

Cowan's Farm Saturday 21st February 2015 CoC Alan Mackey

By Alan Mackey

This was our third visit to Tullynasoo Rd and district, with magnificent views of the Mourne Mountains in Co. Down.

The weather in the Province was mixed prompting an early call to the chairman from Harry Barr seeking advice on whether to bring his four-wheel drive as snow was falling at home. No concern at the trial site, as it was a very pleasant dry day.

5 hills had been set up within neatly assembled and stacked dry stone walls the day before, with the Chairman and grandson Samuel doing the hard work. Most of the site was tested in his Crossle with tyres set at 8psi, so on the day pressures were to be 8, 7, and 6 for Classes A B and C.

Hill 1 Started tight to the field edge with trickle being the order of the day followed by an easy descent turning right to return up the hill with trickle. Those who managed past this had a small rise at the top to take them to a clear.

Hill 2 Started at the bottom of the field with a gradual ascent turning and travelling diagonally across to a mound that proved difficult to clear, followed by a left turn across to the base of the hill turning right for a steep finish.

Hill 3 a gentle drop down to a turn, tricky but possible taking you to a slight camber round a mound to a climb after a flat approach.

Hill 4 Started with a steady drive to an offset taking you over a steep bank at the 6, this gate would prove difficult for many.

Hill 5 at the top of this site and an up and down section which caught the unwary.

Hills were spread out in a one-way system returning you to hill 1. Simple, but not for Michael McBratney who without GPS is lost, finding himself having to swiftly complete a lap to catch up.

12 drivers started with four laps to be completed and a break after two for adjustments should they be required. After the first lap with 3 clears Brian Edgar in Class A was ahead on 11 lost with David Webster and John McKinney joint second on 19 closely followed by Simon Gracey on 21.

Hill 2 was adjusted after lap one as a wet corner of the field, fed from an overflow pipe, was hampering progression beyond 8, Mervyn McKinney was the closest to passing the gate before a change.

During the second lap David Webster's day was developing with 2 clears, on 40 points. He now led John McKinney by 1 point and was closing in on Brian Edgar with hills 1 & 5 adding heavily to his score, but still leading with 39, with David on 40, John, 43, Andrew, 54. Simon was only one point behind on 55, with Tom 61 and Mervyn on 70 points lost.

In Class B Harry Barr was leading Geoff McKay by only one point after two laps; however Harry had two great last laps to finish 40 points ahead and take the win in the class.

Peter Frost and Michael McBratney had similar lost points during the day and by lap 3 only one point separated them with Michael improving his score during the last lap to take third place in Class B.

At the end of lap 2 with rain threatening pressures were reduced by 2psi, which was justified by light rain during the next two laps.

Tom McKinney sharing Chris Millar as passenger, borrowed from son Andrew produced one clear during the day and a fair complement of low scores, only breaking the century in points by one.

Andrew McKinney had a steady day with his first two laps on 27 points each, but found his form during the last lap. Perhaps it was because the end was in sight but he only lost a further 5 points, equalled hill for hill by David Webster who ended the day winner of Class A.

Gerard Currid had a good day improving on his lost points with every lap completed.

Class A 1st	David Webster & Ewan Payton	58
2nd	John McKinney & Ryan McKinney	61
3rd	Brian Edgar & Lawrence Knox	65
Class B 1st	Harry Barr & Peter Frost	101
2nd	Geoff McKay Alistair Canton	141
3rd	Michael McBratney & Norman Wilson	155
Class C 1st	Gerard Currid & Gerry Doherty	174