

BSCC



**Brisbane  
Sporting Car  
Club**

**MAGAZINE**

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MAY 1976

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MOTORKHANA AND SPEED EVENT			
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RALLY SUB-COMMITTEE CHAIRMAN.....	Greg Weale	3497458	2244547
SOCIAL SUB-COMMITTEE CHAIRMAN.....	Allan Lawson		
SCRUTINEERS.....	Chris Goodreid	Dennis Brown	
	Peter Whalley	Russell Worthington	

POSTAL ADDRESS:

All correspondence for the club should be addressed to:-

The Hon. Secretary,  
 Brisbane Sporting Car Club,  
 P.O. Box 314,  
WEST END 4101,  
 Qld.

CLUBROOMS:

BSCC Clubrooms are located on the corner of Reid and Hawthorne Streets, WOOLLOONGABBA, and are open every Wednesday from 8.00 pm.

MEMBERSHIP SUBSCRIPTIONS:

The annual membership subscription is \$15 for ordinary members and \$6 for associate members. Associate membership is offered only to the wife and children of ordinary members.

CLUB BADGES:

The following Club badges may be obtained from the Club Captain:-

Reflectorised bumper bar stickers.....	\$0.80
Metal lapel badges.....	\$1.00
Embroidered cloth badges.....	\$2.00
Chrome radiator badges.....	\$3.00

MAGAZINE CONTRIBUTIONS & DEADLINE:

All contributions for the magazine will be gratefully accepted. The deadline for contributions is on the first Wednesday of every month. They should be posted to the Editor at the club address or placed in the Editor's slot in the club mailbox in the clubrooms.

B.S.C.C. MAGAZINE PRODUCTION

SEX - RALLIES - XXXX - MOTORKHANAS - SEX - NIGHT RUNS -  
XXXX -- If you enjoy any of the aforementioned social activities,  
then read on. (If not, you are a non-smoking, non-driving, little  
old lady who is a member of alkies anon).

Until now this magazine has attempted to cater for the most  
avid sex-maniac, alcoholic rally drivers or speed freaks (if the  
lid fits, wear it) that congregate in or around a previously holy  
hangout, now known far and wide as the BSCC Clubrooms.

It is the hope of the magazine sub-committee that the above  
will continue ad infinitum (a bit of latin for all youse learned  
scholars).

On a more serious note, a few facts and figures wouldn't go  
astray. YOUR magazine has been produced by a sub-committee of  
FOUR people for the past three issues. Consider the time taken  
to edit and type 12 pages, and then duplicate and assemble 4,000  
pages per issue of interesting and informative articles contributed  
by a few clubmembers. If you don't know it is approx 38 man/hrs  
per month or 9½ hrs of continuous work per month per sub-committee  
member. NO - we are not whinging at having to do the work, BUT  
2% of the total financial membership of the club working to give  
you YOUR magazine seems a little unfair to us. This is a request  
for assistance as follows:-

1. More contributions to the literary content.
2. People to assemble and address the magazine.

The deadline for contributions is the first Wednesday of each  
month. The assembling is done on the second Tuesday of each month  
at the Clubrooms commencing at 7.30 pm. If you can help, 5 minutes  
is better than no help at all, and would be greatly appreciated by  
this sub-committee and your fellow club members.

---

LAST SUNDAY IN MAY AUTOCROSSSUNDAY MAY 30TH

With entries limited to go, it will be advisable for those  
who intend to enter the "Big Thrash" (i.e. Autocross) to obtain  
their Supp. Regs. from the Secretary, or the event organiser  
Gary Connelly, without delay.

The course is located about 8½ miles south-west of Beenleigh,  
in Shaws pocket Rd, which turns left off the road between  
Beenleigh and Mt Tamborine.

Entries will be accepted on the day up until 10 am, however  
the entry fee is cheaper if lodged by the Friday prior to the  
Autocross.

Remember, you'll need your current club membership card,  
a safety helmet and fire extinguisher complying with the CAMS  
manual, and a heavy right foot.

A great day is promised by the organisers, so don't miss  
out. Bring the family and a few cool drinks for after the event.

\*\*\*\*\*

\*\*\*\*\*

BSCC PROGRESSIVE FUND RAISING CLUB - EVENT 5

HOUSE PARTY

FRIDAY 18th JUNE at LOT 11 CHATSWOOD RD., DAISY HILL

Free Entry - Entertainment Galore - Everyone Welcome - See Greg Weale for all the details.

\*\*\*\*\*

\*REMEMBER\* To be eligible for the Grand Draw in November, you must attend seven out of the ten social nights.

.....

QUIET ZONE FOR MOTORKHANAS

The Club has received complaints from people living in Camp Mountain Road about the speed of traffic going to and from the Motorkhana ground. Remember, this is the only Motorkhana ground we have, so please don't endanger the future of such events.

.....

BSCC NEWSLETTER

NOTICE TO ALL FREIGHTER FUSO RALLY COMPETITORS

Through association with Keith Tapsall, Bob Jane Tyre Service will be supplying a service vehicle equipped with a range of Rally tyres, tubes and necessary balancing equipment during the event. This service will be extended to all competitors using Kleber tyres on the night and will be situated at all service points and the division break.

It is anticipated this offer will be extended for further events, and is certainly welcome step forward for Queensland competitors.

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Speaking of Keith, who apparently retired from rallying after last season, it is interesting to note an entry from him for the Freighter Fuso. Wonder what car and who is navigating?

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Advertising on the covers and inside the club magazine becomes renewable as from July. Anyone wishing to advertise on these pages can contact the Editor at the clubrooms or by writing to:-

The Editor,  
Brisbane Sporting Car Club Magazine,  
P.O. Box 314,  
WEST END, 4101. Qld.

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If any clubmember has any ideas or suggestions or wishes to be on any of the Clubs sub-committees, you are welcome to contact the Chairman of the particular sub-committee. Their names can be found on page 1 of the magazine.

THE GREAT AUSTRALIAN ADVENTURECon'd.Part 4

March 8th, 1975, the National Daily, THE AUSTRALIAN carried the first photographs and publicity story for the Great Australian Adventure. This was followed shortly by a full page article in the Brisbane TELEGRAPH and the Cumberland local newspapers. Channel Nine and the A.B.C. carried the honours for the television camp. At last the story was out and thus the trip was really on.

Sponsorship began to take shape and things began to look brighter. Jim Reddiex had by this time completely stripped the car down to individual nuts and bolts; likewise all the spare engines, gear boxes and bits of old 1923 CITROENS that had been accumulating a round Maxim Motors in Abbotsford Road. The fully imported car situation was settling down as the government of the day began to make its policy known in detail, this fact allowed Jim to apply more time to the task of restoring the elderly French lady.

The first task in restoration was to select the best parts from all those available to be restored and thus be used in the rebuilding of this historic car. Jim did this task all on his own as he said afterwards "I want to know in my own mind that every piece that goes into this car will be in as near perfect condition as possible." This selection process was to take far longer than was anticipated yet time lost here was to save days when the trip was actually on.

Night after night the lights were burning late at Maxim Motors as restoration continued. The lights burned late at night at Pat Hetherman's home in Keperra as letters and proposals for sponsorship were prepared and arrangements made around Australia. Press releases were sent all over the country.

At last the final crew selection was made. Almost anyone who was in any way connected with motoring would have given the left eye to have been one of the team. It had to be limited to six as the budget was still very tight. The final six to make the trip were Jim Reddiex, leader/engineer; Pat Hetherman, co-organiser/P.R.; Trevor Ruddick, engineer; Brian McGowan, supplies/accounting; Boyd Ovens and Ian Ryan, photography.

The six were all very excited about the coming event. Not everyone has the opportunity to re-write Australian history.

Time for departure was drawing near, only weeks to go before the off. Uniforms were made and supplied by Freedmans, TOTAL were major sponsor apart from MAXIM MOTORS. TAA were to guarantee emergency travel and support. Luxaflex were to supply display equipment and support. Things were looking good, the car was getting nearer and nearer to completion. The big day came when the engine was fired up for the first time, sounding ominously dry at first, then chaff cutter smooth as the oil was circulated, those first sounds were like wine to the ears of those present.

Would it last around Australia? That was to be seen, the next step was a test run to TOOWOOMBA.....

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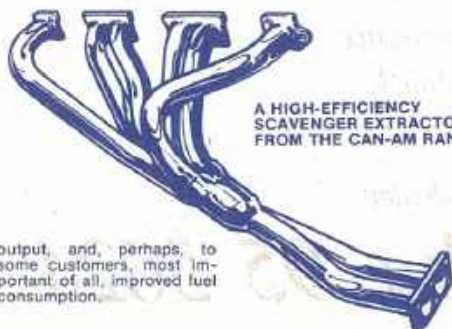
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FROM THE LAST CAMS STATE COUNCIL MEETING

The last CAMS State Council Meeting was held on April 18th. At that meeting a report was given from the last National Council Meeting in Melbourne. Those Club members who are interested in any of the National matters may wish to see me at some convenient time.

-----

As no doubt Club members will have seen elsewhere, the new Office hours for CAMS State Office are as follows:-

Noon - 3 pm Monday - Thursday  
Noon - 4 pm Friday

It was felt that these new arrangements would be more suitable to the needs of CAMS members in Queensland and the decisions to alter the office hours was reached after consultation with the State Council and various key Club officials.

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The Gympie Motor Sporting Club has been granted Association with the Confederation. This Club has in the past been a member of CAMS and it is good to see a greater interest from some of these Country areas. Clubs in the country which are now members of CAMS include the Townsville Renault and Peugeot Car Club, the Darling Downs Sporting Car Club, the Biggenden Bush Rally Club, the Gold Coast & Tweed Motor Sporting Club and Surfers Paradise Automobile Racing Club.

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As mentioned in the last club magazine, the grounds at Archerfield have now been restricted from use to those Clubs conducting Motorkhana State Championships and the Inter Club Championship. The purpose of this was to prevent overuse of the grounds.

-----

The Rally Panel had recommended that a levy be imposed on every competitor in the Queensland Rally Championship and the Queensland Recognised Rally series to supplement the fund for trophies and that at the end of the Series both the winning driver and navigator in each Series be awarded a trophy. It was proposed that the levy be 50% per entry for 1976 and that this levy would be collected by the Clubs organising the various rallies. The State Council felt that to implement this decision in 1976 with no warning would be a little unfair on both the competitors and organisers and so it was proposed that the date of implementation be put off until 1977. After considerable discussion the Council felt that the idea of a levy was perhaps not the only possible method of funding, and as a result BSCC has given notice that at the next State Council it will move that "a fund for the provision of trophies for the Q.R.C. and the Q.R.R.S. be established and that the funds be obtained from Organisers of the relevant rounds, in a manner to be decided". It is hoped that Club members will give consideration to this matter and anyone with any ideas on how the trophies can be funded should contact me prior to the next State Council Meeting which is on May 20th.

-----

For those of you who compete in events where Log books are required (e.g. at race meetings etc) you are reminded that if you have not paid your advertising fee you will not be permitted to compete at the next event. Anyone who is unsure of how the advertising fee works can consult their CAMS Manual or alternatively can obtain information from the CAMS office or your CAMS delegate.

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...cont'd/

FROM THE LAST CAMS STATE COUNCIL MEETING.....cont'd/...

State Council has reaffirmed the ruling as set down in the Australian Rally Code that reversing lights on Rally cars must be operated by a mechanism which allows them only to be lit when reverse gear is engaged. This decision will be implemented from the next rally.

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Considerable discussion occurred on the conduct and frequency of night runs in the greater Brisbane area. A Public Relations problem is looming, and considerable thought is necessary if we are to be able to continue to enjoy this type of event. State Council feels that it will not be long before the complaints to the Authorities reach a level where they will have to exercise some control over these events, and feels it is much better if the control is exercised by CAMS rather than, say, the Police Department.

...Gary Connelly  
CAMS Delegate

Q U E E N S L A N D H I L L C L I M BC H A M P I O N S H I P S

UNFORTUNATELY, THIS EVENT HAS BEEN OMITTED FROM THE C.A.M.S. CALENDAR FOR 1976.

THE DATE FOR THIS EVENT IS SUNDAY, 6th JUNE 1976.

THE PLACE IS MT. COTTON HILL CLIMB CIRCUIT.

ENTRIES CLOSE ON MONDAY, 24th MAY

MINIMUM PRIZE MONEY WILL BE \$550

ENQUIRIES TO:- Mrs. A. Thomson (Phone 378 1368)  
Mrs. J. Appleby (Phone 57 1561)  
M.G. Car Club (Queensland Centre),  
Box 1847, GPO,  
BRISBANE 4001.

MEMBERSHIP REPORT:

Welcome to the following people who were elected members of the Brisbane Sporting Car Club at the May committee meeting:-

Don Choy.....Woodridge  
Lindsay Davies.....Kangaroo Point (Associate)  
Ken England.....Corinda  
Noel Lawson.....Windsor (Associate)  
Percy Underwood.....Manly West  
Robert Vine.....Bardon  
George Wilkinson.....Wynnum

\*\*\*\*\*  
We now have a total of 227 financial members, compared with 265 at the end of last year.



TREMAIN'S TABLE-TOP RALLY

Eighteen cars (?) faced the starter in Jeff Tremain's terrifically troublesome, tremendously treacherous, tricky trans-continental table-top trek on Wednesday 28th April.

Section 1 was an easy run down the New England Highway to Rathdowney. Most cars took the correct route and the fastest of these was Rod Hannifey who took only 9 minutes to travel the 100 km. Les Barron and Eldon James were only 1 minute behind the leader at this stage.

Honours for section 2, an easy competitive section via Lake Moogerah and Boonah to Peak Crossing, were shared by Denis Rogers and Peter Smith, who dropped only 6 minutes on the section.

Only 3 cars collected all the passage controls on Section 3. These were Peter Collins (11 mins), Don Choy (15 mins), and Peter Snell (21 mins). Cars were now on the Ma Ma Creek Rd, south-west of Gatton.

Don Choy was the only car to collect all the passage controls on the following section via Clifton, Leyburn and Horrane to Norwin.

Section 5, via Jondaryan and Ackland to Quinalow, proved more troublesome than intended to most drivers, although five took the correct route and collected all the passages. Fastest was Charlie Blake (5 mins), followed by Peter Collins (6 mins), Don Choy (8 mins), Rod Hannifey (9 mins), and Peter Smith (18 mins).

Section 6 was a tough one with numerous out of bounds points which forced crews to skirt Dalby and Kingaroy to reach MacLagan, just 4 km as the crow flies from start of the section. No cars collected all of the passage controls but John Blake's effort in travelling approximately 400 km in only 10 mins and missing only 2 passages was a creditable one. Next best were Mike Leach (9 mins, 3 passages), Peter Smith (32 mins, 1 passage), and Noel Lawson (14 mins, 3 passages).

Few cars had difficulty with Section 7, a 22 km run to the Highway at Wutul. George Wilkinson somehow managed to book in at end of section one minute earlier than he started the section, Charlie Blake was next best on 4 minutes.

The final section was a transport using highways only back to Brisbane, but few cars took the correct route via Yarraman, Kilcoy, Woodford and Caboolture. Simon Kabel took only 1 minute and answered all the questions along the way.

When the results were tallied Rosemary Smith emerged the winner. Not having gained fastest time on any one section, she proved yet again that consistent driving all night wins events. Simon Kabel and Peter Snell took out the minor placings.

Of the eighteen starters 15 finished, the retirements being Bill Fraser, Larry Stinson and Peter Smith.

...Jeff Tremain

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-----000000000000-----

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CHERMSIDE.  
Ph: 59 9190.

2 KINGSFORD SMITH DRIVE,  
BREAKFAST CREEK.  
Ph: 62 1742

THE ALLAN LAWSON STORYCon'd.Part 5

The V.W.'s life as a Trials car was short lived, appearing only once - and was then quietly sold to finance my first business venture a small book shop in Toowoomba - apart from the occasional drive of the aforementioned M.G. in Trials and Hillclimbs I turned my motor sport eyes to Motor Gymkahans learning to handle the power of an Austin A30 (well that's how Peter Brock started). I am quite proud of the fact that at the Goombungee Show in 1957 I won 9 out of 10 trophies - thought you would be pleased.

The BSCC continued its steady growth pattern in the late 56 under the continuous presidency of Ken Flood who kept the cost of a glass of beer at club nights to one shilling. This year saw the running of the illegal Ampol Round Australia Trial, after which several well known Trial Drivers lost their C.A.M.S. licence Queenslanders included were Keith Thallon - Duck Anderson - Tony Anthony, Palm Car Sales (where they now sell Toyotas at Nundah) Jack Murray was also out for 2 years. V.W.'s continued to dominate the results of both the Ampol and the legal Mobilgas Round Australia trials that year.

The 1956 A.G.P. was held at Albert Park, Melbourne and a Masserati driven by the first big international name to appear on the Australian Motor Racing scene - none other than Stirling Moss.

A new President was elected in 1957, a gentleman named Bill Quill who was to remain in that capacity for 3 years. Ray Luckhurst became Treasurer starting with a credit balance of £63-3-6. (\$126.35) Here is a reprint of the Club Calendar for March/April 1957-

24th March	Gymkhana at Aspley. Org. N. Spearritt
25th March	Social Night at Club Rooms
1st April	Film Night and Social at Club Rooms
8th April	Night Run organised by Bill Harrison
11th April	Presentation of Trophies, Shell House.
14th April	Club Run and Picnic - Lady members to organise
15th April	Social Night
29th April	Open Forum

The 3rd A.I.M. Car Sales Amble continued to be the big event of the year for the BSCC. The Q.M.S.C.C. conducted the very rough and tough Handasyde Trial sponsored by Jack Handaside Motors now Keith Leach Motors, this event started at One minute past midnight in order to save a day's insurance, and used roads in the 'south of Ipswich' area and was won by Max Gault driving a Standard Ten Cadet. Bird Brain Bert Robertson then of 4BC started in a Holden, bringing it back in a funny looking shape, I have often wondered whether he was called Bird Brain before or after he went in Car Trials.

On the demise of the Telegraph Trials (reasons unknown) the Ipswich and West Moreton Auto Club (\*I.W.M.A.C.) conducted the Courier Mail Trials under the direction of a certain Ray Chater - these were, for their day excellent events - Two Day affairs, I remember navigating in a V.W.

Dear Members,

This year our club is organizing six rallies - three of which have already passed. The Apple and Grape Harvest Festival rally was postponed due to bad weather causing the majority of the course to become untrafficable. We hope to hold the same rally later during the year. Our second rally was the Total Mansfield novice rally directed by Laurie Garth which proved to be a good event all round. Many competitors once again made it hard for themselves and read tricks into the instructions which were presented in standard rally form.

Our third event was the Biggenden Bush Rally which was, I believe, an excellent rally. Gary Blower directed the event with the help of the Biggenden Car Club and presented good organization, a good course and a good number of finishers. (27 out of 33).

We have three rallies to go for this year - the "Warana" rally, the "Castrol Inter-City Cup Round 2", and Round 6 of the Queensland Rally Championship. The Directors of these events are respectively, Gary Connelly, Greg Weale and Jeff Tremain.

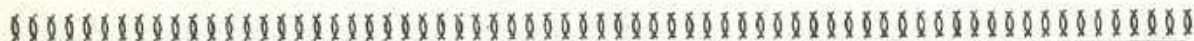
For those who don't know of its existence, the club has a rally sub-committee. It consists of myself as chairman and four other members, these being Charlie Blake, Hank Kabel, Allan Lawson and Jeff Tremain. Our purpose is to speak with directors of our rallies and discuss the organization of these events to ensure smooth running. Another function of our committee is to discuss any material pertaining to rallying, night runs and touring assemblies in general which may lead to a recommendation to our main club committee for forwarding to CAMS or as a possible adjustment to club policy.

We, therefore, welcome any suggestions or comments from any of our club members and make a point of discussing these at our meetings. Our next meeting is on Tuesday the 18th May.

If there is anything you would like discussed, feel free to write it down and hand it to me at the clubrooms or place it in an envelope and leave it in the club mailbox addressed to myself. Hoping this will improve communication between club members and organizing committees of rallies and CAMS,

Your Rally sub-committee chairman,

- Greg Weale



BSCC Clubmembers Hank and Simon Kabel in a Mazda RX3 were placed 4th A.R.C. behind D. Rainsford - J. Beaumont in a porsche, locals D. Bignell - P. Braimbridge in a 240z and T. Mann - P. Jordan in a Subaru GFT in the first round of the Australian Rally Championship held in Western Australia over Easter. The rally was centered around Albany, south east of Perth.

\*\*\*\*\*

LUCKY NUMBER JACKPOT:

Commencing shortly on Wednesday nights at the clubrooms, a lucky number will be drawn from the barrel and if the member whose number is drawn is in attendance he/she will receive a cash prize. If he/she is not there the prize will jackpot each week. Don't miss out - come along every Wednesday night and make sure you know your membership number!

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The views expressed in articles in this magazine are not necessarily those of the editorial staff or the BSCC.

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Con'd.

for Tony Head of Toowoomba in 57 with an overnight stop at Lismore. In 1969 I was to use many of the same roads in The Southern Cross Rally.

This guy called Chater and I had something in common - his first trial was in the first trial I ever organised - a Sunday Trial for the T.A.C. some time in 56. Ray navigated for his brother-in-law Eddie Burkett in an ex-war 1942 Pontiac Sedan. Never being a Director who stuck to the norm, I introduced for the first time in Queensland Trials the use of the instructions using 1st H.R. 1st H.R. 1st H.R. etc. which simply takes you around a grass traffic island at a country intersection - would you know it, Chater was the only navigator to wake up to it - but got lost later on- (I fixed him).

The Club moved into the Vulture Street Club Rooms in 57- WOW if only those pulled down walls could talk - Club life revolved a round these Club Rooms for many years. More rally miles have verbally been run in that small area than any other Club Room I know of in Australia.

The Interclub Trials were introduced in 1957, the best the BSCC Team could do was a 4th, however in later years they were to win it many times. Organised each year by the I.W.M.A.C. the series continued for many years until recently it was more or less replaced by The Castrol Intercity Cup.

The year 1957 drew to a close with a membership of 94 and Ray Luckhurst produced a Bank Balance of £118-2-3 (\$236.24).

"A MAN CALLED RAY"

by Lawson

For Two Years more than Twenty  
This Luckhurst man won plenty  
On both sides of the Rally Car  
He's travelled roads near and far

With the skill of a Two Armed Man  
Along the way he's thrilled his fans  
A Class win in the Southern Cross  
Was a drive like Stirling Moss

An active member since the year Fifty Four  
As a life member he'll help some more  
To keep the Club always to the Fore

NOTICE TO COMMITTEE MEMBERS:

Committee members are reminded that the June and July committee meetings will commence at 6.00 pm.

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SEE NEXT MONTHS ISSUE FOR WRITE UP ON THE BIGGENDEN BUSH RALLY -  
Wickham/Rolandson came first with Stewart/Coote second.

COMING EVENTS:

- Fri 14 May Family smorgasboard night in the clubrooms from 5.00 pm onwards - full details in last months magazine or contact Allan Lawson
- Sun 16 May Surfers Paradise Races (ATCC)
- Tue 18 May Rally Sub-committee meeting
- Wed 19 May Expert night run organised by Boyd Ovens and Peter Cox
- Sat 22 May RCC Freighter Fuso Rally (QRC 2, QRRS 2)
- Sun 23 May Closed motorkhana organised by Simon Kabel and Dave Ambrose at Sanford commencing at 10.30 am
- Mon 24 May Motorkhana and Speed Event Sub-committee meeting
- Wed 26 May Wine and Cheese night
- Sun 30 May Closed autocross organised by Garry Connelly at Beenleigh - Supp Regs are now available
- Tue 1 Jun Committee meeting
- Wed 2 Jun Expert night run organised by Charlie Blake and Jeff Tremain
- Sat 5 Jun Working bee at the clubrooms, 1.30 pm start  
Presentation of Trophies for Biggenden Bush Rally in the clubrooms commencing at 8.00 pm
- Sun 6 Jun MGCC Queensland Hillclimb Championship
- Wed 9 Jun Novice Night Run organised by Graham Nordling and Trevor Chant
- Sat 12 Jun TRPCC Open Rally  
QMROA Yokohama Radial Rally (QRC 3, QRRS 3)
- Wed 16 Jun Mystery night at the clubrooms
- Fri 18 Jun House party at Dennis Brown's - more details elsewhere in the magazine
- Sun 20 Jun BSCC Queensland Motorkhana Championship Round 3
- Wed 23 Jun Novice night run organised by Jan Wickham and Maria Reynolds
- Sun 27 Jun Lakeside Races (ATCC)
- Wed 30 Jun Bingo night
- Sat 3 Jul GCTMSC Open Rally (QRC 4, QRRS 4)
- Tue 6 Jul Committee meeting
- Wed 7 Jul Expert night run organised by Mike Leach and Denis Rogers
- 9 - 11 Jul Iron Man Weekend - more details later

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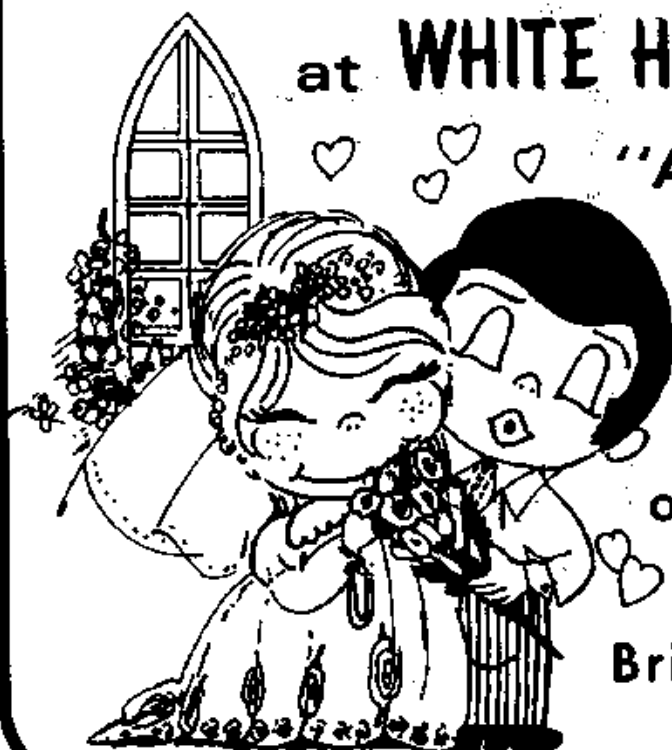
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