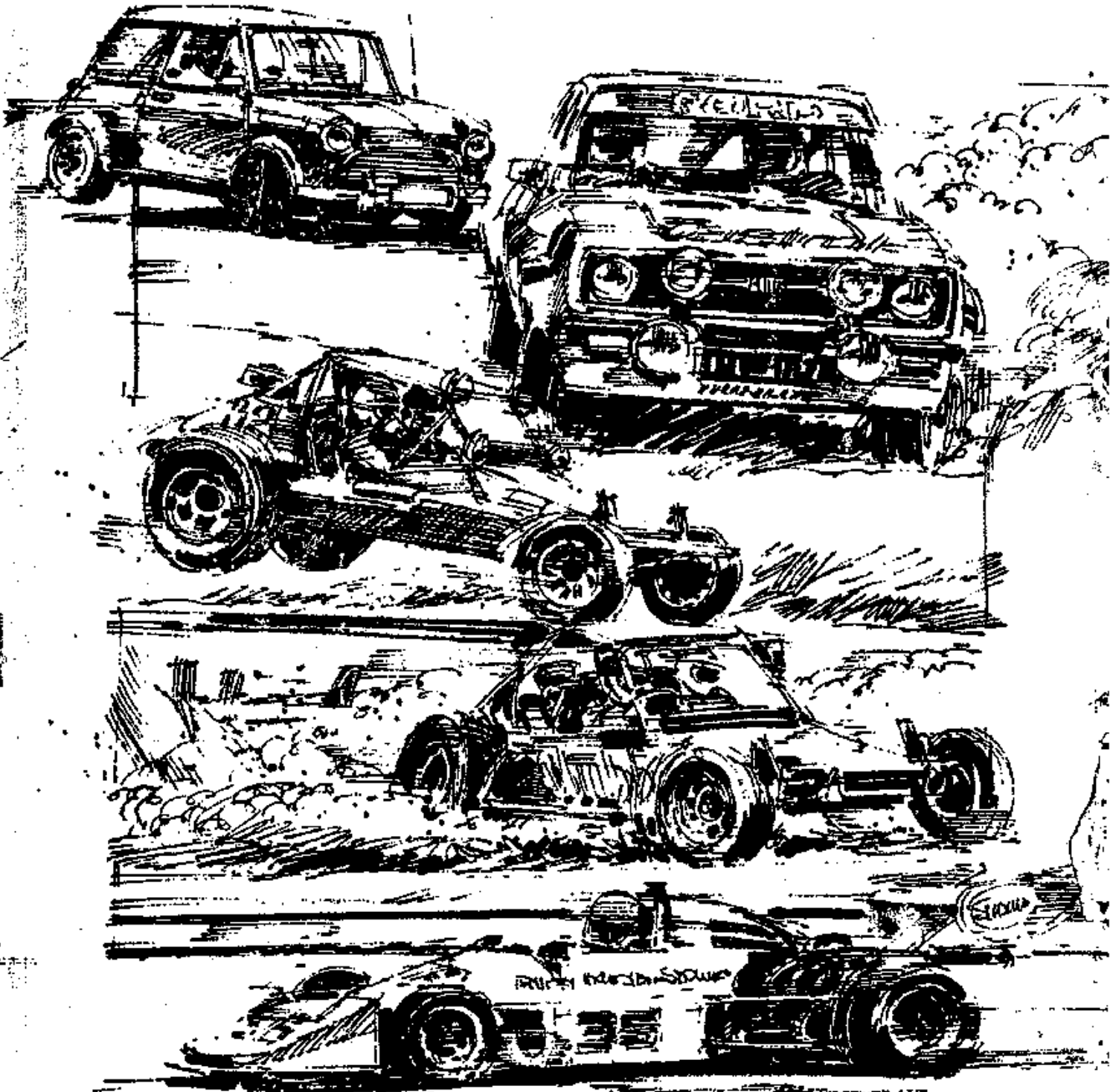


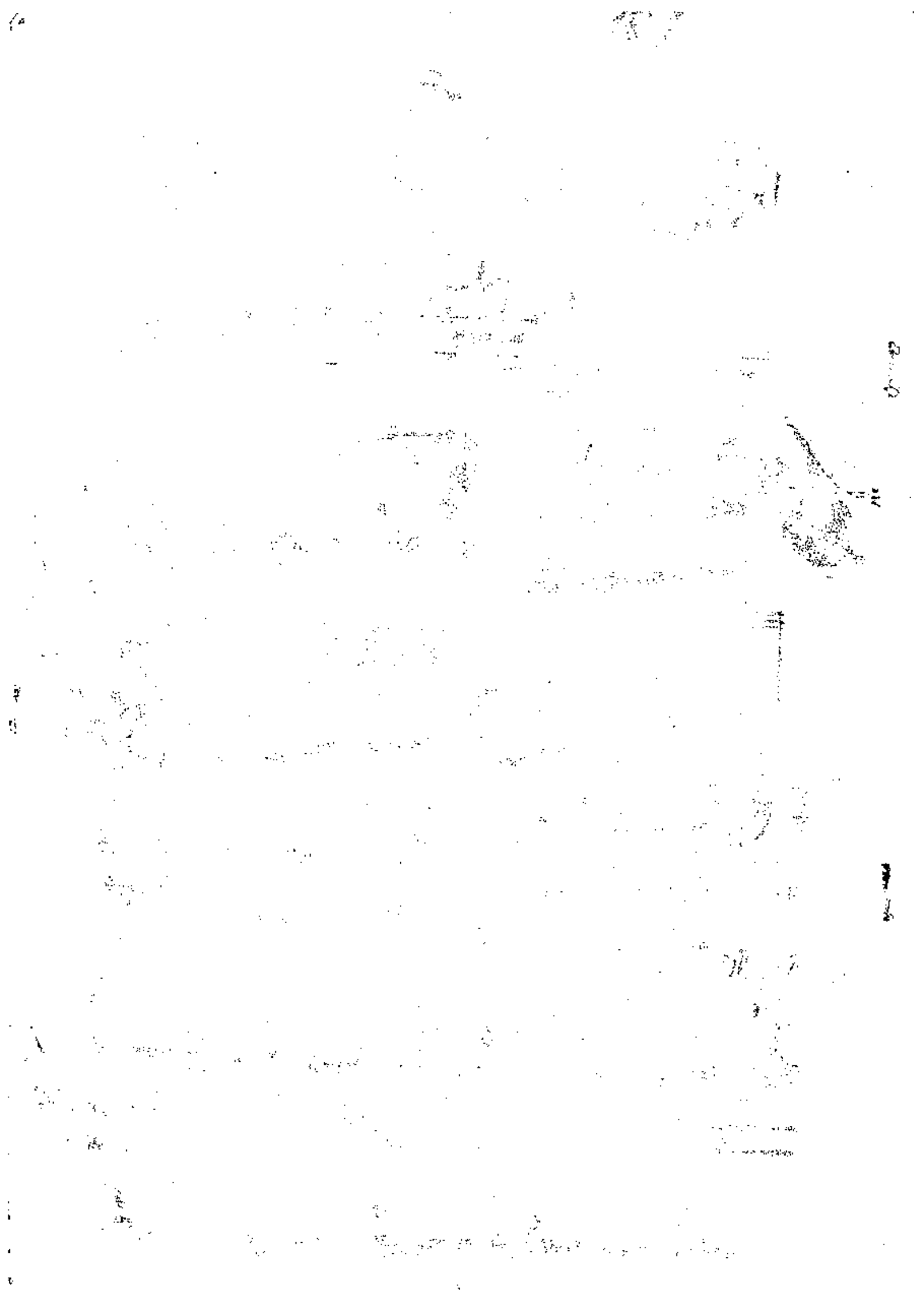


BRISBANE SPORTING CAR CLUB MAGAZINE

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MAY 1980





BRISBANE SPORTING CAR CLUB

MAGAZINE - MAY 1980

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Major Forthcoming Event

Friday 6 June - Annual Presentation Dinner

Sunnybank Hotel 7.30pm for 8pm

\$32 Double - Tickets NOW AVAILABLE

Cost includes Meal, Beer and/or Wine, Disco and Warren McKewens naked jazz ballet.....

Dress - Smartly Casual, An ACE night out, See youse there.....

Tickets available from The Incredible Mrs Smith (208 1721 a.h.), Big Ed (15 Laurel St, Woodridge, Q 4114) or ask any committee member.

Cheques Accepted, Cash welcome, Single Tickets also available.

Townsville Pacific Festival Rally

Queens Birthday Long Weekend - 14th/15th June 1980.

Round 2 Queensland Rally Championship - Regulations Now Available - 300km of Competitive Motoring, 50% of which hasn't been used before - Total Distance 700km in three divisions - \$600 of cash plus trophies and other prizes.

Queensland Light Car Club - Kriticos Rally

Saturday 28th June - Always a good thrash, a round of the Gibie/G.P. Cars Rally series - 6 hours in the woods for a very reasonable entry fee - Regulations available soon, our good Secretary will be receiving some copies.

M.G. Car Club - Queensland Hillclimb Championship

This exciting event will be held at the Mount Cotton hillclimb course south of Brisbane on Sunday 8th June. Travel south of the Pacific Highway, then turn left down the Redland Bay Road and then left down Mt Cotton Road. A good day out watching an exciting sport at a fine venue.

Renault Car Club - Renault Rally Sportive

This event will be 2nd round of the Intercity series. As its on Saturday 31st May you'll have to be damn quick to get on it. I expect Jeffrey has the regs.

Night Run - 28th May

The king of the Night Runs, Charlie Blake, is organising this night run in conjunction with Tony Hazeldine. It should be the tops.

FROM THE PRESIDENT

My apologies for the absence of "From the President" over the last few issues. What with the Lutwyche Shopping Village Rally and the EP 250 at Griffith there was simply insufficient time to write a report.

The Committee of the Club (YOUR Committee) has made some very important decisions recently - decisions which, I believe, will be greatly beneficial to the club. It is these decisions which I would like to discuss in this report.

The club has purchased five Plessey two-way radios. The radios, plus all ancillary equipment from our good friends at Queensland Communications, are worth in total more than \$4,000 new. However we were able to obtain the sets secondhand but fully reconditioned, for \$2000. The sets were used in the Lutwyche Rally and proved invaluable. They will also be used for all our major events (rallies and off road) and their purchase will, I feel, be more than justified in the years to come. The radios are being stored at the suppliers between events so if organisers require them they should contact me at least a month in advance, so that necessary permits can be obtained.

Having spent \$2,000 on radios the club then decided to purchase 25 Wharton Rally Clocks. The price: in excess of \$3,000! It certainly justifies our desire to budget carefully, as we have done in the past two years, to make a reasonable profit from our events in order to put more money back into the club and motor sport in general. (By the way, we will recoup a great deal of the clock money as the clocks will be hired out to other clubs).

Another major decision, made at the May Committee meeting, has more important ramifications than our recent purchases. The Committee voted unanimously to form the club into a Company. This "incorporation" of the club (probably we will become the "Brisbane Sporting Car Club Limited") has been made after careful consideration of legal advice and an examination of a problem which has arisen with a club (not a car club but that doesn't matter) in N.S.W. I'll repeat the story because it shows what can happen. The club concerned decided to hold a fund raising carnival for a local charity and, as part of the programme, hired a helicopter to perform a flying exhibition and conduct joy flights.

As we understand, the organising club was required to insure the helicopter and its pilot. One of the club members evidently agreed to arrange this.

As it transpired, to everyone's horror, the helicopter crashed, killing the pilot.

Unfortunately the insurance had, for some reason, not been taken out. Result: A law suit against the club for over 1/2 million dollars.

Now, because that club, like the BSCC until now, is not a Company Limited, each and every member of that club is liable for that claim. There is a very good chance that some members may lose their personal assets.

It's no use saying "It can't happen here"! Even though we have Public Liability Insurance on our clubrooms and Public Risk Insurance on all our events, the situation could arise where an organiser runs an event and forgets to pay the permit fee and insurance, and the Stewards on

the day do not pick this up. If subsequently an accident occurred and a person was badly injured or killed, then each and every member could be facing the same problem as the members of that club in N.S.W.

So you can see from the above why we have decided to take the steps to incorporate.

If any members have any questions relating to any of the matters referred to in this article, I will be only too happy to answer them, if I can.

Garry Connelly.

New Members

Nine more people became members of the Brisbane Sporting Car Club during the last month, bringing our total membership for the year to date to 337. A warm welcome is extended to:

Franz Van Den Brink	.....	Caboolture
Fred Van Den Brink	.....	Caboolture
Steve Bynon	.....	Carina
Chris Hamlin	.....	Chermside
Ian Robertson	.....	Goodna
Debbie Smith	.....	Kelvin Grove
Paul Dillon	.....	Ashgrove
Mick Norris	.....	Fruitgrove
Bob Sherrin	.....	Tanah Merah

Interesting Notes from a recent CAMS Bulletin....

1981 Rallies

A proposal has been put forward to restructure the 1981 rallies. Briefly the proposal is

- a) Queensland Rally Championship
Four (4) rounds being 1) Qld Round of ARC
2) Three (3) events, at least one in the 'north' and one in the 'south'
- b) South Qld. Rally Series
Maximum of seven (7) rounds.
- c) North of the Tropic Rally Series
The Northern Advisory Committee has been asked to provide and suggested for instance in 1980 six (6) rounds are held.
- d) Clubman/Novice Rally Series
Clubman, Novice drivers - anyone can navigate.

If you have any constructive comments to make then contact the Rally Sub-Committee Chairman, Warren Tegg, soon.

World Rally 2

I have already read glowing praise for this years rally annual, it'll soon be available in Brisbane. It costs \$22.95 from the shops or only \$20 from Big Ed and The Booksmith - see me at the Club or Rally starts.

Off Road Basement

A Difference of Opinion by George Croucher and Guenter Schmied

We support the principle of the written report which was submitted by Steve Blackburn in the April issue of our magazine.

Our point of view differs somewhat from Steve's, but is offered as a sincere attempt to present facts which would support the actions of any official, who directs a slower vehicle to allow another competitor past.

We acknowledge the fact that stumps, washouts and dust etc. are what makes Off Road Racing what it is, and the problems of a slower competitor holding up a faster vehicle for long periods, is one which has been around since competitive motor sport began.

On an extremely dusty track the problem takes on new dimensions. If a faster competitor closes on a slower one in dusty conditions, the driver and navigator are faced with the problem of driving blind, and to close to within 4 metres before the lead car pulls over means this :-

The faster vehicles average about 60kmph and therefore take 1min to travel a kilometre, a difference in speed of a mere 5kmph means that a faster car catches a slower one at the rate of 83 metres a minute and if the first cars dust plume is 100 - 200 metres long then the faster car will have to career 1 - 2 kilometres driving totally blind. This means the driver and navigator of the faster vehicle are subject to many unnecessary risks during this period, and with more and more entries being received for each event then the risks are increased pro-rata.

The dangers involved of course are not only those of personal injury, but also of avoidable damage to vehicles. The way the monetary cost of motor sport is escalating, we see no reason to introduce risks that will inevitably lead to accidents.

As a fundamental concept of sport, a team strives not only to participate, but to achieve a good result. We cannot see that a rule put forward by Steve in the last magazine, which promotes sitting behind a slower vehicle one car length, will benefit anybody. If we are not foolhardy or daring enough to drive through blinding dust then we must always lose, an attitude of mind that will deter new competitors from joining the sport.

Therefore we feel that Ian Baker is to be congratulated for his action at the Pinewoods 150, and may thus instigate a change whereby all controls are in radio contact and can judge a faster cars pace, so that slower cars could be held momentarily at a checkpoint.

So far Off Road Racing has a high safety record, lets keep it that way.

George Croucher
Guenter Schmied

New Model

Kevin White was rooting around under the gooseberry bush when he came across Krista Jasmine White, we understand its his third find so he really must stop banging about in dark places. In my notes it says Krista weighed 9st 6lbs (thats 65 Millilitres) which makes her the biggest gooseberry of all. Congrats all round don't forget the slice of christening cake for Big Ed.

Big Eds Colonna

First of all we must say how delighted we are that Ann Thompson is recovering from the stroke she suffered during the course of the Lutwyche Rally. Our thanks and admiration go out to Ross Moir, the man on the spot, who obviously did all the right things in circumstances where I would have been worse than useless. One hears that the Wesley Hospital has been extended to cope with all the flowers, GET WELL SOON, and if all those tiresome boxes of chocolates get in the way theres always me.

Ghastly Freudian Slip

The other day I was talking to this stunning little girl in the bank, I was telling her that as a short male most of my lady friends had been taller than me, and they always called me their "Pocket Venus", however I didn't say Venus, it came out as "Pocket Penis". Her head shot up and she glared at me, what I should have done is ignore my faux pas and pretend her ears were acting up, but like a fool I clapped my hand to my mouth and went bright red. Now I daren't go in the bank, well not without a disguise.

Lutwyche Lumps

Another successful Lutwyche disappears to the past, but having only 5 cars reach the finish was a bit close to the knuckle. I believe Jim Reddiex sailed over the final stage in his big CX but more conventional machinery died a death on the swamper bits.

Garry Connolly had another night of off the cuff reroutes and all the shambles that develop when the rain falls, I don't know how he does it, admiration unbounded.

Biggest talking point was the second stage where a sharp corner followed instantly by a Caution Bridge caught out most people. The first runners gradually swept away the bridges defences, although it was already missing the big log from the centre, then Rod Browning caught it a savage blow and cars began to pile up in the creek. By the time George Kahler fell in with the far-from-light Mazda RX7 there was plenty of muscle power on hand to lift the car back on the road. Photos of the devastation show that late numbers just had nowhere to park.

My man, Mark Taylor, had agreed with the swine who navigated for him in South Australia that he would do the Lutwyche with him. Luckily Bob was so outatndingly ugly that I found hatred an easy reaction, however TIMS, whose taste in males has always (apart from a brief flurry of sense in 1976) been exorutiating, found Bob quite agreeable. When the boys came round for dinner I tried to feed Bob some powdered glass but Tricia mixed the plates up, since then I've been passing glass decanters. On the night of the event Tricia kept saying how nice it was they were doing so well, I gave the cheeky cow a punch in the ear, I thought it was a ROTTEN turn out.

With all the increase in activity that the rain caused we must say that the Saturday evening radio controller was sheer bril. If he can juggle possums like he juggles the radio net then he's made for life.

At our first control we were visited by the local forester who was worried about the beating his roads would take. The knowledge that I was talking to THE man who has the yea or nea on future forestry rallies made me feel quite weak in the knees. As quick as a flash we had him reclining on silken cushions in the back of the Civic. TIMS peeled him a grape and I danced the "Dance of the Anorak and Six Jumpers". As he left we flung ourselves on the cattle grid so his composure

wouldn't be ruined by the rumble of the tyres.

At this control Garry had prepared a re-route and a safety note, the latter warned them that a cattle grid had become dislodged and was turning into a well. There certainly wasn't any pressure on the navigators to do the alterations hastily, but imagine a dry night reroute, they'd all be moving with the speed of snails so as to get 5 minutes between each car.

We finished with two controls in the same spot west of Jimna. Rather a public spot it was hard to get a snooze. Luckily Boyd Ovens and his lovely lady were in the vicinity so we could borrow an ordinary pen from him - all our pens only wrote under water. Noticeable on each occasion was that Fury and Dunkerton were lined up in their Datsuns while the sound of much work was coming from the Ford camp.

We were finally swept up by Peter Whalley and he was presented with The Booksmith showbag, this contained half a dozen of the filthiest magazines its ever been our pleasure to receive. Peter was incoherent for the rest of the night.

Goon but not forgotten

Socially this club is almost a dead duck, as successive Social sub-committee chairpersons have discovered. Organised weekend fixtures are a dismal failure, and any clubnight that in the remotest way social (apart from Off Road Night which is altogether too successful) falls flat on its face. So perhaps it wasn't too surprising that an un-organised night was such a success. Boyd Ovens obtained a block of front row tickets for Spike Milligan at Her Majestys, and of the 32 people in the party about 25 were from the BSCC, this thereby becomes the most successful social occasion since Charlie Blake went fishing with Dennis Brown and Lloyd Robertson in 1972.

What a pleasure it is to find a comedian who operates on such an acceptable level. Before he became old hat Norm Gunstan was like that, but Barry Humphries was so revolting in the guise of Sir Les Paterson the cultural attache to the Court of St. James's, that one felt guilty laughing. Spike doesn't need bums and tits for a cheap laugh - its all pure talent.

What an evening. Warren McKewen supplied THE STAR with sweets, Spike did a fair copy of Tricia wiping her nose, Lee Drummond was weak throughout and us "rich bastards" in the front row were sprayed from a wine flask. As Jim Reddix said, the show was about nothing, but what an evening.

Warwick Wheezes

The Incredible Mrs Smith and I journeyed upto Warwick to time the Morgan Park Off Road meeting. The cars departed at 30 second intervals flagged off by Warwicks Lord Mayor, and we were quite busy keeping tabs on things. What makes the blood run cold is that at one time, when it seemed the drought could lead to landowner problems, it was suggested that the cars could start two at a time every 15 seconds, and run over a shortened course - can you imagine timing that when the numbers are totally obscured by mud !

Isn't it a bit silly that in a large club with a thriving Off Road membership, that at one stage the only person who could hand out the passage control tickets was the ambulance man ? I think theres an awful lot of taking going on and not much giving.

Club Motorkhana - 9th March 1880

I Wondered why Ian Fink was slow with producing these results, but now we know it was because he finished 2nd (Second), ie - Not First, that is to say, Behind the Bloke in Front.

Still we won't dwell on the fact that Ian was BEATEN into SECOND place. The event was won by Lindsay Sutherland who was making a welcome return to Brisbanes best Car Club. When I say welcome I speak for 99.697% of the members but in fact one member, not a million miles from Ian Fink, has distinctly UNwelcome feelings. Graeme Adair swamped the opposition in Class A, and Gary Luiten (who has a bell named after him at Lloyds) beat Phil Stephan to win Class B.

Note : As Ian Fink was the organiser of this event he couldn't have a go, but if he had participated his times could well have been as we have them here.

Test 1 Double Kidney

1	Lindsay Sutherland	F	28.8
	Ian Fink	B	31.0
2	Graeme Adair	A	32.0
= 3	Ralph French	B	35.1
	Kelvin Taylor	B	
5	Gary Luiten	C	35.4
6	Steve Donoghue	C	36.2
7	David Mundy	C	36.4
8	David Martin	B	36.7
9	Phil Stephan	C	37.0

Test 2 Trefoil

1	Lindsay Sutherland	F	22.5
	Ian Fink	B	25.0
2	G Adair Graeme	A	26.0
3	Kelvin Taylor	B	29.1
4	Ralph French	B	29.2
5	Phil Stephan	C	29.3
6	Gary Luiten	C	30.2
7	David Martin	B	31.0
8	Steve Donoghue	C	31.4
9	David Mundy	C	31.7

Positions after 2 Tests

1	Lindsay Sutherland	F	51.3
	Ian Fink	B	56.0
2	Graeme Adair	A	58.0
3	Kelvin Taylor	B	64.2
4	Ralph French	B	64.3
5	Gary Luiten	C	64.6
6	Phil Stephan	C	66.3
7	Steve Donoghue	C	67.6
8	David Martin	B	67.7
9	David Mundy	C	68.1

Test 3 Double Bone

1	Lindsay Sutherland	F	33.0
	Ian Fink	B	35.5
3	Graeme Adair	A	37.3
4	Phil Stephan	C	39.1
5	Kelvin Taylor	B	39.4
6	David Martin	B	41.9
7	Gary Luiten	C	42.9
8	Steve Donoghue	C	43.3
9	David Mundy	C	44.9
2	Ralph French	B	36.2

Positions after 3 Tests

1	Lindsay Sutherland	F	84.3
	Ian Fink	B	91.5
2	Graeme Adair	A	195.3
3	Ralph French	B	100.5
4	Kelvin Taylor	B	103.6
5	Phil Stephan	C	105.4
6	Gary Luiten	C	107.5
7	David Martin	B	109.6
8	Steve Donoghue	C	110.9
9	David Mundy	C	113.0

Test 4

1	Lindsay Sutherland	F	22.3
	Ian Fink	B	22.7
2	Graeme Adair	A	25.6
= 3	Ralph French	B	26.0
	Gary Luiten	C	
5	Steve Donoghue	C	26.1
6	Kelvin Taylor	B	27.4
7	Phil Stephan	C	29.1
8	David Mundy	C	31.8
9	David Martin	B	32.0

Results

1st	Lindsay Sutherland	Special	F	106.6	1st class
	Ian Fink	VW	B	114.2	
2nd	Graeme Adair	Moke	A	120.9	1st class
3rd	Ralph French	VW	B	126.5	1st class
4th	Kelvin Taylor	Mazda	B	131.0	2nd class
5th	Gary Luiten	Mazda	C	134.3	1st class
6th	Phil Stephan	Datsun	C	134.5	2nd class
7th	Steve Donoghue	Mazda	C	136.0	3rd class
8th	David Martin	Datsun	B	141.6	3rd class
9th	David Mundy	Mazda	C	144.8	4th class

Before launching into Brian Marsdens Lutwyche Rally report we must point out that circumstances have changed since it was written, following a frontal lobotomy at the Prudential Office Brian now spends his days humming and picking wild flowers....

Cry Havoc ! or the Lutwyche Shopping Village Rally

A few people were kind enough to comment favourably about my ramblings on the Castrol Rally, (Thanks Mum, Great Aunt Sybil etc.) so I decided to give the critics another blockbuster. The last section of the Lutwyche left an indelible impression on my psyche, so I wanted to purge myself of it. Others will write reasoned informative reports of the whole event, and I recommend reading these before going any further into this and getting a biased view.

We were encouraged to find ourselves sixth on the road at the beginning of the section in question, although Ray Vandersee was probably in front of us there, one more section gave us a chance to get back in front of him, so it was going to be finger out, nose to the grindstone, and feet off over the crests.

The first couple of K were uneventful, but then we got up into low lying cloud, and the road became even worse than its previously diabolical condition. That section goes into the Guinness Book of Records in several categories.

1) Most difficult to see anything past the bonnet, 2) Most miserable weather conditions in the South Eastern corner of Queensland on 4th May 1980. 3) Greasiest roads of 1980 (Entered also as possible contender for greasiest roads all categories) 4) Section most likely to end up with car bogged in table drain at bottom of 2 steep hills with navigator and driver covered in mud and sobbing on each others shoulders.

I remember just clawing our way up one steep hill and commenting to Murray that we would have to be the last car which would reach the summit there. As it happened, Barry Ferguson got up it after us. I understand twelve cars went into the section, and only five came out.

We went down the wrong THR at 18.4km, just like most of the cars in front of us. Ed Mulligan was stuck there nose downhill, no battery and stuck in gear, so he was pretty helpless (More about that later).

We got out with a bit of help from Manuel Le Bourse, and kept on going. Every corner was a giant step forward into the unknown, and after 40km of peering into fog like a blanket of feathers and skating all over the road, we had had enough. Then the fog cleared and the road became merely horrible. With only 10km to go to the end of section, and a result of fifth or sixth, and first Queensland, we started to think it was nearly worth the traumas, I might add that I knew that if Ray Vandersee hadn't caught us while we were on the wrong track, he had to be bogged and/or lost, and/or off the road, and/or broken down, and all good things, too, especially simultaneously.

And with only 10k to go, the left hand back axle snapped and we were out of the rally. Rather than sit and wait for help we walked out. We walked the 10k in two hours, and I will thank all those people who have told me that the perfect body is a bit soft, to shut up, or beat the time under the same conditions. I had sent a note with Barry Ferguson, so Ross Moir and our Grand Prix Leyland service crew were ready and itching to go and get us.

Ross had offered two hours earlier to go in with the Landeruiser, get us out and then spend the rest of the day towing the other crews out. However, Garry felt that there was a danger that a competitor could get through and meet them head on, so he declined the offer. The section was closed some ten minutes after we got there, so off we went.

It is noted that there was no sign of a sweep car to close the section, which was no surprise.

Ed Mulligans wife Pam and their two man service crew also came to get Ed out. We got back to the Escort and started to replace the axles, and after a couple of hours, Ken Lang walked back to us. Mulligans Landcruiser was stuck 6km down the road from us. And that was still on the easy part of the section! I've always said that a rally car can get through places a 4WD can't.

Ross and I went back in Ross' Landcruiser to help, and while I slept in the Cruiser, Ross helped clean out and then we went back to the Escort, which was ready to go by then with a pair of very dubious secondhand axles. Although Pam and Eds crew still hadn't got out, we had no choice but to leave.

Ross needed to get to a phone for information about several things, one of which was a redhot medical matter. Murray and I could see no way a rally car which could break another axle at anytime could help a Landcruiser with a winch, so we had to assume that they were at least as well off as we were. Good reasons, but I felt guilty and wish we could have done something. I'm writing this at 11am on Monday, and I doubt if Eds' car is out of there. I hope Ed, Pam, et al got out before dark on Sunday, and didn't feel we abandoned them. I just made a couple of phone calls, and found, Ross, Ann Thompson and Keith Tapsall loaded up and went back and got them out at 2am on Monday morning. They had had no sleep at all, and they would have to be awarded the highest credit possible for their refusal to give up.

Ed Mulligan spent eighteen hours in the car waiting for help, from 6am Sunday morning until midnight that night. His column, called Mulligans Stew is noted for its straight forward tone, and should make interesting reading when he writes up the Lutwyche. Clive Slaters story deserves a book written about it. He went over the side of a bank backwards in Section 4 of the third division, and was so far out of sight that he couldn't be seen from the road! We were next along, and Clive waved us through. Now Clive is quick. He was knocking Murray off consistently, and when you've got to drive 3000 miles to get home, it would be expected that you might take it easy. To retrieve the car Clive got a blitzwagon and crew from Imbil, and they got the car back on the road. However, it started to rain, and Clive slid off again. The crane dragged him out for a second time, but unfortunately the blitzwagon started to slip while holding Clives car up in the air. There was only one thing available to stop the blitz going over the side, and he used it. He dropped the Corolla on its nose and used it for an anchor.

Clive told me that he would be able to drive it back to Perth, but was literally having trouble fitting the gear they brought with them back in the car. Its two inches shorter than it used to be, and bends up in the middle. Clive and his wife and Barbara his diminutive, delectable navigator, have spent thousands and the money has now run out. I hope that this disaster is going to turn out to be a blessing, and will result in financial help for one of the countrys fastest and most dedicated teams, when his limited options are generally known.

It was a bitter disappointment to ourselves and particularly Ross Moir when a good result in our first event with Grand Prix Leyland turned into a DNF so close to the finish. Ross was bitterly disappointed, but we all know Garys rules. Gary will come in for a lot of criticism for running the third division, and in particular that final competitive. In retrospect, its fair to say that Gary is consistent in the way his mind works, and no regular competitor, should have been surprised at any of his decisions. You might afterwards

say that he was wrong, but you could never say you expected him to try to direct an easy event.

In any case, unless your name is Clive Slater, theres someone worse off then you are, and Clive intends to be in it again next year. I vote we take up a collection for his travelling expenses, quite seriously.

Anyway, the best revenge anyone could have on Garry Connolly is not to tie him to the back axle of Carrs Escort on a short rope. Directing a wet Lutwyche must be more painful.

Brian Marsden

Footnote :- I've just heard that the last two competitives have been cancelled because of "Unequal conditions" - so we're a finisher after all !!!

Results Summary - @ Denotes Brisbane Sporting Car Club Member

Div 1 Sec 2

1	Bond	5.43	=18	@Fritter	6.38	37	Petty	7.16
2	Fury	5.46	20	@Kahler	6.39	38	@Van Den Brink	7.17
3	Bell	6.02	21	McLean	6.41	39	Barry	7.19
= 4	Carr	6.06	22	McKinlay	6.42	40	@Kabel	7.20
	Dunkerton	6.06	23	@Batts	6.45	41	@McCubben	7.23
6	@Taylor	6.07	24	Hall	6.50	42	Jackson	7.25
7	Vandersee	6.11	25	McLoughlin	6.52	43	Sibley	7.43
8	Ferguson	6.16	26	@Cross	6.53	44	Salter	7.44
9	@Browning	6.17	=27	Stanley	6.56	=45	@Cadell	7.47
10	Slater	6.21		Roslan	6.56		Gibson	7.47
11	Mulligan	6.23	29	Hetherington	6.57	=47	@Reid	7.51
12	Roggenkamp	6.28	30	Woodward	7.02		Pember	7.51
13	Leven	6.30	31	Smith	7.04	49	Neumann	8.00
14	@Coote	6.31	32	Downing	7.05	50	Kiss	8.19
15	@Somerville	6.33	33	Hayward	7.08	51	@Black	12.34
16	Perrett	6.35	34	Sparkes	7.10	52	@Tapsall	14.36
17	Cutts	6.36	35	Shannon	7.11	53	Ward	43.51
=18	Masling	6.38	36	Scott	7.12			

Div 1 Sec 4

1	Carr	11.04	=18	@Black	13.26	37	Shannon	14.33
2	Fury	11.19	20	Scott	13.29	38	Petty	14.42
3	Bond	11.30	21	McLean	13.31	39	Barry	14.47
4	Bell	11.37	22	@Batts	13.33	40	Stanley	15.02
5	Slater	12.03	23	Neumann	13.34	41	@Van Dn Brink	15.13
6	Dunkerton	12.09	24	Salter	13.35	42	Sparkes	15.24
7	@Coote	12.21	25	@McCubben	13.39	43	Ward	15.31
8	Ferguson	12.23	26	Hayward	13.42	44	Hall	15.36
9	Mulligan	12.30	27	Cutts	13.45	45	Pember	15.42
10	@Taylor	12.35	28	Woodward	13.47	46	@Cross	15.52
11	Masling	12.38	29	Roslan	13.55	47	Gibson	16.23
12	@Cadell	12.51	30	Kiss	13.56	48	Sibley	17.15
13	@Kahler	12.56	31	Downing	14.01	49	@Tapsall	17.31
14	Leven	13.08	32	Jackson	14.04	50	@Fritter	17.43
15	@Kabel	13.16	33	@Reid	14.06	51	McLoughlin	19.54
16	Smith	13.21	34	Hetheringto	14.09	52	@Somerville	38.55
17	Roggenkamp	13.22	35	Vandersee	14.19			
=18	Perrett	13.26	36	McKinlay	14.31			

Div 1 Section 6

1	Fury	4.19	19	Neumann	5.15	37	@McCubben	5.35
2	Bond	4.25	20	@Black	5.16	38	@Fritter	5.38
3	Dunkerton	4.29	21	@Kabel	5.17	39	@Reid	5.40
4	Bell	4.33	22	Roggenkamp	5.18	40	Downing	5.44
= 5	Carr	4.44	23	Smith	5.19	41	Gibson	5.45
	Slater	4.44	=24	Perrett	5.23	42	McLoughlin	5.48
= 7	@Coote	4.51		McLean	5.23	43	Barry	5.52
	Masling	4.51	26	Batts	5.25	44	Ward	5.56
9	Mulligan	4.52	27	Roslan	5.27	45	@Cross	6.01
10	Leven	4.53	=28	Petty	5.28	46	Jackson	6.04
11	@Taylor	4.56		Hetheringto	5.28	47	Sibley	6.10
12	Ferguson	4.57		Kiss	5.28	48	Sparkes	6.14
13	Vandersee	5.02		@Van Den Eri	5.28	49	Pember	6.16
14	@Cadell	5.03	32	Woodward	5.29	50	Hayward	6.40
15	Hall	5.05	=33	@Tapsall	5.32	51	Shannon	6.49
16	@Kahler	5.06		McKinlay	5.32	52	@Somerville	7.48
17	Scott	5.11	=35	Stanley	5.33			
18	Cutts	5.14		Salter	5.33			

Div 1 Sec 8

1	Fury	7.23	18	@Batts	8.55	=34	Barry	9.59
2	Carr	7.29	19	@Reid	9.00	36	Stanley	10.01
3	Dunkerton	7.45	=20	Roggenkamp	9.02	37	Gibson	10.03
4	Bond	7.48		McLean	9.02	38	Hetherington	10.04
5	Bell	8.11	22	@Kabel	9.19	39	Kiss	10.10
6	@Coote	8.13	23	Hayward	9.31	40	@Cross	10.11
= 7	Mulligan	8.16	=24	@Kahler	9.33	41	Salter	10.13
	Vandersee	8.16		Smith	9.33	42	@McCubben	10.16
9	Leven	8.19	26	McLoughlin	9.37	43	Shannon	10.17
10	Slater	8.22	27	Roslan	9.39	44	Ward	10.31
11	Ferguson	8.32	28	@Tapsall	9.42	45	Sibley	10.50
12	Masling	8.34	29	Woodward	9.47	46	Jackson	10.57
13	Neumann	8.41	30	Scott	9.53	47	Hall	11.02
14	@Taylor	8.47	31	McKinlay	9.56	48	Sparkes	11.10
15	Cutts	8.48	=32	Downing	9.58	49	Pember	11.36
16	@Black	8.49		Petty	9.58	50	Perrett	12.15
17	@Cadell	8.53	=34	@Fritter	9.59	51	@Can Den Erin	13.02

Div 1 Sec 10

1	Carr	5.01	=18	Cutts	6.19	=33	@Fritter	6.51
2	Bond	5.04		McLean	6.19		Barry	6.51
3	Fury	5.06	20	@Cadell	6.23	37	@Cross	6.55
4	Dunkerton	5.10	21	McKinlay	6.27	=38	Hetherington	6.58
5	Mulligan	5.23	22	@Reid	6.30		Gibson	6.58
6	Bell	5.27	23	McLoughlin	6.36	=40	Ward	7.02
7	Leven	5.38	24	Scott	6.39		@Van Den Brink	7.02
8	@Coote	5.41	=25	Shannon	6.40	42	@McCubben	7.04
9	Ferguson	5.43		Smith	6.40	43	Stanley	7.05
10	Slater	5.46	27	Kiss	6.43	44	Petty	7.12
11	Vandersee	5.47	28	@Kabel	6.45	45	@Kahler	7.21
12	Neumann	5.54	=29	@Tapsall	6.46	46	Sparkes	7.34
13	@Taylor	6.00		Hayward	6.46	47	Sibley	7.40
14	Perrett	6.00	31	Leven	6.47	48	Pember	7.54
15	@Black	6.12	32	Salter	6.48	49	Hall	8.04
16	@Batts	6.14	=33	Roslan	6.51	50	Jackson	8.09
17	Roggenkamp	6.17		Woodward	6.51			

Division 1

1	Carr/Gocentas	33.44	7	Mulligan/Heaney	37.23
2	Fury/Suffern	33.53	8	@ Coote/Marsden	37.37
3	Bond/Daws on-Damer	34.20	9	Ferguson/Owers	37.51
4	Dunkerton/Beaumont	35.39	10	@ Taylor/Durant	38.25
5	Bell/Boddy	35.50	11	Lever/Wilson	38.28
6	Slater/Stubbs	37.16	12	Vandersee/Young	39.35

Div 1 (Cont.)

13	Roggenkamp/Baldehy	40.27	32	Salter/Brigmann	43.53
14	Cutts/Kortlang	40.42	33	@ McCubben/Neaton	43.57
15	@ Batts/Smith	40.52	=34	Petty/Horsnell	44.36
16	McLean/O'Shanesy	40.56		Kiss/Low	44.36
17	@ Cadell/Mewing	40.57	36	Barry/Malcolm	44.48
18	Neumann/Young	41.24	37	Shannon/Lane	45.30
19	@ Kahler/Weale	41.35	38	@ Cross/Ambrose	45.52
=20	Smith/Smith	41.57	39	@ Black/Payne	46.07
	@ Kabel/Kabel	41.57	40	Jackson/Jackson	46.39
22	Scott/George	42.24	41	@ Fritter/Fritter	46.49
23	Roslan/Gilson	42.28	42	Gibson/Gibson	46.56
24	Stanley/Coveney	42.37	43	Sparkes/Barry	47.32
25	Woodward/Abberton	42.56	44	McLoughlin/Clark	48.47
26	@ Reid/Fullerton	43.07	45	Pember/Cokley	49.19
27	McKinlay/	43.08	46	Sibley/Bruce	49.38
28	Downing/Sams	43.25	47	@ Van Den Brink/Van Den	52.02
29	Hetherington/Brown	43.36	48	@ Tapsall/Hall	54.07
30	Hayward/McDade	43.47	49	Hall/Ruiter	56.25
31	Perrett/Tindal	43.49	50	Ward/Roberts	82.57

Div 2 Sec 2

1	Fury	8.11	15	Perrett	10.15	29	@Fritter	11.16
2	Carr	8.26	=16	McLean	10.19	30	@Cross	11.18
3	Bond	8.30		Kabel	10.19	31	Hetherington	11.25
4	Dunkerton	8.46	18	@Black	10.24	32	@Reid	11.30
5	Bell	8.48	19	Roslan	10.25	33	Sparkes	11.33
6	Slater	9.21	20	Salter	10.29	34	Shannon	11.39
7	Leven	9.35	21	Stanley	10.32	35	Gibson	11.55
8	Mulligan	9.43	22	Neumann	10.44	36	Sibley	11.58
9	Ferguson	9.51	23	@Batts	10.45	37	@Tapsall	12.05
10	@Coote	9.59	24	Kiss	10.46	38	McLoughlin	12.10
=11	Vandersee	10.07	25	@McCubben	10.56	39	Pember	13.16
	@Kahler	10.07	26	Woodward	11.07	40	Jackson	14.10
	@Cadell	10.07	27	Hall	11.14			
14	@Taylor	10.09	28	Smith	11.15			

Div 2 Sec 4

1	Fury	17.06	14	@Black	21.14	27	@Batts	22.52
2	Carr	17.13	15	Perrett	21.22	28	McLoughlin	23.02
3	Dunkerton	17.39	16	Kiss	21.27	29	@Cross	23.14
4	Bell	18.03	17	Roslan	21.55	30	Gibson	23.38
5	Bond	18.06	18	@Kabel	22.13	31	Woodward	23.58
6	Mulligan	19.06	19	Salter	22.14	32	Shannon	24.01
7	Ferguson	19.27	20	Neumann	22.19	33	Hetherington	24.06
8	Leven	19.44	21	@McCubben	22.22	34	@Fritter	24.16
= 9	Slater	19.56	22	McLean	22.23	35	Hall	24.20
	@Coote	19.56	23	@Tapsall	22.29	36	Sparkes	25.41
	Vandersee	19.56	24	Stanley	22.38	37	Jackson	25.53
	@Taylor	19.56	25	Smith	22.41	38	Pember	28.47
13	@Kahler	20.55	26	@Reid	22.51	39	@Cadell	40.33

Div 2 Sec 6

1	Fury	9.20	13	@Cadell	11.05	24	@McCubben	12.05
= 2	Carr	9.24	14	@Kahler	11.11	26	@Tapsall	12.08
	Dunkerton	9.24	15	@Black	11.13	27	Smith	12.13
4	Bond	9.38	16	McLoughlin	11.19	28	@Reid	12.16
5	Bell	9.43	17	Roslan	11.34	=29	Woodward	12.24
6	Mulligan	10.06	=18	Salter	11.41		Shannon	12.24
7	Slater	10.14		Kiss	11.41	31	@Cross	12.34
8	Vandersee	10.23	20	Neumann	11.43	32	Hetherington	12.47
9	Ferguson	10.30	21	@Batts	11.52	33	Hall	13.19
10	@Coote	10.40	=22	Stanley	11.59	34	Jackson	13.49
11	@Taylor	11.01		@Kabel	11.59	35	Pember	13.59
12	Leven	11.04	=24	McLean	12.05	36	Sparkes	15.42

Div 2 Sec 10

1	Carr	31.29	13	Kiss	39.10	25	Shannon	42.59
2	Mulligan	33.12	14	Roslan	39.12	26	McLean	43.10
3	Fury	33.15	15	@Batts	39.18	27	@Kabel	45.11
4	Dunkerton	33.28	16	@Reid	40.21	28	Sparkes	46.00
5	Bond	34.05	17	@Tapsall	40.28	29	Hetheringto	46.35
6	Slater	34.17	18	Vandersee	40.45	30	Hall	47.10
7	@Coote	36.33	19	@McCubben	40.52	31	Jackson	47.17
8	Ferguson	36.35	20	Smith	40.59	32	Stanley	47.20
9	@Taylor	37.00	21	Neumann	41.03	33	Pember	52.17
10	Bell	37.06	=22	@Black	41.55	34	Salter	53.07
11	@Kahler	37.19		@Cross	41.55			
12	McLoughlin	38.38	24	Woodward	42.41			

Div 2 Sec 12

1	Carr	25.18	12	@Kahler	30.35	23	@Cross	32.42
2	Fury	25.39	13	Roslan	30.57	24	@Reid	32.43
3	Dunkerton	26.46	14	Shannon	31.04	25	Smith	32.44
4	Bond	26.58	15	@Batts	31.37	26	Neumann	34.29
5	Mulligan	27.12	=16	@Tapsall	31.47	27	Hetheringto	34.52
6	Bell	27.33		McLoughlin	31.47	28	Jackson	35.49
7	Slater	27.34		@Kabel	31.47	29	Pember	37.54
8	@Coote	28.14	19	@McCubben	31.57	30	Salter	38.42
9	Vandersee	28.16	20	McLean	32.04	31	Woodward	40.32
10	Ferguson	28.17	21	@Black	32.38	32	Sparkes	45.41
11	@Taylor	28.43	22	Stanley	32.39	33	Kiss	47.42

Div 2 Sec 14

1	Carr	13.23	12	@Black	15.50	23	Smith	17.25
2	Fury	13.28	13	Roslan	16.14	24	Stanley	17.48
3	Dunkerton	13.57	14	@Kahler	16.21	25	Neumann	17.50
4	Bell	14.03	15	Shannon	16.30	26	Salter	19.30
5	Slater	14.20	16	McLoughlin	16.39	27	Jackson	19.53
= 6	Bond	14.24	17	@Kabel	16.40	28	Pember	20.41
	Mulligan	14.24	18	@Batts	16.45	29	@Cross	20.48
8	Vandersee	15.02	19	@Tapsall	16.52	30	Hall	22.46
9	@Coote	15.07	20	McLean	17.00	31	Hetheringto	25.31
10	Ferguson	15.15	=21	@Reid	17.07			
11	@Taylor	15.19		@McCubben	17.07			

Div 2 Sec 16

1	Carr	9.19	11	@Taylor	11.02	=21	@Batts	12.26
2	Fury	9.22	12	@Kahler	11.26		McLoughlin	12.26
3	Dunkerton	9.39	13	@Black	11.36	23	@Tapsall	12.40
4	Bond	9.53	14	McLean	11.48	24	Stanley	12.44
5	Bell	10.03	15	Neumann	11.54	25	@McCubben	13.04
6	Mulligan	10.04	16	Roslan	12.04	26	Smith	13.05
7	Slater	10.16	17	Shannon	12.06	27	Hetheringto	13.21
8	Vandersee	10.33	18	Salter	12.13	28	Jackson	14.77
9	Ferguson	10.41	19	@Kabel	12.20	29	@Cross	14.23
10	@Coote	10.46	20	@Reid	12.22	30	Pember	14.39

Div 2 Sec 18

1	Carr	20.15	11	@Taylor	23.40	21	Smith	28.40
2	Fury	20.24	12	Roslan	25.48	22	@Black	28.45
3	Bond	20.50	13	Neumann	25.53	23	@Cross	28.53
4	Bell	20.52	=14	@Batts	26.77	24	@Kahler	29.54
5	Dunkerton	21.00		Stanley	26.17	25	McLoughlin	29.56
6	Mulligan	21.58	16	Reid	26.52	26	Hetheringto	30.19
7	Ferguson	23.08	17	@Tapsall	27.29	27	Jackson	32.49
8	Slater	23.11	18	McLean	27.36	28	@Kabel	42.48
9	@Coote	23.17	19	Shannon	27.58	29	Pember	53.39
10	Vandersee	23.33	20	@McCubben	28.10			

Division 2 Despite his demise on the final transport before the break, Mark Taylor is included a) Because he'd done all the stages, and B) He threatened me with bodily harm..

1	Fury/Suffern	156.45	16	Neumann/Young	175.52
2	Dunkerton/Beaumont	140.39	=17 @	Tapsall/Hall	175.57
3	Carr/Gocentas	141.57		McLoughlin/Clark	175.57
4	Bond/Dawson-Damer	142.24	19 @	Reid/Fullerton	176.02
5	Mulligan/Heaney	145.45	20	McLean/O'Shanesy	176.25
6	Bell/Boddy	146.11	21 @	McCubben/Neaton	176.33
7	Slater/Stubbs	149.09	22	Shannon/Lane	178.41
8	Ferguson/Owers	153.24	23	Smith/Smith	179.02
9 @	Coote/Marsden	154.32	24	Stanley/Coveney	181.57
10 @	Taylor/Durant	156.50	25 @	Cross/Ambrose	185.45
11	Vandersee/Young	158.35	26 @	Kabel/Kabel	193.17
12 @	Kahler/Weale	167.48	27	Hetherington/Brown	198.56
13 @	Batts/Smith	171.36	28	Jackson/Hackson	203.47
14	Roslan/Gilson	173.29	29	Pember/Cokley	260.12
15 @	Black/Payne	173.35			

Div 3 Sec 2

1	Bond	6.30	10	Ferguson	7.44	=18	Neumann	8.51
2	Dunkerton	6.37	11 @	Black	7.53	20	Shannon	8.55
3	Fury	6.38	12 @	Kahler	8.13	21 @	Tapsall	8.59
4	Carr	6.42	13	Stanley	8.14	22	Smith	9.07
5	Bell	6.51	14 @	Batts	8.19	23	Hetherington	9.27
6	Slater	6.55	15 @	Reid	8.27	24	McLoughlin	9.33
7	Mulligan	7.09	16	McLean	8.39	25 @	Cross	9.38
8	Vandersee	7.21	17	Roslan	8.44	26	Hackson	9.51
9 @	Coote	7.33	=18 @	McCubben	8.51			

Div 3 Sec 4

1	Dunkerton	56.41	7	Vandersee	63.41	13 @	Kahler	84.35
2	Bell	59.20	8 @	Coote	65.06	14 @	Batts	91.52
3	Fury	59.38	9	Ferguson	70.50	15 @	McCubben	93.30
4	Carr	59.56	10	Neumann	73.39	16	Stanley	93.43
5	Mulligan	60.05	11 @	Tapsall	76.26	17	McLoughlin	99.15
6	Bond	60.58	12 @	Reid	83.34	18	Shannon	111.06

Division 3

1	Dunkerton/Beaumont	65.16	10	Neumann/Young	82.30
2	Bell/Boddy	66.11	11 @	Tapsall/Hall	85.25
3	Fury/Suffern	66.16	12 @	Reid/Fullerton	92.01
4	Carr/Gocentas	66.38	13 @	Kahler/Weale	92.40
5	Mulligan/Heaney	67.14	14 @	Batts/Smith	100.11
6	Bond/Dawson-Damer	67.28	15	Stanley/Coveney	101.57
7	Vandersee/Young	71.02	16 @	McCubben/Neaton	102.21
8 @	Coote/Marsden	72.39	17	McLaughlin/Clark	108.45
9	Ferguson/Owers	78.34	18	Shannon/Lane	120.01

Results

1st	George Fury / Monty Suffern	Datsun	236.54
2nd	Greg Carr / Fred Gocentas	Escort	238.19
3rd	Ross Dunkerton / Jeff Beaumont	Datsun	239.36
4th	Colin Bond / John Dawson-Damer	Escort	244.22
5th	Wayne Bell / David Boddy	Gemini	248.12
6th	Ed Mulligan / Chris Heaney	Escort	250.22
7th	Murray Coote / Brian Marsden	Escort	264.48
8th	Ray Vandersee / Ian Young	Datsun	269.12
9th	Barry Ferguson / Steve Owers	Gemini	269.49
10th	Lisle Neumann / Peter Young	Datsun	299.46
11th	George Kahler / Greg Weale	Mazda	302.11
12th	Russell Reid / Russell Fullerton	Mazda	311.10
13th	Gary Batts / Syd Smith	Gemini	312.39
14th	Keith Tapsall / John Hall	Toyota	315.29
15th	Bruce McCubben / Colin Neaton	Datsun	322.51
16th	Eric Stanley / Neil Coveney	VW	326.31
17th	Phil McLoughlin / G Clark	Toyota	333.32
18th	David Shannon / Christopher Lane	Fiat	344.12

1980 OFFICE BEARERS

		<u>Phone Number</u>	
		<u>Home</u>	<u>Work</u>

PATRON .. Minister for Defence, Hon.	D.J. Killen			
PRESIDENT	Garry Connelly	341 3961	221 6899	
VICE PRESIDENT	Mike Mitchell	59 8785	57 1337	
HON. SECRETARY	Jeff Tremain	38 4858	221 6899	
ASSISTANT SECRETARY	Warren Tegg	48 3889	48 9577	
HON. TREASURER	Charlie Blake	38 2693		
CLUB CAPTAIN	Tony Hazeldine	38 2712		
COMMITTEE	Errol Bailey			
	Ian Bond			
	Dave Chadwick			
	Pat Collins			
	John Hall			
	Peter McMahon			
	Peter Marshall			
	Wendy Marshall			
	Peter Smith			
	Barry Torrens			
CAMS DELEGATE	Garry Connelly	341 3961	221 6899	
CAMS OBSERVER	Ian Bond	345 7828		
HON. AUDITOR	Nev Johnston			
PROMOTIONS OFFICER	Brian Stenzel	262 1089	52 8816	
BUILDING & PROPERTY OFFICER	Ian Nicholson	343 3283	343 5988	
REGISTRAR	Peter Smith	208 1721		
MAGAZINE EDITOR	Peter Smith	208 1721		
REFRESHMENTS OFFICER	John Hall	345 5751		
ART UNIONS PROMOTER	Alan Dwyer	204 5045		
FINANCE SUB-COMMITTEE CHAIRMAN	Charlie Blake	38 2693		
MOTORKHANA AND SPEED EVENT				
SUB-COMMITTEE CHAIRMAN	Colin Powell	206 4338		
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	345 7828		
RALLY SUB-COMMITTEE CHAIRMAN	Warren Tegg	48 3889	48 9577	
SOCIAL SUB-COMMITTEE CHAIRMAN	Wendy Marshall	202 6932		
SPORTING SUB-COMMITTEE CHAIRMAN	Tony Hazeldine	38 2712		

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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, and are open every Wednesday from 8.00 pm onwards.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate Membership is offered to the wife, fiancée and/or children of ordinary members.

CLUB BADGES

The following badges may be obtained from the Club Captain:

Reflectorised bumper bar stickers	\$0.80
Metal lapel badges	\$1.00
Iron-on T-shirt transfers	\$1.50

COMING EVENTS

- Wed 21 May Off-road night at the clubrooms
- Sat 24 May COMSC Lyn Perrin Memorial Rally (Novice/Clubman)
MUCC Akademos Rally (ARC 3)
- Wed 28 May Night run organised by Charlie Blake & Tony Hazeldine
- Sat 31 May RCCQ Renault Rally Sportive (Intercity Round 2)
- Sun 1 Jun HTCC Queensland Motorkhana Championship Round 5
- Tue 3 Jun Committee meeting
- Wed 4 Jun Pre-Dinner drinks at the clubrooms, 8.00 pm
- Fri 6 Jun Annual Presentation Dinner at the Sunnybank Hotel
- Sun 8 Jun MGCC Queensland Hillclimb Championship
- Wed 11 Jun Bingo night at the clubrooms
- Sat 14 Jun TSCC Open Rally (QRC 2)
ASCC Bega Rally (ARC 4)
- Tue 17 Jun Motorkhana & Speed Event Sub-committee meeting
Off-road Sub-committee meeting
Rally Sub-committee meeting
Social Sub-committee meeting
- Wed 18 Jun Off-road night at the clubrooms
June Magazine publication date
- Sun 22 Jun Motorkhana organised by Harry Bosboom
- Wed 25 Jun Night run organised by Peter McMahon & Warren Tegg
- Sat 28 Jun QLCC Novice/Clubman Rally
- Tue 1 Jul Committee meeting
- Wed 2 Jul Wine and cheese night at the clubrooms
- Sun 6 Jul Closed off-road event
- Wed 9 Jul Open night at the clubrooms
- Sat 12 Jul NDSCC Open Rally (QRC 3)
- Tue 15 Jul Motorkhana & Speed Event Sub-committee meeting
Off-road Sub-committee meeting
Rally Sub-committee meeting
Social Sub-committee meeting
- Wed 16 Jul Off-road night at the clubrooms
July Magazine publication date
- Sat 19 Jul BSCC Closed Rally (Intercity)
WACC Endrust Rally (ARC 5)
- Sun 20 Jul Lakeside Races (ATCC)
- Wed 23 Jul Night run organised by Jeff Tremain & Charlie Blake