

P R O G R A M M E

- Oct. 25 Navigation Run
- 27 Motor Racing, Surfers' Paradise
- Nov. 3 Motorkhana, Tingalpa
- 8 Film Night, Clubrooms
- 10 Lakeside Sprints, Q.M.S.C.
- 15 Annual General Meeting, Clubrooms
- 16 Concours D'Elegance
- 17 T-Type Club Run, starts Clubrooms 9 a.m.
- Dec. 1. Closed Hillclimb, Mt. Cotton
 Hillclimb Bar-b-que, Mt. Cotton
- 7 Annual Presentation of Trophies, National Hotel
 (Tickets now available, refer Lester Whittaker).

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IMPORTANT NOTICE TO ALL CLUB MEMBERS

Due to increased costs in Club management, it has been found necessary to increase Membership fees to \$7.50 per annum. This represents an increase of only 1.20, and is the first time fees have been raised for many years. We trust this move is accepted with understanding from all Club Members remember, we are still one of the least expensive clubs operating and offer a lot more to our members than most.

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MG's ARE racing cars!

Many Club members have seen MG's racing at Lakeside, Surfers Paradise and Lowood. (Some of us 'oldies' even remember Strathpine!) At the last Lakeside meeting it was good to see five MG's entered! Imagine a race meeting with 104 MG's entered. June the first of this year, we were lucky enough to be invited to attend an M.G.C.C. (Home Centre) Race Day at Silverstone and see one hundred and four M.G. cars wearing racing numbers.

As we owned at that time the world's most clapped out Fiat 1100 we slunk into the pits at Silverstone heavily disguised as a mobile bushfire and hid it in the lone grass behind the Shell tent. After being extinguished by a friendly Fire Marshall, we did the usual tour of the Pits. No Mustangs, Camaros or Loti, but thirty five T-Types, several assorted A's and B's P types, J types, N types, M types and three k3's.

To describe the cars would be very boring, as ninety per cent cent of the cars were road models. In every pit was a neat little pile of bumper bars and windcreens, and T type owners could be seen coaxing borers out with toasted cheese sandwiches. The M.G.A. men were trying to find a method of stopping the batteries turning up side down, while the K 3 owners just polished their superchargers and smiled benovolently on.

The first race was for T types and A 1500's, and was won by the wildest TC I have ever seen. The intrepid pilot (in all honesty I refrain from calling him the 'driver') reminded us of Blair Shepherd with his bail-out cornering, except Blair doesn't have to hold his passenger door shut with one hand! One entrant solved his door problem by abandoning the offending part at the second corner! It was retrieved later with no damage other than a few holes where local woodpeckers had got at it between races.

Event 5 was for MGB's, MGC's and A/Healeys, and had the Big Healey of local Chief of Police John Gott.. Perhaps if we could get Insp. Bischoff out of Fomoco and into something a bit more hairy the boys on the bikes would be our friends. This

OCTOBER, 1968.

Healey has mag wheels which look as if they had been confiscated from a Lotus 49 B which had been taken in for failure to stop at a stop sign. Against this hairy armpitted motor car was the quickest MGB in the United Kingdom, the red 1964 B of Bill Nicholson. Bill is of the vintage of Harry Cape, and is equally shy and retiring. The M.G.B. is definitely not shy enough, and has never been known to retire! The Chief of Police failed to give way to any car, on the right or not, and crossed the line a clear winner, followed by a snarling bunch of M.G.B's, complete with snarling bunch of drivers.

Event 7 was a handicap for Triple M MG's. These pre World War Two cars (older than most of us..... with the exception of Ray L). put on the most fantastic display of close driving, two drivers being disqualified for holding in the clinches, and another for punching after the bell. The winner was a real live genuine single seater MG K 3, kitted up with racing tyres and a plastic imitation of Tazio Nuvolari in the cockpit. To see the verve with which this car was thrown around made you want to run out and write to BMC (now BLMH in England) to stop production of MGC's and tool up for K3's again. I just wandered round behind the Shell tent, and set fire to the Fiat in disgust.

Second last event was the MG Handicap. This time all models were out in force, from M type to MGB type. And it really was the old timers day (I don't mean by that that Vince A won the race)! but a great feast of MG models all battling for the lead. Out front was a poor old M type, and overhauling the pack was the scratch man ,.....the K 3. The finish was a handicapper's dream, at least twenty cars crossed the line together. The M type was swamped by the various models it had spawned over thirty-odd years, and snaking through the middle was the K 3. Honestly, we have no idea who actually did win, a dead heat really between a TC, J2, A, PB, Twin Cam, L2, NA, B, K3, TF, J4, TD, PA, and an NE.

The last event was a Bar B Q and dance in the Club House. This in itself was well worth the entry fee. In fact it was so good that I can't remember much about it! So how about it, boys? Reckon we can ever get 104 MG's entered at Lakeside!!

WARANA WANDER - 27th September, 1968.

The combined efforts of Don Young and Phil Claxton produced one of the toughest/easiest/confusing (delete whichever doesn't apply) Night Runs for some time. The idiot sheet supplied made instructions completely obvious - for those with the most recent of transistorised computers installed in their glovebox; for other things weren't so straightforward.

Leaving the club, the instruction sheet said "proceed to National Route 1" - for those who reached Mt. Gravatt, and some apparently did, they were out of the race. For the ones on the right track, they did a quick loop around Shafston Ave, obtaining a phone booth number on the way, before heading back to "Elephant Tusks", i.e. Ivory St., A few more left and right turns and we were asked to look for some form of Lotus. After checking every back yard for about a mile, we arrived at the Elan Home Units - mystery solved. Down to Sydney Street and back to Kent St., where Question 6 was "agent for what"? About half a dozen cars converged on the Amoco Garage with torches beaming, only to find the place they were after was an Exide Battery dealer half down the street. Here, a battle of wits and/or race developed between the William's Jaquar, the Getton's Imp and the Minis of Wright and Campbell.

All ended up going in opposing directions on arrival at Bus Route 29, before heading off to Sterling Mfg.Co at Wickham Street.

Instructions then said turn off at "Napolean's Downfall" and head straight to Chermside. For those who knew the Waterloo Hotel and Chermside St., they were home and hosed, but those who picked Waterloo St. and Chermside, they were up the creek. The Campbell Mini was one who took the latter decision, picking up a club Wolseley at Breakfast Ck, losing him two miles further on, only to find a white MGB down a side street at Clayfield, also lost.

A quick decision on the course so far and they were back to the Waterloo Hotel where instructions went from hard to impossible. Ted Holliday was seen around the general area, on business in a Company Corona - some believe he was switching signs. From this stage onwards, there seemed to be no other vehicles in the whole of New Farm except those on the M.G.C.C. night run.

Amidst such calls as "27½ mph for 2½ mins", R, VL, 180°, Dead End, 5½ mph for ½ min, etc. etc., some managed to extract all the required information and return to the club without losing their sanity. For many others, they found themselves lost at the "Waterloo", - and past closing time at that. But all this confusion didn't detract from the enjoyment; after all, what is a night run if you don't get lost? For those who made it back, congratulations, and I hope you'll all be back for the next run conducted by this highly imaginative pair. (Unfortunately, results for this night run were not available at the time of printing.)

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THE WETTEX SPECIAL

As I am now getting too old and bald to get dandruff, some of you may have never heard of the car I woned in my hairy youth... The Wettex Special.

It had started off in my possession as a Stage 1 M.G.T.C., but after a few weeks it was running around as full Stage 7 (this stage of tuning consists of Stage One car and Stage Thirteen driver) By this time I had noticed a very nasty habit the car had, this was that whenever it drove past young girls the gearbox would jam in whichever gear it was in at the time, and the rev counter needle would similarly act in a strange fashion by jumping about two inches past the mark called 6.

Going down the hill from the Teachers Training College, a bevy of young females was too much for the car, and the needle surpassed itself by going three inches past 6 on the dial. Unfortunately, number two conrod also suddenly ^{found} three inches further travel and burst into the morning sunlight by taking the emergency exit out through the side of the block. Regretting this course of action, the conrod leapt back into the comparative safety of the sump into which it drilled several large holes (to match the woodwork). Completely obsessed with its new found power, it then leapt at the camshaft leaving it a strange lift in the middle. As

a parting gesture the rod then kicked the crank in the journals and left the car again taking the oil pump with it for company.

Taking all the bits of sump we found on the road up to the local Old Ladies Home, the champion jig-saw puzzler fitted them together into an M.G.T.C. sump again. Araldite then made the sump a permanent record of her jigsaw ability. The crank had a huge gash in number 2 journal, which we remedied with all the skill and precision that one can get with a 2 lb hammer and course file. The oil pump was also replaced with Araldite, in company with other sundry pieces of block. The original number 2 piston had gone to pieces after its separation from its friend the rod, and a likely looking substitute put in its place. Now the fun began... the bore had distorted so that it would go in at the top of the block, but jammed about half way down the bore. Nothing daunted, I filed the piston oval to suit the bore, getting the usual mirror finish one does with coarse files. However, it was now so oval that it wouldn't hold rings...yes, you've guessed.. in it went with no piston rings.

It was late at night by the time we finished putting the engine back together again, and by 12 midnight contented burrrping noises were coming from the business end of the exhaust pipe. After standing around the car, congratulating ourselves on our engineering ability, for 5 minutes, I suddenly found we were ankle deep in sump oil. We drew lots as to who should climb under and tighten the sump bolts. As I won, and had the heaviest hammer in my hand, another strange sight... I could see the crank going around. As the manual had nothing about crankshaft inspection holes, closer examination showed a hole in the block 3" x 2" out of which sump oil was flowing like the best strike Moonie ever had.

Now do you see where the Wettex came in? Yes, folks, at two in the morning a Wettex is your friend. And it worked marvellously.

That engine did another 10,000 miles before being laid to rest in a bed of well worn wettexes.

MOTORKHANA - HEAT FIVE

Heat five of the Motorkhana Championships drew a good field of 25 cars into battle on Sunday 22nd September, 1968. Noted newcomers to Tingalpa were the Cornes, husband and wife team, Harry Gardner Dave Mills, G. Beedell and Mike Thatcher. All events were run against the clock bringing the judging more into line with other car clubs procedure.

First event of the day was the Cloverleaf and here, the 850's of John Campbell and Iain Cornes filled the first two places with times of 20.7 and 20.8 secs. respectively. Will Charlton had his B handling in no mean manner to take out third placing with a time of 21 secs.

Event two was a newly devised event aptly called the Serpentine. With a garage at each end of a zig zag course which had to be covered in forward and reverse, times were extremely close, the first five placings being separated by 1.2 secs. Will Charlton headed the field after the first run with a time of 39.3 secs, a very creditable run with the other B competing turning in a time of 52.4 secs. However on the second runs, it was the minis of Cornes and Campbell (Malcolm) who forged ahead to take first and second placings of 38.6 secs and 38.8 secs. Minor placings were filled by John Campbell and Terry Garred. Of the two women competitors, it was Tony LeFranke who turned in a best time of 45.1 secs ahead of Kay Hawley with a run of 48.7 sec. In conjunction with this event a few able bodied members set up a scissors course and ran it simultaneously.

Amongst much gear crunching, heavy braking and heavy swearing, it was Geoff Gettons who outcrunched them all to return a time of 40 secs dead to kill all opposition. Second place getter Iain Cornes, was a long way behind with a time of 42.4 secs, one tenth of a second quicker than third place getter, John Campbell, all of whose 850's are becoming extremely competitive (if not domineering). This event is very hard on the bigger cars as can be seen by times recorded in the high 50's for the Cortinas of Spiden and Gardner and the full house Morris Minor of Ross Kruger. Mike Thatcher, in a Morris 1100 showed a great improvement on his second run, lopping 19 secs off

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his first time. The Preston/Mills IIA Sprite deserves a mention at this stage, for, although it broke no records, it seemed anxious to break everything else with frequent bursts to 7. Its a pity Noel Baker wasn't present as these two certainly would have churned up a lot of grass together.

Fourth event of the day was the Autocrosse and, if things get any closer, we'll be needing the Hillclimb timing gear for placings - first and fifth places being separated by .4 secs.

Geoff Gettons set the ball rolling with a run of 21.8 sec to be beaten minutes later by John Campbell with a time of 21.5 secs. This was to last to near the end of the first runs when Don Young, in his Cooper S reduced things further with a run of 21.3 secs. At this stage, the little red "brick" of Campbell's was out with damaged rack and pinion.

However, it was Gibraltar go Kart wizard Iain Cornes who flogged his Mini round the course in 21.2 secs. to put the little bricks into the first five placings. This order was to remain unchanged until the third runs when Dave Miles edged into 5th place in his 850 with a run of 21.6 secs. Will Charlton is one who doesn't like monopolies such as these and with a fine run in his MGB dropped into second place beside Don Young with a time of 21.3 secs.

With darkness approaching a dozen members stayed on for the bob-a-ding and amidst much car swapping it was Don Young first with a time of 19.4 secs ahead of John Campbell with a 19.7 secs Malcolm Campbell, Gordon Spiden and Iaian Cornes filled the minor placings.

Don't forget, last Motorkhana for the year is set for 3rd November - so come along, there's a whole new list of events drawn up.

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Results for the day are as follows:-

Competitors:-

G. Gettons	R. Kruger	D. Mills	W. Mules	M. Thatcher
T. LeFrank	M. Campbell	B. Hall	G. Beedell	D. Young
J. McCarthy	I. Cornes	P. Cochrane	W. Charlton	T. Garred
J. Campbell	H. L. Gardner	G. Preston	J. Webber	G. Spiden
K. Hawley	J. Hall	C. Cornes	S. Knott	D. Miles

Cloverleaf

1. J. Campbell	Morris 850	20.7 secs
2. I. Cornes	Morris 850	20.8
3. W. Charlton	M.G.B.	21.0
4. M. Campbell	M. Cooper	21.8
5. D. Young	Morris Cooper S	22.3

Serpentine

1. I. Cornes	Morris 850	38.6 secs
2. M. Campbell	Morris Cooper	38.8
3. (J. Campbell	Morris 850)	39.3
3. (W. Charlton	M.G.B.	
5. T. Garred	A/H Sprite	39.8

Scissors

1. G. Gettons	Morris 850	40.0 secs
2. I. Cornes	"	42.4
3. J. Campbell	"	42.5
4. W. Charlton	M.G.B.	42.9
5. T. LeFrank	Morris Cooper	44.5

Autocrosse

1. I. Cornes	Morris 850	21.2 secs
2. (W. Charlton	M.G.B.)	21.3
2. (D. Young	M/Cooper S)	
4. J. Campbell	Morris 850	21.5
5. D. Miles	Morris 850	21.6

AN UNFORTUNATE ACCIDENT

For those who followed the career of prominent Queensland racing driver and car club member, Malcolm Aldred, they should be pleased to hear that he is out of pain and is now on the long and tedious road to recovery after his high speed crash at Lakeside.

This unfortunate accident came at a promising point in his career for, at the time, he was leading in the points score for the Queensland $1\frac{1}{2}$ litre Championship and amongst the first three in the Australian $1\frac{1}{2}$ litre titles.

The accident occurred during an official practice session at Lakeside prior to the September 29 meeting. Aldred had just passed Barry Lock down the short straight towards Shell Corner and was accelerating hard in third. Suddenly, he was left with no steering and could do nothing but let the car plummet into the safety fencing at one hundred miles per hour. The front wheel jammed solidly under the armco, hurling the little Lotus upwards and around to the right. It was the first time he had worn a seat belt in the car and the full harness had undoubtedly saved his life - full deceleration having taken place in less than ten feet. Officials handled the accident in a marvellous manner, but it was a full fifteen minutes before Aldred could be freed from the wreckage.

After several hours of examination and five hours of surgery that night, he was admitted to the General Hospital with fractures to both legs, heel injuries, a cracked pelvis, crushed vertebrae and severe bruising, caused by the restraining action of the seat belt.

The part that caused the accident was a fault in a steering column universal which allowed the column to move out from the rack and pinion. But it was the armco safety fencing that made the crash so severe. Had there been a ground level panel of fencing, the car may have just spun off from its point of impact, incurring little damage to the car and far less damage to himself.

The irony of the incident was that, almost a year ago, John Brennan, driving the ex-Aldred Vulcan, came to grief in practically the same manner - with the car being pinned under the armco, and a year earlier, Malcolm's brother, Brian had a similar accident on this highspeed righthander, the car having to be cut in two to extricate him.

Surely it must be realised that fencing, constructed in such a manner, is inadequate with cars as low as they are and travelling at the speed they do.

Something MUST be done now to prevent further accidents of this type.

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DON'T FORGET THE BIG DAY.....

DECEMBER ONE!

FOR THE LAST CLOSED CLUB HILLCLIMB FOR THE YEAR.....PLUS

BAR- B- QUE

This Bar-b-que is being organised for the benefit of yourselves
,,..... the members of the MG Car Club.

EVERYBODY IS INVITED SO BRING YOUR FRIENDS ALONG

YOU CAN HELP BY

1. Supporting the Bar-b-que on Sunday, Dec.1... to take place after the Hillclimb...so get a party together, there will be music fun and food for all.
2. Notifying the Committee if you're able to get items for the night at reduced rates. e.g. bread rolls, fillings or drink containers.
3. Offering your services on the afternoon and/or evening - contact the convenor, Will Charlton at his home, phone 682601 or at the Club.

DON'T FORGET THE DAY...DECEMBER ONESEE YOU THERE!

THE NUMBER PLATE GAME.....

I suppose you've all worked out something to go with your cars number plate. I used to have an NMF which worked out as Not much fun. Another friend had NQS which was Never Quite Sober (nor was he), One young fellow I knew sold his new car because he claimed that he was having no luck with the girls in it - its number plate was NNT which was "Not now Terry", "No, Not Tonight" or "Naughty? No time".

The N series plates in Queensland were always hard to get to match up to your name, but the P series must have been a delight to all the Pats and Pams of the place. Those lucky people with PIG plates can't be too happy though. I believe that Napoleon had an NTJ on his 8" cannon... Not tonight, Josephine. Philip, married to Elizabeth, has HRH which is the ultimate in snobdom, For my money, but we have quite a few in Australia who have greased the correct palms with old paper lithographs of dead explorers and have personal plates. Bill Brown with his BB Ferrari was at Surfers for the 6 hour, Ron Hodgson had a V8 Cortina with RH plates. In the UK, Les Leston who used to race after the war, and now has a speed shop, is known as "dadio" and had a Lotus Elite with the number plate of DAD-10.

In some state in Detroit-ironland you can have anything on your number plate that you want, as long as no-one else has applied for it before you. The plate has to have 6 digits and need have no numerals if you like. I can imagine the queue of dark suited gents with stethoscopes in their pockets all after DOCTOR. While being a great idea, its hard on blokes who are psychiatrists....who would drive a car with PSYCHO plates?

Getting back to Queensland number plates, I'm after a PDQ to put on the car we're going to race. Pretty Dam Quick. Des White, it is claimed, had an NQINo Queers Invited, but it was rumoured that this is Normally Quite Impotent.

OUR EFFORT AT THE INTERCLUB MOTORKHANA

At seven o'clock on Sunday morning, a phone call was received from a member of the Ipswich West Moreton Car Club asking if any M.G.C.C. members would like to run in their Interclub Gymkhana Team, as he had heard that our club was not entering a team. This, you might realise, is an embarrassing position for a club our size to be placed in, so it was decided then and there that we would field a team to represent all you folks who wouldn't run for thousands of reasons. We heard that Bathurst was on that weekend; Auntie Maud was expecting you over for afternoon tea; or you didn't have any petrol in the car that Sunday; we heard them all that Sunday, between the hours of seven and nine am. Out of our 200 members, we managed to find four cars one M.G.B., two Minis and a Volkswagon. Too late to throw your hands in the air in horror, because we only had one MG in the M.G.C.C. team why didn't you enter in the first place, or for that matter, why haven't we seen you at any of the M.G.C.C. Motorkhanas.

Anyway, your, yes, your team was Will Charlton in an uncompetitive "M.G.", Malcolm Campbell and Ian Cornes in Minis and Tom Hatton in his tired Vee Dub.

Our arrival at the Brisbane Sporting Car Club Motorkhana Grounds went un-noticed as we were only two hours late (Team organisation troubles, you know) and at this stage, we were uncertain as to whether our entry would be accepted four cars out of a required five does not sound good for a club our size. Kerry Horgan was good enough to come down and was prepared to drive the Charlton B and Carole her husband's Mini, but the officials said you can't enter the same car twice, so our team remained at four.

Joining in on event three, which was a garaging event incorporating three forward and one reverse garages, it was Ian Cornes

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who showed the way to all others, except Will Charlton who pipped him by .1 second to take the fastest individual time. Tom Hatton, at this stage without a reverse gear in the Kraut Vagan was unable to run. Campbell knocked his first ball of the day. (This involves a penalty of 5 seconds.)

At this stage, the officials decided to allow us to run event two before the running of event four, as we had arrived too late for this. Event two was a Forward/Reverse effort with garaging at each end - here Iain put in quite a creditable run to be challenged by Malcolm Campbell who lost all chance of a good time by carting another tennis ball into the garage with much verbal barrage. Will Charlton once again unheld the honour of the club with a run that put him well in the running.

On to Event Four, a lazy eight, where poles were barely distinguishable in the dust. But Iain with Continent driving experience scorched through all opposition to return Fastest time of the day - for the time being - wily Will then slipped through the dust .1 second quicker than the aging Cornes Mini. This time offended an opposing club's VW who, believe it or not folks, won the event in no mean fashion with handbrake turns that'dd make the best Mini exponent puck up and go home.

Event Five was a vee shaped forward bending race too tight for the Charlton B but ideal for Cornes Mini and Campbell Mini who turned in quite competable times, Iain's time being third fastest overall. Fastest time, naturally went to a Motorkhana special, who's driving style was smooth and unspectacular, in direct opposition to wild and woolly Jack Reid, whose little 850 failed to run at anything below it's minimum rev limit of 7,5!

Event six was titled a "Logic Test" here there were five gates in which competitors were required to go through three gates forward, two in reverse without going through the one gate twice. Logic was required in that the competitors had their own choice of approach in which to acquire fastest time. It wasn't long before see over

all had worked out the quickest way round and it was Will who slithered around into third placing. It was here that tragedy struck out gallant LITTLE team in three unkind ways:- (a) The Campbell mini demolished another pole (b) The Cornes mini flatly refused to reverse spin and (c) the Hatton Veedub flatly refused; by jumping out of reverse gear each time Tom looked at it.

Event Seven, a Spark Plug relay once again brought the M.G.C.C. into the limelight with not enough competitors. Ian Lynch came gallantly to the rescue to make up number five man. At the start, it was "Stirling" Cornes who was first to his car in the Le Mans type sprint but was beaten in the drag away by "devil-may-care" types who preferred to throw caution to the wind with half-threaded plugs, etc. One club had two out of five cars running on "3" during this event - bad plugs, maybe? Anyway, although we didn't win, it was "Tiger Tom" Hatton who deserves top marks for his great run to his car and his spark plug replacement - it still thinks his plugs are revolutionary push in variety!

Then came the blow we least expected - after being promised a go at Event one at the end of the day, officials said "no go", (we were running third at the time - and Iain and Will were battling for top individual honours) So ended a day that looked hopeless at the beginning, blossomed promisingly during the day, and died under the officials axe and those of you who were "going to run".

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Mrs. Ann Thomson, Club Treasurer, was indeed a lucky person at the last closed club meeting at Lakeside on October 13. Her Lotus 15 was involved in a collision with Ray Atkinson's Formula Vee at the start of the esses. In the confusion that followed, the Vee ended up facing the way it came against the armco, and the Lotus upside down and sideways across the track. It was indeed a nasty sight, but the crowd that gathered was relieved to see a slightly ruffled Mrs. Thomson emerge when the car was righted. Showing more courage than many of her male counterparts, she packed the Lotus away in its trailer, so as to drive her Morris Cooper in the next event. Although the car suffered severe body damage, structural damage appeared only moderate.

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Affiliated with the Confederation of Australian Motor Sport

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