

P R O G R A M M E

<u>JANUARY</u>	2nd	Clubrooms Closed.
	9th	New Year Opening Night.
	16th	Night Run. (Clubrooms - 8 pm)
	17/18th	Open Rally. (Northern Districts Sporting Car Club).
	23rd	Natter Night (Clubrooms - 8 pm)
	30th	Table Top Rally. (Clubrooms - 8pm)
<u>FEBRUARY</u>	1st	Working Bee - Mt. Cotton.
	6th	Open Forum - Clubrooms - 8pm)
	8th	Closed Motorkhana.
	13th	Bingo Night (Clubrooms - 8pm)
	15th	Lakeside Sprint (Q.M.S.C.)
	20th	Night Run (Clubrooms - 8pm)
	21/22nd	Tasman Rd. Surfers Paradise.
	27th	Natter Night (Clubrooms - 8pm)
	28th	Poolside Party & B.B.Q.
	29th	Working Bee - Mt. Cotton.
<u>MARCH</u>	5th	Hillclimb Preparation Night.
	6th	Open Rally (B.S.C.C.)
	7th	Hillclimb Mt. Cotton (Closed)
	12th	Film Night (Clubrooms - 8 pm)

-----oo00oo-----

E D I T O R I A L

"Tis the Season to be Jolly

Fa la la la la la la la la".

That's our contribution to the Christmas Spirit.

Apart from Christmas, there aren't many things happening at the moment. The last competitive events for the year have been run and won, the Annual Dinner Dance and Presentation of Trophies is over (see elsewhere for the list of Gold winners) and we here there are still some sore heads about.

The Annual General Meeting is over and our committee for 1976 elected. In the early Octagons of next year we hope to bring you some "In Depth" interviews with the members you have elected as your committee.

Something new in this magazine is a little bit of nostalgia (besides, it fills up those empty spaces). We have gathered up some old magazines dating back to 1968 or thereabouts and will be reprinting an article of interest in the Octagon each month. If you have any magazines going back to the very beginning of the club, we would love to hear from you. We promise not to keep or damage them.

A big thank you to the few members who have supplied us with articles for the Octagon - specially Malcolm Spiden and Ann Thomson.

That's all for this year folks! except to wish you a Very Merry Christmas and a Happy & Prosperous New Year!

ALLAN & COLLEEN CONWAY

ANNUAL DINNER DANCE AND TROPHY PRESENTATION.

On December 5th, 80 odd members (take that how you like) gathered at the Indooroopilly Golf Club for the Annual Dinner Dance and Presentation of Trophies. The evening started well with drinks and savouries on the terrace overlooking the fairways (we think - it was a little too dark to be sure). Most of the familiar faces were present, one notable exception being Delia Mamanu whocame down with a wog on the very day. Hope you have recovered by now Delia.

As the barrels ran dry and the tongues drier, the order came to move inside for the smorgasbord which was beautifully presented and very delicious judging by how quickly it was demolished along with numerous gallons of wine.

We then settled back to enjoy the presentation of trophies - with the ever popular John Fraser taking command of comments to make, Neil McNeil (handsome dog!!) picking out the right trophies at the right time (most of the time) and a gentleman from the Tasman Building Society shaking the winners hands. (Peppermint tasting handshakes ! Ed).

Scme of the winners deserve special mention - Steve Austin won the Centre Achievement Trophy (after his jaw was picked up off the table) and well deserved it was. We all know the effort Steve put into the Hillclimb earlier this year when it was vandalised and his invaluable assistance at numerous times throughout the year. Colleen Conway - the second woman to win the Navigators Trophy in almost 20 years, but what else could we expect in International Womens Year! and the "No Trophy Presentation Is Complete Without"-Malcolm Spiden - who in the few years he has been in the Clun has won, I think, every trophy except the Best MG and we hear that he is going to do something about that one in 1976. A complete list of top point scorers appears on the opposite page.

Those that remember the night had a good time and those that don't remember the night well....they had a good time too. A special pat on the back to all concerned with organising the Dinner Dance, it really was a "good fun" night.

FINAL POINT SCORES FOR 1975BEST "T" TYPE

Don Webster 5

BEST MG

Ken Potter	79
Steve Austin	49
Don Webster	5
Hayden George	4

UNDER 1300cc SPEED

Malcolm Spiden	31
Ken Wasley	20
Ray Hilko	8
Chris Timms	8

SPEED

Gary Whittaker	74
Vince Appleby	65
Peter Rayment	56
Malcolm Spiden	52
Tony Pipe	48

MOTORKHANAS

Malcolm Spiden	64
Bruce Briggs	40
Peter Rayment	36
Roger Thompson	28
Robert McMurdo	24

LADIES

Colleen Conway	84 $\frac{1}{2}$
Delia Mamanu	49 $\frac{1}{2}$

BEST ALL ROUNDER

Malcolm Spiden	186 $\frac{1}{2}$
Peter Rayment	171 $\frac{1}{2}$
Ken Potter	86 $\frac{1}{2}$
Neil McNeil	53 $\frac{1}{2}$
Delia Mamanu	49 $\frac{1}{2}$

DRIVERS

Allan Conway	81 $\frac{1}{2}$
Malcolm Spiden	77 $\frac{1}{2}$
Peter Rayment	76 $\frac{1}{2}$
Ken Potter	55
Ray Quinn	33 $\frac{1}{2}$

NAVIGATORS

Colleen Conway	81 $\frac{1}{2}$
Delia Mamanu	44 $\frac{1}{2}$
Max Boothby	43 $\frac{1}{2}$
Paul Simpson	42 $\frac{1}{2}$
Robert McMurdo	41 $\frac{1}{2}$

LAST MOTORKHANA FOR 1975

Below are the results of the last motorkhana for this year held at our new motorkhana grounds near the Surfers Paradise race track.

Its a good even ground with lots of space for serpentine type events or lossages!

Apart from a few four legged spectators who insisted on closer inspection of the events (we had laid our events all over their milking trail) and an irate magpie who made a great commotion every time someone "left the room" - the events were organised and run smoothly.

Nice to see some of our south coast members competing and congratulations to Roger Thompson on winning the day.

1)	Roger Thompson	MGB	167.5
2)	Peter Rayment	Renault	172.4
3)	Malcolm Spiden	Escort	175.6
4)	Tony Jay	Mini	175.8
5)	Barry Vandenberg	Viva	177.0
6)	Allan Conway	Midget	179.9
7)	Colleen Conway	Midget	180.0
8)	Greg Findlater	MGB	180.4
9)	Valda Thompson	MGB	182.3
10)	Bob Mallon	MGB	182.5
11)	Neil McNeil	Torana	184.6
11)	Ken Potter	MGC	184.6
13)	Paul Raper	Mazda	187.0
14)	Delia Mamanu	Renault	197.9

---000---

Old Mrs. McIntyre came back from a Caribbean cruise with more than her five bottle liquor allotment. She thought she'd hide it from customs by pouring two fifths of gin into a large jar.

When the ship docked, the customs inspector looked at the jar suspiciously and asked, "What do you have in there?"

"Oh," said Mrs. McIntyre, "that's holy water".

The inspector opened the jar, tasted the contents and exclaimed,

"Holy water, nothing! That's gin!"

"Glory be!" cried Mrs. McIntyre, "another miracle!"

---000---

PRESIDENTS REPORT - 1975.

I hereby present the 1975 Annual Report of the M.G. Car Club (Queensland Centre).

The committee for this year was elected at the Centre's 19th Annual General Meeting held in November 1974

Namely:

John Moorehead - President.
Joan Appleby
John Kelso
Peter Rayment
Malcolm Spiden
Libby Sullivan
Ann Thomson
Garry Whittaker
and myself.

At the committee meeting the following members were elected to the positions of:

Hon. Secretary - Joan Appleby.
Hon. Treasurer - Ann Thomson.
Asst. Secretary - Mike Keown.
Club Captain - Malcolm Spiden.

At the Meeting held on the 5th March, Paul Raper was elected to fill the vacant position on the committee.

At the Meeting held on the 17th March, John Moorehead resigned from the position of President because of personal reasons, as I was Vice-President, I filled the position and Peter Rayment was elected Vice President.

At the Meeting held on the 23rd April, Libby Sullivan resigned from the committee because of personal commitments.

At the Meeting of the 26th June, Ken Potter was elected to fill the vacant position on the committee.

EVENTS This year has been a busy one from the point of view of the number of events held. However attendance at events has been below what I would like it to be. Although a slight improvement has been

PRESIDENTS REPORT (CONT'D):

seen in the latter half of the year. This has been disappointing to the members who spent so much time preparing events as the support of members by participation in events provided for their pleasure is essential to the well being of the centre.

I feel that the Club did very well in running:

5 Closed Hillclimbs, 1 Open Hillclimb, 4 Motorkhanas, 11 Night Runs, 1 day run to the Gold Coast hinterland, 4 Film Nights, 3 Table Top Rallies, 4 Socials, 1 Driving School, 1 Open Forum and 1 Novice Rally.

A special thanks must go to Ann Thomson, Ross Moir and Chermside Shopping Centre for the tremendous amount of work and support given to make the Novice Rally one of the most successful Open Rallies of the year.

HILLCLIMBS.

The Open Hillclimb held this year was a success thanks to the generous support of the Tasman Building Society. The five Closed Hillclimbs this year were also a success for the competitors who ran but suffered financially because of a drop in the number of entries. So lets see an increase of entries next year and also a lot more people down there helping with the work.

The Club again this year participated in a number of parades, these help put the Club in the public eye and I would like to thank the people who have offered their cars and services for these processions and Mal Spiden for organising them.

FINANCE.

Specific details of the Clubs financial standing will be found in the Annual Balance Sheet and Treasurers Report and I feel that the figures contained in these will tell more than I could hope for here.

CENTRE MAGAZINE.

The Octagon has continued in generally the same form as in previous years. This years publication has been under the editorship of Allan & Colleen Conway. It has proved a successful medium for conveying to the members the news of the Centre with its regular and witty editions.

PRESIDENTS REPORT - (CONT'D):

MEMBERSHIP: This year saw us with a membership in excess of 160. During the year we gained new members and renewed acquaintances with some of the older members who rejoined. We are still maintaining a good percentage of MG owners in our total membership of MG enthusiasts - 50% our membership is not sufficiently strong and I would like to see further MG owners recruited next year. To further this, the joining fee for MG owners has been dropped, previously this applied only to "T" type owners. It is interesting to note that of the new members that joined in the last few months 80% have owned MG's.

In closing I would like to thank everyone who assisted in keeping our Club active by organising events, working at the Hillclimb, or whatever it may have been.

The committee has worked hard all year with very little thanks for all the work they do. I would like to say thanks to them for all the help they have given me through the year.

As next year is our 21st birthday, lets look to what promises to be a bigger and better year.

BODS & BENDS

Paul Raper has purchased a Formula Vee - will be out to terrify all (including himself) in 1976.

Gary Whittaker's MGB is going V8. Gary has forsaken our committee to concentrate his efforts on a wider field of racing in 1976.

Barry Purdy is building a rally cortina for himself for next year.

Some New Years Resolutions gathered at the Annual Dinner Dance -

John Kelso - to get emission controls fitted on his pipe.

Ken Potter - to do "IT" in an MG.

Bick Johnson - to get that b..... Falcon going. (Gathered at the corner store).

Ann Thomson - to win a rally (wishful thinking)

Malcolm Spiden - to tell his mother about that white "Sprite".

John Fraser - couldn't print his resolution (Tch! Tch! John).

Joan Appleby - to give up car clubs (Never! Ed).

TREASURERS REPORT 1974 - 1975

In presenting the accounts and balance sheet for 1974 - 1975, I have to report a very mixed period financially. Although the results appear to be reasonably good, the surplus for this year is down 13%. An organisation without financial growth in an inflationary economy must, of necessity, decrease its purchasing power.

In plain language, we have not been able to do as much with our \$1500 surplus this year as we could have done with \$1500 last year. What is more, our decline is actually greater than the \$233 shown in the balance sheet, because we needed a 15% increase to maintain our past position. We have to get bigger profits each year just to stand still!

Major events were again successful. The open rally and the dinner dance showed satisfactory results. Our profits for the Hill Climb Championship were halved. This, despite the increased sponsorship, increased entry fees and good media coverage. For the first time this event has not provided sufficient funds to subsidise minor speed events and pay for normal hill expenses.

Canteen trading was most satisfactory. Sales of badges have not justified the money tied up in stock. The Octagon has had to pay its own way this year, with donations of paper. Motorkhanas have suffered badly through our lack of suitable grounds. Social events have been particularly successful. We have an additional source of funds now that we are doing our own catering at the hillclimb.

Once again it has been necessary to raise membership fees - this time to \$15. C.A.M.S. capitation fees have also risen by 15%. It is doubtful if anyone will be surprised at these increases. Certainly the committee regrets them.

I would like to congratulate the member who had the energy and initiative to run a weekly raffle for the club. The "victims" were his fellow employees. This meant fresh money coming into the sport.

As usual I would like to thank the committee for their support.

=====

APPLICATION FORM TO JOIN THE MAFIA.

Whatza U NameU Hage

Whatza U Housa NumeroU Streeta

Whatza U Job - Hittman?.....Lona Ranger?.....Whicha One....

Putta down wherra U worka now

Wazza U inna da bigga housa?

Whatza wazza U inna da bigga housa 4?

- (a) Shoota one guize?
- (b) Keednap Sumbodys?.....
- (c) Prostatooshin Raccets?.....
- (d) Udda Tinge?

U wanna be da bigga shotx sunday - Yaaze.....No.....Ea?....

U lika eta garlicPizza?.....Salami?.....

U knowa how 2 maka da cementa shoes?

U driva da car? - Cadillac?.....Buick?.....Linken?.....

U lika Spagott?.....Porkotta?.....(Pika just 1.No fool around)

U see Godfather?.....or just da movie?.....

U Sinna Here

WIDDA DA ENTRY FEE U GONNA GET SOMETHING U A REELY GONNA LIKA:

- 1 Whita hat widda blaka band.
- 1 pair darka glasses.
- 1 blaka shirt widda wite tie.
- 1 pair pintee shoez.
- 1 pair cementa shoez (Coma lata wen U fool aroundz).
- 1 8" X 10" pitcher.....The Godfather.
- 1 lb Mozarella Cheez.
- 1 Michrophone hidden inna U houza.
- 1 Kiss (Later onna U cheek).

+++++

HOW DID YOU FARE In 1975

We always thought we were THE sports car club. Now we find that the only race series not won by an MGCC member was - you wouldn't read about it - the Queensland Sports Car Series. Pete Smith will just have to join us! Apart from this we had a good year. Dick Johnson won both the Chesterfield Challenge Cup and the 4IP Production Touring Car Series. Col Wenzel took out the Eagers Division 2 Touring Car Series with Russ Worthington second and Dennis Carroll fourth. The Ken Peters/Minaolta Racing Car Series went to Ivan Figue with Peter Bull in third spot. Sports Cars? We have to be content with Barry Singleton's second, Gary Whittakers third, Graham's fifth - well we'll print the whole list down to 10th, most of them are ours!

To go back to the Chesterfield, after recording Dick's win, we have Barry Wraith in 3rd place with John Wharton 5th, Vern Hamilton 6th and Dennis Carroll 8th - just pipped by Allan Moffatt (well, it looks good like that). In the 4IP series, John Wharton was second to Dick with Russ Worthington 4th.

CHESTERFIELD CHALLENGE CUP - 1975

Dick Johnson	Torana	80
Ian Geoghegan	Holden Monaro	75
Barry Wraith	Torana V8	52
Brian Power	Datsun 1200	48
John Wharton	Mazda RX3	46
Vern Hamilton	Escort	38
Allan Moffatt	Ford Capri	36
Dennis Carroll	Mini Cooper	29
Jim Richards	Mustang	28
John McCormack	Charger	26

QUEENSLAND SPORTS CAR SERIES - 1975

Peter Smith	Ventura	48
Barry Singleton	Renmax Ford	31
Gary Whittaker	MGB	24
Paul Scott	Alton AR3	23
Graham Buchanan	Centaur III	22
John Kelso	Gemini Ford	17
John Barram	Lotus Super 7	13
Bill Hamilton	WAH Clubman	13
Ian Peters	Lotus Super 7	11
David Miles	Centaur III	10

EAGERS DIVISION 2 TOURING SERIES - 1975.

Col Wenzel	Cortina	27
Russell Worthington	Mazda RX2	22
Tom Heffernan	Torana GTR	16
Dennis Carroll	Mini Clubman	14
Garry McGrath	Mini Clubman	14
Ross Burbidge	Escort	11
F. Sayers	Morris Cooper S	10
Ross Horton	Mazda RX3	9
Bob Holden	Escort	9
John Gillingwater	Mini	9

RADIO 4IP PRODUCTION TOURING SERIES in association with Olbis Industries Ltd. - 1975.

Dick Johnson	Torana XU1	36
John Wharton	Mazda RX3	31
Ross Burbidge	Escort	22
Russell Worthington	Mazda RX2	21
Charlie O'Brien	Torana L34	18
Martin Anderson	Cooper S	15
Tom Heffernan	Torana GTR	13
John English	Escort	13
Brian Power	Datsun 1200	12
Jack Thompson	Mini Clubman	11

KEN PETERS/MINOLTA RACING CAR SERIES - 1975.

Ivan Tighe	Elfin 622	30
Peter Ainscough	Elfin 600	19
Pete Bull	Elfin 600B	17
Bill Anderson	Renmax	17
Ross Switser	Renmax BN7	16
Ken Smith	Elfin 600	12
Terry Finigan	Brabham	10
Noel Orphan	Elfin 600B	9
Stuart Hooper	Bowin P6	8
Don Sorrenson	Elfin 600	8

SHORT SNORTS:

+++++

Familiarity breeds contempt and children!

Fewer things are harder to put up with than a good example.

Some folks refuse to learn anything they don't already know.

NIGHT RUN - NOVEMBER 1975

The last night run of the year set by Dave Morgan & Andrew Clarke on 21st November was a real cliff hanger with next to nothing separating the top three in the points score for the drivers trophy.

Thirteen cars competed and found most of the well appointed questions except for one question about "What doesn't smell?" which got some very peculiar answers - none of them right! and if Ruby and Ray are receiving - please come in - you are fast running out of your late time limit!

Allan and Colleen Conway won the night and so wrapped up the drivers trophy for Allan.

A very well planned run to end the Night Run competition for 1975.

RESULTS

Allan Conway	Colleen Conway	Renault	28
Peter Rayment	Delia Mamanu	Renault	35
Malcolm Spiden	Max Boothby	Escort	51
K. Baxter	Robert McMurdo	Fiat 125	63
Gary Whittaker	J. Whittaker	Pacer	76
Nail McNeil	A. Howes	G.T.R.	82
Barry Vandenberg	Hayden George	Viva	119
E. Harris	B. Collis	M.G.T.D.	134
Paul Simpson	Ken Potter	MGB	147
Ian Friar	D. Austin	Corolla	150
Greg Findlater	J. Curtis	MGB	182
Ray Quinn	Ruby Lancaster	Corolla	DNF

SURFERS PARADISE - 9th NOVEMBER 1975

Results by members - hope we have them right.

	<u>OUTRIGHT</u>	<u>CLASS</u>
Ivan Tighe	1 X 2nd	1 X 1st
Gary Scott		1 X 3rd
Ian Peters		2 X 3rd
Barry Singleton	1 X 1st	2 X 1st
Gary Whittaker	1 X 3rd	1 X 2nd
John Kelso		1 X 1st
Geoff Russell	1 X 3rd	2 X 2nd
Russ...		1 X 3rd

FORMULA CHANGES

As from 1st January 1976, all Group C Cars must have the complete original inlet manifold.

Group C, in its present form, will depart from this life 31st December 1977.

Formulae II & III also terminate at this time. We don't really know what's taking their place, but there are mutterings of 1600cc stock block and single cam.

Formula 1 terminates on December 31st 1977, and until this time is confined to V8 stockblock units. We don't have a clue what the future holds here but we might hazard a guess that Formula Atlantic will be with us in a couple of years time.

OTHER BITS

In case you didn't know, white flags are now used to indicate slow moving cars as well as service vehicles.

Slicks are OUT on wet tracks.

If any flaggie cares to take his life and a green flag in his hands, he may now display it after the point where an accident has occurred. This means, of course, that yellow flag conditions will not then prevail to the next flag point and drivers can get on with the job. They will doubtless show their appreciation to the flaggie by showering him with grit, rubber, etc., as they pour on the power again - that's if they ever slowed in the first place.

We are told and assured that come the next manual the 21b. BCF extinguisher will be legalised - that's if somebody remembered to do something about it.

In the "did you know department". If a red flag is used to stop a practice session after an accident the session cannot continue after the track has been cleared. If a chequered flag is used practice can continue for the duration of the session as shown in Sup. Regs.

LITTLE BIT OF NOSTALGIA WRITTEN BY ? in JULY 1969.TAPPET CHAPTER

Thinking back on my last few years of motor sport I've come to the conclusion that there is no race quite as exciting as one's first.

It was a five lapper at the old Lowood Circuit, but to me it was as important as any Indy 500. The MGA was all resplendently black polished. The brake drums had a brand new triple coat of silva-frost. Tyre black glistened on the tyres. Surely no Repco Brabham was as well prepared as my MGA.

I'd been over and over the practice times to try and see who I could catch (a habit I still have today) and my target was to be a green Mk IIA Sprite.

The agonizing excitement of waiting for the flag to fall soon changed to dismay as the entire field left the Black Charger standing. Dismay was not to be defeat though. Selecting first gear we sped off to Mobilgas corner.

My lap two (shining black charger and I) had passed quite a few. Well, three at least. And suddenly, there was the green IIA. I rushed up beside him on the back straight. Flag marshalls waved blue flags. He pulled off to the infield. Unable to remember what 'A waved blue flag' meant, I pulled off beside him.

"Why are we stopped?" said I. "I've blown up", said he. Then I remembered. Blue flags were for passing, not for stopping cars. My black and silver charger with its plum coloured driver continued.

Years later the chequered flag came out for the end of the 5 laps, and 5th place, and \$2 prize money. I had just become a "professional" Racing Driver!!

=====

SHORT SNORT: What you don't say about others says a lot about you.

NATIONAL MEETING - TASMANIA, 1976.

Following is the programme set out for the National Meet to be held in Launceston, Tasmania, during Easter 1976.

FRIDAY	16th April 1976	- Registration and welcome.
SATURDAY	17th April 1976	- 9.00 a.m. Speed Event. Evening Social Event.
SUNDAY	18th April 1976	- Concours and grass motorkhana. 7.30 p.m. Annual Dinner.
MONDAY	19th April 1976	- Farewell Breakfast and Delegates Meeting.

All competition events will be held at Symmons Plains International Raceway which is about 30 kilometers south of Launceston on the main highway to Hobart. Symmons Plains circuit is 2.41 kilometers in length and features a very fast main straight with several tight and interesting sections of track. The motorkhana will be run on a good grass surface adjoining the circuit.

Total costs for all events including registration will be in the vicinity of \$25.00.

Dear Sir,

Would you please print simplified details of the composition of Dia-ply.

Norm.

Dear Norm,

Dia-ply is a paper laminate product impregnated with Di-allyl phthalate (DAP) resin. The resin is a pre polymer produced from the primary polymerization of Di-allyl Phthalate monomer consisting of phthalic acid and propylene.

Sir.

!!!!!!!!!!!!!!

c/ - State School,
Beaudesert, Q. 4285

Dear Sir,

May I suggest that we make Mt. Cotton a little safer and a little less expensive for competitors who make mistakes?

At the moment we have a thrilling but quite unforgiving hillclimb which does not encourage the club driver to seek his limits.

My suggestion is this: why not fix old tyres to all the fences and banks which a car is likely to hit? We all know where they should go and it shouldn't cost the Club much.

I would like to hear what the committee thinks of the idea. Over to you, gentlemen.

ALLAN BURNS

FODS & BENDS

Almost every member in the club answered the 'Trading Post' ad for an MGA at \$450. Anyone know who got it?

Eruce Allison to contest the Tasman Series. Gary Scott going along as pitt crew.

At long last Ross Horton has extracted the Lynx from its tomb. Should see it at the hillclimb next year.

Russell Worthington was the only one to fall of the island at the last S.P.I.R.C. sprint. Went into the ditch backwards but as usual, Tinny Worthington did no damage - only a car full of water.

Vern Hamiltons new open wheeler built by Barry Lock is almost complete. Track tests in a couple of months.

+++++

The Official Magazine of the M.G. Car Club (Queensland Centre)

Affiliated with the Confederation of Australian Motor Sport.

THE COMMITTEE

		<u>HOME</u>	<u>BUSINESS</u>
PRESIDENT	Neil McNeil	268 2800	52 6415
VICE PRESIDENT	Peter Rayment	68 3196	
SECRETARY	Joan Appleby	57 1561	
ASST. SECRETARY	Mike Keown		
TREASURER	Ann Thomson	378 1368	
CLUB CAPTAIN	Mal Spiden		33 5011
COMMITTEE	Paul Raper		
	Ken Potter	59 2613	31 0201
	Dianne Austin		
	Ian Friar		
	Gary Labudda		
CAMS DELEGATE	Ann Thomson	378 1368	

CLUBROOMS

620 Wickham Street,
Fortitude Valley,
BRISBANE

POSTAL ADDRESS

Box 1847, G.P.O.,
BRISBANE 4001
