



Clwyd Vale Motor Club

Newsletter

April 06

- Established 1966
- MSA Registered
- Affiliated to The Welsh Association of Motor Clubs and The Association of North Western Car Clubs
- www.cvmc.org.uk

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Quiz Night

Guy Woodcock and Carol Murray will be organising a quiz to occupy us during April's social night.

The quiz will include an element of general knowledge with some Motorsport questions. Carol has been planning (or

Wednesday 19/04/06

should that be plotting) the quiz for many weeks, so it should be an interesting one.

So get your thinking caps on and join the fun.

Venue: Pwll Gwyn, Afonwen 8.00

Night Navigational Exercise

The Father and Son team of Graham and Stuart Thomas have produced an interesting route, crossing the border of both 116 and 117.

So if you fancy a challenge instead of a night in front of the telly get yourselves over to Holywell.

Friday 28/04/06

Start: Car Park on the approach to Holywell Town Football Club's pitch 189.5754.5.

Finish: The Druids Llanferres.

Time: From 7.00 pm

Clwydian Cars

Preparations are now well in progress for this years Stage Rally. Officials, Rescue team, Recovery team, venue etc have been booked. There are now 26 entries to date.

The venue itself needs a little attention, if anybody would like to offer a helping hand, there will be a party of people going up very shortly. If your interested please don't hesitate to contact one of the organising team.

As far as the running of the rally on the day is concerned all volunteers are welcome with or without experience, some early risers are needed first thing on rally morning to guide competitors to Noise, Scrutineering, Trailer Park, Service Area etc.

Time Keepers will also be required for 3 Start/ Finish controls and 3 arrival controls if

Saturday 20/05/06

anybody can help please get in touch, if you don't have experience don't worry we will put you with some one that has, to guide you through.

When the Rally starts as many Marshals as possible will be required to marshal the complete route, so if your not doing anything on the 20th May come up to the ranges (MR 124/736½ 308) by 7.30am and sign on, your help will be greatly appreciated.

If you want to find out more come along to the Marshals meeting on Wed 17th May 05 at the Pwll Gwyn Hotel, Afonwen.

Stuart Jones & Eddie Blackwell,
Joint Clerk's of the Course.
Tel: 01352 720684.

May Dates

3rd May	Committee Meeting
17th May	Marshals Night
20th May	Clwydian Cars Stage Rally
26th May	Night Nav

What's On

Apr 15 / Apr 16 - AFG Rali
Môn (Closed-to-Club) Road
Rally (Anglesey) Lee Matthews
(01248 421681)

Apr 16 - Twyford Woods
Stages (NatB) Multi-Use
Stage Rally Jason Simms
(01773 875138 / 07740
165513)

Apr 22 - Aintree Sprint
(NatB) Sprint Phil Gough (0151
5203119)

Apr 23 - Ditton Priors Stages
(NatB) Multi-Use Stage Rally
Dave James (01588 672363 /
07989 553968)

Apr 29 / Apr 30 - Night Owl
Road Rally (NatB) Road Rally,
Aberystwyth & DMC

Apr 29 / Apr 30 -
InterNatWelsh Rally
(International/NatA) Stage
Rally (Epynt) Richard Clarke
(02920 862852)

Apr 29 - Three Sisters Sprint
(NatB) Sprint Margaret
Malcolm (01772 725985)

May 06 - Adrian Hemingway
Knockhill NatSprint (NatB)
Graeme Forrester (01900
825642)

May 07 - Procure Three
Sisters Stages (NatB) Multi-
Use Stage Rally Alan Bibby
(0161 728 2609)

May 13 / May 14 - Eagle Road
Rally (NatB) Road Rally
(Newtown) Wayne Jones
(01686 640683)

May 14 - Scammonden
Hillclimb (NatB) Hillclimb
(Scammonden Dam) Paul
Goodman (01625 876300)

May 14 - Lee Holland Memorial
Stages (NatB) Multi-Use
Stage Rally (Anglesey Race
Circuit) Rod Brereton (01282
859103)

Telford Winter Stages - 18th February 2006 - Sweet Lamb & Hafren

Driver: Andy Williams
Co-driver: Peter White
Car: Subaru Impreza STi
Weather: Cold and dry with sunny
spells but icy underfoot

It was 2 weeks to go before the Winter Stages and I was looking forward to being part of Andy's service crew but he said that he was having difficulty finding a co-driver. I had not renewed my licence so I could not help him. He persuaded me to apply for my licence, just in case. My licence arrived 2 days before the event and Andy said I was doing it! I have had a long lay off for various reasons; including being very ill the last time with Andy on the Cambrian in '04, but it would have been very rude to turn down the ride. I have competed on this event a couple of times and also many other rallies at Sweet Lamb, so I had a good idea of the stages and was very pleased to be told that we were on 'pace notes'. Andy has also been to the venue a number of times and indeed was 4th overall and 1st in class on the Winter Stages last year, so we felt very confident that we could get a good result. The only problem was that Andy's last two visits to Sweet Lamb had resulted in DNF's both with overheating or radiator problems!

In the weeks before the event, Andy had completely rebuilt the engine, including new heads and steel gaskets, to cure the overheating issues and he assured me that the car felt very good. Although it is running a standard gearbox and diffs, I was convinced that the driver's competitive ability and skill would overcome the lack of power and fancy trick bits that our opposition would be running.

The 60 car entry list looked very useful with Marcus Dodd in a Hyundai Accent WRC at car 1, Stuart Jones (Evo 9) car 2 (no, not that one!) Nick Kenny (Scuby) at 3, Owain Beman (Evo 6) at 4, 'Mad' Mick Jones in a very quick Mk2 at 5, Huw Jeffreys (Scuby) at 6 and we were car 7 so were going to have to give it our full attention to get a decent result. Looking further down the list, we spotted John Leckie at 16 with Jon Madoc-Jones alongside so, no matter what, we had to see them off.

We had a great support crew with Rich Marshall, Rob John (who's luminous hose has to be seen to be believed?) and Brian Harrison, ably assisted by his 9yr old son Joe. We all met at Andy's on the morning of the event at some unearthly hour and duly set off to Sweet Lamb.

We arrived at the service area, in the top car park because the 'bowl' was being used competitively, at about 8 o'clock and set up our pitch. First problem, the car refused to

start and we had to roll it off the trailer and sort it out. A change of plugs to soft ones, not the easiest of jobs on a scuby, got the thing started so we went over to noise and scrutineering. No problems, although the scrutineering was very cursory and Andy called it a MacDonald's check (drive-thru!) but the car was safe and the scrutineer was the one who had log booked the car anyway. We took the car back to the service pitch and while we signed-on, the lads changed the plugs and put back the hard competition ones.

First car was due to start at 10 o'clock and we set off to join the queue but we were only firing on 3 cylinders! MC1 was in the service area and there was only a short run out of less than a mile to SS1 arrival and Andy did his best to get us running on all 4.

SS1: 4.3 miles. For those of you that know the venue, the first mile of the stage was on the entrance road to the bowl and then up the hill towards the top car park and along the road in front. We were a bit cautious over this first bit because it was still very icy and the parts of the road that were still in shadow could easily catch you unawares. The road up the hill towards the top car park saw us get into a real 'sphincter clenching tank slapper' on the ice but, fair play to Andy; he caught it and pulled it all together. The rest of the stage was ok but that first incident had made us a bit tentative and our time saw us outside the top ten.

SS2: 5.85 miles. There was a 3 mile road section up the A44 towards stage 2 and the sun was getting higher and we felt more confident that the roads would be drying out. The first mile of the stage saw my first problem, the notes were not right and Andy drove as he saw it until I picked them up at post 1. The rest of the stage was good and the pace was getting better. Going through the 2 water splashes in the bowl was great fun although it was very rough in between them. The last part of the stage was in Hafren and then a 14 mile run back to service. Better stage times pulled us up into the top ten.

Service A: 20 minutes in service and our crew checked us over and young Joe cleaned the number plates. I had a look at Leckie's times, he got us by 3 seconds on 1 but we took 5 back on 2 and we were now 2 seconds in front of them, which was nice.

SS3 and 4 (a repeat of 1 and 2): A mile into 3 we were going up the hill that caught us out on stage 1 and saw Rich Marshall standing in the road frantically flagging us down and as we came over the crest we saw car 6 on its side on the tricky hairpin left but there was just enough room to get past it. Towards the end of 3, on the tarmac section,

Telford Winter Stages - 18th February 2006 - Sweet Lamb & Hafren

my old problems were coming back to haunt me and I had to get out of the car at the end of 3 to throw up! Must be Andy's driving? I'm still not ok going through 4 but Andy was terrific and his driving was fantastic. Just after the narrow bridge in Hafren we drove over and flattened an exhaust system that had been dropped by the car in front and when we got to the stop line we came across Mad Mick looking underneath the Escort, we gave him the news that we had flattened his exhaust but he did not seem to be bothered and with a smile he jumped back in his car and drove off. A couple of miles down the road section Mick was stopped by the side of the road trying to unwrap a strip of red and white tape off a telegraph pole, obviously to try and secure what was left of his exhaust. We stopped and Andy gave him a length of wire that he happened to have in his glove pocket! Got back to service and our stage 3 time was 12 seconds better than stage 1 and stage 4 was 10 seconds quicker than stage 2. I was looking forward to getting a look at Leckie's times.

Service B: 45 minutes allowed in service and the boys gave the car a good hard looking at. They didn't need to do much to the car, spanner check and swap the tyres from front to rear. We went over to talk to a downhearted Leckie to find out that he had snapped a shaft on stage 3 and was out of the event, what a shame. We had moved up a place on the time sheets and were lying 9th overall.

SS5: 5.60 miles. Going well through the stage until just after post 19 the engine note changed dramatically and I thought 'turbo'. With only a mile to the end of the stage, we carried on with the car well down on power and obviously we had a serious problem. On the very short road section to stage 6, Andy got out to have a look and reported that the exhaust had blown; with no time to do anything we made the decision to carry on through 6 and see if we can repair the exhaust at the next service.

SS6: 4.60 miles. We did this stage with the blown exhaust and no turbo boost so our times were not looking good.

Service C: A hive of activity from our crew and I have not seen Rob rush around so much and be so light on his feet, in fact it was Rob that found the exhaust problem, the lambda sensor blanking plug had been ripped out. Frantic searching in the tool box for a bolt with the right thread but nothing found, they went round the service area to see if anybody had a bolt and it was Geoff Jones that said 'Pinto spark plug!' Rob fitted the plug, which fits perfectly, and we jested that if we fit a plug lead could we get it to work as an afterburner! Had a check of our times and we were 8th overall, not bad considering.

SS7 and 8 were a repeat of 5 and 6. I had a chat with Andy before the start of 7 and explained that I was still not feeling up to speed so as these 2 stages were a repeat and he knew them very well, he agreed to let me ride them as a passenger and not read the notes. This was the first time in 40 years that I have been given a competitive ride with nothing to do, thanks Andy. Half way through 7 Andy was having problems with the engine overheating again and he had to switch the anti-lag off to try and reduce the temperatures. We got to the end of the stage and coasted down to the arrival of 8 and he jumped out and opened the bonnet to be met with a cloud of steam. He emptied our drinks bottles into the boiling radiator and also scrounged

water off the following competitors as they passed us going into arrival. Still not enough and the ever resourceful driver got a few tools out and commenced to rip out the water spray bottle out of the boot and pour this into the rad. As this half mile road section is timed at 5 minutes, we were starting to go into our 15 minutes penalty free lateness. I kept my eye on the time and advised Andy that we needed to go into arrival otherwise we could go OTL. He chucked all the loose tools and spray bottle into the car and jumped back in. We booked in 9 minutes late so we were still ok but the car was not!

First mile of 8 was downhill or flat so we took it very easy so as not to boil the rad again. The section after the bowl was uphill and the temperature climbed dramatically until we got to post 11 and the last couple of miles were flat and then downhill. We virtually coasted down to the finish with our minute man nearly catching us. Next problem, we have completed the stages but now we had a 5 mile road section to do with 12 minutes allowed and 6 minutes left of our penalty free, this was going to be an ask. The engine had boiled dry again so we scrounged more water off the stop line marshals and Andy ripped out the windscreen wash bottle and filled the rad with that as well. Time was now tight and it would be a crying shame to retire after doing all the stages but not being able to get to the last control.

After 10 minutes I advised Andy that we now had 8 minutes to do the 5 miles. The engine had cooled enough but would not start and it was fortunate that we were on a slope, so we bumped the car to start it and she just fired up! Now we are into our final 6 minutes and the run to the finish was down the A44 and back up into Sweet Lamb and up to the final control in the service area. I shouldn't really comment on the ride to the finish but I think we were going quicker than in the stages! Fortunately no traffic on the A44 and we got into MC2, the final control, 17 minutes after our stage finish so I calculated that we were just ok. I imagine my surprise when Rowand Prentice, the finish control marshal, said I could have any time I wanted! Andy and I were relieved and delighted to have finished considering the problems we had all day.

The lads had packed everything away and we drove the very sick scuby straight onto the trailer and switched it off with steam everywhere. We had a look at the stage times that had been published up to stage 6 and we were in the top ten but the problems on 7 and 8 would have pushed us well down the order so we both decided to call it a day and go home before the provisionals were posted.

I know that we all have stories to tell about our Motorsport exploits but this was a very eventful day and the fact that we finished at all was down to a brilliant service crew and a driver who deserves a decent co-driver to match his undoubted talent. I will never forget those last 2 stages when I was given a 'white knuckle ride' which made me realise just how quick these rally cars are travelling. If I never get back into a rally car again I will always remember that ride.

Sunday: Phone call from Andy, we had finished 7th overall and 1st in class! My first thought was one of horror that we had not stopped for the awards. I immediately phoned Kevin Hutchings, the Clerk of the Course, and sincerely apologised for us not stopping. He was fine about it and hoped that we had enjoyed the event. I certainly did.

Peter White

Astra Stages 2006 (A competitor's day)

Crew: Richard Birch, Tom Parker
Service: Elfyn Morris, Dave, Helen Morris, Catrin Morris, Steve Mez & Jen
Chase Car: Ian Rowlands (Yanto), Gwyn Morris and Mikey Rowlands

The first rally for the year, after the disaster on the Cambrian I was determined to nail a forest event and this rally was going to be it. A brand new clutch, a gearbox rebuild and an inspected diff and all the other prep work that goes on through winter (you rebuild and clean everything that you can without too much expense because you're bored stupid).

The week leading up to the rally was pretty annoying, the car had a starting problem and a hesitation at the throttle at about 3½ thousand revs (what a bummer), so I replaced the cut off, leads, dizzy cap, plugs, rotor arm, coil module and last but not least a starter motor again, this solved the problem thank God. Friday evening it was off to Llangollen for scrutineering and noise, we sailed straight through both of them and off 2 signing on to stuff our face full of sweets. Back at home that same evening was simple—throw everything into the back of the van and as usual “yes you got it” to the pub for a well earned drink.

Saturday morning Tom picked me up, both of us feeling calm and relaxed ready for the day ahead. We all got to Llangollen where we kept the car in Al Hayward's Uncle's (cheers buddy) it was a quick check of the levels and off to the pavilion to have a chat with other competitors.

Stage by Stage (This way will be quicker)

SS1—A short one to begin with to warm us up and it almost ended here on a left 4 -slippy, we shot into a bank/ditch, kept my foot in and we just got out but the damage was done to rear drivers wheel, something got damaged on the radius arm but we didn't find this out until the end of the day. Thanks to CVMC members for marshalling.

SS2—After the performance on the last stage lets get round this one without any near misses was the attitude and it went as a nice clean run.

SS3—The biggest stage of the day, 13 miles long. I've always wanted to do this stage as a competitor as I've been marshalling on it for years and it was brilliant, loads of fun, even with a cock up at a hairpin left uphill cost us

some time.

SS4—My favourite stage of the day we got the car flat out, one thing I'd never done on gravel—well chuffed.

SS5—New stages for me now, never ever been to Aberhyrnant before and Ian Rowlands said I will love it, it was great fun even with a 4th gear spin on a left (it was close, ask Tom!!).

SS6—Get to the finish and have a laugh at the hairpins on the handbrake ye ye ha ha!!!

What a day it was fantastic, well done to Tom a job well done and thanks to:

Sponsors

Proact International, Denbigh

Eddie Blackwell

Clwydian Cars

Maldwyn Williams, Denbigh

Petes Taxis, Denbigh,

Signrite (Stuart Jones, top lad)

Gareth F. Clarke Plant Hire.

It was a big help, thank you very much.

Special thanks to:

Eddie—for the late starts and the early darts, the week leading up to the rally a big help, thank you.

Ian Rowlands (yanto) - Cheers for letting me do my car at your house it's a big help and for doing chase car and letting me borrow your service stuff (I know I'm a pain the ass).

Gwyn Morris—Top fella on Pugs, thanks for your help over winter and for doing chase car and for nicking your spares (can I do the same for the Mutiny?)

Catrin & Helen Morris and Clare Parker -Thank you for the food it was lovely and everybody loved it.

I will say it again if it wasn't for all these people who get involved I wouldn't get out there, and if I have forgotten anyone I'm so sorry but to everyone who is involved when I do a rally all I can say is thank you very much.

Now I got that out the way I need a favour in a few weeks on the Mutiny Rally do you all fancy doing it again and I'm not taking NO for an answer (joke).

The bet me and Willie had, “who would be the April Fool”, it wasn't either of us, we both backed a loser.

Wanted

Road Rally car - must be small, fast and reliable with safety equipment fitted, although doesn't have to be too high a spec as only for Novice crew. Up to £2500 waiting for right car. If anyone is looking for a navigator I would consider doing the odd road event in the meantime with novice/semi driver. (I may be a little rusty as I have not competed for over 24 years!)

E-mail: keithcross100@hotmail.com

Astra Stages 2006 (A Marshal's day)

Friday 31st March – Set up day

Clwyd Vale had been asked to run the first stage of the event, Alwyn South, which had not been used for 9 years and promised to be a cracking 3.7 miler with some very fast straights and notoriously tricky bends. As with all rallies, the success or failure of the event depends upon the preparation beforehand so Richard Marshall, Guy Woodcock and I met at the stage start on Friday to do the set up. I was the first to arrive and on making my way to the start and was faced with an alarming half mile 'road' section up the side of a field which was badly rutted. I feared for the ability of the marshals and 2 wheel drive competitors to gain access to the stage. My first task was to find the stage furniture; control boards and arrows etc., which Alan Hickson, the Deputy Clerk of the Course, had cunningly hidden in the undergrowth. Rich was the next to arrive and his first words were "what the f**** was that all about?" meaning the access track which he had struggled to negotiate. Guy arrived and he also said an equally colourful "no way". After a brief discussion it was decided that the only solution was to do the marshal signing on at the stage finish and bring them in WD as long as we could get the stage cleared and ready to run by 8am. The three of us then proceeded to go through the stage and set up the arrows, radio boards and tape etc., which was no problem apart from the usual difference of opinion about the angle of the arrows and was duly compromised in favour of safety. We had a couple of runs through to double check the set up and agreed it was all ok. One issue that had to be addressed was a problem with post 3, which was a particularly nasty unsighted square right after a crest and immediately after a long straight. Last time this stage was run, dozens of cars had explored the ditch on this bend and Guy had produced a very nice encapsulated warning sheet to show to all the competitors at the arrival control, we also added more tape before the bend to make it more visible. A problem that Alan Hickson had made me aware of, a couple of days before the event, was a gate at the bottom of the access track to the stage start that was going to have to be manned due to 'lambing' issues. It was a relief to learn that Ian Marshall had agreed to man the gate with suitable remuneration from the organisers.

Saturday 1st April – Rally day

The view from SS1 Arrival and Start

I arrived at the stage finish just after 6:30 in the morning and Rich was already there, I grabbed a couple of signing on sheets and went WD into the stage to the start area. As Rich was the stage commander, he was going to stay at the finish until just before 8 o'clock and then make his way to the start area leaving Guy to run the finish control with the 'likely lads'; Gareth, John, Paul, Leroy and John Lee. Pat and Stu were running the start and I was doing arrival with Rob Edwards.

Arrival: First car from the Historic event was due at arrival just before 9am with the usual plethora of organiser's cars and vans etc., needing to go through the stage beforehand. It was a relief when course car 0 arrived and we could get on with the job in hand because it was very cold, windy and bleak at the arrival and start areas, in fact we were bombarded by hailstones at one point. Our fears about the access track became a reality when almost every competitor complained to me about it and in fact one competitor, a mini, burnt his clutch out trying to get to arrival and had to retire before turning a wheel in anger. Quite rightly, he was not a happy chappy. As far as the arrival control went, Rob and I had no problems at all with me putting the times on the competitor's time card and Rob completing the check sheets.

Start: Again the weather came into play here with Pat and Stu struggling to keep the traffic light start apparatus from becoming airborne because of the wind and rain. The ingenious solution of tape, rocks, hammers and axes had to be seen to be believed. Rich had a good day as stage commander with only one car 'falling off' and this did not cause any delays because the car was well off and the crew were ok. There was one issue that Rich had a problem with and that was the start radio man who was using a hand held radio out of his car and insisted on running around the start area with Rich trying to keep up with him!

After the final closer went in, we collapsed all the arrival and start furniture and went into the stage to make sure all the junctions had been tidied up. A good, successful day all round and the usual professional effort put in by the members of Clwyd Vale Motor Club.

Peter White and Richard Marshall

Sprint and Hillclimb News

April brings the start of the Sprint and Hillclimb season. Following my success during the 2005 season, I will again contend the ANWCC Sprint and Hillclimb Championships, as most of the rounds clash, I will also compete in Chester & Liverpool Motor Club's Speed Championship.

The Fairthorpe Electron Minor is now sporting a roll-over bar, this means extra weight, possibly slower times, but that must be preferable to landing on your head in an off.

The first event is at Harewood Hill near Leeds over the Easter Weekend, a place not visited before, and unfortunately, the organising club do not run a classic car class, so the Fairthorpe with its mechanical roots back in the early 1950's will be up

against more modern machinery. David and Goliath comes to mind, well it's all in a days fun!!

The following weekend is Liverpool MC's sprint at Aintree, where last year a second in class was achieved. With Ellie, Stuart's wife, due to give birth, May's events calendar is light, except for a possible invitation to run at Shelsley Walsh, UK's oldest motorsport venue currently in use. June brings a double header at Ty Croes and a return visit to Aintree. Only one event is planned for July, Loton Park near Shrewsbury.

The remainder of the season is still to be confirmed.

Graham Thomas

N.N.E. March 2006—Organiser's Report

March Night Navigational Exercise took place on Friday 31st March starting at Denbigh. I did not expect more than 3 or 4 entries due to the Astra Stages being on the following day and knowing that Pete Williams, Mark and Liam Thomas etc., would not be out.

However, 9 cars started! (and finished!!), that was so nice to see an I hope that entries will continue to rise on these enjoyable events.

The route was straightforward to plot, simply entering and leaving each kilo square as instructed. The experts' references were all mixed up of course to keep them at the start for longer! I had put the symbols out, all clear as usual!, in a Kia Picanto the evening before but discovered that the odometer was a bit optimistic in reading 5% fast. A route amendment was therefore issued unfortunately cutting out some classic lanes around Sodom and Tremerechion. This caused the Experts particularly some food for thought in delaying them a the start even longer!

The route itself took in some classic rally lanes around the infamous 'Mental Loop' near Denbigh across to the tight narrow lanes above Llanrhaeadr then via the Pant Pastynog and Llanrhaeadr hairpins (the Kia goes round in one here!!) to the fast lanes through Llanynys and Rhewl. Then onto the maze of cross roads and junctions through Llangyhalaf and Gellifor, along the smooth 'white' in Llangwyfan to the Dre Goch loop, down to the Geinas in Bodfari, a quick sprint along the yellow at Ty Draw to finish at the Dinorben Arms in Bodfari where over 20 members enjoyed fellowship.

1st overall and 1st expert went to Gayle Hughes Davies trying to maintain her championship lead and bringing ace

navigator Andrew Brown out of retirement!

As most competitors got most of the symbols the event was very much mileage based they had the distinct advantage of getting the mileage correct as they were in the Kia but even so gained 57 mileage penalties! This was put down to wheel spin due to Gayle's enthusiastic style of driving. 2nd overall, 1st novice were Stuart Kelso and Mike Hughes in the Skoda VRS who had a near perfect run, one wrong slot gaining them extra mileage penalties. 3rd overall, 2nd novice were Stuart and Graham Thomas in a Nissan who left the start without their route amendment but weren't penalized for this although they must have thought the event would never end! 4th Overall, 2nd expert were Gwyn and Gareth Jones in the Quattro, steady run as usual. 5th Overall and 3rd expert were Stuart and Derek Jones in the lovely MG ZS. Stuart wrote down the second symbol as a 5 when it was actually a U. He was seen in Specsavers on Saturday... 6th Overall and 4th expert were Geraint and Tomos Jones in the Land Rover, they had a good run bit again mileage penalties put them out of contention. 7th Overall and 4th novice were Keith and Lynn Gush in the Nova closely followed by Nick Barnes and Reg Graddon in the rally prepared 205. Both crews had a few wrong slots incurring high mileage penalties but learnt a bit more local knowledge! (you should deduct and compensate your mileage reading accordingly!) Finally in 9th place, 5th Novice were Keith and Rachael Cross who arrived at the start at around 8.30, brilliantly plotted the route quickly and had a great run to finish on time, well done! Hope you all had a nice night and wasn't it so nice to see the Novices beating the so called 'experts'!!

Brian Howatson (organiser)

Championships as at 11.04.06

<u>Drivers Championships</u>		<u>Night Navigational Drivers</u>		<u>Newcomers Championship</u>	
<u>Drivers - Road Rally</u>		<u>(Novice)</u>		Stuart Kelso 101	
Roger Powley	221	Stuart Thomas	90	Keith A.J. Cross	91
Mei Jones	141	Keith A.J. Cross	81	Brynmor Pierce	90
Howard Price	98	Stuart Kelso	70	Rachael Cross	81
Dave Jones (Holywell)	62	Keith Gush	60	Leroy McDonald	62
Ian Lloyd	61	John Broadhurst	35	Kristopher Pirie	58
Mark Carter	60	Kevin Peacock	23	David Edwards	51
Kevin Parry	56	Nick Banks	23	Paul Dolby	51
David Edwards	51	<u>Night Navigational Drivers</u>		Glyn Jones	47
Baz Green	46	<u>(Expert)</u>		Keith Morgan	46
Keith Morgan	46	Gayle Hughes-Davies	165	Gruffydd Parry	46
Gruffydd Parry	46	Geraint Jones	143	Mike Evans	46
<u>Drivers - Stage Rally</u>		Gwyn Reynolds-Jones	108	Richard Schofield	46
Gwyn Thomas	61	Mark Thomas	71	<u>Social Club Championship</u>	
John Lee Rowlands	46	Derek Jones	55	Tomos Jones	208
Mark Thomas	36	<u>Night Navigational Navigator</u>		Geraint Jones	202
Andy Williams	36	<u>(Novice)</u>		Gwyn Reynolds-Jones	198
Richard Birch	32	Rachael Cross	81	Gareth Reynolds-Jones	190
Jonathan Whalley	27	Liam Thomas	71	Gayle Hughes-Davies	175
William Rowlands	1	Michael Hughes	70	Stuart Thomas	163
<u>Navigators Championships</u>		Lynn Gush	60	Brian Howatson	160
<u>Navigators - Road Rally</u>		Graham Thomas	60	Stuart Jones	150
Leigh Powley	221	Gareth Williams	35	Graham Thomas	143
Brynmor Pierce	90	Osian Hooson	30	Liam Thomas	135
Gareth Price	74	Glyn Jones	23	<u>Gareth W Jones Championship</u>	
Cyril Jones	61	Reg Gradden	23	Roger Powley	241
Kristopher Pirie	58	<u>Night Navigational Navigator</u>		Leigh Powley	241
Paul Dolby	51	<u>(Expert)</u>		Mark Thomas	227
Gwawr Hughes	51	Tomos Jones	143	Tomos Jones	208
Richard Schofield	46	Brian Howatson	130	Geraint Jones	202
Rob Jones	46	Gareth Reynolds-Jones	108	Gwyn Reynolds-Jones	198
Gareth Jones (Llanfairfechan)	46	Stuart Jones	55	Stuart Thomas	190
Frank Steele-Mortimer	41	Andrew Brown	35	Gareth Reynolds-Jones	190
Steven Price	41	<u>Junior Championship</u>		Gayle Hughes-Davies	175
<u>Navigators - Stage Rally</u>		Tomos Jones	208	Brian Howatson	160
Phill Harrison	90	Liam Thomas	135		
Mark Thomas	82	Osian Hooson	50		
Peter Williams	63	<u>Mini Championship</u>			
Mike Evans	46	Gareth Reynolds-Jones	190		
Alun Hayward	42	Eirian Jones	10		
Pete White	36				
Tom Parker	31				
Peter Dennis	27				
Keith Jones	27				

DUE TO THE CHAMPIONSHIP TABLES BECOMING QUITE LARGE, ONLY THE TOP SCORING PEOPLE WILL BE DISPLAYED IN THE NEWSLETTER. FULL TABLES WILL BE AVAILABLE TO VIEW ON CLUB NIGHTS AND HOPEFULLY SOON ON THE WEBSITE.