

BRISBANE  
SPORTING  
CAR CLUB

PRICE 15 CENTS

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AFFILIATED WITH CAMS

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BSCC  
MONTHLY  
NEWSLETTER

JUNE 1974

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ESTABLISHED 1954

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1974 COMMITTEE

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- CLUB CAPTAIN ..... Ray Luckhurst Phone 49 4005 (home)
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Trevethan, Fred van Tuinen, Peter  
Whalley

GENERAL INFORMATION

CLUB POSTAL ADDRESS

Correspondence to the Club should be addressed as follows:

The Hon. Secretary  
Brisbane Sporting Car Club  
P.O. Box 314  
West End Brisbane 4101

CLUBROOMS

BSCC clubrooms are located on the corner of Reid and Hawthorne Streets at Woolloongabba.

CLUB EVENINGS

Club evenings are held every Wednesday at the clubrooms commencing at approximately 8.00 pm. See Coming Events for details.

WORKING BEES

Working bees are normally held on the second Saturday of every month commencing at 12.30 pm. See Coming Events for details.

COMMITTEE MEETINGS

The committee meets on the first Tuesday of every month in the clubrooms at 8.00 pm.

MEMBERSHIP FEES

The membership fee for one year is \$12.00. Associate members pay \$6.00.

CHANGE OF ADDRESS

Please notify the Secretary if you change your address, so that we can continue to supply you with your copy of the Newsletter.

CLASSIFIED ADVERTISEMENTS

Club members are invited to advertise - free - in the classified advertisements section of the Newsletter. A nominal charge is made to non-members for classified advertisements.

CLUB BADGES

The following club badges can be ordered from the Secretary:

Metal lapel badges .....	50¢
Embroidered cloth badges .....	\$2.00
Chrome radiator badges .....	\$3.00

BAR ROSTER

The bar roster is now combined with Coming Events at the end of this Newsletter.

### IS THIS WHAT RALLYING IS ALL ABOUT?

This issue of the Newsletter is late, and so the June issue is published in July. One of the major reasons for this is that the Editor had to devote an enormous amount of time to preparing and presenting, on Peter Gehrman's behalf, an appeal against the decision of the stewards of the Motorama Rally in upholding the protest lodged by Tony Jewels.

Now that the whole matter is finally settled, I would like to take advantage of my position as Editor of the Newsletter to set down a few personal thoughts on the subject in this Editorial. The previous Editor exercised this privilege quite frequently, I intend to do so much less frequently.

First of all - why was the protest lodged in the first place? Only one person can answer that. Perhaps Tony Jewels honestly believed that he was right and everybody else was wrong, perhaps he was motivated by other influences. Whatever the motivation was, I don't believe the protest should ever have been lodged. This was a novice event, based on the ideals of encouraging new competitors, acquainting navigators with the basics of the art, and providing an enjoyable evening for all competitors, and as such it achieved its purpose. The event was well planned, well publicised, and well conducted, and did encourage large numbers of new competitors. A protest was out of place in this type of event. In any rally, if something is wrong and obviously wrong with the route instructions, or the location of a control, or something of this nature, the organisers will be made aware of this and will put the matter right by deleting the control or the section, or whatever is necessary - no protest is required. In this case the route instructions were clear and unambiguous, and the passage control was where it should have been.

Why was the protest upheld? Only three people can answer this one - the stewards of the event. It can only be assumed that they believed they were doing the right thing. Perhaps Tony Jewels put forward his case in a very convincing manner. Perhaps nobody ever really considered that the protest might be upheld, and for this reason Brian Gemell may not have done enough homework. Whatever the reasons, the stewards' decision was wrong, and has been shown to be wrong by the fact that the subsequent appeal against the decision was unanimously upheld by the appeal tribunal.

Why did we appeal? That's easy to answer - because we believed that we were right and the stewards were wrong. We felt that we had unjustly been robbed of our win in the event, and we felt there was a matter of principle involved. We knew we had the support of a large number of competitors and club members, and we felt that justice and logic were on our side.

What did it cost us to appeal? Mainly, a vast amount of time. Time taken to prepare the notice of appeal, to go to Rosevale to take photographs and measurements, to write letters to CAMS, to get information and advice from large numbers of people including the Department of the Army and the Main Roads Department, to become thoroughly acquainted with the National Competition Rules and the Queensland Rally Code, to prepare the submission and present it



to the appeal tribunal. The other cost was in worry and anxiety about the possible outcome of the appeal, and the knowledge that it would cost \$100 if we lost. \$100 is a lot of money for an unsponsored novice competitor to have to pay out just to prove he is right. It used to be the case that a well-prepared and reliable car, a good driver, and a good navigator were enough to win a rally, now it seems to be that you also need to have the time and other resources to prove that you should have won it, and this is not what rallying is all about.

How are you at a disadvantage at an appeal hearing? Mainly, you're at a disadvantage because you're challenging CAMS. CAMS had an advantage in this case because they had been present at the protest hearing and knew what arguments had been put forward; we had not been allowed to attend the protest hearing or even provided with a copy of the protest lodged. CAMS had known for four weeks what arguments we were going to put forward in our appeal because they have to be set out in the notice of appeal which goes to CAMS; we did not know until the appeal hearing what arguments they were going to put forward or what evidence they were going to produce.

How are you at an advantage at an appeal hearing? The impartiality of the tribunes is a great help, provided that you have a good case and the ability to present it well. The tribunes have no axe to grind, and by definition are people "whose experience of life, impartiality, ability to evaluate evidence, and knowledge of the Rules and procedure fit them for the discharge of judicial duties." Even if the appeal had been lost, I would not be able to say that we weren't given a fair hearing. At an appeal it is not enough to simply state your case, everything has to be supported by evidence, by witnesses, and by logical argument. We won the appeal because we had taken the time and trouble to obtain the evidence and witnesses and to present our case in a logical manner, and because our submission, and the opposing submission by CAMS, was evaluated impartially. If we hadn't done our homework, we almost certainly would have lost. Even if we had done our homework, if it hadn't been presented in a logical and convincing manner, we almost certainly would have lost. And this is not what rallying is all about.

Finally, was it all worth it? I think so, but I'm not convinced. It would have been a lot easier, and saved a lot of time and worry, not to have appealed. A lot of people believed we had a moral victory anyway, even after the protest was upheld. If we've helped to prove that the judicial procedures of CAMS do work in favour of logic and justice, perhaps it was worth it. If we've helped to prevent someone from basing a protest on similar grounds in the future, perhaps it was worth it. If we've helped in even a small way to start to resolve a few contentious issues, perhaps it was worth it. Perhaps.

..... Jeff Tremain

### ARE YOU GUILTY?

Our supply of control boards and lights is rapidly dwindling. If you have any club equipment such as this in the boot of your car or in the garage at home, please return it to Ray Luckhurst now.

MEMBERSHIP REPORT

A warm welcome is extended to the following members who joined the club during May:

David Ambrose .....	Holland Park	(1146)
Philip Byrne .....	Booval	(1147)
David Ford .....	Ashgrove	(1148)
Jon Gleadhill .....	Chermside	(1149)
Simon Kabel .....	The Gap	(1150)
Rod Mitchell).....	Wynnum West	(1151)
Scotty Weir .....	Kingston	(1152)

The addition of the above new members brought our total membership up to 186, made up as follows:

Ordinary members .....	160
Associate members .....	14
Life members .....	3
Honorary members .....	9
<b>TOTAL MEMBERS .....</b>	<b>186</b>

Our aim this year is 200 financial members, so if you know of someone who is thinking of joining the club, now is the time to get them to join.

HILLCLIMB CHAMPIONSHIP AT 31st MAY 1974

1st	Jack Read	( 20)
2nd	Glen Carpenter	( 15)
3rd	Daryll Kelly	( 12)
4th	John Usher	( 10)
5th (equal)	Neil Swaysland	( 9)
	Russell Worthington	( 9)
7th	Rod Browning	( 8)
8th	Peter Whalley	( 7)
9th	Hank Kabel	( 6)
10th	Dennis Brown	( 5)
11th	Mike Dwyer	( 3)
12th (equal)	Kevin Bates	( 2)
	Paul Connell	( 2)
14th (equal)	Ron Brazier	( 1)
	Neil Howard	( 1)

MOTORKHANA CHAMPIONSHIP AT 31st MAY 1974

1st (equal)	Les Barron	( 20)
	Glen Carpenter	( 20)
3rd	Jack Read	( 17)
4th	Tony Jewels	( 14)
5th	John Usher	( 11)
6th (equal)	Neil Howard	( 10)
	Jeff Tremain	( 10)
8th (equal)	Neil Hinrichs	( 9)
	Daryll Kelly	( 9)
10th	Hank Kabel	( 8)

NIGHT RUN CHAMPIONSHIP AT 31st MAY 1974

1st	Daryll Kelly	(149)
2nd	Ray Luckhurst	(141)
3rd	Les Barron	(135)
4th	Jeff Tremain	(130)
5th	Lee Drummond	(112)
6th	Peter Whalley	(103)
7th	Neil Howard	( 92)
8th	Alan Rolandsen	( 87)
9th	Paul Connell	( 83)
10th	Peter Gehrman	( 80)

RALLY CHAMPIONSHIP AT 31st MAY 1974

1st (equal)	Peter Gehrman	( 12)
	Jeff Tremain	( 12)
3rd (equal)	Kevin Bates	( 11)
	Rod Browning	( 11)
	Mike Chapman	( 11)
	Neil Howard	( 11)
	Ross Huston	( 11)
8th (equal)	Trevor Allen	( 10)
	Gary Blower	( 10)
	Tony Jewels	( 10)
	Don Saunders	( 10)
	John Shera	( 10)
	Fred van Tuinen	( 10)

WORKING BEE CHAMPIONSHIP AT 31st MAY 1974

1st (equal)	Hank Kabel	( 10)
	Jeff Tremain	( 10)
3rd (equal)	Gary Blower	( 5)
	Lee Drummond	( 5)
	John Hall	( 5)
	Neil Swaysland	( 5)
	Ian Wall	( 5)
	Peter Whalley	( 5)

CLUB CHAMPIONSHIP AT 31st MAY 1974

1st	Jeff Tremain	( 32)
2nd	Daryll Kelly	( 22)
3rd	Glen Carpenter	( 20)
4th	Jack Read	( 19)
5th (equal)	Les Barron	( 18)
	Neil Howard	( 18)
7th (equal)	Lee Drummond	( 16)
	Neil Swaysland	( 16)
	Peter Whalley	( 16)
10th (equal)	John Usher	( 15)
	Hank Kabel	( 15)
12th	Rod Browning	( 13)
13th	Gary Blower	( 12)

NDSCC SOLO RALLY 26th May 1974

Fourteen BSCC members were amongst the 40 starters at the solo rally organised by the Northern Districts Sporting Car Club at Caboolture on the 26th May. Several 'notable' performances were put up by these competitors. Jack Read made a spectacular exit at the end of the main straight and then led the ambulance and the fire truck on a tour of the old pit area. Peter Whalley in his Mazda 1300 wagon again surprised everyone - but this time it was because he drove quite neatly and couldn't even manage to have one lose. Rod Browning's Precision Driving Team experience could have been the reason for his Renault Gordini suffering a loud 'backfire' as it passed the control tower on one occasion. A certain Mazda mechanic (we wouldn't mention your name Russell) arrived late and then proceeded to give Hank a driving lesson in the RX2 coupe. Daryll Kelly thought that he could get a better line through pit corner by shortcutting across the infield in his Torana, but even after all this effort he found his Cooper S was faster on the day.

BSCC members again almost scooped the pool of all the prizes. Jack Read took first outright and first in Class X, Russell Worthington was second outright and quickest in the large car class, while Rod Browning and Glen Carpenter took third and fourth outright and the honours in the medium and small classes respectively. The ladies prize was won by Glenys Barry of NDSCC, but this may be changed next time since I have heard that a Cooper S is just a little bit quicker than a stock standard Mini 850.

<u>Driver</u>	<u>Car</u>	<u>Class</u>	<u>Total Time</u>	<u>Class Place</u>	<u>Outright Place</u>
Jack Read	Noke	X	219.7	1	1
Russell Worthington	Mazda RX2	L	225.8	1	2
Rod Browning	Renault Gordini	M	227.5	1	3
Glen Carpenter	Cooper S	S	229.6	1	4
Hank Kabel	Mazda RX2	L	236.2	3	9
Daryll Kelly	Torana GTR	L	236.8	4	11
Daryll Kelly	Cooper S	S	237.5	5	13
John Usher	Cooper S	S	242.9	6	16
Peter Whalley	Mazda 1300	S	246.3	8	18
Paul Connell	Mazda 1300	S	248.6	10	21
Ron Brazier	Mazda 1300	S	249.4	11	22
Neil Howard	Mazda Capella	M	251.2	5	23
Trevor Garbett	Renault 12	S	255.9	14	28
Trevor Allen	Mazda 1200	S	257.9	16	30
Carol Moore	Morris 850	S	274.4	19	37

..... Neil Howard

WHITE HORSE INN MOTORKHANA 30th June 1974

Round 3 of the Queensland Motorkhana Championship was held at the White Horse Inn on Sunday 30th June after a postponement caused by bad weather. Phil Griffin took outright honours in his Cooper S, best performance by a club member was Les Barron's outright 5th. A full report will appear in the next issue of the Newsletter.



MOTOR SPORT IN THE BUSH

Following a suggestion by last year's Editor of this Newsletter, and contributions from Gerard Byrne and Alan Pryde on the motor sport situation in Townsville and Cairns, I thought I had better write something about what happens in various areas that I have been to. This article is about Warwick, which is my home town and where I have lived the longest, and I will probably be writing future articles about other areas.

The Warwick District Sporting Car Club has been in existence for almost as long as the BSCC, having been formed in the early 1950's. In the early days, rallies were the most popular form of the sport. At this time there was considerable interest in the big round-Australia trials, many of which went through the town, and this helped to ensure a reasonable number of entries in the events run by the local club. Gymkhanas have always been popular, and some interesting gymkhana specials have been built in the area.

In 1964 the club organised its most ambitious event to date, a hillclimb on closed public roads. The course used was half a mile in length, and included a bridge over a river and a railway level crossing. The event was very successful, with thousands of spectators. However, it was never held again, probably due to the large amount of work necessary, and the small profit made.

Personally, I was very disappointed not to see this hillclimb become an annual event, as I feel that all the problems could eventually have been overcome.

Later the club constructed its own hillclimb track on private land, the first hillclimb being held in 1967. This track was only a quarter mile in length, with very tight bends and a gravel surface, and was therefore not popular with the drivers of very fast cars, but the locals enjoyed themselves. The track was used as a special stage in the Norm Colthup Rally in 1972.

Meanwhile, the club also was building a dirt racing circuit at Morgan Park. The first meeting was held there in 1970. This track is almost half a mile in length, and has straights and bends, therefore being somewhere between normal road racing and speedway. Almost any type of vehicle is allowed to compete.

At present the club organises rallies, gymkhanas, and Morgan Park race meetings, about eight of each per year, while hillclimbs have lost their popularity and are held only very occasionally. The rallies are of quite a reasonable standard, although perhaps a bit old-fashioned compared with BSCC events. However, as they are designed for normal road cars, they are not too fast or too long (70 to 150 miles), using smooth roads, and generally during the daylight. There is usually a lot of work for the navigator, with a greater variety of types of instructions than I have seen elsewhere, with much more use made of average speed sections, often with secret time checks, and O.D. or 'trap' controls.



The local club members are also keen to do controls for any BSCC or other CAMS rallies that are coming through the area, and have done this for a large number of events in the past few years. However, the club at present has no intention of becoming affiliated with CAMS. I can see their point of view, as at present the annual membership fee is \$2.50 and the entry fee for events is \$1.00. These fees would have to be increased considerably, and expensive modifications would also be necessary to the Margan Park circuit and the cars competing there.

There have been a few entries from Warwick in recent CAMS events, such as John Deighton's Holden and Terry Kirkwood's Moke, but most of the members do not compete in any motor sport outside Warwick. There are even a few who don't like outsiders competing in their events.

As can be seen, there is a reasonable amount and variety of motor sport in Warwick, more so than in most other towns its size, and the locals treat it as a sport, and derive plenty of enjoyment from it.

I certainly wish I was still living there.

..... Tony Best

#### NAVIGATORS CORNER

From the 1st July all rallies in Queensland will use metric measurements. There are numerous ways of determining what gears are required to get your Halda to read kilometres, three of these are considered below.

All Haldas are provided with two gears - a small X gear (numbered 16, 18, 22, 27, 32, 39, 48, 58, or 70) and a larger Z gear (numbered from 118 to 150). As a general rule, it is possible to convert from miles to kilometres by going down 10 X gears and up two Z gears. Some adjustment of the X gear may then be necessary.

A second method is to use the table supplied with the Halda when you bought it. If the car is currently set up for miles, look up the number in the table corresponding to the gears currently in the Halda, multiply this number by 0.62137, then look up this new number and the table will tell you which new gears should be fitted to set it up for kilometres.

The third method is to run over the new measured kilometre with the standard (141 X and 39 Z) gears in the Halda, then look up the table to determine the new gears required. The start of the measured kilometre is in Bowen Terrace where the measured mile used to start and the route taken is the same - follow Bowen Tce to Oxlade Drive, go left at T into Oxlade Drive and left at T again into Brunswick Street. The start is immediately before Harcourt Street on the left, the 1 km mark is just past Merthyr Road in Bowen Terrace, the 2 km mark is in Brunswick Street about midway between Elystan Road and Sydney Street, and there is a 3 km mark in Brunswick Street just before Balfour Street on the left and opposite Heal Street. Happy rallying!

CLASSIFIED ADVERTISEMENTSFOR SALE

Mark 1 G.T. Cortina Rally Car (1967)  
 Winner 1973 Queensland Novice Rally Series

Suspension and body strengthened  
 Suspension modified and set up  
 6 X 6" wheels - half worn Semperit tyres  
 Six gallon fuel tank  
 Roll bar - sump guard - light bar  
 All wiring - gauges - relays left in car  
 Gear box rebuilt - new bearings  
 Head - modified chambers, ports, springs, etc. with 45mm DCOE  
           Weber and manifold - extractors  
 Heavy pressure plate and solid clutch plate  
 Engine fully balanced - modified cam  
           (two new pistons needed)

No driving lights or navigation gear with car  
 Registration due

Price as is - \$600

Contact Paul Trevethan, 16 Hetherington Street, Herston  
 Phone 52 4309 (home) 68 5333 ext 219 (work)

FOR SALE

Ex HDT alloy sump guard and roll bar for HK, HT & HG Holdens. \$60.  
 Lloyd Robertson 74 1283

WANTED

Novice navigator desires ride in Warana  
 Please contact Robin Hayes phone 25 6034 (work) 56 3250 (home)

BITS AND PIECES

We have been fortunate to obtain the services of that well-known rally competitor, T.B.Emm, who from time to time will be providing tips for novice rally drivers and navigators in the Navigators Corner column.

We predicted earlier in the year that at least three club members were likely to be rallying V8 Toranas later in the year. Lloyd Robertson ran an SL/R 5000 in the QT 500, and as far as we can tell this was the first SL/R 5000 to be rallied anywhere in Australia. We're sticking to our original prediction.

If you would like to organise a night run for a Wednesday night, we'd love you to! All you have to do is see the Secretary or any committee member and a date will be allocated for you. And if you have any suggestions at all regarding the format of night runs, please pass them on to Daryll Kelly who is drawing up a set of rules.

BITS AND PIECES

Next Wednesday 10th July is the date for the presentation of trophies for the Motorana "Worry Free" Novice Car Rally, and all club members are invited to attend. This function will be held at the Dutch Club, Annerley Road, Dutton Park (opposite the prison) commencing at 8.00 pm. An excellent 60 minute colour film of the 1971 East African Safari Rally will be shown during the evening. There will be no function at the clubrooms on this particular Wednesday night, but the clubrooms will be open.

Another date to keep in mind is Saturday 17th August, when we will be celebrating our 20th birthday with a party in the Dutch Club. All club members, past and present, are invited to attend, so spread the word and keep the date free. Tickets at the modest price of \$2.00 a head or \$4.00 a double will be available soon.

Saturday 28th September is the date set down for our next barbeque and fund-raising night. Details will be announced shortly.

Preparations are well in hand for the 1974 Brookside Warana Rally which will be directed this year by Garry Connelly.

CAMS has advised that from the 1st July the compulsory personal accident insurance premium for all open rallies has been increased from \$3.00 to \$4.00 per car, comprising a crew of two. Entry fees for rallies can be expected to rise accordingly.

The club is now selling XXXX beer at the clubrooms on Wednesday nights as long as supplies can be obtained. With increased costs we have had to increase the price to 40¢ per can.

A suggestion box will be installed at the clubrooms shortly. If you have any ideas or serious suggestions which you would like to put forward for consideration by the committee, this is one way of doing it. The Secretary or any of the committee are also always ready to listen to suggestions.

CAMSREPORT from now on will be posted directly only to holders of general competition licences and to paying subscribers. Other members will be able to collect their copies from the clubrooms on Wednesday nights.

We would like to congratulate Ken Tubman, Andre Welinski, and club member Nim Reddiex on their magnificent win in the World Cup Rally. Their car, a Citroen DS23, was the only one to go the full distance of the rally, and the crew won by an impressive margin of 28 hours in the 20 day event.

Club members are spreading all over Australia - Clarrie Harrison is now in Victoria and Peter Gehrman is spending a few months in Mount Isa.

For a variety of reasons BSCC has decided not to participate in Color Radio 4IP's Community Club Awards this year. We do hope to be taking part next year though.

Have YOU got any of the club control boards, lights, or chairs?

COMING EVENTS

- Sat 6 Jul BSCC Metric Winter Rally (QRC 5)
- Wed 10 Jul Presentation of Trophies for the Motorama Rally commencing at 8.00 pm at the Dutch Club, Annerley Road Dutton Park - all club members are invited  
See page 11 for further details
- The clubrooms will also be open on this night  
On the bar: Ray Luckhurst
- Sat 13 Jul Working bee at the clubrooms
- Sun 14 Jul MGCC closed hillclimb at Mount Cotton; BSCC invited
- Wed 17 Jul Night run organised by Peter Hillman & Neil Swaysland  
On the bar: Paul Connell
- Sun 21 Jul Queensland Motorkhana Championship Round 4 conducted by QMROA
- Wed 24 Jul Scavenger hunt organised by Daryll Kelly  
On the bar: John Hall
- Sat 27 Jul Round 3 of the Castrol Inter-City Cup closed rally series conducted by DDSCC; BSCC invited
- Sun 28 Jul Lakeside races
- Wed 31 Jul Night run organised by Peter Snell & Glen Carpenter  
On the bar: Peter Hillman
- Sat 3 Aug MGCC Novice Rally
- Sun 4 Aug HCCQ closed motorkhana at Aspley; BSCC invited
- Tue 6 Jul Committee meeting
- Wed 7 Jul Film night organised by the fund-raising sub-committee  
On the bar: Daryll Kelly
- Sat 10 Aug Working bee at the clubrooms
- Sun 11 Aug Queensland Motorkhana Championship Round 5 conducted by HTCC
- Wed 14 Aug Open night at the clubrooms  
On the bar: Jeff Trenain
- Sat 17 Aug BSCC 20th birthday party commencing at 8.00 pm at the Dutch Club, Annerley Road, Dutton Park
- Sun 18 Aug Interclub Motorkhana conducted by SPARC
- Wed 21 Aug Night run organised by Ian Huth and Peter Whalley  
On the bar: Neil Swaysland
- Sat 24 Aug QITMC Open Rally (QRRS 4)