

Rooney's Farm Trial Sat 9th March 2013 CoC Simon Gracey.
By Clive Gracey

Getting a new site is always difficult however for once a chance remark by Gracey Snr at Morris Macaulay's trial regarding what looked like a site on Deehommed Mountain clearly visible from Morris's Farm had Morris jump into his 4/4, drive over to his neighbour the land owner one Pat Rooney and there and then be given the ok for the Club to hold it's 9th of March trial on his land. Great stuff, well done Morris and thanks again Pat.

The Graceys Snr and Jnr spent the next Saturday morning driving over this site which is at it's highest point just over the 1000ft contour on the Ordnance Map for the area, plenty of sections, tight sheep grazed grass, trickleing sections, blasting sections all were on tap, this first bit of reconnaissance was done in very dry conditions, we had been having a dry spell for a few weeks and ground conditions had improved after a wet winter. All was to change in the following week.

By the 8th rain was falling and a cold easterly wind blew, Simon and his father spent a cold and wet Friday morning setting 5 Hills which looked good, the ground was soaking but sections were tested and found to be doable .

Twelve hardy triallists made the start, parking was ok at the beginning of the ½ mile lane up to the mountain top.4/4 drivers had an advantage but all managed to find a suitable spot.

The CoC gave the necessary pre trial talk,4 wheels out was mentioned, tyre pressures set (3lbs with 2lbs for Class C) and off up the lane all went. It was good to see Club Sec Peter Frost driving and Michael Henderson passengering,The Chairman was not driving and had been given the task of tyre pressure checker.

After round 1 the ground seemed to be holding out well and scores were low, John McKinney was on a super 5 lost with father Mervyn on 6 and Trevor Aston on 7 as was Harry Barr and Brian Edgar.It was wet and very very cold.

The second round and on Hill 2 our Championship leader Trevor Aston had a nasty spill when on loosing traction at the 7 mark his car slid back down a steep sloop and turned over,passenger, son Andrew had quickly abandoned ship (he did this again later) leaving father Trevor underneath, nasty and the CoC cancelled the section for this round and altered it for later use.

By the end of lap 3 the ground was breaking up and had become slippery everywhere,scores increased and by this stage Andrew McKinney was leading on 34 with in second spot father Mervyn and son John on 38,Brian Edgar was on 39 and Harry Barr led the B's on 56. Disaster now struck first to fall Brian Edgar when the steering rod on his Crossle broke, next down Andrew McKinney when on driving over a rock (by mistake of course) he holed his sump, on suggesting that he drive out father Tom intervened 'I'll not risk the engine-you can push it out' or words to that effect!

Back at Hill 2 and The Astons were at it again, the car failed at the 9 and started to slide down the Hill this time Andrew decided to abandon ship and slipped out leaving father Trevor to do his worst, actually all was well and the Concord came to a safe

halt further down the slope.' is there some sort of insurance scam going on' asked Tom. However Trevor is at the top of his form this season and despite these setbacks come third on 53 lost to winner John Mc Kinney's 49 and Mervyn McKinneys super 54, John Keatley suffering as most were from the cold posted an off form 62 and Tom McKinney ended on 70 and at one stage also suffered passenger loss when Master Armstrong had had enough and hopped out on Hill 3. So the Event ended and everyone headed to the Pub (Turleys) at Lowtown for the results.

A great site and thanks to landowner Pat for use of same, next season if we can return the weather and ground conditions must be taken into account-this tight sheep grazed and moss covered mountain became difficult when so very wet as it was on Saturday making it very hard to stop cars slipping back when forward motion is lost. We have seen this before even on low lying ground- Simms farm springs to mind. With hindsight (a useful tool) we should have let the posts stay and waited a week for conditions to improve.

And that was that, some stayed for a pint others hurried home, Brian Edgar had with passenger Peter driven down to the paddock in the Gracey Crossle, taken the steering arm off same and returned in John Keatleys Crossle to attempt a repair only to find that the Gracey arm had different threads to those on Brians Crossle which then spent the night on the mountain. Rescue is scheduled for Monday.

Scores 1 st	Class A	John McKinney	49
2 nd		Trevor Aston	53
3 rd		Mervyn McK	54
1 st	Class B	Harry Barr	92
2 nd		Geoff McKay	127