

Joy's Background

Contributed by Joy Rainey
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Article about Joy Rainey written in February 1986 by a Motoring Journalist (not me). Joy Rainey has been competing in speed hill-climbing for over a decade, with a variety of motor cars. Being a perfectionist the challenge of speed hill-climbing appealed immensely and the career began in 1974 with a road going Jaguar E Type. Even ten years ago it was becoming increasingly difficult to win a class at an event with a road going car, as highly developed racing machinery was already making an indelible mark. However, Joy quickly raised a few eyebrows, for her handling of the Jaguar produced excellent times, even to the extent of claiming placings within the very competitive modified sports car class. Having completed three seasons with the Jaguar, Joy was determined to progress within the sport and set herself a very high standard, the outright ladies hill record at all the major venues. Obviously something much more powerful than the Jaguar was required if this target were to be achieved and so a front engined Dastle sports racing car was purchased. Being a little short of stature the car was dramatically modified to suit Joy, whilst at the same time father Murray (one of hillclimbing's greatest innovators) made radical changes to the chassis to suit the demanding courses on which it would compete. The car was fitted with a 250 brake horse power engine, but was incredibly light and thus the acceleration was so totally different to that of the Jaguar that it was almost unbelievable. It took Joy no time at all to adapt to the remarkably potent front engined machine, which she in fact campaigned for six seasons. The results achieved were almost like a fairy tale come true, between 1979 and 1981 Joy never finished lower than third in the highly competitive over 1,600c.c. sports racing car class, taking on the men and at times giving them more than something to think about. The performance of the Murrain, which was constantly developed by Murray (even to the extent of being fitted with a turbocharger) set the hillclimb world alight and the original aim was easily achieved, Joy capturing the outright ladies hill records with almost devastating performances. The final drive in the Murrain came at the end of 1982, but Joy could not desert the challenge metered out by the various courses, contesting the classic car class of the Castrol Midland Hillclimb championship with an Alfa Romeo 6C, a massive car, but one which held no terrors. Although totally different in concept to the record breaking Murrain, Joy quickly tamed the historic machine, tyre squealing to the finish line on many occasions, with such prowess, that by the end of the year she had beaten all the men to the title of Castrol Midland Hillclimb Classic Car Champion, a tremendous achievement indeed.

Whilst the Alfa was great fun, it was obviously much slower than the Murrain, a fact which Joy found difficult to live with, especially as she would like to contest the RAC Hillclimb Championship. As this series caters for the fastest racing cars, a new machine was necessary and so during 1985 Joy took a gigantic step and purchased the extremely successful Pilbeam from the Chase Web Offset Team and fitted a 2.3 litre Hart engine. Only a couple of outings were possible in 1985 as the season was fast drawing to a close when the rebuild of the car was completed, but Joy immediately showed that she will find no difficulty in consistently challenging in the British Hillclimb Championship. 2000

Joy successfully campaigned the Pilbeam from 1986 to 1992 but since 1993 has spent most of her time devoted to her second passion of raising public awareness of Aboriginal Australian culture and working to improve the social conditions of Aboriginal people.

To keep her hand in motor sport Joy occasionally drives the Alfa Romeo 6C and Cooper-Norton as driven during the 1950's by her father Murray to become Australian Formula 3 Champion 1956,1957,1958. 2003 written by Joy

We restored the Pilbeam in 2001 in time to participate in the MAC Centenary Celebration event at Shelsley Walsh. (Read my 17 week Diary in the Telegraph, starting 5th May 2001 <http://www.motoring.telegraph.co.uk/>).

After an eight year lay-off from single-seater competing I thought this would be the beginning of a comeback. But it wasn't.

For some strange reason I wasn't prepared to concentrate on just one discipline of motor sport any more. I wanted to participate in more.

The London to Brighton Veteran Car Run in November 2001 provided me with a taste of what early motoring was like. Haynes Motor Museum let me loose in their 1901 Clement. (You can also read about that adventure in the Telegraph). Unfortunately the Clement didn't make it all the way to Brighton. I'd really like the opportunity of driving in the London to Brighton Run once again.

Oh well, perhaps some day! But next time I will definitely arrive at the finishing line in Madeira Drive, Brighton.