

P R O G R A M M E

<u>JUNE</u>	20th	Night Navigation Run. (Clubrooms - 8 p.m.)
	22nd	Working Bee - Mt. Cotton.
	27th	Table Top Rally - Clubrooms 8 p.m.
	28-29th	Lakeside Races.
<u>JULY</u>	4th	Open Forum - Clubrooms.
	5-6th	Open Rally. QRC4 QRR 4.
	11th	Hillclimb Preparation Night.
	12th	Lakeside Sprint - Closed.
	13th	Hillclimb Mt. Cotton - Closed.
	18th	Night Navigation Run (Clubrooms - 8 p.m.)
	20th	Motorkhana - Closed.
	25th	Film Night - Clubrooms 8.15 p.m.
	26-27th	Lakeside Races.
<u>AUGUST</u>	1st	
	3rd	Open Motorkhana. Rd. 4.
	8th	
	15th	Night Navigation Run (Clubrooms - 8 p.m.)
	17th	Interclub Motorkhana.

EDITORIAL

The joint Sprint/Hillclimb promoted by Q.M.S.C./M.G.C.C. (Qld), is on again this year. The Sprint is at Lakeside on Saturday, July 12th and the Hillclimb is at Mt. Cotton on Sunday, July 13th. Supplementary regulations will be available in the very near future.

A weekend such as this gives perfect opportunity for recording your fastest times, as by the second day you have really settled into your car and had an overnight break to effect minor adjustments.

Will this be the weekend of the Big Return of M.G's in force to club competition? M.G's currently nearing final completion for competition such as Alan Burn's M.G.A., Ken Potters M.G.C., and our own Midget could join the ranks of the regulars of Gary Whittaker, Leon Horstman, Ken Wasley, Chris Timms and Ray Hilko.

Now that Gary Whittaker has equalled the long standing 'Super Bee' record at Mt. Cotton, will Peter McCabe be enticed into bringing the 'Super Bee' into this weekend of motor sport?

All in all it promises to be a good weekend. The more entries, the closer the competition. So - "get your motor's running"!

As is mentioned elsewhere in the magazine, private accomodation can be arranged for country competitors by contacting any committee member.

And remember, The Octagon Spirit ---the irresistible force of a highly movable object - M.G.!!

ALLAN & COLLEEN CONWAY

PRESIDENT'S REPORT

Everyone will be pleased to know that the Australian Hillclimb Championship Meeting was a great success. This was only possible because of the tremendous amount of work done both at Mt. Cotton and on the organisation side of things before hand. I personally would like to thank all the people who helped to make this meeting the success that it was.

Whilst writing of the Hillclimb, I must tell you that we are still having trouble with vandals at the hillclimb and would ask that if any member is driving by, please just drive in and check that everything is O.K. If you find anything unusual, advise the committee immediately.

Our Club's second important event of the year is the Novice Rally to be held on the 6th/7th September. As always there is much you can do, such as manning controls or helping with the paperwork on the weekend. At present the rally directors are setting the route, so if you can be of assistance in any way, please let the committee know.

As always, the calendar seems packed with a variety of events, so I wish happy, safe and successful competitive motoring to you all.

Octagonally yours,

NEIL McNEIL

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JOINT SPRINT/HILLCLIMB

On Saturday, July 12th and Sunday, July 13th, there is to be a Sprint at Lakeside and a Hillclimb at Mt. Cotton.

We will try to fix up private accomodation for country members who want to stay Saturday night. But PLEASE LET US KNOW IN TIME!!

JUNE 1975

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THE OCTAGON

MG WINS AGAIN - Captures first two places

"Grot" and a travelling ----- who does not wish to be associated with the run did promise an entertaining evening for all on Friday May 16th -- entertaining is just not the word to describe it.

For those who wished to be 'entertained' a quicktour of the area behind the Toowong fire Station was arranged after which the route lead via the visitors Car Park? (this sound exciting) on to the bank of the Brisbane (not the Wales), then to a confusing stage near the Ironside School and finally to the high class residence of 'Toad' - next level up from the Honda Centre.

Across the train line into a 'which way do we go' situation but after a careful retracing of the route most took a sneaky look ahead and rejoined at Union Street where the Veterinary Surgeon resides. With the amount of time Gary Labudda spent here, he could be regarded as a patient.

At the bus stop before Union Street, where Stanley-- the Golden Service Guy was nature seeking when a bewildered Black Pete arrived. After being directed back onto the correct path (Pot pot and his daily good deed) Black Pete was again into the fray, but not for long as a small voice from the rear cried, "You nit!!"

After scurrying past the house on the dirt road near the cemetery, around Rainworth and finally steering a course to Coopers Camp Road, where we retired - Exhausted there was more entertainment in the visitors car park.

Only the MG teams of Allan/Colleen Conway and Potter/Simpson fought out the final sections down the Stuartholme Road past Bowman Park and onto the old tram terminus at Ashgrove. From the back of Ashgrove to Dorrington using Fraser's Road (knew I'd get him in somewhere) and Kirk's corner and home again to hang Grot from the highest part of his Moke.

See over

Victory was claimed by Ken Potter and Paul Simpson, their first of the season. This certainly opens up the progressive score for the season's awards.

1.	Ken Potter	Paul Simpson	MGC	39
2	Allan Conway	Colleen Conway	MG Midget	50
3	Malcolm Spiden	Neil McNeil	Escort	81
4	Peter Rayment	Delia Manaanu	Renault	90
5	Dave Morgan	Andrew Clarke	Lancer	99
6	Gary Lebudda	Wendy Friar	Torana	113
7	Tony Pipe	Mike Pipe	Capri	135

and so on.

--- oOo ---

At his first Mass, the new Priest was so scared that he could not speak. He asked the Monsignor how he had done, the Monsignor said "Fine, but next week it might help if you put a little vodka and gin in the water to relax you".

The next week the Priest put vodka and gin in the water and really kicked up a storm!

After Mass he again asked the Monsignor how he had done "Fine, but there are a few things you should get straight:-

- 1) There are 10 commandments - not 12.
- 2) There were 12 disciples - not 10.
- 3) We do not refer to Jesus Christ as the late J.C.
- 4) David slew Goliath - he did not "kick the shit out of him"
- 5) Next week there will be a "Toffee Pulling" contest at St. Peters, not a Peter Pulling contest at St. Toffees.
- 6) The Father, Son and the Holy Ghost are not to be referred to as Big Daddy, Junior and Spooky!!

--- oOo ---

AUSTRALIAN HILLCLIMB CHAMPIONSHIP RD.II.

Well, our Big Day has come and gone and from the reports received was quite successful, not too many complaints and a number of praises.

The competition for outright victory was fierce with Peter Hollinger and Stan Keen doing umpteen practice runs on Saturday. Peter Hollinger being under the outright record twice. On the Sunday, however, he could not repeat the effort and had to be satisfied with a best of 45.5 sec. All day the spoils of victory pointed at Peter Hollinger until the last run when Stan Keen knocked a full second off his previous best time to take the honours back to S.A.

The limelight of the meeting was stolen by Barry Nixon-Smith when on his last run he recorded 49.5 sec. THE FIRST SEDAN EVER UNDER 50.0 SECONDS. Barry is a consistent competitor at Mt. Cotton and this honour could not have fallen to a more suitable supporter of our hillclimb. Congratulations Barry!!

Another notable performance was John Bargwanna and the 5.7 sec. he cut from the old record for Group B Sports Sedans 2001cc & over. John's success was very pleasing to the large band of supporters who travelled far and wide to watch him.

Mal Spiden and Ken Wasley duelled all day. Malcolm first recorded 60.6 to which Ken replied with 60.1. Malcolm's turn and he lowered his time to 58.8. Then on came Ken with a record breaking 58.4. Mal's final run resulted in a 58.5 which was also well under the old record. Ken's final effort was an easy looking 59.0.

Werner Rodkin in his 1300cc Lotus Ford recorded a very quick 47.8 and one can't help wondering when looking at his ever diminishing times if with another run he wouldn't have broken the long standing Peter Hollinger record (47.4).

If you missed the meeting you really missed something. We can't possibly tell you the whole story but a few results are listed over.

AUSTRALIAN HILLCLIMB CHAMPIONSHIP RD.II (CONT'D)TOP TEN

1)	Stan Keen	45.1
2)	Peter Hollinger	45.5
3)	Barrie Garner) Werner Rodkin)	47.8
5)	Barry Nixon-Smith	49.5
6)	Peter Rayment	50.0
7)	John Bargwanna) Wilf Slater)	50.5
9)	John Lungren	50.7
10)	Alan East	50.9

FASTEST QUEENSLANDER

Barry Nixon-Smith	49.5
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M.G. AWARDS.

Gary Whittaker	52.6
Ken Wasley	58.4
Leon Horstman	57.1

We would like to thank Len Teale and Liz Harris for their presence on the day and Len's kind words when presenting trophies also we sincerely thank our main sponsors TASMAN BUILDING SOCIETY (PERMANENT AND EDWICKETT) without whose support we would not have been able to make this meeting as successful as it has been.

B O D S & B E N D S

Ian Friar finally competed in a rally. Different car to the one originally intended though. Something to do with going too fast through K.L.G. at Lakeside.

Our illustrious President currently trying his luck at driving snocats and other associated paraphernalia at The Chalet where no cars can bother him at this time of year.

John Barram! We know a few people who have one Lotus but we think two is a bit much!!

How many Assistant Clerks of Course will ^{WB} have at the next Hillclimb? Hear tell that Andy has applied to have four or five after his 'study tour' of the southern states.

Hear about a certain rally service crew. There were two of them in the front seat, until a lonely stretch of road near Jandowie, then there were three!! It is believed the V8 badge and the Sigma Osca bulb are still embedded in the bull.

THANKS TO ALL OF YOU

As you know, it is not our practice to write to individual members when they have helped the Club, after all it is their club, so we are using the "Octagon" to let everybody know who has given us the most help. For obvious reasons the committee is omitted.

Thanks all of you for your help before, during and after the Australian Hillclimb Championship Meeting:-

Ken Potter	Ruby Lancaster	Brian Tebb le
Richard Croston	Ian Wells	Pat Sullivan
John Whittaker	Colleen Conway	Vince Appleby
Tony Jay	Sue Timms	John Fraser
Steve Austin	Ken Peters	Chris Timms
Barry Wraith	Ivan Tighe	Libby Sullivan
Graham Buchanan	Rod Hiley	Allan Conway
Bruce McNeil	Ian Friar	Delia Mananu
Derek McCreary	Don Milner	John Richardson
Tony Pipe	Mike Keown	Ray Quinn

We know we have left somebody out - we always do - so please forgive us - thanks to Andy Hockley!!

--- oOo ---

OTHER SPORTS

The MG Car Club Soccer Team played its first match at Lakeside on 25th May in training for the F.A. Cup Final, 1976. Team members Merv Payne, son Ronnie with friend, Malcolm Spiden, Ken Potter, Peter Rayment, Neil McNeil, John Kelso, Joan Appleby and two bewildered St. John's Ambulance chaps are confident of victory, but the bookmakers are quoting prices of 1035 to 1 for their victory after an unimpressive 1 - NIL win over a garbage can.

--- oOo ---

The Editor,
M.G. Car Club

Dear Editor and Members,

As an owner of a genuine MG (who would believe it) and one of those highly inactive members who have belonged to the Club for many years, I feel an analysis of what I want in a Club would be of interest.

Firstly I joined the Club simply because I had an old MG. Picture a classic open sports car speeding down tree lined country lanes, beautiful sunny day, beautiful girl at your side, picnic hamper and a good wine (not the diff) in the back - that's the way I operate.

Ofcourse, none of you own an open two seater sports car so you cannot picture what I mean. Anyway, Sprints etc., end up being right out of my field and a drive in the country eminently more pleasureable than queueing up waiting a turn at a gymkhana. As a result for about three years in a row I have entered enough events to gain the minimum points on the points table (i.e. 1.)

What I am getting at is that a revival of the competitive interest in a club could be done in the following manner: Anyone who own an MG and attends any MG Car Club function in the car for five minutes before continuing their tour of the countryside, providing they arrive and depart with the hood down are entitled to 1 point (10 points if accompanied by a beautiful young lady) ofcourse, they would not actually have to participate in the event but merely look interested and give an occasional benevolent wave to the competitors (none of course who will be driving an MG).

This will achieve several interesting results : non MG owners busy gaining their normal vast array of points will have the MG owners close on their rails gaining their points for attendance. This increases the efforts of the competitive sector of the Club to maintain their margin of

points over MG owners and thus increases their skills for inter club trails etc. The MG owners will turn up to more events knowing they will get attendance points and, of course, provide the competitive sector with an audience. and everyone of us knows how some of the members react when they get an audience.

The nett affect would of course be that the MGCC would be the best in the country and gain more club spibit.

Another point worthy of consideration, photos in the monthly bulletin. We are all proud of our machines - whatever they are - lots have a few action shots, especially of MG's in the audience. This will have an accelerative effect. More MG photographs published, more MG's along to the next event, bigger audience, greater effort by competitors, greater inter-club success etc.

Finally, I would like to make another comment. A Clubroom Bar, games room, sauna etc., is what a club is all about - let's get into it. With that sort of facilities I will be first to cancel my subscription to the Mirimar Golf Club and join the MG Car Club when I reach 35.

Cheers.

Tim Kerr.

The preceding letter was written to the "Bulletin" Wellington New Zealand MG Car Club Magazinr and has been reproduced here with the courtesy of Wheelspin?????

A N Y

COMMENTS ..???

oOo

DON'T

FORGET

THE

NEXT

CLOSED

HILLCLIMB

RECORDS

Records have been falling regularly at Mt. Cotton, lately. At the last closed Hillclimb Gary Whittaker lowered the long standing MG record of Dr. Iain Corness (53.8) to 53.2. To "rub salt into the wound" Gary then equalled Iain's open record of 52.6 at the Australian Championship round.

Other MG records to fall are the Group D open Record under 1500 cc to Ken Wasley (58.4) and the over 1500 cc record to Leon Horstmann (57.1).

Barry Nixon-Smith joins GW in having his name in both the closed and open record books with the closed at 50.3 secs and the open at 49.5.

At the Australian Hillclimb Championships eight records were broken -

CLASS	DRIVER	OLD	NEW
Gp A under 1300 cc	John Lungren	50.8	50.7
Gp A MG over 1600 cc	Gary Whittaker	52.6	52.6
Gp A over 1300 cc	Stan Keen	45.2	45.1
Gp B up to 2000 cc	Wilf Slater	50.7	50.5
Gp B 2001cc & over	John Bargwanna	57.0	50.5
Gp C 2001 cc and over	B. Nixon-Smith	51.3	49.5
Gp D Under 1600 cc	Ken Wasley	59.6	58.4
Gp D over 1600 cc	Leon Horstmann	60.5	57.1
Gp D MG under 1600 cc	Ken Wasley	58.5	58.4

Congratulations to Club members John Lungren, Gary Whittaker, Barry Nixon-Smith, Ken Wasley and Leon Horstmann.

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THOUGHT OF THE MONTH "Sorry, but we can't remember what it was".

JUNE 1975

MORE FROM OUR SOUTHERN CORRESPONDENT.....

After the relaxed and informal atmosphere of the Winton Race Meeting a fortnight earlier, one returns to the crisp cut and dried atmosphere of professionally promoted motor sport at Oran Park for Rd. II of the Chesterfield Filter - 2UW Sports Sedan Series and the Grace Bros - Toby Lee Formula I series.

The meeting was historic in that it was the first time races had been run on both the Short Circuit and the Grand Prix Circuit at the one meeting. The long circuit is 2.61 kms and the short 1.6 kms.

Kevin Bartlett was a scratching from the Toby Lee races, waiting for parts, as was John McCormack who had done his MR6 Elfin a big motor nasty in practice. Terry Hood elected not to start the Lola T332 in the first heat, leaving a field of eight. Graeme Lawrence led the ten lap race from pole to halfway through the last lap when he was passed by a desperate and determined John Goss. Third spot went to John Leffler after a race long dice with Bruce Allison.

Event 12 saw twelve laps of the long circuit as Heat 2. This time Goss had relegated Lawrence to second spot on the grid. Third and fourth spots on the grid were filled by Allison and Leffler. Grid order was the same order as the result after 12 laps. The drama in this race was provided by Bruce Allison who made a bad start. At the end of the first lap he was eighth in a nine car field. By the sixth lap he was fourth and had every intention of passing the Bowin PB, but on the ninth lap he lost his chance with a spin in Coca Cola. Despite this he still crossed the line in fourth spot.

We were treated to good racing all the way through the programme, especially the Sports Sedan races which saw a clash between Gardiner, Thomson and Geoghegan. The first round went to Thomson in the VW-Chev, whilst the second round went to Gardiner in the Bob Jane Torana. Geoghegan had not practised and so started from the rear of the grid in the first event and had a big lossage in the second event. Despite these disadvantages he finished third in both heats.

Wouldn't it be something to see the VW-Chev against the Barry Wraith Torana V8?

MORE BODS & BENDS

Grant Beaumont was just as sick in practice. 60.5; 60.0; 59.7; 57.8; 57.8; 57.8 and so on.

Ken Wasley was just as sick in practice. 60.5; 60.0; 59.3; 59.3; 59.3. With times like these it is difficult to know where to start to improve your times.

Would you believe nobody hit the fence - only a couple of 'Charlies' driving into the nuts. G.B. for his first visit and P.R. for his 101st effort - twice in the same day!

'Gough Mk V' - Sounds like a political joke, but believe me it is no joke. Rotary powered, beautifully finished, watch it fly at Lakeside on its initial circuit run.

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YOU CAN HELP

On Tuesday night 17th June, Grant Beaumont's immaculate dark green Cooper 'S', reg. no. PTJ 270, was stolen from the garage at his house.

Please watch out for his car and if you see it contact 91 2631 or any committee member.

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STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS

CENTAUR DEVELOPEMENTS (Tim Harlock) is again this year offering his trophy for the competitor who can estimate nearest his fastest Standing $\frac{1}{4}$, Standing Lap, Flying Lap at Lakeside and his fastest run at Mt. Cotton on the joint Sprint/Hillclimb weekend. The idea is to estimate your fastest times, add them all together and submit them with your entry form. The competitor whose times total nearest to his estimate wins the trophy.

ANOTHER INCENTIVE TO ENTER THIS WEEKEND OF MOTOR SPORT.

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PROGRESSIVE POINT SCORES TOWARDS THE SEASONS AWARDSMOTORKHANA

1.	Peter Rayment	20
2.	Malcolm Spiden	16
3.	Bruce Briggs	12
4.	Roger Thompson	8
5.	Neil McNeil	6
6.	Delia Manaanu	4

TRIALSDRIVERS

1.	Peter Rayment	39
2.	Allan Conway	38
3.	Malcolm Spiden	37
4.	Ken Potter	21
5.	Max Boothby	16
6.	Ray Quinn	14

NAVIGATORS

1.	Colleen Conway	38
2.	Robert McMurdo	28
3.	Neil McNeil	25
4.	Lisbeth Sullivan	19
5.	Paul Simpson	18
6.	Delia Mananu	14

SPEED

Under 1300 cc's for Prod Sports Cars		
1.	Mal Spiden	28
2.	Ray Hilko	8
2.	C. Timms	8

SPEED OVERALL

1.	Gary Whittaker	MGB	44
2.	Vince Appleby	VJA Honda	41
2.	Leon Horstmann	MGB	41
2.	Merv Payne	Mini	41
5.	Ian Peters	Mini Din	36
5.	Jeff Bidstrup	Torana	36
7.	Ann Thomson	Marina	33
7.	Grant Beaumont	Cooper S	33
9.	Peter Rayment	Cooper Ford	32

--- oOo ---

SMART ALECK

IF ALL THE CARS IN AUSTRALIA WERE LAID END TO END, SOME DUMB "£+&\$-£+ WOULD PULL OUT AND TRY TO PASS THEM!

--- oOo ---

MOTORKHANA

Once again we are on the move. Since the last Motorkhana, permission to use the land off Ricketts Road has been withdrawn. However, we will be able to use another site off German Church Road at Mt. Cotton.

To arrive at the new grounds use the Hillclimb access road as a starting point then head in a southerly direction (i.e. towards the Pacific Highway) and the first road on your left is German Church Road. Signs will be displayed on the route to the grounds, but be warned German Church Road is a dirt surface. You will have to follow the signs for 2 miles (over dirt). A quick guide from the start of German Church road is Left at 1st T intersection, Right at the sign warning "Slippery when wet", left at Y intersection and continue on until you go between two trees and over a creek. You've arrived.

Unfortunately the grounds will not be prepared for June 22nd. However, we anticipate holding an event on July 20th and again in early August. Don't forget the Interclub Motorkhana is on August 17th. If you wish to be in the team, we will see you on July 20th.

--- oOo ---

For the fanatic crossword fiends who have been anxiously awaiting the arrival of this month's Octagon to check their answers - here goes!!

ACROSS

1. Octagon	32 Lotus
6. Circuit	35 Ford
11. MG Midget	38 OD
13. Class	39 NO
15. CP	40 GL
16. AM	41 SE
18. Torana	42 Malcolm
19. TAS	43 Terrific
21. Car	45 Brown
22. Ann	46 Navigator
26. Engineer	
29. City	
30. Tele	

DOWN

2 CAMS	24 TC
3 ARmco	25 Mt. Cotton
4 Odd	27 Neon
5 Nightrun	28 EH
7 Racing	31 AO
8 USA	33 Towing
9 Tasman	34 Sprint
12 Torque	35 Flag
14 SA	36 Recaro
17 GT	37 LeMans
20 Shell	40 GM
21 Cog	41 SL
23 Nota	44 Rev

SUPPORT THOSE WHO SUPPORT MOTOR SPORT

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Dear Sir,

We at Total Mansfield, would like to offer your members our services and discounts on certain items.

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You can reach us at the above address any time between 7 a.m. and 6 p.m. Monday to Friday and 7 a.m. to 1 p.m. Saturdays.

Yours sincerely,

P. WRAITH.

WANTED TO BUY

Good 2nd hand COOPER "S" close ratio straight cut gear set.

Contact - Denis Carroll, P.O. Box 17, Kingaroy, 4610.

Phone 074 - 72 1533 (Work)

074 - 72 1439 (Home)

PARTS FOR SALE - 1970 MGBL

Virtually a complete car - all parts available except for front guards, grille, radiator, bonnet, etc.

All panels from windscreen back in very good condition. Car has done just 34,000 miles.

Parts still available include electric overdrive & gearbox, complete engine (just reconditioned), factory reclining seats, all interior trim, full width roll bar, tonneau cover to suit, disc brakes, aquajets on rims, doors, boot lid, tail light clusters, rear bumper, petrol tank, tow bar, diff and rear axle assembly, heater-demister and all instruments, alloy steering wheel (standard), carpets, etc.

Also available one hardtop to suit MGBL or MG Mk. II, in good condition, lined inside with white vinyl and outside with heavy black vinyl - \$95.00

This is not a "spare parts" sale. The car must be sold in large pieces quickly and so prices will be reasonable.

Phone - John Campbell at 69 7387 (Work)
63 1030 (Home)

FOR SALE

B.M.C. Gearbox	Hood Rack
B.M.C. 1600 Engine	B.M.C. rear end.
Air Horns	MG XPAG Block
K.Mac rear sway bar for Valiant	1 pr 1 1/4" S.U. Carb's
	1 pr 1 1/2" S.U. Carb's

Phone - David Miles at 87 4976 (Home)
21 2749 (Work)

Ian Friar has for sale a large range of Cortina parts (full list on clubroom wall). If you run a Cortina, have a look there may be something for you.

THE OCTAGON

JUNE 1975

The Official Magazine of the M.G. CAR CLUB (Queensland Centre)

Affiliated with the Confederation of Australian Motor Sport.

THE COMMITTEE

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