

Drenagh Estate Trial 08th March 2014.

Last year we had cancelled this event due to the ground being too wet, strangely this year we were ok. Messer's Keatley and Currid had set up 5 Hills more or less as before, this was Gerard Currid's first CoC ed event although he has plenty of experience of marshalling and timekeeping in the Rally world.

Twelve cars and drivers made the journey up to Limavady, most did it in around one and a half hours, The Chairman with furthest to travel took two hours ten minutes for his journey a 200 mile round trip-nothing on the mainland but long over here. Highlight of the day was the unveiling from the Aston van of Trevor's new Crossle-new to him and ex Dave Martin who only had used it a couple of times as was obvious from its condition. Trevor will do well in this machine once he gets to grips with the different style of driving required with an independently sprung car over a rigid axled Concord. Forget Ballymore Road and the gold coast at Cultra, Cornmarket Street is where it happens.

Announcements were made re forthcoming events, Gerard gave his pre trial instructions and off all went. At this stage it was clear that the 'announcements' had not met with universal approval and it was noticeable that the Chairman had a face like thunder.

The Hill's were similar to those used in the past, Hill 1 started through a very muddy patch then climbed up a steep and difficultly stepped bank. Hill 2 at the gate was more downhill than up but not easy. Hill 3 at the side of this site was the muddiest ok on the 1st lap but requiring a heavy right foot as the day progressed. Hill's 3 and 4 were in the centre of this bowl shaped site 5 was the hardest and cleaning it on the 1st lap was really what gave the win to Tom McKinney. By the end of round 1 Tom was on 3 lost to John McKinney's 9 with Andrew McKinney on 10 Trevor Aston on 12 ahead of Brian Edgar 13 and Simon Gracey 15. In Class B Geoff McKay led the way on a super 16 from Michael McBratney on 20.

The 2nd lap saw Tom get round for 1 lost which was really showing the rest of the field up, John McKinney was now on 15 lost to Tom's 4 and Andrew McKinney was on 13, would Tom give Andrew the win by knocking down a 12 marker-not likely-however the Chairman was waiting with the Clubs tyre pressure gauge and by this stage in proceedings anyone found to be 'soft' on

both rears would be looking at 50 points lost-all got through although it was noticed that one car in particular received his fullest attention.

Lap 3 went through easily and the lead was held by Tom however further down the field things were just not as relaxed as they could have been and the sooner a deal can be arrived at transferring Trevor's Concord to Master Webster the better for all concerned.

Harry Barr had a horrid day 1st breaking a stub axle and then hitting a tree and bending his Crossle's front axle, work will be required before the next event which is on the 22nd March.

No surprises on the last lap, Tom held the lead on 3 lost for a final score of 11 and the win over son Andrew who was on 14 with John McKinney just behind on 17 as was father Mervyn. Trevor Aston was next ahead of Simon Gracey by 2 on 28 to Simon's 30 and Brian Edgar was on 41 a very high score for him, just one of those days I suppose.

In Class B Geoff McKay led all the way with Michael McBratney trailing him by 12 points we had no cars in Class C.

So that was that and off home all set, discussion at The Montagu Arms in Tandragee ranged late into the night and a call was made to The Chairman expressing support which was appreciated and the callers noted.