

THE BRISBANE SPORTING CAR CLUB MAGAZINE

CAMS AFFILIATED

PRICE 20c



MARCH 1977

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POSTAL ADDRESS: All correspondence for the club should be addressed:
 The Hon. Secretary
 Brisbane Sporting Car Club
 PO Box 314
WEST END 4101
 Brisbane

CLUBROOMS

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

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$15.00 for ordinary members and \$6.00 for associate members. Associate membership is offered to the wife, fiancée and/or 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

EDITORIAL

When I was asked at the end of the autocross to mention that the "Off Road" members had done well I acquiesced but after due consideration I've changed my mind. According to the Oxford Illustrated Dictionary a club is "an association of persons with some common interest meeting periodically" so I regard with abhorrence any tendency within the club to set up little groups of "Rallyists", "Motorkhanaites", "Off - Roaders", "Bird Watchers" or whatever. Naturally, although we are bound by the framework of the BRISBANE SPORTING CAR CLUB we all have different tastes and its to the events that particularly appeal to us that we either enter, officiate or spectate and this is only natural. Our common melting pot however is Wednesday Night at the clubrooms and this is where all clubmembers regardless of sporting preference can get to know (and one hopes) appreciate the other mans or ladies viewpoint. So Wednesday nights lets be having you (As the market gardner said to the librarian).

SPECIAL NEWS

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The highlight of the B.S.C.C.'s sporting calendar, the Lutwyche Shopping Village Rally, the only round of the Australian Rally Championship to be held in Queensland, is to be held on the weekend of May 7th-8th. Usually held as the Warana Rally in September this year a clash with the proposed London - Sydney Marathon has caused its re-timing. A very strong organising team headed by Garry Connelly and aided by the special talents of some of our Off Road members requires, and indeed, deserves the help of every club member. I'm sure we'd all like to spectate or service but doing a couple of controls or assisting at the start, halfway or finish is infinitely more satisfying. In the past we've had to rely to a great extent to other clubs to provide officials for our main event, I hope that you share with me the determination that in 1977 the B.S.C.C. Australian Championship Round will be the best event of the year.

Contact GARRY CONNELLY at....Home 275 1497.....Work 221 6899....today
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Some further details.....Event starts at Midday Saturday, covers approx 1000 kms, and finishes 10am Sunday....\$1000 first prize..... \$3000 total prizes....Presentation of prizes at the Lutwyche Shopping Village Sunday night....Division breaks will be at the SHELL PANORAMA, NAMBOUR and Eddie Byrnes the proprietor will put up the Rookie award too (Good on yer Eddie)....all competing cars are in the A.R.C. so all must have a rollogage....Garry hopes to be using the big recreational area in the Kenilworth Forest again....entry's open MARCH 21st....

DON'T STAND ON THE SIDELINES...BE PART OF THE SCENE.....

THE APEX BATTERIES MAPMASTER RALLY.....
OR McGURK'S MAYHEM

I have lately been a bit disappointed at the lack of map reading in rallies in Queensland (in the open events anyway, and I don't seem to be allowed to go on the novice ones) so when I heard there was to be an event of this type in N.S.W. on the weekend of the 5th / 6th February, I thought about having a go at it.

Maybe I am the only person here who thinks this way, as the only Queensland entry was Tony Jewels and myself in the Subaru. We were out-numbered 50 to 1 by NSW competitors, and had starting position 51 due to getting the entry in at the last possible moment, (entirely my fault for not organizing things earlier, publicity for the event was very good as I had first read about it in the Racing Car News over six months ago).

The event was held in the Bathurst area, (starting and finishing on Conrod straight). It was directed by Brian McGurk, assisted by George Shepherd and Phil Haberle, and they certainly put a lot of hard work into the organization. Navigation varied from very tricky to plain diabolical. The worst tricks involved unusual interpretations of the rally code which are a bit complicated to explain in a short article. I would not be game to try some of these tricks on unsuspecting navigators. One section had me really fooled as it was different from normal Queensland practice, but I found another section fairly easy whereas most NSW competitors got lost.

Re-route instructions were handed out regularly, just for the hell of it. It gets a bit disconcerting to finally have the section plotted, and then be handed a re-route with another 17 grid references to plot. Fortunately I had a 3B pencil and a rubber. Anyone plotting in biro would have been in a real mess.

Another trick used was an unmanned EOOSC at the end of a transport section, followed by an average speed section with a passage control after one minutes travelling time. Then there was a mud map section drawn in a circle with no indication of where to start or what direction to take. Old alignments were used a few times. The rule about more information being necessary when the old and new alignments are less than 2mm apart on the map can apparently still be interpreted to ensure that the correct route wanted can still remain fairly confusing (nothing simple like Advice to Navigators - ignore new bitumen road at...)

To make the event harder, it started to rain about two - thirds of the way through. I really felt sorry for the control officials as they were completely soaked. By then the car was misfiring badly as the distributor worked loose, and we kept trying to dry the coil as we thought this was the problem, so I was quite happy to get to the finish. I was amazed to find that we were provisionally placed second, which was fairly good considering we got two WD's and one missed passage control. A few minutes of time lost here or there was therefore not significant, which was just as well, as the clocks on some average speed sections were not particularly accurate.

The organizers received a couple of protests (not from us). One of these was upheld and this resulted in us being promoted to first place. This will be the final result unless the original winner appeals.

Some of the competitors said "Never again", but I enjoyed the event and would like to go on another one, so I hope it becomes an annual event and that a few more Queenslanders and other interstate crews have a go next time.

TONY BEST.

Laurie. Garth at 349 8053 wishes to find a driver (with a car naturally) for QRC events. Any offers made need not be accepted (nudge, nudge) Laurie's had years of experience, he must be almost as old as me (24,25) so drivers form a queue here.

MEMBERSHIP REPORT

During February our financial membership increased by 82 to bring our total membership to 139, still somewhat under the total at the same time last year.

A warm BSCC welcome is extended to the following people who are elected members of the club at the March committee meeting:

Steven Althaus.....Mt. Gravatt
Timothy Bailey.....Kedron
Paul Cadell.....Morningside
Donna Francis.....Geebung
Paul Goopy.....Everton Park
Wayne Herdy.....Wavell Heights
Michael Hogan.....Chermside
Phillip Kiss.....Carina
Rosé Leftwich.....Graceville
Helen Mann.....Lota
Paul Masterton.....Corinda
Patricia Smith.....Woodridge (Associate)
Allan Stewart.....Ormiston
Stephen White.....Ormiston
Bruce Whiteman.....Enoggera

A FINAL REMINDER TO UNFINANCIAL MEMBERS

Although it is pleasing to see large numbers of new faces appearing on club nights and taking part in club activities, it is sad that a large number of the older faces are no longer seen around. And at this stage it is disappointing to report that, in spite of several reminders, many members have still not taken the trouble to pay their membership subscription for 1977.

Members who have still not paid their 1977 membership fees are reminded that they are now long overdue. If you fall into this category, please pay your subscription to the secretary on any club night, or post a cheque to the club.

Under the rules of the club as amended at the last Annual General Meeting, members who are unfinancial on the 1st of April will cease to be members of the club and would have to re-apply for membership to become eligible for the benefits the Club provides. Make sure that YOU don't become an ex-member !

This is the last issue of the Magazine which unfinancial members will receive.

MAJOR FORTHCOMING EVENT !!!

The first round of the Q.R.C. the BIGGENDEN BUSH RALLY is to be held on the Anzac Day long weekend. Taking advantage of this the organisers are running it at the novel times of MIDDAY SUNDAY TO MIDNIGHT SUNDAY so plenty of daylight thrashing will be on. Regulations will be out very soon (if not now) and Garry Blower promises some 'proper' navigation as well as route chart. Naturally the event starts and finishes in Biggenden and runs on the Maryborough map, petrol will be taken on in Childers. So April 24th is a must for all club members whether as Competitors, Officials or spectators and yours truly will be scurrying around the woods with Mrs Smith (the incredible) in tow.

The recent club Motorkhana run to the usual enjoyable format at Samford saw class results for the following people: JACK READ, M. MCCONNELL, & LEE (I SAW YOU COMING) DRUMMOND.

CHANGE IN FORMAT FOR WEDNESDAY NIGHTS

To allow members to plan their Wednesday nights better, a standard format will be adopted each month commencing during April. Wednesday night functions will generally conform to the following pattern:

- 1st Wednesday: Social night, e.g. movies, bingo or some other non-competitive indoor activity at the clubrooms
- 2nd Wednesday: Novice night run or some other similar activity, e.g. paper chase or table top rally.
- 3rd Wednesday: Open night at the clubrooms, i.e. the clubrooms will be open and all will be welcome but there will be no organised activity.
- 4th Wednesday: Expert night run
- 5th Wednesday: General Meeting

NOTICE OF GENERAL MEETING

Notice is hereby given that a general meeting of the Brisbane Sporting Car Club will be held in the BSCC clubrooms, corner of Reid and Hawthorne street's, Woolloongabba, on Wednesday 6th April 1977 starting at 8.00 pm.

At this meeting the treasurer and the Chairmen of the various sub-committees will be present brief reports on the present status of the club and its activities, and the financing of the club activities will be discussed. The primary purpose of the meeting is to get as many club members as possible together, to give you a chance to express your views and make suggestions. Don't be apathetic - come along and make your ideas known.

RECENT CLUBNIGHTS

The Expert night run organised by Pat Hetherman and Cedric Reinhardt and held on FEBRUARY 16th was won by BETTY AND PETER SNELL with KEITH MCCONNELL/LARRY STEVENS and SIMON KABEL/DONNA FRANCIS 2nd and 3rd respectively.

February the 23rd was Bingo night and for some reason the club members stayed away in droves, probably because they heard Charlie Blake was coming, he won so many games the stewards of the meeting gave him a saliva test. Also on a winning streak was Noel Lawson while I must admit Mrs Smith and I left with more than we arrived with. Henry (It wasn't me it was next doors cat) Ryman didn't win a penny but his recent promotion kept him happy.

The annual wine and cheese night on the 2nd March ended up as a very noisy and convivial affair, blurred by Chateau Gabba 1974 (they didn't have anything fresher) my memory isn't too clear but I dimly remember Mrs Smith standing on the table leading the massed BSCC choir in "O for the wings of a dove" and one of the other ladies had a burst cup so we banded together and got her a new 36D fitting. A VERY successful night.

The first round of the Queensland Motorkhane Championship was marred by the dismissal of Marlene Ryman who had taken over Marie's seat in Hadrian's Onda - this despite the acceptance of her entry earlier. Motor Sport can be rather sad on occasion. Nevertheless BSCC members scooped the following prizes. First and second overall (and in class F) went to Phil Griffin and Jack Read. First and second in class A went to Adrian Taylor and Keith McConnell, Lee Drummond won class B and Lynne Carpenter won the Ladies Prize. An excellent result and if Marlene is still deeply upset the best cure is to take a blushing Englishman, about 32 years old to a sumptuous meal with champagne, the size of the bill is guaranteed to erase all former troubles.

Despite the outbreak of cholera in the area 21 entrants faced the starters flag for the Deiki Brisbane S.C.C.'s autocross.

I arrived just as luncheon was finishing and I found that Graham Neville (Cheetah Buggy) had gained a 2.3 second lead over Jack Read (Mini-bug) during the two laps they'd had during the morning. Other class leaders were Keith McConnell (Cooper S) -113.2, Boyd Ovens (Datsun 1600) -120.4, Ian Bond (VW Baja) -117.2.

I positioned myself in the middle of the course, taking care to protect what Mr Carpenter called (with complete accuracy) my "Little English Body" and I soon found that reporting this event was complicated by some cars being driven by a multitude of different drivers. Ruth Tindal's Datsun was also shared by John Blake/Boyd Ovens. Jack Reads Mini Bug by Matthew Read/Butch Read/Les Rodgie, Ed Turnham's Cheetah by Paul Watkinson/Graham Neville and the Ryman's Civic by the Rymans. So any remarks about these cars is made more in the hope of accuracy rather than certainty (These remarks don't apply to the Rymans of course because the tall, dark hairy one is male.)

Observations made through the afternoon were as follows; Robert Handford's Tonna suffered locked rear wheels and terminal understeer as he tried to turn through a gate and reverse gear had to be recoured to.

The Cheetah's wide rear tyres meant that sliding through gates was verboten and great care had to be taken in positioning the car, also the enormous power of the engine that the intrepid pilots were wherever they were going at enormous speed and the tight little course didn't really suit it.

Ian Huth in his Mini was obviously very keen to recoup the cost of this years membership as he not only ran a flag over but took it into the paddock with him.

Boyd in the Datsun was very nice to watch, his flick right - left through the box being particularly successful.

The Mini-Bug decided that 4 drivers really was a bit much and died for a brief while.

Don Choy in his large Datsun was by no means left behind.

John Hall in his little rally Datsun was (by the sound of it) practising his clutchless gear changes for those "90 right over brow" surprises in the state forest.

Mrs Ryman twirled the steering wheel giving us a toot in the process.

Ian Bond's very smart VW Baja had an air scoop on the roof directing air onto the oil cooler which was mounted on top of his 2.2 Litre engine.

Laurie Gath's Mazda was spectatular in the box too.

Ruth tried to spin the Datsun's wheels under power but the Bridgestone's dug in and with the front wheels saying "Lets turn left" she careered straight on.

Ian Huth reappeared and tried to add to his flag collection but Dave Ambrose had tapped it in well and truly, on Ian's next run (by way of contrast) he attacked the flag on tthe other side of the track.

The Cheetah's engine got off the cam and stopped. Mr Neville (?) restarting it with a flick of the switch mounted above his head on the rollcage. The Cheetah's next run was full of interest, when it was unleashed from the start Dave Ambrose was still standing in the track tapping a flag in, we dragged him away, his coconut shellknees beating the retreat. The Cheetah burst into view teetering on 2 wheels and then when it'd crossed the finishing line it spun into the undergrowth.

This completed the afternoons sport and the results were as follows:

1. Jack Read	Mini-Bug	274.4	Class A	H. Ryman/k McConnell/M. Ryman
2 Ed Turnham	Cheetah	281.7	B	B. Ovens/j. Blake/D. Choy
3. Graham Neville	Cheetah	282.3	C	I. Bond/l. Drummond/R. Hanniford
4 Henry Ryman	Civic	289.1	D	J. Read/E. Turnham/G. Neville
5 Ian Bond	VW Baja	290.9		

Lots of lovely cars but a lack of flair

The incredible Mrs Smith and I paid our \$2 and we were allowed into the relatively small area of the exhibition grounds set aside for the triennial Motor Show.

We shall forget the normal run of the mill cars one can see parked at the kerb anyday of the week and concentrate on the exotics.

We walked in through the door early on a Friday evening when very few people were about, and the first thing to catch the eye was the brand new, water cooled, front engined Porsche 924 resplendent in metallic green. Smaller and less dramatic than the Alfetta GT it faces in competition but faster and better finished. The 122bhp two litre engine pushes it to about 195 kmph. Almost alongside, the Alfetta GT looked as eye catching and practical as ever, not an impossibly small car to get into but that deep windscreen and "area-ruled" body must give a high degree of streamlining. My only reservations about this and the smaller Alfasud were the rather uncomfortable pedal angles which could make really long trips a bit awkward.

Next on the menu was the Jaguar XJS. In the great days when English and Scottish D type Jaguars swept all before them in the Sports Car Manufacturers Championship, the styling and competition departments worked in close harmony and the E-type was obviously a civilized D-type, but now the personality of the competition department has vanished and the XJS is a product purely of the styling department and quite honestly, although I'd give my right arm to have one, it could be better. One saving grace is the V12 fuel injected engine which fills the engine as tight as a foot does a sock the sight of it is most impressive. "Jaguar" always means

a lot of car for a modest outlay but by the time they reach these shores the affluent buyer could well go for a Maserati, Lamborghini or Ferrari.

Examples of all three were on show, the Maserati Merak was tasteful and distinguished in metallic blue but why couldn't the exhibitors fit the cars with fluorescent lamps inside so we could see properly.

Lamborghini had a stunning display highlighted by the URRACO and COUNTACH. The Urraco is a four seater of great width and length but not much height. I expect it goes like a rocket the highlight of the show certainly does. The Lamborghini Countach does 310 kmph (over 180mph) powered by a 440 BHP 5 litre, V12. From the front it appears to be all windscreen, and behind the driver big radiators are placed on each side above NASA air ducts to suck air onto the rear brakes, fabulous - but practical?

Two other new cars were especially noteworthy. The Honda Accord has everything except the kitchen sink and its 1600cc engine puts it alongside the VW Golf in the sensible cars without frills (or extra weight to drag around!) league. Very, very, nice. Also new (but not yet on sale) was the Volvo 343 which features the DAF (Dorniche Auto Fabriken - or something like that) Variomatic drive, this believe it or not is transmission by two rubber belts which slide up cones in the rear axle. If ever anybody over here rallies one, you'll hear the engine note steady at 6000 revs while the car races down straights and still steady at 6000 revs as it totters round corners. I had a DAF 55 and the required style was to plant the right foot and control the movement forwards and sideways with the left foot and handbrake. Fascinating and I never had a belt brake on me either.

BIG ED.

WANTED - WANTED - WANTED

Robert Handford who possesses a fast, reliable TORANA requires the services of a fairly experienced NAVIGATOR for QLD. Championship RALLIES.

Home 265 3028 Business 26 6990

BIG ED'S COLUMN

As is traditional for any new editor his second monthly column starts with BIG ED'S BIG BOOBS (If you'll pardon the expression). In the Off Road Rally report I went overboard with my collective nouns, modified VW's may be BAJA's but Buggies are not toads but Buggies, so a Cheetah Toad is a double difinitive disaster since both are types, its like saying a Holden Ford, Boeing Lockheed or Miss Rosemary Goosebody (she promised me the earth if I could get her name in print !)

Poor Mike Dwyer came out of last months rag very badly. First of all his endeavours to sell his Cortina rally car were complicated by my putting his name down as Mike Drummond (my only excuse is that minutes before I'd been sticking pins in an effigy of Lee Drummond) and then his "close ration gearbox" was printed by your fool of an editor as "close ration gearbox" which gave thought that the first two gears may be easy to get but you can only have third and top when your hungry.

The World Championship began in 1950 and not begam, and that wasnt a clue it was a typing error, also one of my inane jokes (and they're all original) should have said "...the biblical football team".

One thing that needs no apology was the holly on the front cover, February 13th was my birthday and I left it on by way of celebration. My thanks to the 22½ people who asked me about it however).

May I say how sleek and fit David Ambrose looked after the autocross when he'd been the only bloke within sight who had the hammer to whack the flags back in with, his thanks go to the competitors who knocked them over but not to naughty Mr Huth who not only had the audacity to run an inoffensive flag down but he took it into the paddock with him, this left Mr Ambrose and myself, hopelessly and painfully searching amongst the thistles (nasty things the Welsh should have kept them).

Everytime the local daily (The Courtesy Whale) prints anything to do with cars or aircraft they get the facts wrong. The other Sunday it was ALPHA ROMEO (Bravo, Poppa I thought to myself), recently they published a picture of the wrong type of Rover 3500 as being Europes "Car of the Year", the Lincoln bomber that crashed on Mt Superbus certainly wasn't from World War 2, the first flying jet was a Heinkel 1940 etc, etc, ad infinitum. So next time your getting heavy on someone who disagrees with you and you got your facts from the Whale have a care.

Here is the answer to last month's puzzle which was won by that well known club member Miss Tootsy Wootsy of Hampton Park.

S	U	R	T	E	E	S	F	N	T
L	L	I	H	P	O	A	W	B	D
C	L	A	R	K	R	H	R	A	N
F	I	T	T	I	P	A	L	D	I
A	H	I	N	S	B	W	T	U	R
N	G	A	H	H	E	T	H	A	A
G	T	I	A	M	E	H	U	L	C
I	F	M	O	R	A	O	N	L	S
O	S	T	E	W	A	R	T	L	A
H	U	L	M	E	G	N	O	O	P

1950	.....	Farina
1951-4-5-6-7	...	Fangio
1952-3	.....	Ascari
1958	.....	Hawthorn
1959-60-66	....	Brabham
1961	.....	P. Hill
1962-68	.....	G.Hill
1963-5	.....	J. Clark
1964	.....	J. Surtees
1967	.....	D. Hulme
1969-71-73	....	J. Stewart
1970	.....	J. Rindt
1972-74	.....	E. Fittipaldi
1975	.....	N. Lauda
1976	.....	J. Hunt

LATE NEWS.....LATE NEWS.....LATE NEWS.....LATE NEWS

I've received curtesy of Peter Whalley news about the "Shellport 77 North Eastern Rally", the first round of the Australian Rally Championship which was held in Victoria last weekend (March 12/13th).

Hank Kabel entered in the brand new Mazda 323 which went on sale in Queensland yesterday. Normally I'm a bit apathetic towards Mazda's but I must say that that doyen of motor magazines "MOTOR SPORT" gave it a very favourable write up. Naturally this was the cars competition debut in Australia and one wonders if anybody else in the world is rallying one yet. The first cars on the entry list included Bob Weston 1800cc twin cam Datsun, George Fury - Datsun 710, Dean Rainsford - Saab 99EMS, Greg Carr - Escort RS2000, Bob Waterhouse (who looks very smart in his collar and tie) - Datsun 1600, David Jones - Lancer, Murray Coote - Datsun 120Y, Dave Morrow - Gemini, Roger Bonhomme - Datsun 1600 and I'm sorry to say that Adrian Taylor non-started owing to flu, GWSA.

The event was of 650 kms duration and ran through the state forests within a tight area around Wangaratta, timing was very tight and dust was a major problem.

Being the first event of the season trouble struck many people, Bob Weston broke his axle, George Fury pulled a trailing arm free leaving the rear axle uncontrolled in fore and aft movements, Dean Rainsford's Saab had alternator problems, the discs on Greg Carr's Escort were 'nt inspiring confidence and the engine was misfiring and Bob Waterhouse rolled his Datsun. These tales of woe remind me of the driver who was contracted (painful) to an oil company and when the engine punched its conrods through the crankcase he put his ~~retira~~ retirement down to "ignition failure". Hank Kabel broke a non-standard shock absorber but still occupied a place among the 19 cars which finished out of 60 starters.

The event was won by Bob Watson (Marlboro Torana) from Ross Dunkerton (Datsun 260Z), G.Portman (Datsun P510), Doug Stewart (Lancer), Richard Bonhomme (Datsun) and then the local wizard Murray Coote (Datsun).

Ed/Peter Whalley

LEE DRUMMOND wants to mention that entrants in his PAPER CHASE which is a club night event coming up soon will require PENCIL/PAPER and a TORCH if they are to stand a chance of winning first prize (8 weeks all expenses paid cruise in the penthouse suite of the Queen Elizabeth 2nd)

Following a weeks torrential downpour last Sunday's Off Road Rally was cancelled. It is now to be run on May 2nd and the organisers hope to hold part of it during the hours of darkness - and if that doesnt seperate the men from the boys I don't know what will.

Peter Whalley has given me the excellant news that GEORGE FURY intends to enter for the LUTWYCHE SHOPPING VILLAGE RALLY, as well as Dean Rainsford in the unique in Australia Saab 99EMS, my ~~brother~~ brother (who won his class in the english R.A.C. International Rally - and what a fine throwaway line that is) says that the Saab's are gigantic in the forests so I'm very keen to see Dean in action. Greg Carr, David Jones, Dunkerton, Morrow, Stewart, Bonhomme and the incredible Murray Coote. So read page 1 again and lets turn out an event worthy of all that talent.

COMING EVENTS

Wed 16 MARCH Ladies night at the clubrooms
Entries close for Mountains and Lakes Rally

Sat 19 MARCH Working bee at the clubrooms starting at 1.00 pm

Sun 20 MARCH NTCC Queensland Motorkhana Championship Round 2

Mon 21 MARCH Navigation school in the clubrooms starting at 3.00 pm

Wed 23 MARCH Expert night run by Greg Weale and Dave Ambrose

Thur 24 MARCH Scrutineering for Mountains and Lakes Rally

Sat 26 MARCH BSOC Mountains & Lakes Rally (Novice)

Wed 30 MARCH Club night at the clubrooms

Sun 3 APRIL Lakeside races

Tue 5 APRIL Committee meeting starting at 6.30 pm

Wed 6 APRIL 8.00 pm General Meeting
9.30 pm Presentation of Trophies for Mountains
and Lakes Rally

Tue 12 APRIL Off-Road Sub-committee meeting

Wed 13 APRIL Paper chase organised by Lee Drummond

Wed 20 APRIL Open night at the clubrooms

Sat 23 APRIL Biggenden Bush Rally (QRC 1, QRRS 1)

Wed 27 APRIL Expert night run by John Blake & Ruth Tindal

Tue 3 MAY Committee meeting starting at 6.30 pm
Scrutineering for Lutwyche Shopping Village Rally

Wed 4 MAY Family film night at the clubrooms

Sat 7 MAY Lutwyche Shopping Village Rally (ARC)

oooOooo