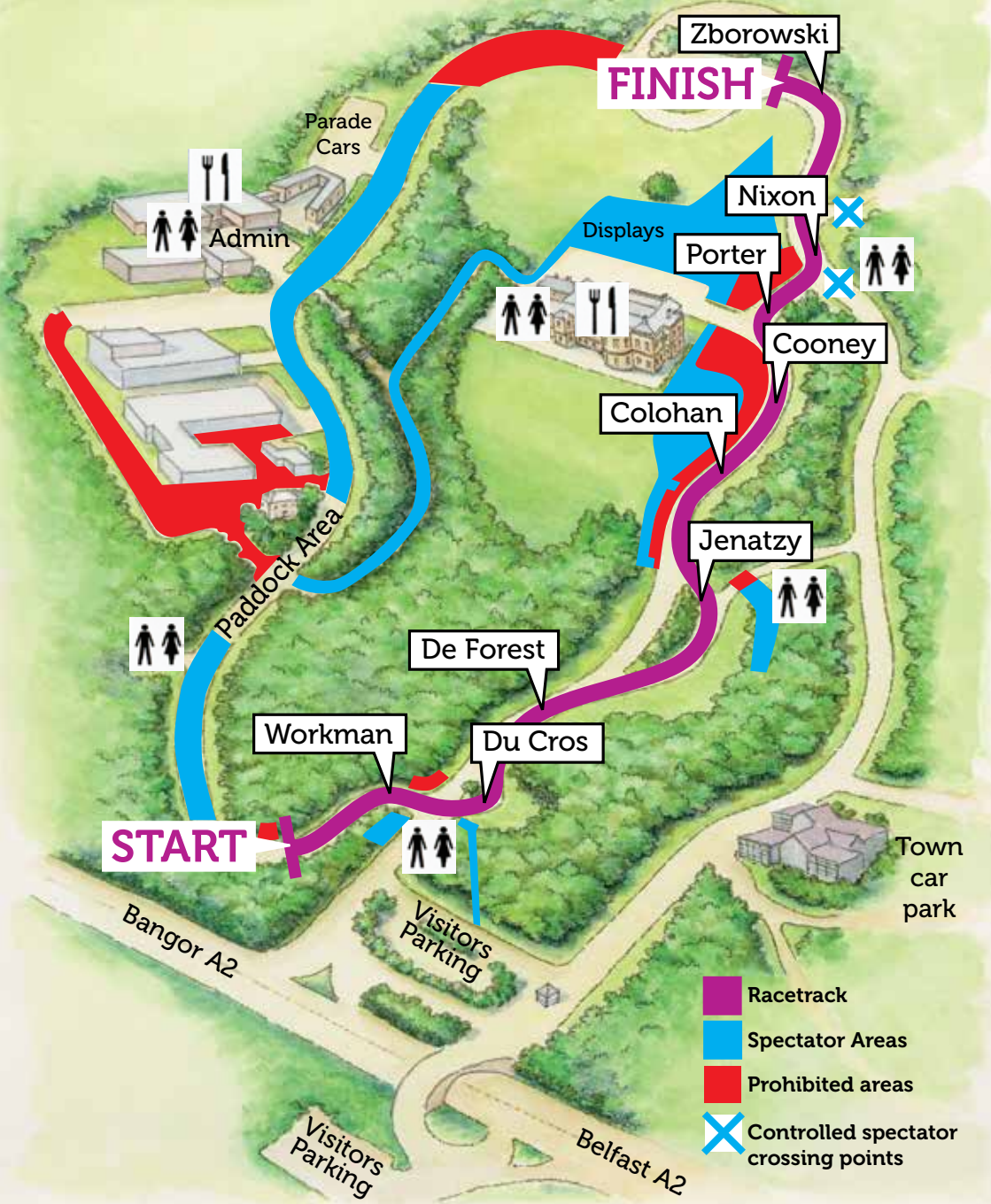
Polish-born Count **Zborowski** suggested that the British cars competing in Gordon Bennett races in Ireland should be painted green as a mark of respect to the host country - giving us one of the most popular car colours of all time - British Racing Green.

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, Pit Stop Bangor , Ballynahinch Motor Club Rescue, Chris Rogan & Autowindcreens Balloo, JPR, Ridgeway Plant Hire, Richard Woods, AS Electrics, McKee Contracting, Debra Wenlock, Lorna Baker Graphics, Paul McMorran, Arnie Black and Crossle Racing Cars, Tommy Reid, 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 display for our enjoyment.

Hillclimb Competition supported by Ards & North Down Borough Council



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