

Mountnorris Trial Sat 6<sup>th</sup> April 2013 CoC C W Gracey  
By Clive Gracey.

The snow storm which affected the east coast of Ulster a few weeks ago was the reason why at short notice Peter Flack had asked land owner Stanley Birch if we could come back to his site for the penultimate trial of our season. Permission granted Geoff McKay and Michael McBratney assisted by a few local members set up 5 Hills early on Saturday morning. The ground was very dry; dust was raised during the event and the problem faced by CoC Gracey was 'how to get a winner'. Tyre pressures were set at 5lbs, Scrutineering done, and 14 drivers in 13 cars (one double driven) set off. The weather was really spring like, the sun shone all day and it was warm with no wind, bone dry, really not good trialling conditions.

The ground here is steep and if wet the climbs would all be stoppers as it was by the end of lap 1 only 2 drivers had lost points the rest were running clear. The CoC called a halt and tightened everywhere. Off all went again and by the end of lap 2 still 6 cars ran clean. The CoC who has no hair to tear out retightened every section and too much puffing and panting moved tyre pressures up to 10 lbs.

This tyre pressure move did the trick however before the restart the CoC did a pressure check on all cars and a wonderful set of excuses emerged as to why pressures were ranging ( on the Club gauge) from 8.5 to 9 instead of the required 10. Only members of Tandragee's Thursday Club appeared to get it right?

So inflated to 10 lbs off all went and immediately scores started to build, John and father Mervyn McKinney finished lap 3 on a total loss of 6 followed by Championship leader Trevor Aston on 9 as had Brian Edgar ,Andrew McKinney was on 13 as again was his father and Master Gracey was on 14. In Class B David Webster was on a super 16 well ahead of Harry Barr who was having a poor day on 33. Peter Frost only out for the second time this season and passengering for Harry (who in turn passengered for him) was driving superbly scoring a 5 to Harry's 12 on lap 2 and an 18 to Harry's 21 on lap 3, this will be a test of friendships however Harry got him on lap 4 and finished on 44 to Peter's 56.

Tom McKinney was off form with a very sore back not helped by the hard going causing his Concord to bounce all over the place.

In Class C Gerard Currid was having a good run on this his 3<sup>rd</sup> event, his Facksimile like all Facksimile's climbs well and although Peter Frost won Class C on 56 lost Gerard beat him on lap 1's and 2 ending on a super 65.

In Class B David Webster could not have had a better result, a clear win on 26 to Harry Barr's 44, will he get the B Championship, time will tell.

And so 10 lbs did the business points were lost by all especially on Hill 1 only cleaned by Simon Gracey however early mistakes left him in 5<sup>th</sup> place, Master Aston quietly sailed home fuss free on 10, oddly a bellhousing bolt was found on Hill 1 and like the plumber with the leaky tap it was found to be Trevor's!

John McKinney had another good day but I fear has left his race for the Championship too late and has allowed Master Aston an unbeatable lead going in to the last event at McMahons on the 20<sup>th</sup> of this month.

In Class B this is not the case as Harry has a 1 point lead over David Webster so that is a match which we will enjoy on the 20<sup>th</sup>. David's stated intention is to win that

event outright so no pressure there. Trevor has done the business, it shows that a rigid axled car well engineered with the engine tuned to perfection, driven with skill and determination can be a winner, a world class passenger helps of course.

So that was that. A tough on the CoC trial but tyre pressures got the winner and that's all that matters, we packed up and went down to Mountnorris to the Pub for a pint and the results which were—

1st Class A	Trevor Aston	10	lost
2 <sup>nd</sup>	John McK	12	
3 <sup>rd</sup>	Father McK	14	

1 <sup>st</sup> Class B	David Webster	26	
2 <sup>nd</sup>	Harry Barr	44	

1 <sup>st</sup> Class C	Peter Frost	56	
2 <sup>nd</sup>	Gerard Currid	65	

Michael McBratney broke a drive shaft Geoff McKay his steering.