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3 BULTARRA CRES.,  
KIRWAN 4817

# Whisper

Magazine for the  
**TWIN CITIES AUTOSPORTS CLUB**

Issue 3, 30 October 1991



## President's Report

As they say on Wide World of Sports "What a Month" we had a top Bathurst weekend, there were high speed spin-outs and horrendous crashes and that was just Saturday Night's party. We even had a ninja-turtle visit with extra light footwork. Well done, Boxhead. Freeloader Philthy was trying to win a dance competition with his footwork and then his camp bed wouldn't stop spinning. Ken (Stumpy) Long had trouble keeping his shorts on. A top weekend was had by all those who attended.

Ken and I learned a lot at the Sports Administration Course which will help the club out alot. Milton Brennan was one of the guest speakers, we had a few chats with him and he asked if we were interested in conducting a QRC rally in Townsville. So the decision is with the club members if you want the club to conduct a round of the QRC to come along to the meeting at the Dally hotel 7:30PM on Friday the 15th of November to voice your opinion.

A golf day was held. For those who didn't turn up, you missed a top day.

Ken Long, Boxhead, Barry Croning, and Myself went to Brisbane for a rally directors' school and picked up a lot of helpful hints to make things easier when conducting rallies. We will be going again in February next year, we will get some first hand experience in setting a course and many other things.

That's all for now. Yours in motorsport,

Geoff Nicol (Heckla)

## Spin Outs

Geoff Millar was caught out by Boxhead's electric windows last time they went to the movies. He was left standing in Walker street trying to hold up a Starion. Smart person would have tied his legs to a parking metre and sold rocks for a dollar to the niggers to throw at him.

Boxhead displayed his usual tact and decorum as he greeted the army personell who were cruising slowly down the highway between Marlborough and Rockhampton. Especially the fellow directing traffic from a side road signalling a rather large truck to pull out in front of us as we approached at a moderate speed.

We had a reminder of the dangers in motorsport for those who do not take due care in their sport. A driver on the karts who was driving erratically managed to collide with parked karts and was taken away with a broken arm and a body that was much the worse for wear

## CAMS Brisbane trip

The intrepid group of students arrived at the North Coast at approximately 8:00PM and settled at the Caloundra Motel, cleaned up and ready to go out on the town only to find out we had arrived in the middle of a North Coast pre-schoolers re-union. We decided to grab a carton of sherberts from the nearby (so said Heckler) hotel. After one kilometre we picked up our carton and headed back to the hotel. After driving 1500km in drought conditions we proceeded to get drenched by a strange substance falling from the sky. The stubbies were installed in our fridge and we headed out for tea at one of the several eateries we eyeballed on our way to and from our motel. Unfortunately, the proprietors must have heard we were on our way back and closed down to avoid further damage. Luckily, one chinese restaurant hadn't heard of our reputation and we managed to grab enough supplies to see us through the night. After tea we enjoyed a couple of stubbies to calm our frazzled nerves and decided to have an early night.

Saturday morning saw us up bright and early to find McDonald's for breakfast (as Barry insisted). Following breakfast, I was driving and given several chores to complete for the morning. I managed to find ice for the esky to keep our smokos for the course at the right temperature, also the chemist for Barry's sinus tablets but after covering all the beaches on the Sunshine Coast I was unable to find a girl to meet Barry Croning's exacting requirements not to mention the requirements of the rest of the group. Eventually we gave up our hunt and decided to see if we could find Beerwah forest.

Due to our superb navigating skills, we arrived at Roy's road after paying the toll on a road that we weren't going to travel on and located the forestry station. As we were somewhat early - 10AM for a midday start we decided to explore Beerwah. After five minutes we were familiar with all Beerwah's high spots, then someone mentioned the go-kart track was nearby and was worth a look. After seventy-two dollars passed over the counter we found all four of us on the track with Barry being the lucky one with the fast kart, but with smiles from ear to ear on each face for the whole half hour. The decider on the slot car track ended up without a definite result as none of the cars would stay on the track at rally speeds.

We proceeded back to Beerwah, bought lunch and headed back to the forestry station. The rally director's course proved informative with many good ideas passed on by the experts. The course was completed with a practical section on route charting and a demonstration drive using our instructions in the rally cars provided. We proceeded to Moby Vics for tea and a discussion with Errol Bailey and Brian Swinton.

With tea out of the way and Barry behind the wheel we headed back to Mooloolaba at about 7.00 P.M. intending to find a motel room and have a night out at a couple of promising night spots we had checked out during our travels in the morning. We located the turnoff to the North Coast and headed around the roundabout, which had a couple of exits - one to the coast and the other to a place called Landsborough, by some strange quirk of fate we ended up being on the wrong exit and found ourselves at the Big Kart Track once again. We parted with another \$18 each for another half hour and headed to the track. This time I had the luck of the draw and got the fastest kart on the straights with Boxhead giving me a nudge from behind on most of the tight corners.

After the karts "NO VACANCY" Croning drove us to Mooloolaba to find accommodation and our night out. After travelling all the way to Noosa, Barry was getting more than a little bit peeved at the continual ribbing he was getting because he couldn't find a motel with a vacancy. It was about then that we noticed close to about 3 million bikes parked outside the Sheraton at Noosa ready to be used in the Triathlon the next day. We decided to carry on to Cooroy on the Bruce highway and as it was about 10.30 and daylight saving was about to hit us we decided to head for home after a shower at a truck stop.

We had an uneventful trip home - arriving at about 12.30 p.m. We all enjoyed the trip and talk of a follow up course in February with more practical content was discussed, doubtless we will hear more of this later.

Ken Long

#### CLUB CALENDAR

November 2nd

Tennis night at Keane St courts at 7.00 p.m.

November 15th

General meeting at the Dalrymple Hotel starting 7.30 p.m.

November 30th December 1st

Fishing and camping trip

Watch the clubs notice boards

December 7th Adults Christmas party

December 8th Childrens Christmas barbeque

Watch the notice boards for details on these events

CLUB NOTICE BOARDS ARE LOCATED AT :-

Ken Lynch Automotive  
377 Woolcock St.,  
Garbutt

Ian Ogilvie's  
Ian's Service and Repairs  
Shed 9  
237 Dalrymple Road

Richard Kelly's Workshop  
Caltex Rosslea  
39 Bowen Road

You can often catch club members at "THE SHED" - Shed 8  
237 Dalrymple Road and get the latest info from them

## Bathurst Weekend

30 Hardy souls lined up for Hardies hero's on Saturday night. Live entertainment was supplied by Hally and his girlfriend until Killer thought things were getting too hot so he turned the fire hoses on, which had the same effect as throwing a bucket of water on 2 dogs. Killer and Boxhead turned up with some food for the starving crew. Killer volunteered to do the cooking. I've never seen so many stubbies being emptied as people were eating those peppered steaks. Then our first mystery guest turned up singing his latest TV commercial about Pepsi. Last time I saw Ray Charles we was black but this guy was very white and wearing Oakley sunnies. Then somebody from the club treasury protested loudly about the Eagles being played then dropped his shorts to show his disapproval. Somebody asked if he'd had an accident or had been riding a bike without a seat, just then our second mystery guest arrived claiming to be a ninja turtle except he had no shell and was wearing the same Oakley's as Ray Charles. He was doing fancy foot work then some scummy hit him with a thong and down he went and like a turtle on his back with legs in the air.

Free loader Philthy was at his best piston broke and that wasn't the condition of the coupe. Sunday morning arrived with some sad looking people.

Stories were floating about a mean game of soccer the night before where you had to stand in the tackle. Ray Charles' look-a-like was throwing up in his sleep. However Sunday was a very bright day. Gregory road maps didn't have as many red lines as Boxer had in his eyes. it started out quietly but the mood seemed to change as the day got longer. After lunch every body was firing on all cylinders except for Basic who was still dying of Dog Disease. Boxhead gave Killer's tyre a new side wall covering consisting of KFC and Pizza. Lady Luck was on Jo Kelly's side as she won both sweeps so Jo generously shouted tea for us. Killer fired up the BBQ and some more peppered steaks. A good weekend especially the TV commercials played in between the racing. Philthy couldn't take his eyes off the screen.

## Bluewater Rally

Well at last "D" day had arrived. It was time to face reality. I had always wondered what it was like to drive a turbo 4WD and today I was going to find out. Let me tell you it was a bag full of mixed feelings which included excitement, fear, more excitement, horror, fear and sheer terror. After only ever having driven my Escorts and my very tired old RX-3, I knew this was going to be a drive I would never forget.

Peter had arrived at "The Manor" quite early to help with last minute preparations (Yes, some things never change) ,and to ensure we were ready for the arduous task ahead of us. After 30 or 40 kilometres around the block to set the Halda up (and with a little help from Parnelli) we finally had the thing reading about right. With a quick adjustment of the seatbelts and some minor seat adjustments, we figured we were about ready to do battle. With the Mazda ready to roll, we conferred with the team manager and head service technician, Sue, to make sure everything was packed in the U-BEAUT CUTE UTE for the day ahead. Sue who was originally going to navigate but the rules specified that you must only have two crew, had relinquished herself to the fact she was now the most important member of the team and had organised everything superbly. It was time to hit the road.

Arriving at Bluewater Park, Peter and I discussed our tactics for the day. Peter said he was more than happy just to have a quick ride and finish and I agreed that I would be happy to finish without crashing. Let me tell you that Murray Coote's words of encouragement to me were "You will have fun, try and drive it like a front wheel drive and remember that most people crash in their first rally in a four wheel drive" (Good, Eh!)

After the briefing we all set off to the start, ready to tackle the road ahead. At the start control there was a short delay and I'm sure that everyone was just as nervous as I was while we were waiting around. Finally a start.

Keyse was first away, in the immaculate "virgin white" VR-4 and launched off the start line like a rocket disappearing in to a cloud of dust, Oges was next and then us. The moment of truth had arrived. Waiting at the start line with my left foot shaking decisively on the clutch pedal, I had a feeling of excitement and fear all combined into one and I knew this was really it.

Five, Four, three, two, One.. We were off. Shit Oh Dear this thing has got some grunt but Keyse never told me it has "Just a dash of turbo lag if you get the revs down too low". "What the hell" It's got grunt and the brakes would put a horn on a jellyfish. Half way up we careered around a right-hander only to find lots and lots of spectators waving and yelling at us COMPLETE SURPRISE! I said to Peter "Didn't they put spectators in the instructions" and sheepishly he said "Yes they did, that's why I didn't tell you!" (I told you before some things never change).

Anyway, we got to the top in one piece, somewhat shaken, but we got there. The poor little thing decided that it had done enough work and it was time for a cuppa. (Listen boys, these high-tech turbo 4WD things might be light years ahead of the old 1600's, but mine was the only one boiling at the top of the mountain. Does that tell you something? "Bring back group G!")

Section Two. Oges was first on the road as Keyse had "Cooked the beast" on the way up and was now out. We were now cat two on the road. Back down to the service break to give the poor little thing a drink. We arrived at control only to be asked "Where is Oges?". I know I'm short-sighted, but I sure as hell didn't see him. Another one down, I thought if we can't do well by horsepower, or experience, or both we may do alright by elimination.

Anyway, into service. Sue was waiting with a big smile and tended to our every need. She put water in the car, water in us, cleaned the screen and checked the oil, fuel and tyres.

We were now car one on the road, (no dust) but the high-tech thingy decided to chuck a wobbly and refused to start. We disconnected the "High-tech Motec" computer and hooked up the standard computer which still refused to start. Finally, after some high-tech ginning around, we got it to go, but we were well down the running order.

Anyway we got back up the top and Shawn and the boys generously decided to let us out in front of them (Thank you!) It is true that sportsmanship outweighs competitiveness up here. Back down to the bottom. By this stage "High-tech Harry" was at boiling point and we were losing water rapidly. So I tried to keep it in higher gears and keep the temperature down. But the trip down wasn't all that quick, as I wanted to finish the rally. The gauge was five notches above meltdown when we arrived at the bottom. Someone had given Sue the wrong directions to the service point and we had to drive to Bluewater park to find our much-needed water. After shoving some water into the very hot little fellow, we were ready to race again.

Arriving back at the start control, we found that there was a short delay, so turned the car off, and wandered around aimlessly.

Okay, we were ready to roll!

Guess what? The poor little computer-infested high-tech little fellow decided that it would not go! The starter motor wanted to over-run itself and the computer could not compute that. Anyway with a little shove from the service crew (Sue, Sue, and Sue and some others) it fired back into life.

We were off!!

Still boiling it's brains out, we continued on up the mountain. I was trying to use higher gears and less revs to get to the end (no mean feat).

Halfway up Peter called the spectator corner coming into the logging camp and it was at this time, I made a management decision to use fifth gear instead of fourth (used the first time) just to keep the revs down, of course! Well, well, well we were "No chance Lance" and had a slit monumental spin (sorry Robyn and Ron) nearly taking out the camera crew.

Roll started the little beastie and finally made it to the top again (thank you Lord)

Now all we had to do was get to the bottom to finish the rally.

After pouring 10 litres of water into the car, we started our descent. Man, what a ride! Up in the gears to keep the temperature down and using those magnificent brakes to their fullest capacity it was one hell of a ride.

About four kilometres from the bottom I pulled fifth gear (looking for sixth, ha ha) and totally underestimated how tight this next corner was. I don't know who was more surprised, me or Peter. (Both had skid marks on our Kimbies!)

Finally made it to the finish. We had completed a rally without a DNF. All in all a fantastic event.

Many thanks to Geoff Nicol, Ron and Robyn White, Col Williams, Barry Croning, Boxhead and Every single control official who offered their time so this event may be run and enjoyed by all the competitors. My condolences to Lynchy who tried so hard to get there and just couldn't make it.

Many thanks go to Sue for putting up with me before the rally and supporting us during the rally and to Peter Nilson who navigated me unmistakably to the end.

Thank you all

Barry



### Golf Day 19-10-91

It all started when I was picked up in Heckler's mother-in-law's battle wagon, with it's ear-piercing brakes which only just worked. We arrived safe so that was good. Killer had told us the night before that he wasn't going to play but he was the first one there, (Which was more than could be said for all the other people who were supposed to turn up). ripe and rearing to go. Then Philthy arrived and got out with his one and only club - a putter. The Boxhead arrived very quickly in his starion, otherwise known as "Smokey the Bandit". Boxhead then informed us that it was a handicap day, which I already knew because Philthy was there, but this was a handicap of three clubs. Heckler, Philthy and Killer headed off first while Boxhead and I waited for stragglers to turn up, no such luck. So Boxer teed off first, straight down the fairway. I thought to myself "Looks easy" so I lined up with my five-iron, bang, I hit it further into the ground than I did forward. The par for this hole was four. Boxer got a six and I got one off double his score. Heckler pared it with four shots, but who's counting. Killer and I both got a score of eleven on the first then both received a five on the second while every one else got sixes and sevens.

Teeing off from the third I could feel that Boxhead was getting bored because he was trying to go quick but I kept on stuffing it up by losing a ball and then losing the other ball straight after so Boxer scored me a ten without finishing.

Then we moved on to the next tee, I got a good hit away, it was going straight, then went right. Boxer teed off, it went up, up, up, up, up, up, then it came down even whiter than when it went up. I took my second shot and got a birdie and a few other sticks, Boxer got a bunker (again).

On to the next hold and the boys were nowhere to be seen so we left a couple of drinks on the green for them to find. I was about to tee off when I notice three blokes watching me and the way I've been playing was enough to even embarrass Boxhead, so eventually I teed off. The best ball I've hit all day (apart from when I stood on the rake in the bunker) it even put Boxhead to shame. I knew that I was in fine form so I even went for the hit over the lake, and made it by the skin of my teeth and so did Boxhead, five shots each on this hole. We made it back to the clubhouse an hour before the other bunch. We watched them at the ninth hold all looking around the rear of the quarry for someone's ball for half an hour. They putted out and then Boxhead added out the scores. Officially first:

Boxhead	49
Philthy	63
Heckler	66
Speedy	72
Killer	81 (with no lost clubs)

Thanks to you all for a great day.

Little Oges

# TWIN CITIES AUTOSPORTS CLUB INC.

## TREASURERS REPORT - OCTOBER 1991

### STATEMENT OF RECEIPTS AND PAYMENTS

Opening balance from September report \$1124.80

Note :- Error in last months report as receipts should have been \$2550.00 instead of 2470.00 - addition error, also cheque 249641 should have been \$71.15 instead of \$71.16. The arrival of the bank statement highlighted these errors.

#### Plus receipts

33	Entry fees Bluewater Rally - D & S Eggins	\$ 80.00
34	Membership, CAMS & basic licence - A. Marston	\$ 40.00
35	Entry fees Bluewater Rally T. Tunstell	\$ 80.00
36	Membership, CAMS basic licence - A. Eggins	\$ 40.00
37	Entry fees Bluewater Rally - K. Long	\$ 80.00
38	Proceeds from sale of drinks - social direct	\$ 18.10
39	Entry fees Bluewater Rally - B. McCarthy	\$ 80.00
40	Entry fees Bluewater Rally - G. Keys	\$ 80.00
41	Entry fees Bluewater Rally - P. Nilson	\$ 80.00
42	Membership, CAMS & basic licence - A. Hall	\$ 40.00
43	Entry fees Bluewater Rally - J. Pope	\$ 80.00
44	Membership, CAMS & basic licence - J. Pope	\$ 40.00
45	Payment of Octoberfest entry - Jo & Bruce	\$ 30.00
46	Payment of Octoberfest entry - Val & Warren	\$ 10.00
47	Entry fees Bluewater Rally - I. Ogilvie	\$ 80.00
48	Proceeds from barbeque - Bluewater Rally	\$ 45.20
48	T.M.C. Clock Hire Deposit refund - Bluewater	\$140.00
49	Ken Long Refund of Dinner cost	\$ 25.00

Total receipts \$1148.30

\$2273.10

#### Less Payments

249645	NQ Games Foundation - Nomination Fee	\$ 50.00
249646	Cardwell Rally Trophies	\$115.88
249647	K. Long - Reimbursement of course fees	\$ 75.00
249648	Qld. Forestry - permits - Bluewater	\$200.00
249649	CAMS Qld memberships & licences	\$195.00
249650	Bulletin - Rally notice - Bluewater	\$ 50.00
349604	Townsville Motorsports Club Inc. Clocks	\$200.00
	Bluewater Rally	
349605	Mundingburra Rotary - Dep. Car Show	\$100.00
349606	Bluewater Rally - expenses - G. Nicol	\$ 48.18
	Govt. Debit Tax	\$ 6.10

Total Payments \$1040.16

Balance as at 19/10/91 \$1232.94

# BANK RECONCILIATION AS AT 19/10/91

Balance as per statement 2/10/91		\$1798.00
Plus deposits		
2/10/91	\$ 140.00	
16/10/91	\$ 25.00	
		<hr/>
		\$1963.00
Less unrepresented cheques		
249619 CAMS Jul/Sept 90 M'ships etc	\$ 176.00	
249639 CAMS permit Bluewater	\$ 90.00	
249646 Trophies - Cardwell	\$ 115.88	
349604 TMC clock hire Bluewater	\$ 200.00	
349605 Mundingburra Rotary - car show	\$ 100.00	
349606 Bluewater Rally expenses	\$ 48.18	
		<hr/>
		\$ 730.06
Balance at 19/10/91		\$1232.94

## ACCOUNTS FOR PAYMENT

Dept. of Justice - Lodgement fee and late return fine \$46.00

### Expected expenditure for remainder of 1991

Prizemoney Cardwell Rally	\$ 400.00
Audit fee 1990 financial year - expected	\$200 - 300
Audit fee 1991 financial year - expected	\$ 400
Trophies Bluewater Rally	\$120

## AUDITORS' REPORT

The auditors' report for 1990 was completed by Garry Pinch - Chartered Accountant on 11/10/91. A copy of this report will be circulated at the October's meeting for member's perusal.

## LEVEL 1 SPORTS ADMINISTRATION COURSE

On the 12 and 13 of October Geoff Nicol and Ken Long attended the Australian Society of Sports Administrators course supported by the Division of Sport and Recreation. The course was informative and gave an insight into the correct administrative procedures we will have to follow in the operation of our Club. As the dinner to be held on Saturday night was cancelled the cost of the course was reduced to \$50.00 - refund of \$25.00 has been repaid by Ken. Milton Brennan - CAMS Qld manager addressed the course on fundraising and he advised that as the cost of the course had been reduced CAMS would re-emburse Kens fee for attendance from the budget CAMS had set aside for our members attending.

The course provided useful contacts with other administrators of sports throughout North Queensland.

### B.P. Cardwell Rally Budget to date

#### Receipts

Entry fees 8 entrants at \$ 125.00	\$ 1000.00
Sponsorship B.P. Aust.	\$ 500.00
Refund of deposit on clocks	\$ 280.00

Total Receipts	\$ 1780.00
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#### Payments

CAMS permit fees	\$ 90.00
Photocopying	\$ 27.00
Petrol	\$ 321.02
Accommodation	\$ 222.00
Typewriter Hire	\$ 70.00
Rally signs	\$ 95.00
Postage	\$ 27.10
Clock Hire	\$ 424.00
Trophies	\$ 115.88

Total Payments	\$ 1392.00
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Gross Profit	\$ 388.00
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Less Expected additional expenditure	
Prizemoney	\$ 400.00

Net Profit	\$ -12.00
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Note Rally signs purchased for Cardwell Rally will be reused in future rallies.

# Bluewater Rally actual budget to date

## Receipts

Entry fees 10 entrants at \$80.00	\$ 800.00
Refund of deposit on clocks	\$ 140.00

Total Receipts	\$ 940.00
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## Payments

CAMS permit fees	\$ 90.00
Forestry permits	\$ 200.00
Bulletin public notice	\$ 50.00
Clock Hire	\$ 200.00
Typewriter Hire	\$ 35.00
Door Stickers	\$ 5.40
Postage	\$ 7.78

Total Payments	\$ 588.18
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Gross Profit	\$ 351.82
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Less Expected additional expenditure	
Trophies	\$ 120.00
Photocopying	\$ 35.00

Net Profit	\$ 196.82
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## Minutes for the 18th October 1991

### **Attendance**

Ken Long, Tony Tunstell, Ron and Robyn White, Warren Maxwell, Grant Ross, Geoff Nicol, Shane Ogilvie, Phil Miscandlon.

### **Meeting opened 07.40 p.m.**

Minutes from the last meeting were read. T.Tunstall moved that the minutes be confirmed - seconded K.Long  
..carried

### **Apologies**

apology was received from Val Stout

### **President's Report**

Geoff and Ken attended the Level 1 Sports administrators course, the course was of great value as many subject of interest were covered and course notes were handed out and can be used by all club members.

Geoff Nicol moved that the membership application received from Jamie Pope be accepted - seconded T.Tunstall  
..carried

### **Treasurer's Report**

Treasurer's report attached to minutes copies of report were circulated at the meeting

Moved K.Long that the Treasurer's Report be received, payments and receipts as listed to 19/10/91 be ratified and that outstanding accounts as listed be approved for payment - seconded T.Tunstall  
..carried

Moved K.Long that the Auditors' Report for 1990 is accepted by our club and forwarded to the Justice Department, and the Treasurer be empowered to implement the changes recommended by the accountants as per the letter of recommendations as circulated at this meeting - seconded G.Ross  
..carried

Moved K.Long that the Treasurer write a letter of thanks to G.J. Pinch Chartered Accountants to thank them for their efforts in completing our 1990 audit and that a magazine be forwarded to the company in future to keep them informed of developments in the Club - seconded S.Ogilvie  
..carried

### **Club Captain's Report**

Club Championship points are to be included in the next magazine of the Club.

Social Golf game for all interested members to be held at the Willows starting at 9 a.m. 19/10/91

## Social Director's Report

Warren reported that he was considering running another tennis night combined with a Taco & Tequila night. He will advise on arrangements at later meetings.

## Correspondence

Letter received from HQ holden club advising tickets were available in a competition HQ holden at \$5 per ticket and all interested people should contact their club

CAMS bulletins received - RAP etc

A copy of our Certificate of incorporation was received from the Justice department and displayed at the meeting

## General Business

Brad of the Dalrymple Hotel informed that the Club was welcome to use the meeting room for it's meetings and that he would set aside a section of the public bar with a screen for members of our club to watch Speed Week on Sky TV each week. He was also happy for our Club to use the car park as a display area for cars prior to rallies.

Tony Tunstell has volunteered to co-ordinate our clubs involvement in the Rotary car show. Display of spare parts or cars for sale at the show is welcomed by the organisers. It was suggested that a display of all the safety equipment required in a rally car would be of interest. Photos and videos of rallying are to be displayed additional material welcomed.

Club Captain to construct a set of rules to apply to motorkhanas and autocrosses to be held by our club and to present a printed set of rules for discussion and acceptance at a general meeting

The club's banner was located at Rob Ambroses old residence and returned to the club

Paul and others have offered their services to build a trailer and accessories for use at club events.

Milton Brennan has requested our club consider organising a Queensland Rally Championship round for next year. This prompted much discussion at the meeting with the general feeling that it would be great if our club was able to comply - further discussions needed with CAMS re the financial assistance they will be able to offer. It was proposed that two rallies are to be held over the same course - one for QRC round cars and one for Group G cars.