

BRISBANE
SPORTING
CAR CLUB

15 CENTS

AFFILIATED WITH CAMS

BSCC NEWSLETTER

JULY 1974

20th BIRTHDAY ISSUE

ESTABLISHED 1954?

Registered for posting as a periodical - Category B

GENERAL INFORMATION

CLUB POSTAL ADDRESS

All 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 at 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 annual membership subscription is \$12.00 for ordinary members, \$6.00 for associate members.

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 and other correspondence.

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 may be ordered from the Secretary:

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

BAR ROSTER

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

MEMBERSHIP REPORT

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

Derek Donaldson Goodna (1153)
 Greg Heath Enoggera (1154)
 Ian Lahey Beaudesert (1155)

The addition of the above new members brought our total membership to 191, made up of 165 ordinary members, 14 associate members, 3 life members and 9 honorary members.

CLUB CHAMPIONSHIPS AT 30th JUNE 1974HILLCLIMB CHAMPIONSHIP

Jack Read 20
 Glen Carpenter 15
 Daryll Kelly 12
 John Usher 10
 Neil Swaysland 9
 Russell Worthington 9
 Rod Browning 8
 Peter Whalley 7
 Hank Kabel 6
 Dennis Brown 5

MOTORKHANA CHAMPIONSHIP

Les Barron 40
 Jack Read 35
 Glen Carpenter 33
 Neil Howard 25
 Daryll Kelly 25
 Tony Jewels 14
 Carol Moore 14
 Lee Drummond 13
 Neal Hinrichs 12
 John Usher 11

NIGHT RUN CHAMPIONSHIP

Daryll Kelly 181
 Ray Luckhurst 175
 Les Barron 165
 Jeff Tremain 152
 Lee Drummond 136
 Peter Whalley 126
 Neil Howard 117
 Paul Connell 99
 Alan Rolandsen 97
 Peter Snell 87

RALLY CHAMPIONSHIP

Peter Gehrman 12
 Jeff Tremain 12
 Kevin Bates 11
 Rod Browning 11
 Mike Chapman 11
 Neil Howard 11
 Ross Huston 11
 Trevor Allen 10
 Gary Blower 10
 Tony Jewels 10
 Don Saunders 10
 John Shera 10
 Fred van Tuinen 10

WORKING BEE CHAMPIONSHIP

Gary Blower 10
 John Hall 10
 Hank Kabel 10
 Neil Swaysland 10
 Jeff Tremain 10
 Ian Wall 10
 Trevor Allen 5
 Lee Drummond 5
 Sue Hillman 5
 Daryll Kelly 5
 Peter Whalley 5

CLUB CHAMPIONSHIP

Daryll Kelly 30
 Jeff Tremain 28
 Neil Howard 20
 Jack Read 20
 Les Barron 18
 Glen Carpenter 18
 Neil Swaysland 18
 Hank Kabel 15
 Gary Blower 14
 Lee Drummond 14

1954 AND ALL THAT

With the club's 20th birthday party only weeks away, our thoughts are bound to turn towards the earlier days of the club. Having access to the earliest existing records of the Brisbane Sporting Car Club, I have been doing a bit of browsing amongst the dry and dusty minute books, which date back to October 1954. AND GUESS WHAT I HAVE FOUND?.....

You, dear members, are under the impression that you are celebrating the 20th birthday of the BSCC. Not so, I am afraid, NOT SO! This year is actually the TWENTY-FIRST year of the Brisbane Sporting Car Club. I have this on very good authority - namely the first president of the club, George Woolnough, and the first secretary, Reg Foreman, who, along with many other early members, have given me a great deal of assistance in tracking down those very elusive first years of our club's existence.

The inaugural meeting of the Brisbane Sporting Car Club was held in the lounge room of Reg Foreman's in-laws' home at Nundah in October 1952. There were 11 members. George Woolnough became president, Reg Foreman secretary and Cliff Beck treasurer. These people were really a breakaway group from QMSC, plus a few others interested in motor sport.

The Club didn't really get under way until January 1953, but by the end of that year membership had risen to around the 50 mark. At that time it cost 10/- to join. In 1954 the Brisbane Sporting Car Club became affiliated with CAMS, which is how the misconception about the age of the club probably came about.

The first clubrooms used by the BSCC were upstairs in the Burwood Motors Building, Logan Road, Woolloongabba. From there the club moved to the Alpha Ring Bowls Club in Vulture Street Woolloongabba and, due to increasing rentals, finally next door to the 15th Battalion Memorial Hall. This hall remained our clubrooms until 1973 when, as you all know, we were finally able to realise the dream of owning our own building.

The outlook of the Brisbane Sporting Car Club has changed little over the years. The attitude has always been informal. Rallies, or trials as they were called in earlier years, have remained our major interest. Three or four big events were organised each year in the earlier days, and this standard has been maintained and even increased in later years. The Buckland Road Auto Trial was the first such event to be organised by the newly formed Brisbane Sporting Car Club in 1953.

Gymkhanas were also very popular, and our earlier members travelled all over the countryside to compete in them. Night runs, too, have always been with us. No doubt some of our older members could still show us a thing or two in this field.

We are hoping that as many as possible of the 1,155 members who have passed through our club over the last 21 years will be able to attend the BSCC birthday party at the Dutch Club on the 17th of August. All the previous members I have spoken to are very enthusiastic about it. So if you know someone who used to be a member, please make a point of getting in touch with them and inviting them along. Just think of the tales that will be told

on that night!

For the record, I am listing all the major office bearers of the club for the past 21 years. I hope you find all this as interesting as I have done.

..... Jan Sked

OFFICE BEARERS OF THE BRISBANE SPORTING CAR CLUB

<u>YEAR</u>	<u>PRESIDENT</u>	<u>VICE PRESIDENT</u>	<u>SECRETARY</u>	<u>TREASURER</u>	<u>CLUB CAPTAIN</u>
1953	George Woolnough		Reg Foreman	Cliff Beck	
1954	Ken Flood	Bill Quill	Reg Foreman	Doug McLachlan	
1955	Ken Flood	Bill Quill	Reg Foreman Frank Jack	Doug McLachlan	
1956	Ken Flood	Bill Quill	Frank Jack	Les Duiroy	
1957	Bill Quill	Ken Flood	Norm Rickards (deceased)	Ray Luckhurst	
1958	Bill Quill	Geoff Cunningham	Merv Schramm	Ray Luckhurst	
1959	Bill Quill	Milton Armstrong	Merv Schramm	Ray Luckhurst	
1960	Milton Armstrong	Norm Richards	Ray Luckhurst	Ray Luckhurst	
1961	Bert Davis	Ray Chayter	Ray Luckhurst	Gordon Rappel	
1962	Lloyd Hosking	Ray Chayter	Ross Gillespie	Nev Johnston	John Herse
1963	Lloyd Hosking	Bill Hawkshaw	Ross Gillespie	Nev Johnston	John Herse
1964	Lloyd Hosking	Al Rolley	Ross Gillespie	Nev Johnston	Stew Hornibrook
1965	Hank Kabel	Ray Luckhurst	Ross Gillespie	Nev Johnston	Stew Hornibrook
1966	Hank Kabel	Ray Luckhurst	Al Rolley	Mal Kelso	Roy Olive
1967	Hank Kabel	Ray Luckhurst	Ross Gillespie	Nev Johnston	Dave Lather
1968	Ray Luckhurst	Charlie Blake	Ross Gillespie	John Connell	Dave Lather
1969	Charlie Blake	Dave Lather	Ross Gillespie	Hank Kabel	Les Barron
1970	Charlie Blake	Ross Gillespie	Laurie Garth	Hank Kabel	Les Barron
1971	Rick Westacott	Ian Wells	Laurie Garth	Gary Blower	Bruce Dalziel
1972	Ian Wells	Bob Dancer	Adrian Cox Jan Sked	Charlie Blake	John Connell
1973	Hank Kabel	Gary Blower	Jan Sked	Charlie Blake	Ray Luckhurst
1974	Hank Kabel	Gary Blower	Jeff Tremain	Peter Hillman Charlie Blake	Ray Luckhurst

QT 500 RALLY 22nd/23rd June 1974

Simply the fact that the QT crossed the border, running nearly all competitive stages in NSW, is enough to lift this event above the ordinary run of the mill rally.

The QT was sponsored by the Queensland Times newspaper, organised by the Ipswich & West Moreton Auto Club, directed by club president John Elmore, and started as usual from the Booval Family Centre.

After a long transport, the route centred on Woodenbong, running south past Kyogle, then later west around the Head Road region, before finishing near Boonah in the morning.

Comments as usual ran the gamut of "very good" to "too rough". Personally, I feel that although the road surface was stony and in places rocky, we must remember that this was a State Championship round and although fog and dust caused the usual harassment of crews, conditions generally were pretty good. I didn't hear of anyone retiring with broken suspension although the odd sump guard and exhaust system suffered.

Section 2 was tulipped with intermediate and progressive mileages and included intermediate and progressive times for each instruction - all very elaborate and well planned. Unfortunately, a wayward tree fell across the road blocking traffic until an axe was found and the way under cleared. Penalties for the section were nullified.

The novice field lost a Mini over a bank somewhere in mid section while a Datsun fell on its side but was able to continue until several sections later a full scale rollover put it out of the running.

By the halfway point at Woodenbong it was anyone's rally. Chapman/Browning (Leach Motors Belmont V8) and Michelmore/Dancer (John French Alfa Romeo) had fallen foul of a tricky turnoff, scoring OD's and several points for late arrival as a result of their carelessness.

Retirements from the QRC and QRRS contenders totalled four only - all Toranas - led by Lloyd Robertson/Jeff Tremain (SL/R 5000), Fred Thompson/Laurie Garth and Ian Riedel/Peter Hines (both in XU1's) and rounded off by the 2600 of Alexander/Garbett. Causes ranged from lack of brake pads, through broken sump guard, suspected inoperative diff, and faulty alternator, respectively.

The second division actually crossed into Queensland on a couple of occasions before finishing near Boonah.

The end result was a victory for Adrian Taylor, John Suominen and the Bennett Honda Civic, with Hank Kabel/Ced Reinhardt (RX3) and Lisle Neumann/Tony Best (Datsun 1600) in the minor placings.

..... Trevor Garbett

A LOOK AT CAMS

The next instalment of 'A Look at CAMS' will appear next month.

WHITE HORSE INN MOTORKHANA 30th June 1974

Round 3 of the Queensland Motorkhana Championship, postponed from 2nd June because of rain, was held on Sunday 30th June at Bryan Evans' White Horse Inn. Five club members did a marvellous job on the Saturday, shifting trees, filling potholes, slashing and raking grass, and erecting the tent in readiness for the next day. Sunday morning dawned so foggy that I thought it was the QT Rally all over again, but it soon lifted and the day was fine until a thunderstorm broke as the last test was completed.

Only 24 of the 35 entrants started - this was probably due to the postponement of the event. Phil Griffin, driving a Cooper S, took first outright, and now after his win at Toowoomba he holds a commanding lead in the championship points table. Second outright was Kev McCloy's special, just 1.9 seconds ahead of Ian Rapley in his Cooper. Class awards went to: Class A - Alan Burgess (Morris 850); Class B - Adrian Taylor (Honda Civic); Class C - Barry Hayward (Volkswagon); Class D - Arthur Froriechs (Renault 16TS); First Lady - Carol Moore (Cooper S).

The day was not without its mechanical failures. Jack Read holed his radiator in the second test and for the rest of the day used a large bucket to refill it as he sat in the start garage. Les Barron broke an axle in his Renault special but was able to replace it in the break between tests; and numerous people rearranged low-slung exhaust systems.

Bryan Evans and his willing band of helpers did a fine job of the catering throughout the day, and one of the highlights of this event was the barbeque and smorgasbord which followed. Once again the club and the motorkhana organisers wish to thank Bryan for the use of his grounds and facilities - without which the motorkhana would not have been the success it was.

<u>Driver</u>	<u>Car</u>	<u>Class</u>	<u>Total Time</u>	<u>Outright Place</u>	<u>Club Points</u>
Les Barron	Renault Special	A	272.0	5th	10
Adrian Taylor	Honda Civic	B	275.9	6th	9
Jack Read	Minibug	A	293.1	14th	8
Carol Moore	Cooper S	A	319.9	18th	7
Daryl Kelly	Morris 850	A	322.0	19th	6
Simon Kabel	Mazda RX2	C	335.0	20th	5
Rob Trigger	Mazda 1300	E	343.7	21st	4
Neal Hinrichs	Cooper S	A	350.0	23rd	3

..... Neil Howard

FOR SALE

Paul Trevethan has for sale 3 Ultragrip rally tyres, 225 X 13, used in 1 rally only, for \$30 each. Phone 52 4309 (home).

FOR SALE

Ken Russell is offering 2 driving lights with brackets & covers for \$35 and a near new Halda Tripmaster for \$55. Contact the Secretary.

METRIC MAYHEM 6th/7th July 1974

Round 5 of the Queensland Rally Championship was organised by Gerry Brameld and John Connell and was the first rally to be run in Queensland using metric measurements.

The rally was not without its problems. The first to have a setback were the organisers when the setup car gave the wrong instructions to the start control which resulted in the 19 crews spending three cold hours at West Murrumba.

At 9.30 the event got under way with a quick nav run past Caboonbah to Fulham Vale. Sections 2 and 3 were deleted so crews went up the highway to Harlin to the start of an easy section finishing at Marion Hill. A service section followed but the EOS control was unmanned allowing drivers extra time on the next driver's section which ended at Mt Stanley after criss-crossing the Brisbane River. Even with this extra time, some drivers could not keep below the 50 km/h maximum speed allowed in a quiet zone at Linville and were quite justifiably penalised. The four penalised were Adrian Taylor (75 km/h), Ann Thomson (68 km/h), Hank Kabel (63 km/h), and Lisle Neumann (62 km/h), who lost 125, 90, 65 and 60 points respectively, which finished any chances they had of winning.

Quiet zones were introduced into rallying to help prevent the sport from being banned in Queensland as it has been on occasions in southern states. To enforce the speed limits set, suitably harsh penalties are applied, but still we have competitors willing to take the risk of losing great amounts of points, their chances of outright placings, and the future of the sport in this state for a mere handful of seconds.

Back to the action and a quick climb up the face of the Brisbane Range. The following three sections past Bull Camp to Runnymede were uneventful for most with the exception of the Bill Beverley Mazda R100 which lost all lights. A hasty repair of wiring one spot straight to the battery got the crew to the service point where further repairs cost them 11 minutes. Still they were luckier than the Ian Riedel/Peter Hines XU1 who became lost on the service section and did 27 minutes. The final three competitive sections before the first division break were cleaned by most except the Dellit/Williamson GTR Torana who cut and ran with mechanical problems.

The Zupps SL/R 5000 of Lloyd Robertson/Rod Browning was still clean with the Statesman of Alan Ryan/Bruce Mallett next on 2 and Gordon Cottrell/Keith McKay (Cortina) next on 7.

Division 2 was a driver's dream and a navigator's nightmare. Sections 1 to 6 were all route charted and re-used some roads used in Division 1. Most of the drivers cleaned the superb drivers' sections. Section 7, a special navigators' section, was just that. It was quite a simple route really with seven bits of useless information thrown in to confuse things and to slow plotting up. Unfortunately the section lost its punch when the control official giving out the instructions packed up and left before the last competitors had passed through. This irresponsible action not only meant the cancelling of sections 6, 7 and 8 but also changed the outright first placing.

Back at Nanango for the second division break and scores showed Adrian Taylor (Civic), Bill Beverley, Hank Kabel (RX2), and Ross Gynther (Holden HQ) all cleaning the division. Robertson was now down 6 but still in the lead. Ryan lost 17 and dropped back 4th behind Cottrell on 12 and Beverley on 18.

Division 3 spelled doom for many hopes. Section 2, worked out on a supplied forestry map, followed the Cooyar Range ridge to the East Nanango Forest and then doubled back to the Mt Stanley Road School. Best result was by Tony Best losing only four minutes. The SL/R 5000 dropped from first to third after Rod Browning spent 47 minutes more than the allotted 15 minutes to get to BOSC.

Sections 3 and 4 also worked on the forestry map were not difficult but quick with Robertson, Kabel, Swaysland and McLoughlin all losing one on the first while only Taylor made time on the second. The final three sections retraced the Division 1 route down the Brisbane Range to Mount Stanley where the event was terminated because of approaching daylight.

And so the first metric event finished with Gordon Cottrell/Keith McKay (Cortina) in the lead on 36 followed by Bill Beverley/Brian Gemmell (R100) on 46 and Lloyd Robertson/Rod Browning (SL/R 5000) on 54. The organisers, as so often happens these days, had to face up to the inevitable protest hearing, this time caused by Hank Kabel, who disagreed with the accuracy of the timing equipment used in the quiet zone and with the penalties imposed for breaking the quiet zone speed limits. Common sense prevailed at the hearing and the protest was dismissed.

Championship points appear below and it can be seen that any one of a number of drivers and navigators could take out the coveted first place depending on their results in the final two rounds.

..... Brian Gemmell

QUEENSLAND RALLY CHAMPIONSHIP (To Round 5)

Bill Beverley	24	Brian Gemmell	31
Lisle Neumann	21	Tony Best	21
Brian Michelmore	17	Rod Browning	20
Gordon Cottrell	16	Bob Dancer.....	17
Adrian Taylor	16	Keith McKay	16
Hank Kabel	15	John Suominen	16
Mike Chapman	14	Ced Reinhardt	15
John Shera	11	Barry Farrell	11
Ray Wood	11	Bruce Mallett	8
Alan Ryan	9		

QUEENSLAND RECOGNISED RALLY SERIES (To Round 3)

Ray Wood	17	Barry Farrell	17
Gordon Cottrell	14	Erian McCloy	15
Alan Ryan	11	Keith McKay	14
Derek Young	10	Bruce Mallett	11
Mario Carlotto	10	Geoff Steele	10
Ann Thomson	9	Ian Young	10
John Shera	9	Ross Moir	9

2001 A RALLY ODYSSEY (With apologies to Stanley Kubrick)

The rally crews entered the multi-storied office tower, the setting sun reflecting in its plastic facade, and stepped into the transparent glass capsule which zipped them to the 37th floor. Alighting from the capsule the crews made their way to the auditorium and sat in their allotted RVSU (Rally Vehicle Simulator Unit).

Spectators crowded the public gallery, decked with banners proclaiming the efficiency of Galaxy Injection Fuel, and were entertained with films of car rallies held in the 1960's and 70's when the world still had land which was not covered by the tar and cement of suburbia. The young spectators in the audience tried to imagine the feeling of being able to drive at night along dark unlit roads bordered by trees, ever following the two brilliant pencil beams of light.

The films over, the crews were introduced to the spectators. Each crew had its following of devotees. The officials stood beside each crew and as the starter dropped the flag the navigators were handed the instructions.

The race was on! Navigators called down turns as scenery flashed by on the huge stage monitor screen. Drivers were penalised for incorrect turns at road junctions and incurred time penalties when leaving the road. The officials sat at their calculators and as the penalties were recorded they flashed on illuminated panels above the RVSU. The spectators cheered their favourite crews on and dreamed of some day being down there themselves.

After each 40 minutes the driver and navigator had a five minute relaxation period during which the teams' service crews would refresh them with synthetic fruit juices and tablets representing snacks. The contest would continue unabated for two hours at which point a provisional winner would be declared. The spectators and competitors would then adjourn to the cocktail room for supper and serious discussions on the merits of the crews' abilities.

After recess the spectators and crews returned to their allotted positions, fortified and prepared for the real battle which was now to begin. After all, to win on the road is not enough to prove the worth of a team. The winning teams were those who had the cream of legal talent and training.

On into the night the debates continued, questioning the legality of regulations, interpretations of rulings, citing previous decisions and testing the accuracy of equipment used. Rules were being quoted like Shakespeare, and clauses worded in such a way that nearly every competitor interpreted them differently added to the challenge of the contest.

As the bright sun of a new day filtered its way through the dense pall of smog to reflect on the bright plastic facade of the office block, the weary and mentally exhausted crews and the spectators made their way to their PCV (Programmed Computer Vehicles).

Another rally is over and Zen Xakos and his navigator Kal Zados have again won after lying seventh outright after the road section. Their one singular aim, to win - no matter what, has driven them on again to that final goal.

A myth, a fantasy, a science fiction dream - maybe. It could also become a reality. How much longer will it be possible to find the enthusiasts willing to give up six months to organise an event only to have it end in a shambles of protests, appeals and squables?

When I started rallying in 1965 I remember it as a fun sport. I can't say the same for it now. If people were caught fairly they accepted it and vowed to themselves not to let it happen again. Today, all too often, the event is won afterwards during the dispute hearings by a person who has found a fine pinhole in the regulations and who because of persuasive and forceful argument is able to convince the judiciary who more often than not decide from a legal viewpoint more than a sporting viewpoint.

Is it still sport or has it been sacrificed for big business? Is big prizemoney the cause, is it the championship points, is it the lack of organising experience? All too often it is blamed on the latter but mostly unfairly so considering. Competitors expect a perfect, flawless, trouble-free event. This is not feasible. It is just that some directors have the ability to cover up the flaws more quickly than others because of experience.

As reputedly BSCC is the top rally club in Queensland it is up to its members to make a move to lead the way in bringing back the fun into the sport.

..... Brian Gemmell

BITS AND PIECES

Don't miss our family film night on Wednesday 7th August. We will be screening the full length feature movie "The Thing With Two Heads", supported by cartoons. In spite of the title, it's a family movie, and those who have seen it recommend it. Admission charge is \$1.00 for adults, children free.

The clubrooms in the past have been closed on Exhibition Wednesday, but in keeping with our new policy of making the clubrooms available to members on every Wednesday night, we will be open for business this year on Wednesday 14th August, although there is no organised function on this night.

Don't miss the club's 20th birthday party in the Dutch Club on Saturday 17th August. All members, past and present, are invited to attend, so spread the word to anyone you know who was once a member of the club. Tickets are available for \$2.00 a head or \$4.00 a double.

Round 3 of the Castrol Inter-City Cup Closed Rally Series was successfully conducted last weekend, although there was a disappointingly small number of starters. CAMS has advised the following dates for the remaining two rounds:

Round 2 (BSCC) : 12/13th October
Round 1 (ISCC) : 26/27th October

If you haven't entered the series then you will need to lodge new entries for these two rounds. As these are regarded as new events, additional entries will be accepted, so get your entries in now for these two rounds. Plenty of supp regs are available.

COMING EVENTS

- Sat 3 Aug MGCC Barry Purdy Modern Motors Novice Rally
- Sun 4 Aug HCCQ closed motorkhana at Aspley; BSCC invited
- Tue 6 Aug Committee meeting
- Wed 7 Aug Film night organised by the fund-raising sub-committee
On the bar: Deryll Kelly
- Sat 10 Aug Working bee at the clubrooms
- Sun 11 Aug HTCC Queensland Motorkhana Championship Round 5
- Wed 14 Aug Open night at the clubrooms
On the bar: Jeff Tremain
- Sat 17 Aug BSCC 20th birthday party at the Dutch Club, Annerley
Road, Dutton Park, commencing at 8.00 pm
- Sun 18 Aug SPARC Interclub Motorkhana
- Wed 21 Aug Night run organised by Ian Huth & Peter Whalley
On the bar: Neil Swaysland
- Sat 24 Aug QITMC Open Rally (QRRS 4)
- Wed 28 Aug Night run organised by Ian Wall & John Hall
On the bar: Paul Trevethan
- Sun 1 Sep Surfers Paradise Races (AFIC 2)
- Tue 3 Sep Committee meeting
- Wed 4 Sep Film night at the clubrooms
on the bar: Fred van Tuinen
- Sat 7 Sep Surfers Paradise Motorkhana (Aust Motorkhana Ch'ship)
- Sun 8 Sep Surfers Paradise Motorkhana (Aust Motorkhans Ch'ship)
- Wed 11 Sep To be announced
On the bar: Peter Whalley
- Fri 13 Sep Briefing and ballot for the Brookside Warana Rally
- Sat 14 Sep Working bee at the clubrooms
- Sun 15 Sep MGCC closed hillclimb
- Wed 18 Sep To be announced
On the bar: Glen Carpenter
- Sat 21 Sep Brookside Warana Rally (ARC 6)
- Wed 25 Sep To be announced
On the bar: Paul Connell
- Sat 28 Sep Barbeque and fund-raising night