

BRISBANE
SPORTING
CAR CLUB

15 CENTS

AFFILIATED WITH CAMS



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ESTABLISHED 1953

Registered for posting as a periodical - Category B

1974 OFFICE BEARERS

PATRON	Lord Mayor of Brisbane, Alderman Clem Jones	
PRESIDENT	Hank Kabel	Phone 30 2617 (home) 97 2193 (work)
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IMMEDIATE PAST PRESIDENT	Ian Wells	Phone 30 1186 (home)
HON. SECRETARY	Jeff Tremain	Phone 38 4858 (home) 44 6521 (work)
ASSISTANT SECRETARY	Jan Sked	Phone 85 3322 (home)
HON. TREASURER	Charlie Blake	Phone 38 2693 (home)
CLUB CAPTAIN	Ray Luckhurst	Phone 49 4005 (home)
COMMITTEE	Glen Carpenter Paul Connell John Hall Peter Hillman Neil Howard	Daryll Kelly Neil Swaysland Paul Trevethan Fred van Tuinen Peter Whalley
CAMS DELEGATE	Garry Connelly	
HON. AUDITOR	Nev Johnston	
REGISTRAR	Jeff Tremain	
PROPERTY OFFICER	Ray Luckhurst	
PUBLICITY OFFICER	Brian Gemmell	
ART UNION COORDINATOR	Charlie Blake	
SCRUTINEER	Dennis Brown	
PUBLIC RELATIONS	Peter Whalley,	Paul Trevethan
BUILDING SUB-COMMITTEE	Ray Luckhurst,	(Chairman), Gary Blower, John Hall, Keith Morrison, Paul Trevethan
FUND-RAISING SUB-COMMITTEE	Charlie Blake (Chairman), Dennis Brown, Mike Chapman, John Hall, Dave Morris	
HILLCLIMB SUB-COMMITTEE	Fred van Tuinen (Chairman), Glen Carpenter, Ann Thomson	
MOTORKHANA SUB-COMMITTEE	Glen Carpenter (Chairman), Paul Connell, Lee Drummond, Neil Howard, Peter Snell, Jeff Tremain, Peter Whalley	
NEWSLETTER SUB-COMMITTEE	Jeff Tremain (Editor), Peter Hillman, Paul Trevethan, Fred van Tuinen, Peter Whalley	
RALLY SUB-COMMITTEE	Hank Kabel (Chairman), Gerry Brameld, Joe Deamicis, Peter Hillman, John Suominen, Paul Trevethan, Fred van Tuinen	
SOCIAL SUB-COMMITTEE	John Hall (Chairman), Charlie Blake, Sue Hillman, Neil Swaysland, Peter Whalley	
CATERING SUB-COMMITTEE	Ray Luckhurst (Chairman), Gary Blower, Paul Connell, John Hall, Bill Hawkshaw	

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 July:

Barry Torrens Cannon Hill (1156)
Gregory Trigger Camp Hill (1157)

The addition of the above new members brought our total membership to 193, made up of 167 ordinary members, 14 associate members, 3 life members and 9 honorary members. We're now very close to reaching our 1974 membership target of 200 members.

CLUB CHAMPIONSHIPS AT 31st JULY 1974HILLCLIMB CHAMPIONSHIP

Jack Read	20
Daryll Kelly	19
Rod Browning	17
Glen Carpenter	15
Alan Hall	10
John Usher	10
Neil Swaysland	9
Russell Worthington	9
Brian Marsden	8
Peter Whalley	7

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	206
Ray Luckhurst	192
Les Barron	181
Jeff Tremain	172
Lee Drummond	148
Neil Howard	136
Peter Whalley	132
Alan Rolandsen	108
Paul Connell	101
Carol Moore	90

RALLY CHAMPIONSHIP

Rod Browning	29
Tony Best	25
Jeff Tremain	22
Tony Jewels	21
Lloyd Robertson	20
Hank Kabel	16
Ced Reinhardt	16
Gordon Cottrell	15
Peter Gehrman	12
Kevin Bates, Gerry Brameld, Mike Chapman, John Connell, Neil Howard, Ross Huston ...	11

WORKING BEE CHAMPIONSHIP

Gary Blower	15
John Hall	15
Hank Kabel	15
Jeff Tremain	15
Lee Drummond	10
Daryll Kelly	10
Neil Swaysland	10
Ian Wall	10
Peter Whalley	10
Trevor Allen	5
Sue Hillman	5
Simon Kabel	5
Ray Luckhurst	5

CLUB CHAMPIONSHIP

Daryll Kelly	33
Jeff Tremain	26
Jack Read	20
Rod Browning	19
Les Barron	18
Hank Kabel	18
Glen Carpenter	16
Lee Drummond	16
Neil Howard	14
Tony Jewels	13

A LOOK AT CAMS (Continued from May Newsletter)

This month we shall look at some of the decisions made at the last meeting of the NCC. (National Council of CAMS - remember?)

The meeting was held from Friday 30th May until Sunday 1st June and was attended by the delegates (or alternate delegate in the case of NSW) from each state. Queensland's delegate (i.e. National Councillor) is, as you will recall, Nery Hobson. Until 1973 the NCC meetings were held at various hired function rooms, but since the opening of the CAMS headquarters in Melbourne, all NCC meetings have been conducted in the board room of these magnificent premises.

Naturally there is insufficient space here to record all that went on at the meeting (as a browse through the minutes will soon show you), however I have selected the more relevant points for us here in the Brisbane Sporting Car Club.

Firstly, the bad news! It appears that we will be paying more for some of the things we use most, particularly personal accident insurance in open rallies. In fact, we have already been paying an increase since July, but instead of us being aware of it, it is coming out in the form of higher entry fees by the organisers, who in turn have passed on the increase to CAMS for the insurance underwriters. So at the moment we are paying \$4.50 per crew for personal accident cover. (If I may, I'll hazard an educated guess that this will be increased substantially next year.)

Some other states are anticipating an increase in CAMS membership fees. This isn't recorded in the minutes, but I understand that clubs in NSW for instance are quite prepared to pay higher membership fees (now \$2 per head) in return for even better service. I'm not sure how you feel, but I'm a firm believer in the fact that you get just about what you pay for, and \$2 a year is really not much to outlay for an organisational structure such as CAMS has - particularly if you use it properly!

Anyway, the matter of membership fees has been deferred until the next NCC meeting in September, so we'll find out then I guess! If you have any views on the matter, drop me a line and I'll pass them on.

Rallies, and it was a very fruitful meeting evidently, as far as rallies went. The chairman of the national rally committee (Frank Kilfoyle - former Australian rally champion and ex HDT, Ford and Datsun works driver) attended the NCC meeting and made recommendations on behalf of the rally committee (of which Hank Kabel is a member).

A national system of classifying drivers (note: not navigators) has been instituted and is based on results as follows:

- (a) Drivers who have gained at least 10 points in either one of the previous two years in the ARC series;
- (b) The three Australian drivers who gained the highest outright places in the previous two Southern Cross Rallies;
- (c) State champions of the previous year;
- (d) By special application to the NRC supported by performance record and state endorsement.

The national classification list for rallies in 1974 is therefore:

C. Bond, D. Chivas, E. Green, F. Kilfoyle, S. McLeod,
T. Roberts, D. Stewart, M. Chapman, E. Ferguson,
B. Hodgson, P. Lang, E. Mulligan, R. Riley, R. Watson.

It was also resolved that, basically, the allocation of ARC rounds would be, subject to annual review, two to NSW, two to Victoria, one each to Queensland and SA, and one to alternate between Tasmania and WA if applications are received from those states.

A great deal of work is being done on the national rally code, which looks like appearing in 1975. This will certainly be a great step forward for rallying in Australia.

Many recommendations were also made to the NCC for amendments to the NCR's in relation to rallies, and of particular importance are the following:

- (a) Notice of protest may be lodged on behalf of any absent entrant by a crew member subject to the properly signed protest being lodged within 24 hours;
- (b) At protest hearings any competitor or crew whose placing may be affected by the outcome of the protest shall be given the right to appear. The same shall apply to appeal hearings.

It should be stressed that these are only recommendations and the NCC has asked the rally committee to confer with the CAMS principal consultant (Donald Thomson) before the NCC votes on these matters.

And finally, some other tit-bits (!) from the NCC meeting, mainly to do with racing

The Porsche 911 has been re-classified into the CAMS equivalent of FIA groups 3 and 4 which means, probably, that it will no longer be eligible as a sports sedan.

The 1975 Australian Grand Prix (for, of course, Formula 1 racing cars) will be held at Surfers Paradise - great news for Queensland.

CAMS is buying an offset printer (about \$1800) which will mean a great saving on printed matter, which will, in turn, cut expenses considerably.

Once again, don't forget if you have any questions on the way CAMS operates, or on the interpretation of the rules, contact either the CAMS Secretary, at the CAMS office, or your CAMS delegate (me!) on 52 8099 (work) or 46 1497 (home).

..... Garry Connelly

WANTED

Hot head for late model Holden motor
Prefer with big valves
Ported, pinned rocker studs
Also wanted: Halda Twinmaster
Contact Daryll Kelly 52 7136 (work)

NAVIGATOR'S NEMESIS (or "The Big Spit")

Uuurrrrrrlll! Aaaaarrgh!

It's happened to almost every one of us at some stage or other - the moment when, after several hours of pounding, jolting, bouncing and sliding, head down, over some of the usual south east Queensland terrain, that hamburger with egg and can of Coke which fortified your stomach during the transport stage, parts company with the aforementioned portion of anatomy and heads for fresh air upwards. Defying, of course, all the laws of gravitational pull.

If you're quick (and game) your seatbelt is unfastened in time, depositing a ready made dust catcher on the side of the car. From one who knows: tell your driver to either stop, or keep to the right hand side of the road and watch out for trees and clumps of grass which encroach up on the road.

I have been reading maps on and off for nearly four years now and hereby lay claim to having been more sick, more often, than any contemporary navigators during that time.

As others before me have said, "we are all frustrated drivers at heart." Which means that the nearest finance will allow us to driving in rallies is to sit beside one more fortunate than us.

Thankfully, my various drivers (I also claim to have navigated for more drivers in three years than any other navigator - about a dozen) have all been more or less tolerant of my tendency towards illness which, I might add, does not always manifest itself.

At one time I felt that either the car or the driver may have had some bearing on the case. And I am still not wholly convinced that suspension settings and driver ability are completely clear of the blame. For instance, I could never feel at ease in a certain RX3, while complete calm reigned all night in a Fiat 128. Then, in a Mark 1 Cortina, my first ride ended in disaster, was followed by two good rallies, and finalised by a real lulu of a chunder.

About the only time I can be certain of being sick is when there is some kind of fumes in evidence - fuel or exhaust.

Brian Gemell, who has been known to suffer severely, claims that the addition of a bright, fixed light in the map box cures his problem.

I once knew a chiropractor who claimed to be able to cure car sickness. Her failure did little to raise my thoughts on those worthies.

Of course, there's always "The Pill". And what a range. When one "over the counter" type seemed to affect my eyesight for a few hours (confirmed by a doctor as quite likely) I put myself in the hands of the family medic. His recommendation was Avomine, with which I have had mixed success. It seems to go best with a couple of aspirin to prevent headache worsening matters. On occasion I've seen navs hitting the morning sickness pill - not quite what it was intended for, but reasonably effective.

On top of all this I have found that it is possible to 'psyche' myself in the week preceeding the event. In other words spend every spare moment thinking about the event, going over in my mind the anticipated sequence of events and the proposed method of approach.

If all else fails, become a steward or save up all your bread and drive. Anyone for a Chunderers Anonymous?

..... Trevor Garbett

A HISTORY OF THE BIGGENDEN BUSH RALLY

In 1972 a lone rally enthusiast heard the news about the Queensland Rally Championship being a seven event series, went to Brisbane, and after much running around in circles came in contact with Ian Wells, and after much debate convinced Ian it should be tried. The said enthusiast made grand gestures like "\$300 no trouble" but didn't have a clue where it would come from.

Lone enthusiast, now joined by another 'rally rat', became the bane of everybody's life in Biggenden. Slowly but surely a group of blokes developed a system (and how) of trying to set a course and learn the rudiments of rallying and navigation in a short time.

But after many problems the event was held, and by this time the town was so rally mad we couldn't miss, although we didn't realise this at the time and it was near panic stations until the end of the Bush Rally 73. (2,000 in the main street!)

As it turned out the rally seemed to be a success although we made a lot of mistakes and learnt a lot. A few things happened during the rally, at controls etc., which not many know about and which added to the spice of the event.

So it was decided that we would try to run the Bush Rally 74. Rally rat number 2 left for Barcaldine and rally rat number 1 was left to see if it could be done again. Whacko, another rat joined the bunch and a new director for 1974 was appointed, rally rat number 1 still being assistant director. The new sucker didn't know that he had joined about 1,500 people involved in Bush Rally 74 until all courses, controls etc. had been set.

The formation of a committee in Biggenden did help in 74 but we found some things didn't work so these will be changed. To set the Bush Rally takes four cars and approximately 2,000 miles of checking and this is no joke. The course we try to make just right to give all a fair go. When siting controls we consider as much as possible the control officials - their views of the cars approaching and leaving controls as well as the approach by the crews.

To go into details of the work involved in the Bush Rally is probably no more than other rallies, but you know we like to think that it is.

This series will be continued at a later stage when details of the Bush Rally 75 are available.

..... Don Saunders

MOTOR SPORT IN THE BUSHPART TWO - TOOWOOMBA

Toowoomba is another town with which I have been associated for a considerable length of time, mainly because it is close to Warwick. The Toowoomba Auto Club is the longest-established motor sport body in that town, having also been established since the early 1950's, and there has always been a certain amount of rivalry between it and the Warwick Club. Unfortunately, it is not always friendly rivalry as each club often accuses the other of drafting the regulations of its events to suit its own members, but basically the two bodies get along together.

The president of the Toowoomba Auto Club for many years was Mr Stan Mossetter, who is also well known as one of the founders of CAMS. In the early days the club used to run rallies, circuit racing once a year on closed-off town streets at Middle Ridge, and hillclimbs on Prince Henry Drive, culminating in the running of the Australian Hillclimb Championship in 1961. Well known Toowoomba drivers of that era included Mossetter, John Joyce (look where he has gone since), Ern Tedgell, and Arthur Griffiths, while Cam Brown was a regular competitor in the round-Australia trials of the 1950's.

The club left CAMS in 1962 or 1963, possibly due to a clash of personalities between Mossetter and the then State President. Also about this time, extra subdivisions in the town brought about the cessation of motor sport at Middle Ridge and Prince Henry Drive. After trying to run sprint meeting and hillclimbs at various locations the club eventually acquired some land of its own (now known as Echo Valley), and built a racing circuit and hillclimb course, the first meetings being held there in 1966. Also in 1966, saloon car racing was commenced at the Toowoomba showgrounds, and immediately proved popular.

Originally the Auto Club and the speedway enthusiasts worked together well, with a lot of cars competing at the speedway and at Echo Valley, and with each club providing officials for the other club's events.

Throughout this time the club also ran rallies regularly, some of them very successfully, while motorkhanas have had mixed fortunes, being very popular in the late 1960's, and then losing their popularity. However, there have been recent signs of improvements. The popularity of the local rallies led some competitors to try their luck at the Queensland Rally Championship and other CAMS events. Recent competitors who have done this include John Osborne, Graham Thomson, Lisle Neumann, and Tony Perrett.

With the Toowoomba Auto Club showing no likelihood of wanting to rejoin CAMS, these members decided to form a club of their own, and late last year the Darling Downs Sporting Car Club was formed, with the object of joining CAMS and organising events that all CAMS licence holders could compete in. This club was formed mainly by the rally enthusiasts, however they intend to organise other forms of motor sport when they become more established. At present they only have a small, but enthusiastic, number of members, including a few from Dalby, and, surprisingly, some from Brisbane.

The formation of this new club resulted in a drop in membership of the Toowoomba Auto Club. In particular, there has been a drop in entries for their rallies, and a lack of competent rally organisers. There is also another organisation in the town known as the City Auto Club. This group has been operating under a number of different names for at least ten years, and was probably formed by some people who thought that the Toowoomba Auto Club events were getting too hard, as they only run treasure hunts and night runs, with occasional social-type day events.

The Toowoomba Auto Club still organises racing and hillclimbs at Echo Valley, and it has recently become noticeable how these two related forms of the sport have their own group of adherents. In fact, it is amazing how many of the regular hillclimb competitors come from Brisbane. The club has been approached a number of times recently by CAMS, who are trying to induce them to become affiliated again, but so far this possibility seems to be a long way off. This has particularly been the case since another CAMS club has been formed in the town, while many members cannot see the necessity of joining CAMS if they are not competing in any events outside their own club, and are convinced that all it will do is to increase the cost of their sport (licences, logbooks, roll cages, fireproof overalls, etc.). Also it is likely that the track inspection committee would insist on expensive modifications to the track, which the club could not afford.

The speedway in Toowoomba is still going strong too, although it has probably suffered a bit from a few drivers with a lot of money building expensive cars. These days very few members of the other motor sporting bodies have much to do with the speedway except as spectators, while a number of ex Auto Club members compete at the speedway and nowhere else. Well and truly gone are the days when you could run an old bomb at Echo Valley, the speedway, hillclimbs, and gymkhanas, and on any spare weekends your road car in rallies.

As can be seen from this article, it is noticeable how motor sport in Toowoomba has become fragmented in recent times. Personally I would like to see all enthusiasts get together with some sort of united front. The result has been small fields in many events, but the recent boom in motor sport has ensured that there are enough competitors to go around. (I never even mentioned motor cycle events, which have also become very popular recently.) However the town is big enough now to support a number of different groups.

I would therefore say that motor sport in Toowoomba has a good future ahead of it, but I am not sure of the direction in which it will go.

..... Tony Best

WANTED

Our supply of control boards and lights has dwindled even further. We know that members have 'borrowed' club equipment from time to time, and that it often ends up buried in the boots of cars or in garages at home. The boards and lights are required urgently for the Brookside Warana Rally, so please return them to Ray Luckhurst.

A POINT OF INTEREST

I would like to raise several points in this short pointed letter to the Editor.

My first point is that, although we don't make a point of censoring the Newsletter, I feel that the pointed remarks made about the competitors who protest against losing points in a rally where such points mean the difference between winning and losing are exceeding the point a bit. The point made in a protest allegation if it is to succeed must be to the point and precisely right. I feel that to take away the right to protest would be a point in the wrong direction. It is my belief that if someone can raise a valid point to protest about such person should have that right and his points made should be heard impartially, and if the point is not carried he should not be held to ridicule and pointed out as has been happening recently.

My second point is the point that with a little assistance from the members the attendant of the service point at the rearmost point of the clubrooms would appreciate not having to collect cans from various points in the hall if members would only return empties to the service point when ordering another.

My third point is to point out to the Editor that having written this pointless letter that my every second work does not have any point at all to do with my club points.

..... Daryll Kelly

BITS AND PIECES

Congratulations to club members Glen Carpenter and Lynne Tomkins who recently celebrated their engagement and are planning on a May wedding. If you haven't yet seen Lynne's ring she would be more than delighted to show it to you.

A welcome to the committee is extended to Neil Howard, who has stepped in to fill the vacancy left by Dave Morris.

A combined presentation of trophies, for the BSCC Metric Winter Rally and the White Horse Inn Motorkhana, will be held in the clubrooms next Wednesday 4th September, commencing at 8.00 pm. Motor sport films will be shown and supper will be provided.

M.G. Car Club have asked us to pass on their thanks to those BSCC members who assisted them in the conduct of the Barry Purdy Modern Motors Novice Rally earlier this month. The presentation of trophies for this event will be held in the MGCC clubrooms at 620 Wickham Street Fortitude Valley on Friday 6th September, starting at 8.15 pm.

Make a note of this date: Wednesday 2nd October. On this night club member and World Cup Rally winner Jim Reddiex will be coming along to tell us of his experiences in the World Cup Rally. The 50 minute colour movie film of the rally will also be shown. It promises to be a very interesting night, so don't miss it.

If you have any control boards or lights, please return them now.

CLASSIFIED ADVERTISEMENTS

WANTED

For Brookside Warana Rally

- (a) One experienced typist with own typewriter - both will be transported to Nambour. Must be prepared to stay awake (and type) all night Saturday 21st September!!
Rewards: views of dust covered Australian rally champion drivers, irate service crews, free coke and hamburgers
- (b) Two very experienced rally scorers - conditions and rewards as above.

Contact Bev Connelly - 46 1497

WANTED

For Brookside Warana Rally

Three experienced rally crews, with equipped rally vehicle (Halda in kilometres), to act as either:

- (a) Clerk of Course for Division 2;
- (b) Clerk of Course for Division 3;
- (c) Car Zero, to precede the field and book into all controls

Conditions: Excellent, with good views, landscaped environment, and no-one else's dust!

Salary: By negotiation, but you won't get anything anyway except a great evening's entertainment!

Please contact Garry Connelly, Barry Torrens,
or Peter (Desperate) Whalley

WANTED

Members are wanted for the Biggenden Aquatic Club
Applicants must have satisfied the following conditions:

- (a) Sunk a car in three feet of water (twice);
- (b) Been in the middle of nowhere when the car was sunk;
- (c) Had to walk at least three miles for help;
- (d) Forgotten outboard motor;
- (e) Had no towrope;
- (f) Performed all of the above during a thunderstorm.

All enquiries must be accompanied by photographic evidence and verification by at least two witnesses (who must be as silly as the driver)

WANTED

Control boards and lights - please return them to Ray Luckhurst

COMING EVENTS

- Tue 3 Sep Committee meeting
- Wed 4 Sep Presentation of trophies for the BSCC Metric Winter Rally and the White Horse Inn Motorkhana, in the clubrooms commencing at 8.00 pm. Motor sport films will be shown and supper will be provided; all welcome. On the bar: Fred van Tuinen
- Sat 7 Sep Surfers Paradise Motorkhana (Aust Motorkhana Ch'ship)
- Sun 8 Sep Surfers Paradise Motorkhana (Aust Motorkhana Ch'ship)
- Wed 11 Sep Night run organised by Mike Collins & Gary Blower
On the bar: Peter Whalley
- Fri 13 Sep Ballot for the Brookside Warana Rally, in the club rooms commencing at 8.00 pm
On the bar: T.B.N.
- Sat 14 Sep Working bee at the clubrooms
- Sun 15 Sep
- Tue 17 Sep Control officials briefing for the Brookside Warana Rally
- Wed 18 Sep Scrutineering for the Brookside Warana Rally
Night run organised by Peter Snell & Glen Carpenter
On the bar: Glen Carpenter
- Fri 20 Sep Re-scrutineering for the Brookside Warana Rally
- Sat 21 Sep Brookside Warana Rally (ARC 6)
- Sun 22 Sep Presentation of trophies for the Brookside Warana Rally
- Wed 25 Sep Night run organised by Duke Ellis & Jeff Tremain
On the bar: Paul Connell
- Sat 28 Sep Barbeque and fund-raising night at the Connells, 67 Grassdale Road, Belmont, starting at 8.00 pm
- Sun 29 Sep Lakeside races
- Tue 1 Oct Committee meeting
- Wed 2 Oct World Cup Rally night with Jim Reddiex
On the bar: John Hall
- Sat 5 Oct ISCC Novice Rally
- Sun 6 Oct Hardie Ferodo 1000
- Wed 9 Oct To be announced
On the bar: Peter Hillman
- Sat 12 Oct Working bee at the clubrooms
- Sun 13 Oct Closed motorkhana: venue to be announced