



Clwyd Vale Motor Club

Newsletter

October 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

Natter & Noggin

18th October

As the championship year is drawing to a close we're having a Natter and Noggin during October.

checking your results for the championships.

Full championship details will be on display for those of you who are interested in

Time: 8.00

Venue: Pwll Gwyn, Afonwen

Night Navigational Exercise

27th October

This months event will be run by the Alun Hayward and Tom Parker, I believe the first Night Nav they've organised so please turn out to support them.

Start: Maldwyns, Denbigh 116/060 672.5

Time: Novices 7 pm and Experts 7.30 pm

Contact: Alun Hayward 077862 54974

Entry Fee: £3 per crew

Club Contacts

Chairman

Eddie Blackwell
01352 780631

Club Secretary

Guy Woodcock
01352 810430
General club admin, official correspondence.

Newsletter Editor

Pat Jones
01352 720684
Reports or any other items for the newsletter.

Competition Secretary

Pat Jones
01352 720684
Memberships
Club Championship administration.
Send results etc to Pat. She also has regs for other club's events & Competition Licence Forms.

End of Club Year

31st October

Just a reminder that the club year ends on the 31st October, all results must be in to me by Midnight on this

night to count for this year's championship.

Thanks Pat

AGM

6th December

The AGM and Committee meeting will be held at 8.00 p.m. at the Pwll Gwyn, Afonwen on Wednesday 6th December.

Additionally, those who joined after the November Committee meeting are not eligible to take part in the proceedings of the AGM.

A committee meeting follows immediately.

IMPORTANT REMINDER:-

Only fully elected members who have renewed their subscription are eligible to take part in the proceedings of the Annual General Meeting.

Should you wish to become elected as a Committee Member, please contact the Club Secretary, Guy Woodcock for the appropriate form.

40th ANNI VERSARY MUGS FOR SALE

To coincide with the 40th Anniversary, Nick Lloyd has commissioned a commemorative mug to celebrate our 4 centuries of our motorsport. Cost £3, with plenty of entertainment value trying to work out who the heck is in the cars. These will be on sale at all club nights, as well as at the Dinner Dance, but you'd best buy them quick as they're going like Hot Mugs—sorry J

November Dates

1st November

Committee Meeting (Closed)

15th November

Playstation Night

17th November

Night Nav

What's On

Honda F1

Oct 21 - Bulldog Rally (Nat A & B) Multi-Venue Gravel Stage Rally (Wales) Wolverhampton & South Staffs CC - Jim Male (01902 675470)

Oct 22 - Adrian Barker Memorial Stages (Nat B) Multi-Use Stage Rally (Wilbarston) Ecurie Royal Oak MC - Mike Rushton (01625 431876)

Oct 28 / Oct 29 - Classic Illuminations Rally (Nat B) Historic Road Rally (Maps 89-91, 96-8, 102-3) Morecambe CC - Danny Cowell (07990 994436)

Nov 04 - Cambrian Rally (Nat B) Multi-Venue Gravel Stage Rally (Llandudno) North Wales CC - Jon Madoc-Jones (01492 517918)

Nov 11 - Glyn Memorial Stages (Nat B) Stage Rally (Anglesey Race Circuit) Caernarvonshire & Anglesey MC - Lee Matthews (01248 421681)

It was late one Monday afternoon in August at Work when my manager announced he'd just had a phone call from Pipex Internet and he was telling me that that he entered a competition on the internet and was told that he had won a prize of an exclusive Honda Formula One factory tour in Brackley and there was another place for his guest if he wanted to use it.

I was offered to be his guest on the Factory Tour and I was told that we were going on the Thursday 17th of August. - I had already had the day off from work to be able to go to the Flint and Denbigh Show to be on the Clwyd Vale Stand

Honda are known for not giving out Factory Tours often and if they do, only to invited guests of their partners or suppliers, so to an avid F1 follower this invite was too good an offer to turn down.

So we arranged to go down by car and I was told that we would need to leave at 6am to be down there by 10am when the tour started

We got outside the complex gates - (The Honda F1 operations centre is a part of the Honda Motorsport Complex that also houses the newly built Honda Wind Tunnel) to be greeted by many British and English flags with well done Jenson, after his win in Hungary

We waited for Victoria the tour guide in the main reception where there was a full mock-up of the Honda F1 car and a V10 engine cut in half to show all the inside

We were treated to Coffee and biscuits in the Board Room and shown a marketing video before being told that due to the Summer break that the F1 circus has in August there was a number of staff on holiday (including Jenson, Rubens) and all the cars and trucks for the Turkish Grand Prix had left for Istanbul at 11pm the night before along with a team of forward planners, who's job is to prepare the cars and pit garage and team motor home ready for the Thursday before a race - a journey of around a 3 days and 3,500 kilometres

We were taken to the first location on the tour - the Hungarian Grand Prix 1st Driver trophy - the first that the team had won - It was a gold porcelain driver's trophy and took pride of place in the factory atrium so ever member of staff could take pride in their achievement

Then it was on to the machine shop where all the machines were machining blocks of aluminium and titanium - it often takes these machines 2 weeks to machine a component with often tolerances of 0.05mm

Then it was over to the carbon fibre department

where all carbon fibre component were built and tested - Honda uses carbon fibre for a wide range of components ranging from under skirts to major suspension components at a cost of £250 per square metre - every piece is cut by laser to minimise wastage and covered in an epoxy resin before being sent to the oven for a few hours to cure

An example of components made in carbon fibre is the Drivers steering wheel to the wind wings that hold the car down in the slipstream

Then it was through to the clean environment of the Non Destructive Testing department - in here all new components and every car after a race is analysed component by component and x-rayed and tested for weaknesses

They were testing an engine that had been sent back to the factory after a race for some tests and we were shown how the process worked - it was quite amazing to see a gear from Jenson's gearbox from the Bahrain being tested - Under natural light it seemed perfect and ready to go back on the car but then we were shown it under UV light and there was a score mark and burring on one of the teeth - enough for it to be condemned around £1000 of titanium in the waste bin

All parts are given a lifespan of one run up to 6 months and every nut and bolt and piece of metal has a life history even down to which user machined it

As the guide was talking a run of brake and accelerator pedals made out of titanium were scrapped due to one design team deciding they needed to design a lighter one to get maybe one tenth of a second extra.

Then it was on to the mock-up room where were shown how a car goes together and how they try new design or concepts out on the car before they are created or put on the Formula 1 car.

The only part of the car that is not built on site is the V10 engine - this is built in the Honda Research and Development Factory at Slough

During a grand prix, a team of around 80 to a 100 staff are based on the circuit and the same number of staff at the factory reading the telemetry and producing spare parts just in case they are needed

We completed the tour in the Honda shop where all types of Honda related goodies were available to be purchased

It was a good but long day out and a good insight into how the team operates

Dyfrig Roberts

A DIFFERENT KIND OF RALLY

Back in the depths of Winter I was looking for a challenge and a motor sport event that would be a good introduction for my daughter Rachael. Seeing a small article in Motor Sports News we immediately decided to enter Scally Rally 2006.

It sounded like a "fun" event and the main criteria was that the car entered must cost £100 or less or if donated, must look like it was worth only £100.

Another good point was that part of the entry fee was to be donated to Barnados and we could use the event as a vehicle to raise funds for a charity or charities of our choice.

After a bit of discussion we decided to call our team "Road Runner" and immediately rushed out and bought the first £100 banger we could find. Breaking all the rules of car purchase - we viewed the car in pitch dark and pouring rain! The next day we discovered we had purchased an 'E' registration Nissan Sunny 1.3 with 161,000 miles on the clock. It had some service history and a few new parts fitted including - radiator, battery and exhaust system.

The first priority was to get it through the MoT for which it needed a bit of welding on one sill and the brakes adjusting. Over the next few months the car was prepared for a long distance endurance event - I changed the oil!

As September and the start day drew close we found some kind local businesses to sponsor our efforts and hastily painted or stuck advertising on the side of the car along with a large 'Road Runner' painting on the bonnet.

Finally the time had come to set out on our long adventure - at midnight on 14th Sept we set off for Dover with a certain amount of trepidation. Half way there the driver's wiper failed in pouring rain. Not able to see what the problem was, we decided to continue, peering through the passenger side in an attempt to keep it on the road! By the time we pulled off at a service station on the M25 the rain had stopped and we called the AA with the suggestion that they should meet us in Dover. Arrived in Dover at 11am and a very nice AA man met us there within 20 minutes of parking. He fixed the problem within minutes with the aid of a rubber band! We had a couple of hours to spare before boarding the P & O Ferry to Calais. Loitering, we met another crew on the dock side called 'Nine Stone Cowboy' in a Peugeot 406. It was their first rally and they were looking forward to it.

Our first navigational challenge after arriving in Calais was to find the hotel where we were staying. A good

starting point for any town or city is to find the Tourist Information Office and obtain a map. With this in hand we found the hotel not too far away. That evening we had to report to Cité Europe for Registration. Doing this we met the organising team - who were a great bunch of people - and some of the other teams. After a pint we headed back to the hotel and some rest before the start at 9am on the Friday.

Morning came and we arrived at the start with 20 mins to spare to find a large car park full of very colourful cars. Most looked well turned out and some worth more than £100? Car 33¹/₃ amused me, as the crew - tough looking men - were wearing flowery dresses and carrying handbags!

As 9am approached everyone surged forward to get near the start and at 9am Neil attempted to sound an air horn, with a pathetic whimper, and all 90 crews were away.

The days challenge was issued on the start line together with a goody bag. The first day's route was to Geneva mostly on Autoroutes but with some "N" roads later in the day. The challenge was called 'bingo' and we had to photograph about 30 other competitors whilst moving. Therefore whilst driving at 70+ mph we had to take photos of other cars whilst they took pictures of us! At the same time we had to record the registration numbers. Some people took this very seriously as there was a lot of prize money at stake.

South of Dijon I missed a turning off the autoroute as I was overtaking a lorry at the time. My fault, as Rachael had called it in plenty of time. This caused us about a 50 km detour but we found some nice D roads before joining up with the main route again. There was a heavy thunder storm with fork lightening on the next section before dropping down into Geneva. The brakes were running a bit hot at this point so we stopped for fuel and allowed them to cool down before entering Switzerland. It was dark and we had no idea where the finish hotel was! Fortunately I found a kind gent who spoke English and pointed us in the right direction. Booked into the control and found a nice Italian restaurant to eat. After dinner we decided to explore the city - jumped on a bus - and went miles too far to the wrong side. Did some sight seeing and walked back to the car exhausted at 2am. We crashed out in the car until 8am start on Saturday.

It was a very long and demanding drive on Day 2 and we had an option of 3 routes - very difficult, difficult or main roads. We chose the intermediate route.

Finding our way out of Geneva we came across a scooter shop called 'Road Runner' which caused a certain amount

A DIFFERENT KIND OF RALLY (Continued)

of amusement. We stopped in Annecy for coffee and croissants. This was an opportunity to buy a post card and stamp as the days challenge was to post a card to the finish in Madrid to arrive on the Monday. However we left it too late as the last post was at 10.30am. We eventually got moving and headed for the mountains. As we wound our way up to the Col du Galibier the view of the Alps, with snow on the tops, was amazing. Stopped for lunch at a little café/bar half way up where we met another team in a Vauxhall. They were having overheating problems so we followed them for a bit. On our way up the mountain we had removed our plastic wheel trims to allow for better cooling of the brakes. Finally we got near the top where you can take a short tunnel or climb some more to the very top. We chose the latter and the views were quite stunning!

Later in the day we tackled the Col de Vars and the Col de Turini. (Used on Monte Carlo WRC round.) The final leg took us into Italy where we were running low on petrol. Luckily we found a 24 hour station, unmanned it took Euro notes in a machine. By this time the light had gone and we still had a long way to go! Finally we saw some signs to Menton our destination for the night. As the navigator was asleep at this point I took the road to Sospel which I had seen on the route book. However this was a 'killer' of a road and climbed steeply hairpin after hairpin. The little car was getting tired and was starting to overheat. Eventually we arrived in Menton and whilst looking for our hotel - steam was billowing out of the bonnet. We stopped on the Prom and discovered that a top hose had burst. Whilst letting it cool down we legged it along the Prom to the finish bar and a well earned beer. It was 11pm and we had been driving for 15 hours! With no time for dinner we booked into the hotel and slept.

Day 3 started with breakfast with another father & daughter crew who were driving a Nissan van. They were worried that their van may have been locked in the car park but we saw them later on the road. Fortunately we had a spare top hose and after emptying the contents of the boot on the pavement we found a screwdriver. At 8.30 we cruised off the Prom to a cacophony of horn blowing. The game today was to photograph expensive motor cars (worth over £50k). The top score going to the team pictured with the most expensive car. We spotted a Lambo on the way down to Monaco. However the camera wasn't ready! The best we could do was to catch our car next to a British Bentley in a service station. After two tours of the Monaco GP circuit we headed toward Nice, where we got caught up in a cycle race and promptly got lost. The rest of the day was a bit of a blur but we saw lots of Ferraris flashing past at silly speeds.

We arrived in Barcelona just in time to book into the control at a local hotel. The owners of the hotel had decided to go away and at 9.30pm the barman closed the bar and nearly caused a riot! He did open it later however. As the hotel was full, we spent the night in the car on an industrial estate where we slept badly due to bright security lights and barking guard dogs.

The final day was a long slog on motorways to Madrid. The challenge was to fill in the blanks with regard to service station names and sign post etc. Not too difficult a task. The road to Zaragoza seemed to go on forever. We met 'Taffs on Tour' a team from Aberystwyth in a big Volvo with trailer in a couple of stations. Nice people. The countryside now was very dry and looked like a moonscape it places. Finally, we arrived in Madrid, but due to heavy traffic missed the sign to Airport Services and ended up in the city centre. Totally exhausted and lost we abandoned ship in a side road and flagged down the first taxi. The driver took us to the finish venue about 15km away and was impressed with the large tip. We were greeted by the team from Motor Sport News on the steps to the hotel! However the hotel was full but we found another one nearby which was very expensive but we were past caring. Quick shower and we joined the party.

The winning team were in an Audi and picked up £1000 and an impressive trophy with serious money going down to 3rd place. We had a respectable score out of about 60 finishers.

It would be best to describe the event as a long distance endurance treasure hunt with a pot of gold at the end! For my liking there was a little too much use of autoroutes (and costly tolls) and too much driving each day but still a great experience.

All that remained now was the long haul home. Foolishly we had left the passports in the glove box overnight and as I felt the need to get out of the City as quickly as possible we took a bus and metro to the car and headed north. Madrid is not a pleasant place to drive around. The pressure was off now so we could cruise home via San Sebastian, The Dordogne, Le Mans and Caen from where we caught the ferry to Portsmouth.

In all the rally was 1700 miles long and we covered 3250 miles over 9 days. The little car is still going strong and now has 165,000 miles on the clock! In total the event raised over £40,000 for various charities, including our contribution to Cancer Research UK.

Keith Cross.

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 within 1 month of the event

Recent Results

	<u>Class Position</u>	<u>Class Points</u>		<u>Position</u>	<u>Points</u>
<u>Drivers - Road Rally</u>					
<u>Oak Leaf - 02/09/06</u>					
Dave Jones	10	21			
<u>Firefly - 09/09/06</u>					
Stuart Thomas	4	36			
Sheila Reynolds-Jones	7	27			
John Broadhurst	14	17			
<u>Meirion - 23/09/06</u>					
Howard Price	2	46			
Dave Jones (Holywell)	18	13			
<u>Breidden - 07/10/06</u>					
Tony Gush	9	23			
Howard Price	13	18			
<u>Drivers - Stage Rally</u>					
<u>Ranges - 16/09/06</u>					
Alun Hayward	6	29			
<u>Promenade Stages - 30/09/06</u>					
Guy Woodcock	0	1			
<u>Navigators - Road Rally</u>					
<u>Gogledd - 19/08/06</u>					
Keith A.J. Cross	0	1			
<u>Oak Leaf - 02/09/06</u>					
Baz Green	10	21			
Brynmor Pierce	11	20			
<u>Firefly - 09/09/06</u>					
Graham Thomas	4	36			
Peter Dale	7	27			
Gareth Williams	14	17			
<u>Meirion - 23/09/06</u>					
Chris Webber	2	46			
Roger Evans	18	13			
Michael Hughes	0	1			
Gwyn Reynolds-Jones	0	1			
<u>Breidden - 07/10/06</u>					
Michael Hughes	6	29			
Gareth Price	9	23			
David Barnes	13	18			
<u>Navigators - Stage Rally</u>					
<u>Ranges - 16/09/06</u>					
Richard Birch	2	46			
Nathan Williams	6	29			
<u>Plains - 23/09/06</u>					
Mark Thomas	4	36			
Peter Williams	5	31			
<u>Promenade Stages - 30/09/06</u>					
Tony Gush	0	1			
<u>Firefly - 09/09/06</u>					
Gwyn Reynolds-Jones	Marshall	10			
<u>Quiz - 20/09/06</u>					
Geraint Jones	Organiser	20			
Dave Thomas	1	35			
Gareth Price	1	35			
Gwyn Reynolds-Jones	1	35			
Sheila Reynolds-Jones	1	35			
Graham Thomas	2	30			
Janet Thomas	2	30			
Stuart Jones	2	30			
Stuart Thomas	2	30			
Alun Hayward	3	25			
Richard Birch	3	25			
Brynmor Pierce	4	23			
Michael Hughes	4	23			
Stuart Kelso	4	23			
Leroy McDonald	5	21			
Paul Davies	5	21			
Mark Thomas	6	20			
Nia Thomas	6	20			
Gareth Reynolds-Jones	7	19			
Liam Thomas	7	19			
<u>Meirion - 23/09/06</u>					
Peter Dale	Marshall	10			
Sheila Reynolds-Jones	Marshall	10			
<u>Night Nav - 29/09/06</u>					
Jeff Lee	Organiser	20			
Peter Williams	Organiser	20			
<u>Night Navigational Drivers (Expert)</u>					
Geraint Jones	1	35			
Gayle Hughes-Davies	2	30			
Gwyn Reynolds-Jones	3	25			
<u>Night Navigational Drivers (Novice)</u>					
James Franklin	1	35			
Graham Thomas	2	30			
Keith A.J. Cross	3	25			
Stuart Kelso	4	23			
<u>Night Navigational Navigator (Expert)</u>					
Tomos Jones	1	35			
Brian Howatson	2	30			
Gareth Reynolds-Jones	3	25			
<u>Night Navigational Navigator (Novice)</u>					
Nathan Williams	1	35			
Osian Hooson	2	30			
Rachael Cross	3	25			
Brynmor Pierce	4	23			
<u>Breidden - 07/10/06</u>					
Graham Thomas	Marshall	10			
Guy Woodcock	Marshall	10			
Osian Hooson	Marshall	10			
Phill Harrison	Marshall	10			

Championships as at 11.10.06

<u>Drivers Championships</u>		<u>Navigators Championships</u>		<u>Night Nav Championship</u>	
<u>Drivers - Road Rally</u>		<u>Navigators - Road Rally</u>		<u>Drivers (Novice)</u>	
Roger Powley	368	Leigh Powley	368	Stuart Kelso	176
Howard Price	249	Brynmor Pierce	192	Keith A.J. Cross	164
Mei Jones	178	Gareth Price	165	Stuart Thomas	160
Dave Jones (Holywell)	162	Chris Webber	161	Keith Gush	90
Sheila Reynolds-Jones	122	Michael Hughes	159	Nick Banks	48
Tony Gush	110	Baz Green	103	John Broadhurst	35
Guy Woodcock	92	Peter Dale	101	James Franklin	35
Ian Lloyd	61	Cyril Jones	61	Graham Thomas	30
Mark Carter	60	Kristopher Pirie	58	Kevin Peacock	23
Kevin Parry	56	Keith A.J. Cross	56	Ben Batho	21
John Broadhurst	51	Paul Dolby	51		
David Edwards	51	Gareth Williams	51	<u>Drivers (Expert)</u>	
Gruffydd Parry	46	Gwawr Hughes	51	Gayle Hughes-Davies	295
Keith Morgan	46	Rob Jones	46	Geraint Jones	268
Baz Green	46	Gareth Jones (Llanfairfechan)	46	Gwyn Reynolds-Jones	241
Tegid Evans	41	Richard Schofield	46	Derek Jones	80
Ian Glass	41	Eilir Jones	42	Mark Thomas	71
Dewi Williams	36	Frank Steele-Mortimer	41	Nia Wyn Jones	35
Stuart Thomas	36	Steven Price	41		
Phillip Rock	36	David Barnes	39	<u>Navigator (Novice)</u>	
Dave Thomas	31	Roger Evans	38	Rachael Cross	164
Brian Jones	31	Graham Thomas	36	Michael Hughes	130
Alastair Hunter	31	Derwyn Roberts	36	Osian Hooson	130
Gareth Jones (Shonky)	29	Phillip Drew	36	Lynn Gush	90
Daniel Coop	29	Phill Harrison	31	Liam Thomas	71
Paul Bebe	27	Richard Jones (Dyserth)	31	Graham Thomas	60
John Bossen	27	Claire Thomas	31	Reg Gradden	48
Gareth Jones (Pwllheli)	27	Nigel Williams	29	Nathan Williams	35
Adrian Hopwood	25	Stuart Thomas	27	Gareth Williams	35
Emyr Jones	23	Gwyn Jones	27	Glyn Jones	23
Tom Parker	21	Stephen Prince	27	Brynmor Pierce	23
Elfyn Evans	21	Dan Knight	25	Keith Gush	23
John Leckie	21	Paul Roberts	23		
Chris Yarwood	20	Wyn Morris	21	<u>Navigator (Expert)</u>	
Bryn Jones	20	Heath Griffiths	21	Brian Howatson	283
Gareth Reed	19	David Thomas	20	Tomos Jones	280
Trefor Roberts	19	Paul Jones	20	Gareth Reynolds-Jones	241
Gwyn Morris	18	Chris Jones	20	Stuart Jones	80
Mark Thomas	18	Dave Bradley	19	Andrew Brown	56
John Cope	17	Nigel Stephenson	19		
David Ricketts	17	Peter Williams	18	<u>Junior Championship</u>	
Phil Matthews	16	Shaun Baker	18	Tomos Jones	355
Sion Dillon	15	Richard Jones (Abergele)	17	Liam Thomas	173
Derek Carless	15	Andy Oaks	17	Osian Hooson	160
Kevin Peacock	14			Gareth Reynolds-Jones	148
Keith Gush	13			Nia Thomas	20
<u>Drivers - Sporting</u>		<u>Navigators - Stage Rally</u>		<u>Mini Championship</u>	
Graham Thomas	337	Phill Harrison	243	Gareth Reynolds-Jones	263
Philip Prince	31	Mark Thomas	190	Eirian Jones	10
Stuart Thomas	25	Michael Hughes	186		
		Peter Dennis	109		
<u>Drivers - Stage Rally</u>		Nathan Williams	106		
Gwyn Thomas	163	Peter Williams	95		
Guy Woodcock	150	Tom Parker	62		
Peter Jones	128	Gwawr Hughes	51		
John Lee Rowlands	123	Steven Hatcher	46		
Jonathan Whalley	109	Paul Hughes	46		
Ken Pugh	102	Mike Evans	46		
Alun Hayward	75	Richard Birch	46		
Keith Griffiths	46	Alun Hayward	42		
Mark Thomas	36	Pete White	36		
Andy Williams	36	Christopher Somerford	31		
Richard Birch	32	Neil Postlethwaite	29		
Alun Griffiths	31	Keith Jones	27		
Robert Cox	31	Steve A Jones	23		
Danny Postlethwaite	29	Mathew Francis	21		
Anthony Clarke	21				

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.

Championships as at 11.10.06

<u>Social Club Championship</u>	<u>Newcomers Championship</u>	<u>Gareth W Jones Championship</u>			
Gwyn Reynolds-Jones	470	Stuart Kelso	275	Graham Thomas	635
Gareth Reynolds-Jones	411	Brynmor Pierce	238	Michael Hughes	602
Geraint Jones	387	Keith A.J. Cross	230	Gwyn Reynolds-Jones	472
Tomos Jones	355	Rachael Cross	164	Stuart Thomas	442
Stuart Thomas	354	Leroy McDonald	143	Geraint Jones	388
Brian Howatson	313	Tony Gush	111	Roger Powley	388
Gayle Hughes-Davies	305	Dave Thomas	99	Leigh Powley	388
Stuart Jones	290	Kristopher Pirie	58	Mark Thomas	380
Stuart Kelso	274	David Edwards	51	Guy Woodcock	372
Graham Thomas	262	Paul Dolby	51	Tomos Jones	355
Michael Hughes	257	Nick Banks	48	Phill Harrison	349
Sheila Reynolds-Jones	210	Reg Gradden	48	Sheila Reynolds-Jones	332
John Broadhurst	185	Mike Evans	47	Brian Howatson	313
Keith A.J. Cross	174	Glyn Jones	47	Gayle Hughes-Davies	305
Liam Thomas	173	Keith Morgan	46	Stuart Jones	290
Pat Jones	165	Richard Schofield	46	Stuart Kelso	275
Rachael Cross	164	Gruffydd Parry	46	Howard Price	272
Osian Hooson	160	Eilir Jones	42	Alun Hayward	268
Alun Hayward	151	Steven Price	41	Gareth Reynolds-Jones	263
Leroy McDonald	143	Kevin Peacock	37	Brynmor Pierce	238
Mark Thomas	136	Brian Jones	31	John Broadhurst	236
Paul Davies	135	Richard Jones (Dyserth)	31	Keith A.J. Cross	230
Keith Gush	132	Peter Welch	30	Gareth Price	230
Guy Woodcock	130	Gareth Jones (Shonky)	29	Richard Birch	199
Pete White	122	Neil Postlethwaite	29	Peter Williams	193
Richard Birch	120	Danny Postlethwaite	29	Chris Webber	184
Gareth Williams	115	Gwyn Jones	27	Mei Jones	178
Lynn Gush	109	John Bossen	27	Liam Thomas	173
Nia Wyn Jones	90	Gareth Jones (Pwllheli)	27	Gareth Williams	166
Peter Williams	80	Stephen Prince	27	Pat Jones	165
Derek Jones	80	Emyr Jones	23	Rachael Cross	164
Eddie Blackwell	80	Paul Roberts	23	Gwyn Thomas	163
Richard Marshall	80	Wyn Morris	21	Dave Jones (Holywell)	162
Dyfrig Roberts	75	Heath Griffiths	21	Osian Hooson	160
Phill Harrison	75	John Leckie	21	Pete White	158
Dave Thomas	68	Anthony Clarke	21	Nathan Williams	151
Gareth Price	65	Mathew Francis	21	Peter Dale	151
Janet Thomas	63	Ben Batho	21	Baz Green	149
Ian Marshall	60	Elfyn Evans	21	Gareth Reynolds-Jones	148
Andrew Brown	56	Bryn Jones	20	Keith Gush	145
Carol Murray	50	David Thomas	20	Leroy McDonald	143
Peter Dale	50	Chris Jones	20	Paul Davies	135
Nick Banks	48	Paul Jones	20	John Lee Rowlands	133
Steven Hatcher	48	Chris Yarwood	20	Tom Parker	128
Reg Gradden	48	Dave Bradley	19	Peter Jones	128
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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.

