



Clwyd Vale Motor Club

Newsletter

July/August 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

Club Contacts

Chairman
Eddie Blackwell
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Club Secretary
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General club admin, official correspondence.

Newsletter Editor
Pat Jones
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Reports or any other items for the newsletter.

Competition Secretary
Pat Jones
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Memberships Club Championship administration. Send results etc to Pat. She also has regs for other club's events & Competition Licence Forms.

Gymkhana

19th July

Geraint Jones has kindly offered to organise a Gymkhana for us this month on the fields around his home.

It will be a bit of fun, however, there will be classes for people turning up in 4wd's, or on forest tyres etc. as points gained will contribute towards the social club championship. All more than welcome!!

Venue: 116/070 688½, Penpalmant Farm, Denbigh (the correct gateway for entrance will be arrowed)

Time: 7.00 Drivers Briefing!!
7.30 Start

Entry Fee: £3 per crew

Night Navigational Exercise

28th July

Eddie Blackwell will be organising this month, the start will be the usual layby at the top of Lixwm.

Start: 116/169 714

Finish: TBA

Time: Novices 7 pm and Experts 7.30 pm

Contact: Eddie Blackwell 01352 780631

Entry Fee: £3 per crew

Natter & Noggin

16th August

Chance to catch up with all gossip in our little world.

Venue: Pwll Gwyn, Afonwen from 8.00 onwards

Flint & Denbigh

17th August

We will have a stand again at this years show to promote the club and to attract new members.

and new members and friends of the club. Anyone who'd like to volunteer for a couple of hours on the stand or who would like further information should contact Stuart Jones on 01352 720684.

Last year was great fun meeting both old

Slaters Trial

3rd September

Are you free on Sunday September 3rd - why not compete on one of the Club's Production Car Trials. It is held at Bryn Cnwellyn, Dyserth grid ref: 116/ 077.5 782 kick of 8.30.

Roberts for regs and an entry form 01745 815241 or dyfrig.roberts@gmail.com - If you do not want to compete please come and marshal - it counts towards the club championship!

If you fancy it - please contact Dyfrig

September Dates

6th September	Committee Meeting
20th September	Club Night
29th September	Night Nav

What's On

Jul 22 / Jul 23 - Drystone Rally
(Nat B) Road Rally (Map 119)
Derbyshire

Jul 22 - Swansea Bay Rally (Nat
A) Forest Stage Rally -
Swansea

Jul 29 / Jul 30 - Morecambe
Rally (Nat B) Road Rally (Maps
90-1, 96-98, 102-3)

Jul 29 - Festival Hillclimb (Nat
B) Loton Park

Jul 30 - Coracle Stages Rally
(Nat B) Forest Stage Rally
(Sweet Lamb Llangurig)

Aug 05 / Aug 06 - St Wilfrid's
Rally (Nat B) Road Rally (North
Yorkshire)

Aug 06 / Aug 07 - Devils Own
Classic Rally (Clubman/Nat B)
Historic Road Rally Kirkby
Lonsdale

Aug 06 - H W Roberts Memorial
Trial (Nat B) Production Car
Trial (Anglesey)

Aug 06 - Lady Mary Grosvenor
Sprint (Nat B) Sprint (Three
Sisters

Aug 06 - Twyford Stages (Nat
B) Multi-Use Stage Rally

Aug 12 / Aug 13 - Pennine
Stages (Nat B) Multi-Use Stage
Rally (Anglesey Race Circuit)

Aug 13 - Three Sisters Speed
Sprint (Nat B) Sprint

Aug 13 - Curborough Sprint (Nat
B)

Aug 19 / Aug 20 - Rali Gogledd
Cymru (Nat B) Road Rally (Map
116)

Aug 19 - Bill Gwynne
Rallyschool & Motorsport
Stages (Nat B) Forest Stage
Rally (Sweet Lamb)

Aug 27 - Mewla Nat Rally (Nat
A) Stage Rally Epynt

Sep 02 / Sep 03 - Oaks Trophy
Road Rally (Nat B) Road Rally
(Map 118)

Sep 02 - Ty Croes Sprint
Weekend (Nat B) Sprint
(Anglesey Race Circuit)

Sep 02 - Aintree Sprint (Nat B)
Aintree, Liverpool

Sep 02 - Gerry P Evans
Memorial Cymru Trial (Nat B)
Production Car Trial Llangernyw

Sep 02 - Woodpecker Stages
(Nat B) Forest Stage Rally
Ludlow

**Sep 03 - Slaters Trophy Trial
(Nat B) Production Car Trial
(Dyserth)**

Sep 03 - Sprint (Nat B)
Anglesey Race Circuit

More Information available on
ANWCC Website

CLUB NEWS

As August is a holiday month, the club has no committee meeting (**REMINDER FOR COMMITTEE MEMBERS**) and no Night Nav in this month, as attendances are normally low due to holidays, children being of school etc.

I've decided to give myself a break as well, therefore, there will be no newsletter in August, but please keep sending me your results in as I will produce the next newsletter early September.

Have a lovely Summer!

Playstation Night

Change of plan for the night and that was to use a WRC rally game to give everyone a nice surprise. I chose to do the Finland stages, 1000 lakes as it used to be called. We used the Super 1600 cars as well as the WRC cars.

First off was Gareth R-Jones in his Subaru WRC, who set the bench mark of 9:13, with Sheila next in her Subaru WRC, few handling problems on the 2nd stage and engine problems on the 3rd (Subaru's not having the most reliable engines, ask Mr Blackwell!!!!). Next off was Stuart Kelso in the Skoda WRC, who went ahead with a 9 second lead, 2nd stage he took 12 seconds out of Gareth saying he was loving the handling of the Skoda, then into service to find too much damage to repair in the 20 min service he had, never mind do the 3rd stage anyway which is where it all went wrong!!! Finishing off 31 seconds down and in 2nd place.

21st June

First off the line in the Super 1600 cars was Mike Hughes in the Fiesta, straight into the lead by 13 seconds, service then stage 2, but Mike was saying the car was to low geared, needing more down the straights. Two slow times on stages 2 and 3 but enough to keep him in the lead, ahead of Gareth. Pete White 5th to go in the Focus WRC next, putting up a good time on stage 1, as this was his first time in the driving seat. Steady start on the 2nd stage but a few "offs" setting him back, into service to repair the car then 3rd stage, need a bit more practice he said at the end.

Gwyn R-Jones was the 2nd S1600 off in the Pug 206, after a steady start he upped the pace in the 2nd stage improving quite a bit. Last stage and final car off he had a very god time, but more practice in the car and he could be one to watch.

Organisers: Alun Hayward
Richard Birch

RESULTS

<u>O/A</u>	<u>Class</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>
1st	1st	Mike Hughes	S1600 Fiesta	9:07
2nd	1st	Gareth Reynolds-Jones	Subaru WRC	9:13
3rd	2nd	Stuart Kelso	Skoda WRC	9:23
4th	2nd	Gwyn Reynolds-Jones	S1600 206	11:38
5th	3rd	Pete White	Focus WRC	12:16
6th	4th	Sheila Reynolds-Jones	Subaru WRC	14:11

TO HELL AND BACK - IN A MINI!

I've lost count of the number of times people have said they won't drive their classic any distance in case it breaks down, and yet, having covered tens of thousands of miles in elderly machinery without having to resort to a recovery vehicle, both in the UK and abroad, I find this attitude hard to understand. OK, I was once recovered from Ireland, but that was after pilot error resulted in partial demolition of Thomastown railway bridge on a competitive rally, so it doesn't count!

The final straw came when the owner of a P4 Rover, the finest luxury Land Rover ever built, and a device more reliable than a nuclear clock, confided he was worried about going to the Isle of Man, and he only lived 30 miles from the ferry! Ever since I've been waiting for the opportunity to prove you can go anywhere in anything, and when an elderly neighbour gave up driving and sold me her pristine 30,000 mile Mini Mayfair which had been sitting unused in her garage for two years, I had the ideal machine. Furthermore, as I was due to have meeting in Gothenburg with the organisers of British Car Week, the challenge was on.

This decision resulted in the doom and gloom merchants switching into overdrive. If I'd followed advice Minnie would have wound up looking like Peter Cook's car from Monte Carlo or Bust, complete with flame-thrower, tracks, winch, and boring tool. I ordered a set of re-mould winter tyres from Colway and packed a can of de-icer.

Unfortunately I had just one week to get Minnie ready, so it was into Graig Motors, for a service and an MOT. Thinner oil was used in the sump, double strength anti-freeze poured into the radiator, and a new brake cylinder fitted. Wednesday lunchtime the tyres were fitted and balanced, and at 9 am on Thursday Minnie and I set off for Newcastle-on-Tyne and the ferry.

Half an hour later, cruising along the M56, I remembered I should have had the radiator re-cored, or at the very least flushed, as years of short shopping trips had obviously taken their toll. The temperature gauge was climbing steadily towards the red. Solution? Open the windows and turn on the heater. Instant result, and I arrived at the ferry terminal with hot feet and cold ears.

Having not seen anything other than modern tin ware for two hundred miles I was directed into lane four behind an MGB belonging to a Swede returning home after six years working in the UK. The usual instant friendship resulted, followed by a long discussion in the bar on the relative merits of various marques.

Minnie emerged from the ship into driving rain. Once clear of customs I was greeted by a familiar face peering from beneath an umbrella. Bo Arnholm, a major force behind British Car Week each May, had been waiting to guide me through the Friday night rush hour.

The next day saw me travelling north East from the city, again with rain lashing the windscreen. Eventually it got so bad I had visions of the little car falling into an extra large puddle and disappearing! However Minnie plodded on stoically

at 60 M.P.H. and eventually we reached our destination - the tiny hamlet of Back.

Other than half a dozen clapperboard houses and a very pretty little 1749 church, there's nothing else there. However, there is a village sign, and the falling wet eased off just long enough to get a picture. Part one of my project was completed!

The evil weather redoubled in strength on the return journey, and I was horrified to find the driver's foot well had become a genuine well, with half an inch of water! Investigations while pulled up under a fuel station canopy proved inconclusive, so there was nothing for it but to carry on to Gothenburg and try and fathom the problem there. However, lifting the carpets revealed nothing, so I decided to dry things out as much as possible, and hope the weather improved. At least with the heater on all the time it shouldn't take long to dry.

Sunday afternoon, with clearing skies, saw me trundling up the main E6 towards Oslo. ?? miles from Gothenburg I crossed the border into Norway and was immediately confronted with a traffic toll. Having stumped up 18NOK I found myself on an excellent road, with stretches of dual carriageway, restricted to an 80 k.p.h. limit policed by grey pole-mounted cameras every kilometre or so. Despite the scenic countryside, boredom soon set in, and I was glad to arrive at the port of Moss, departure point for the 30 minute crossing of Oslo fjord to Horten. A short drive on the other side brought me to my overnight halt at Tonsberg.

I spent a day in and around the town and discovered Edward Munch was born there. Wondering whether early traffic restrictions had caused him to produce his famous painting 'The Scream' I set off early the following morning on the long haul up to Trondheim. Unfortunately I hit the morning rush hour traffic in Oslo, and took well over an hour and a half to clear the city, but once on the E6 again Minnie settled down to a steady 60 m.p.h. again, which, joy of joys, was actually the legal limit of 100 k.p.h. However, my happiness was short lived, as very soon we were back to restrictions varying from 50, 60, 70 or 80 k.p.h. which seemed to have no sensible reason d'etre. I suspect most accidents occur when drivers doze off and simply fall off the road at the next bend!

Progress was steady with light traffic, and Lilliehammer, still proclaiming its 1994 Winter Olympics status, and displaying a huge snow-less ski jump on the hill behind, was passed amidst intermittent rain, but at least the carpets were drying out.

The miles ticked by, and I was aware the outside temperature was starting to drop. Approaching Dombas, with failing daylight, the rain turned to snow. With 120 miles still to go, the omens were ominous!

The snow became steadily heavier as we climbed into the mountains, and built up rapidly on the road, along with drifting in places as a result of an increasing wind. The lorry tyres compacted the surface, but also produced deep ruts which shook the little car badly. Furthermore, snow building up on the screen necessitated periodic stops to clean both it and the wipers, but I had to be careful where to stop, as I didn't wish to get marooned.

TO HELL AND BACK - IN A MINI! (Continued)

Misting up of the windows became a problem (remember the damp carpets?), and at this point I was amazed to discover using the primitive directional cold air vents resulted in snow coming in! Obviously British Leyland hadn't thought to put any sort of baffle in the system.

The snow eventually became very serious, and I passed several stranded moderns with their bonnets up, presumably with dead electrics, and a couple of lorries which failed to make one of the hills. I was very glad when, after 100 miles of this, the storm eased, and the road became less covered as the descent towards Trondheim began.

At 7 o'clock, with 430 miles on the clock for the day, I parked Minnie in a bay underneath the hotel, close to a Dodge Le Baron and a Mercury Comet (the Norwegians are great American car enthusiasts), and found myself patting the dashboard saying 'well done'. She hadn't missed a beat, despite the conditions, and the Colways had coped admirably. I was developing a great respect her abilities. Furthermore, despite the distance covered, I found the driver's seat to be very comfortable, and I emerged with no hint of aching bones.

Wednesday morning dawned grey and sleety as I headed north on the E6 again. About twenty miles later I swung off the main road, down a small lane, to the hamlet of Hell, and parked up under the railway station sign.

The place is obviously a tourist point in season, as the elderly building has been restored, and a cafeteria and gift shop (both closed) added. I took some photographs, and, rather anti-climatically, set off down the E6 again to Trondheim.

Thursday saw my 7 am start resolutions shattered, as a very late evening (or rather early morning) in a local bar with a contact from the local car club meant it was 9 before I finally exited the car park. It was also a very expensive evening, with beer at £8 a pint! Not only does the Norwegian government makes motorists' lives a misery by stringent speed limits and fines, but it also penalises them if they wish to drown their sorrows when not driving!

Five miles out of Trondheim snow build-up on the road surface started to become severe, and for the next 120 miles there was no sign of tarmac, some of the conifers lining the road bearing such a weight on branches were trailing to the ground. However, the sun came out, the motor hummed, and whizzing through Christmas scenery on almost deserted roads raised my spirits considerably. Not only that, but as the snow had been compacted and polished smooth in certain places by passing trucks, being alert was crucial. Great fun!

However, all good things come to an end, and by 30 miles south of Dombas it was back to watching out for speed cameras, and progressing in endless slow convoys.

I again managed to hit the rush hour in Oslo, and as I crawled at a stately 5 M.P.H. through one of the underpasses disaster struck! I was assailed by a sudden loud metallic rattle, and fearing the worst I swung across the traffic and mounted the kerb. With a sinking heart I got out, only to find one of the

screws had come out of the front number plate, and one end was dragging on the ground.

Using the best principles learned during my brief apprenticeship at the well known motor engineers, Bodgit, Bodgit & Scarper, I quickly bent it forward so it wouldn't drag, and, as the car was somewhat precariously positioned, quickly rejoined the traffic.

The following morning I removed the number plate, put it in the boot, and set off for Horten Maritime Museum, hoping to find a replacement for the missing screw on route.

On a wide, straight, empty road, with not another car in sight anywhere, I suddenly got flashed by a camera! Glancing at my speedo I noted I was only doing 50, so I was less than pleased at not noticing what must have been an even lower limit, especially as the Norwegian authorities pursue speeding miscreants to the ends of the earth, so just leaving the country wouldn't be enough, and penalties would be applied to my UK licence. Then it dawned on me, the number plate was still in the boot! If I'd been at home I'd have bought a lottery ticket.

The start of the 140 mile run to Kristiansand and the ferry was enlivened by the fact I'd left the lights on the night before (you have to run with dipped headlights during the day) and the battery was totally dead. However, armed with jump leads (which luckily I had remembered to bring) I was able to accost the driver of the next car into the car park and courtesy of Fiat Uno electricity Minnie had sprung into life.

The road to the port is extremely scenic, with numerous fjords, some crossed by high bridges, but rain had returned. On the outskirts of the town I suddenly spotted a cache of Minis, which seemed a good opportunity for a photograph.

The yard contained several scruffy machines, and appeared to be the base for a dealer of some type. However, there was nobody about, apart from a disinterested young woman who seemed to be trying to repair the interior door panel on a modern, so I took a couple of pictures and left.

The trip was an adventure, and proves beyond doubt there's no problem in taking old cars on distance runs. Minnie had been previously cosseted, and all its life had never done anything other than shopping trips. Lay up for two years it was recommissioned in a week, which didn't give me time to assemble the usual spare parts I take as a precaution (I didn't even take out continental breakdown and recovery).

She covered nearly 2000 miles, averaged over 40 mpg, used half a litre of oil, one number plate screw, no water, and had an exhaust bracket tightened (snow damage) in Trondheim.

The next time anybody says you can't go a long distance in a small old car I have the answer. Oh, and I also have the answer next time Senior Management suggests I take her shopping - numerous small shopping trips equals a journey to Hell!

Ian Glass

The Ups and Downs of Hillclimbing {or Sprinting in this case}

The Ups

The fine weather of June brought a trip to the seaside, Chester MC presenting a double-header over the weekend of 10th/11th at Trac Mon, Ty Croes to you and me.

The plan being to camp-over at the circuit, but after seeing the size of the tent Jan suggested we find other accommodation, luckily we managed to find a B&B five minutes from the venue, who also offered to look after Becky our dog whilst we were at the circuit. Booked in the B&B Friday evening, took the car down to the circuit and then went to find Tea, Have you tried to find somewhere to eat in Rhosneigr after 9 O'clock?

I may have mentioned previously some clubs run a classic car class and some don't, Chester are completely different by running at least two classes, {no handicap}. Pre 1969, and 1969-1975, sub divided to under 1400cc and over 1400cc, if sufficient numbers.

With all that said, I was surprised to find for the Saturday, only two classics entered, a delightfully prepared Mk1 RS2000 and myself. The Fairthorpe in pre 69, the Escort in post 69 class, so we were both on for a class win each.

Sunday was to be a round of the Austin Healey Championship and I was to be in the same class, so the plan was to use Saturday as practice, stay on the black-stuff, pick-up a pot, but most of all pick-up a few championship points on the way.

The day went fine, no problems and my times steadily improved over the day with a best of 116.35, not bad until you compare it with the Fasted Time of the Day {FTD} a 76.85 by Roy Dawson in a Gould GR55.

Game over, back to the B&B, shower, food hunting {and a beer or two}, then a good night sleep.

Sunday started with very fine drizzle, soon clearing into warm but slightly cloudy day. The Austin Healey club had arrived with 3 Austin Healey 3000, one of which, Alan Wilson, I have met as he is competing in the same championship as I. Practice went off without any hitches and I was surprised to find I was not that far off the Healey's pace. Even more surprised and very delighted to find after the first timed run to be leading the pack with a 115.57, the nearest Healey {Martin Bury} was on 118 dead.

So I'm now sitting on the start line waiting for my second and final run, do I consolidate in the hope no one will beat my first run or, go for it and try and improve further?

Being unaware of the times the others had posted. I went for it. Lights turned green, drop the clutch and away, down the start/finish straight, into School corner, right at Abbots, blind left at the top of Hill Rise, the right/left flick of Radar, down Top Straight and into Hairpin, through Douglas and back down the start/finish straight and do it all again. Only this time my approach at the top of Hill Rise was slightly off line, just avoided the tyre wall, on to the grass and spun. Voted the best spin if the weekend by the marshals posted at Radar

{incidentally the same lads who ran as Rescue on the Clwydian}.

After the first run I was elated, after the second annoyed with myself, even more so when I found one of the Healey had improved of my best time albeit by only .78 of a second. Well second in class is not bad when you consider I had beaten two 3 litre Healey with their two extra cylinders and a extra carb. Ok they are a lot heavier and can handle like a canal barge, but a second is a second.

Award ceremony over let's hit the traffic on the A55, next up Aintree in a fortnight.

The Downs

As I have said before, Aintree is not one of my favourite venues, but it's part of the championship so.. It's the long straights, they may have a bearing {nice pun Ed} on what's to follow.

There was a good turn out of classic cars for a change, Alan Wilson in his Healey, a Triumph TR4, two Sunbeam Alpine {one double driven}, a race prepared Ford Anglia, myself and fellow Clwyd Vale member Phil Prince who dragged out his Louts Elan from semi-retirement after reading my exploits in our newsletter.

Just before our first practice it started to rain, so caution was the name of the game. After our run I asked Phil how it went, He said it was fine, but he had a secret weapon for his next run. He was going to wear his glasses.

By now the rain had stopped and the track dried-out, my second practice time had improved, but still not as quick as I have previously been at Aintree, something was off whether it was me or the car I did not know at the time.

During the timed runs I posted a 64.50 almost 2 seconds slower than my best and the car was not sounding right. Back at the paddock I asked Alan {Healey} who runs his own classic car company, to have a listen at the Fairthorpe, to him it sounded as if a Big End was starting to knock.

That was the end of my day, at least I had got in one timed run in, another to be classed as a finisher and claim some championship points, and 8th and last in class. Phil managed to go on to finish 5th in class, not bad considering he has not competed on tarmac for over 20 years.

With the engine removed the culprit was found to be No4 Big End {both shells in one side of the journal}, Now the crank needs a regrind.

So Scammonden had to be cancelled, pity as I was looking forward to going there, talking to people who have, the comments verify from short and sweet to boring. Loton Park is at the end of the month, I hope to be back by then.

Graham Thomas

Championship & Notes

1. Entries must be made with Clwyd Vale Motor Club on your entry form for each event.
2. Contact Pat Jones with your results, Tel: 01352 720684, text 07803 932617, e-mail to compsec@cvmc.org.uk, or write to 1 Bryn Heulog, Ysceifiog, Holywell, Flintshire CH8 8NR
3. ALL RESULTS MUST BE REGISTERED WITHIN ONE CALENDAR MONTH OF THE EVENT.

When competing on events points are given for Class position only, it doesn't matter where you finish overall (well apart from 1st where you get a 10 point bonus) with a 1 point bonus for starting the event, that way you at least get one point even if you don't finish.

You do get points for attending social evenings like quiz nights, play station nights, marshalling on certain events etc., these all count towards the Social, Newcomers and Gareth W Jones awards, so even if you don't compete you still have a chance of winning something.

Recent Results

<u>Drivers - Road Rally</u>	<u>Class Position</u>	<u>Points</u>	<u>Playstation Night - 21/06/06</u>	<u>Position</u>	<u>Points</u>
<u>GP Memorial - 10/06/06</u>			Michael Hughes	1	35
Howard Price	3	41	Gareth Reynolds-Jones	2	30
<u>Drivers - Sporting</u>			Stuart Kelso	3	25
<u>Basil Davenport Spring - 10/06/06</u>			Gwyn Reynolds-Jones	4	23
Graham Thomas	1	51	Pete White	5	21
<u>Dave More Sprint - 11/06/06</u>			Sheila Reynolds-Jones	6	20
Graham Thomas	2	46	Alun Hayward	Organiser	20
<u>Aintree Summer Sprint - 24/06/06</u>			Richard Birch	Organiser	20
Philip Prince	5	31	<u>Night Nav - 30/06/06</u>		
Graham Thomas	8	25	Michael Hughes	Organiser	20
<u>Drivers - Stage Rally</u>			Stuart Kelso	Organiser	20
<u>Wilbarston - 28/05/06</u>			<u>Night Navigational Drivers (Expert)</u>		
Peter Jones	4	36	Gayle Hughes-Davies	1	35
<u>Ravens Rock - 25/06/06</u>			Gwyn Reynolds-Jones	2	30
Gwyn Thomas	1	51	Geraint Jones	3	25
<u>BHV Expo Rally - 09/07/06</u>			<u>Night Navigational Drivers (Novice)</u>		
Guy Woodcock	1	51	Stuart Thomas	1	35
<u>Navigators - Road Rally</u>			<u>Night Navigational Navigator (Expert)</u>		
<u>GP Memorial - 10/06/06</u>			Brian Howatson	1	35
Chris Webber	1	51	Gareth Reynolds-Jones	2	30
Brynmor Pierce	3	41	Tomos Jones	3	25
Michael Hughes	4	36	<u>Night Navigational Navigator (Novice)</u>		
<u>Tour of Anglesey Historic - 08/07/06</u>			Osian Hooson	1	35
Michael Hughes	5	31			
<u>Navigators - Stage Rally</u>					
<u>Mid Wales Stages - 25/06/06</u>					
Shaun Baker	24	7			
<u>Ravens Rock - 25/06/06</u>					
Phill Harrison	1	51			
<u>Lee Holland - 14/07/06</u>					
Michael Hughes	3	41			

Championships as at 14.7.06

<u>Social Club Championship</u>		<u>Newcomers Championship</u>		<u>Gareth W Jones Championship</u>	
Gwyn Reynolds-Jones	339	Stuart Kelso	206	Michael Hughes	405
Tomos Jones	303	Brynmor Pierce	172	Graham Thomas	403
Stuart Thomas	293	Keith A.J. Cross	114	Gwyn Reynolds-Jones	339
Geraint Jones	282	Rachael Cross	104	Stuart Thomas	320
Gayle Hughes-Davies	263	Leroy McDonald	92	Tomos Jones	303
Brian Howatson	248	Kristopher Pirie	58	Leigh Powley	292
Stuart Jones	230	Paul Dolby	51	Roger Powley	292
Michael Hughes	224	David Edwards	51	Geraint Jones	283
Gareth Reynolds-Jones	209	Reg Gradden	48	Guy Woodcock	268
Stuart Kelso	205	Nick Banks	48	Gayle Hughes-Davies	263
Graham Thomas	173	Glyn Jones	47	Phill Harrison	257
John Broadhurst	165	Mike Evans	47	Mark Thomas	252
Liam Thomas	154	Keith Morgan	46	Brian Howatson	248
Pat Jones	135	Gruffydd Parry	46	Stuart Jones	230
Sheila Reynolds-Jones	128	Richard Schofield	46	Gareth Reynolds-Jones	209
Gareth Reynolds-Jones	123	Eilir Jones	42	Stuart Kelso	206
Guy Woodcock	120	Dave Thomas	41	Alun Hayward	196
Osian Hooson	120	Steven Price	41	Mei Jones	178
Mark Thomas	116	Kevin Peacock	37	John Broadhurst	176
Gareth Williams	115	Richard Jones (Dyserth)	31	Brynmor Pierce	172
Keith A.J. Cross	114	Peter Welch	30	Sheila Reynolds-Jones	172
Lynn Gush	109	Danny Postlethwaite	29	Howard Price	162
Keith Gush	109	Neil Postlethwaite	29	Liam Thomas	154
Alun Hayward	108	Gareth Jones (Shonky)	29	Pete White	138
Rachael Cross	104	Gwyn Jones	27	Pat Jones	135
Pete White	102	Gareth Jones (Pwllheli)	27	Richard Birch	127
Richard Birch	95	Stephen Prince	27	Gareth Williams	126
Leroy McDonald	92	John Bossen	27	Gareth Reynolds-Jones	123
Derek Jones	80	Paul Roberts	23	Keith Gush	122
Nia Wyn Jones	80	Emyr Jones	23	Lynn Gush	122
Richard Marshall	80	Ben Batho	21	Osian Hooson	120
Paul Davies	79	Heath Griffiths	21	Keith A.J. Cross	114
Phill Harrison	65	John Leckie	21	Gwyn Thomas	112
Andrew Brown	56	Elfyn Evans	21	Chris Webber	111
Dyfrig Roberts	55	Anthony Clarke	21	Peter Williams	111
Eddie Blackwell	50	Mathew Francis	21	Tom Parker	107
Ian Marshall	50	Paul Jones	20	Rachael Cross	104
Carol Murray	50	Chris Jones	20	Gareth Price	104
Nick Banks	48	David Thomas	20	John Lee Rowlands	102
Reg Gradden	48	Bryn Jones	20	Leroy McDonald	92
Tom Parker	45	Chris Yarwood	20	Peter Jones	87
Allan Roberts	43	Dave Bradley	19	Baz Green	82
Paul Bebe	43	Gareth Reed	19	Richard Marshall	80
Janet Thomas	33	John Cope	17	Derek Jones	80
Glyn Jones	33	Andy Oaks	17	Nia Wyn Jones	80
Peter Welch	30	Iain Craven	16	Paul Davies	79
Peter Williams	30	Phil Matthews	16	Paul Bebe	70
Gareth Price	30	Martin Pettitt	15	Steven Hatcher	69
Helen Stanyer	30	Derek Carless	15	Peter Dennis	63
Howard Price	23	Graham Davies (Broughton)	10	Jonathan Whalley	63
Steven Hatcher	23	Lesley Bailey	10	Dave Jones (Holywell)	62
Martin Lloyd	23	Luke Jones	10	Cyril Jones	61
Kevin Peacock	23	Rhys Morgan	1	Ian Lloyd	61
Chris Webber	23			Mark Carter	60
Ben Batho	21			Kristopher Pirie	58
Nick Lloyd	20			Andy Williams	56
Andy Williams	20			Andrew Brown	56
Leigh Powley	20			Kevin Parry	56
Keith Jones	20			Nathan Williams	56
Mike Hayward	20			Dyfrig Roberts	55

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 ON THE WEBSITE.