

## Tullynasoo site 2 Trial Sat 7th Feb 2015 CoC Simon Gracey

By Clive Gracey

This the second event held on Gordon Fees land at Tullynasoo is probably the better of the 2 sites, at the rear of the property a good ½ mile plus from the county road and a long uphill slog for those on foot. Simon with help had set out 4 Hills to be done 5 times-this will seem like a mini event to mainland triallers however with a small field usually around 10/11 cars and as we self marshal 4 hills makes for a more 'flowing' trial.

Hill 1 which on the day was marshalled by the writer and son in law Alistair was really just a series of three steep climbs with descents all of which required good throttle control otherwise grip was instantly lost-trickle skills to the fore with changes being made nearly every lap in an attempt to foil progress.

Hill 2 Again steep with a very wet area near the start which was later brought into play. This was the hill on which most lost points.

Hill 3 Again a wide variety of points on the results sheet, this climb starting around a rocky area wound its way up a scrub covered slippery area where the gates had been well placed and made progress difficult.

Hill 4 a new hill with a very wide final climb giving at least 2 choices as to the best route to take, a tricky one which the CoC made harder as the day progressed.

So with parking sorted at Wilson and William Martins adjoining Farm 10 cars headed for the Hills-4 wheels out was to be strictly observed tyre pressures were set at 5 Class A,4 Class Band and 3 for Class C and would the CoC warned be checked-was this understood by all only time would tell.

Brian Edgar had earlier in the season decided to drop this event and arrived with his dogs in his Nissan GT-R all 550 bhp of it! As it's 4 wheel drive would he take it to the hill-no chance-so he faced up to the tough walk and enjoyed being for once a spectator.

Just to explain, Our Championship requires competitors who do not act as CoC's to drop an event of their choice and as we also have a policy of exempting members from CoC duties based on age, myself Brian and Mervyn qualify and so have to drop an event.

Round 1 saw John McKinney in top form and driving in a very determined way he finished on zero which he held through round 2 only losing a 4 on Hill 2 on round 3 and a 6 on the same Hill on the last lap ending the day on 10 lost and the win. However I have gone on to quickly so rewind back to the 1<sup>st</sup> lap and Andrew McKinney had a super lap on 3 with father Tom on 10 and uncle Mervyn on 12 as was David Webster however in Class B Michael McBratney had posted a super 12 to Harry Barr's 14, would he do the business time would soon tell. In Class C Alan Mackey out only for the second time had the lead over Gerard Currid with 22 lost to Gerard's 27.

Round 2 and John ended on zero to Andrews 15 with father Tom also on 15 and the rest following. In Class B Harry Barr had now passed Michael McBratney for 25 lost to Michaels 27 and in C Alan Mackey despite being given misleading information by his passenger had the lead over Gerard by 3 points.

Tyre pressures now had been checked, problems were found and blame was scattered around like chaff behind a combine, however an honourable decision was made which actually resulted in no change to the class results at the end of the day." Much more on this later" Trevor.

Round 3 and John McKinney's total of 4 lost began to look as if he was at a different event to the rest. Andrew followed, Tom next and Mervyn just behind, Harry Barr was on 36 to Michael McBratney's 40 and Alan Mackey had a lead of 5 over Gerard who is fast coming to grips with his Facksimile and getting the hang of the trickle something that that car does very well.

Round 4 and disaster struck Michael McBratney's diff let go so that was that and Geoff McKay very kindly towed him to the trailer park.

By the last round John was away on his own, he came in on only 6 lost for the lap to Andrews 9 which he shared with Father Tom and Uncle Mervyn, it was noticed that Tricklemeister Webster had completed the lap on a super 8 lost, considering that his day had started badly on being given erroneous information re the breakfast venue, confusion had occurred re tyre pressures and his pressure gauge had been mishandled by his passenger it's amazing he finished at all.

So that was that, walking down the mountain later with Brian Edgar we admired the view, to the south the Mourne Mountains all 26 miles of them showing quite a covering of snow, to the north Slievenabley Mountains again with a scattering of snow, thus ended a super day to be outside trialling in great countryside. To Greenans Pub for a pint and the results.

Class A 1st John McKinney 10 lost

2<sup>nd</sup> Andrew McKinney 36

3<sup>rd</sup> Tom McKinney 40

4<sup>th</sup> Mervyn McKinney 43

Class B 1<sup>st</sup> Harry Barr 65

2<sup>nd</sup> Geoff McKay 84

Class C 1<sup>st</sup> Alan Mackey 122

2<sup>nd</sup> Gerard Currid 124