

Graceys Wood Trial Sat 12th Apr 2014 CoC T Aston

By Clive Gracey

This site would be weather sensitive, too wet and the going on the steep wooded hills could be impossible however spring is here and the ground has dried out after a wet winter. Trevor discovered this site some years ago and has set it up every year since, this time everybody reckoned he had done a super job using at least two new areas and spreading the Hills out so there were no holdups.

This is the penultimate event in the Clubs 2013/14 calendar and looking at the score's to date it's going to take the last event to be the decider.

The turnout was low, the Aston Crossle was not competing as he was CoC, the Gracey Crossle was also in its garage as Simon was working or rather sleeping as he is doing a nightshift rota at work, Club Sec Peter Frost was dropping this event as was Brian Edgar although his Crossle was on site for passenger Peter Flack to drive.

Since purchasing his Crossle from Dave Martin Trevor has had his Championship winning Concord for sale, at the last event at Kilcoo he had started to deal with an interested party however D Webster moved quicker and in a flash a cash deal was transacted and a man from Clare arrived into the paddock with his new purchase, would all go well for the tricklemeister on this his first outing with the car in his ownership, time would tell.

A brief word from the CoC followed by the announcement that the Chairman was again checking tyre pressures and off all drove down the lane to the site.

The Hills were arranged so that an anticlockwise route was possible around the steep site. Hill 1 was new and twisted around rocks and

trees with a tight finish. Hills 2, 3 and 4 were on the very steep lower banks, bluebells were the problem here at least for the first round after which it became slightly easier. Hill 5 again a new version had a difficult finish where a wheelie was possible as later demonstrated by Peter Flack in the Edgar Crossle.

By the end of lap 1 John McKinney had a 2 point lead over father Mervyn with Andrew McKinney 3 away. In class B Harry Barr led the way with a 2 point lead over Geoff McKay these two are neck and neck in the Class B Championship so all's still to play for.

What of new car owner Webster, well doing very well thank you and in 4th place in class A so far so good.

Round 2 saw scores drop, John lapped for 6 lost and a total of 16 to Andrews 2 lost and a total of 15, Mervyn was on 20 and the rest followed. In Class B Peter Flack after a shaky start now put together a super lap to end on 8 lost and a total of 31 Peter only drives possibly once a year which is just as well for the rest as he would be a winner if he drove on a regular basis. Harry held the lead over Geoff but only by 6 and Gerard Currid led the way in a Class of his own.

Round 3 and it was noticed that CoC Aston had been called over to the Webster Concord, was after sales service required had a fault been unearthed well no a quick demonstration was given by Trevor and Master David drove off happy. Trevor's business is vehicle repair and maintenance- not sales- whereas David is a salesperson par excellence only time will tell how this new relationship will develop.

By the end of round 3 John was on 20 ,Andrew 22 and Mervyn 23.To get these scores the 3 leaders were flying at the hills, no holding back with a view to preserving the cars and it is to Mervyns credit that he does not let the younger Club members get away from him. For the

lap Peter Flack now was driving well only dropping 5 to John's 4 and Mervyns 5, Andrew knocked his car out of gear on Hill 4 and caught a 7 this actually cost him the trial as he blew 6 points here and in the end John held the lead by only 2. What of Tom McKinney, he had signed on and completed at least 2 laps when he stopped and was seen seated in his refurbished Concord, Reece Armstrong his passenger and the man with his eye on the car for future use was walking about the site, it turned out that Tom's back was giving him trouble and stopping was the sensible thing to do-"letting Andrew in" said Trevor, well not so as Tom had not been in the frame at all however the real reason could be a secret.

The final lap had Mervyn round for only 1 lost; John lost 2 as did Andrew and Peter Flack was on 3 to Harry Barr's 4 and a pleased as punch David Webster on 5.

Results were in the Montagu Arms at Church Street in Tandragee, by 2100 hrs all wounds were healed.

1 st Class A	John McKinney	22
2 nd	A Mc Kinney	24
3 rd	M McKinney	24 beaten on 'ones'
4 th	David Webster	53
1 st Class B	Peter Flack	39
2 nd	Harry Barr	43
3 rd	Geoff McKay	56
4 th	M McBratney	70
1 st Class C	Gerard Currid	128

