
coming events

MARCH

Sunday 8th Lakeside (Gold Medal Series)

Friday 20th Closed Touring Assembly

Sunday 22nd Motorkhana (MGCC & T REG)

27th - 29th EASTER

APRIL

Sunday 5th Working Bee

Tuesday 7th T. Register (Guest Speakers)

Sunday 12th Closed Hill Climb

Friday 17th Closed Touring Assembly

Sunday 19th T Register - Day Run

Sunday 26th Lakeside (Club Race Meeting)

--- oOo ---

contents

<u>Page</u>	<u>Article</u>
3	Editorial
5	Thank you, Mr. Ted Pollard
6	Letter to the Editor
7	My last rev up
8	1970's first Motorkhana
10	B.L.M.C. History
12	New Members
14	Traumas on Tamborine
16	February Closed Hillclimb
18	An Unclassified Advertisement
21	February Closed Touring Assembly
23	Ada
24	1970 Committee Members

e d i t o r i a l

MG's and others. Unaccustomed as I am to public writing, I am taking pen to paper in the hope that my standard of drivell will motivate all you other illiterates into handing me any printable material. As I see it, this is the only way which will ensure that you have a magazine consisting of more than 3½ articles.

In the past, I feel that the 'Octagon' has drifted away from being just a club magazine to one that was aimed at appeasing the racing Gods. Good stuff, some of it; and usually very interesting. BUT! It defeated the purpose for which the 'Octagon' was devised. From now on you will not have to fill the top ten places in Class 'E' of the BEERTHIRST 500 to rate a mention in your magazine, Class 'D' will do. Take a look at the INDEX and pick a club activity which you would like to read about. For the first time in many moons you will find a description of EVERY MGCC event of any note that has taken place over the last couple of months.

Exit the old type 'OCTAGON' and enter the 'Official Journal of the MG Car Club - Queensland Centre'.

HOWEVER! Go ahead and tell us what it was like in your first race, or how to halve the road toll and find God; it will still be gratefully printed and, as always, widely read. I am just trying to turn this into a more 'select' type of magazine, which also contains articles of general interest; not a general interest magazine in which the letters MG can occasionally be seen.

..... over

 Editorial (Cont)

Finally a word of thanks to the past editor, Dr. Iain Corness. As you know, the 'Octagon' has probably never been as interesting and certainly never more controversial, as it was under his rule. I have relied heavily on his advice in producing this edition, and no doubt I will continue to do so in the future.

Don't lose faith in editorials, I hope to start bitching in the next edition.

Bill Hemming
 EDITOR

--- oOo ---

CONGRATULATIONS!!

Well you finally did it. At the last motorkhana more than two cars (not counting the $\frac{1}{2}$ a TC) and three spectators turned up.

Now that your appetite's whetted how about moving one rung up the neverending competitions ladder and have a (slow) run around the Mountain.

--- oOo ---

DON'T FORGET THE AUSTRALIAN HILLCLIMB
 CHAMPIONSHIPS ON 14TH JUNE AT OUR
 OWN MT. COTTON.

--- oOo ---

THANK YOU MR TED POLLARD
=====

VARIETY IS THE SPICE And the man who has promised us the spice, in the form of a different cover, is Mr. E.C. (just call me Ted) Pollard.

Ted is the owner, along with his wife, of "ROTHWELLS REGALIA PTY LTD.", a successful jewellery manufacturer situated on the fourth floor of the Rothwells Building, Edward Street. He has very generously offered to advertise on the OCTAGON, thus allowing us the luxury of a different cover each month.

Before you ask why a jeweller is interested in the Octagon, remember that Ted is the very proud owner of an MGB, MGTF, two fine vintage cars, and a daughter who runs an MGM roadster and a new MG Midget. I told you he had a successful business.

It is interesting to note the prices of Ted's work. I can assure you that they are the lowest, good-quality prices in Brisbane. ROTHWELLS REGALIA deals in ENGAGEMENT RINGS (ex stock or to order), RING RE-SIZING and RE-MAKING, plus ALL FORMS OF JEWELLERY. Although Ted will sell you any type of watch that your little heart desires, he specializes in TITUS WATCHES with which you will also receive a two year, world-wide, unconditional guarantee, as well as free insurance with Lloyds of London for one year.

AND Ted has offered to give up to 10% discount to club members so do the Club, TED, and yourself a favour by dealing at ROTHWELL'S REGALIA.

LETTER TO THE EDITOR

Dear Sir,

Congratulations on taking on the arduous task of Editorship of the Centre's magazine. I sincerely hope that you will be rewarded by the Centre's interest in the publication - - nothing dampens the Editor's spirit more than apathy.

The success of any editor depends mainly on the willingness of the readers to participate in, and identify themselves with, the Magazine.

Sir! for your bravery, I salute you!

Iain D.G.C.
(1969 Editor)

--- oOo ---

Well, after that encouraging letter, I think that another article by the Doctor would go down well as a chaser.

I'm not too sure if Iain wanted this next story printed. I found it in a pile of old notes that he gave me. However, after reading it through I found myself agreeing with him, so consider it a joint effort.

Now, read on and take note

 my last rev up!

THE NIGHT OF THE LONG KNIVES The film called "The Night of the Long Knives" was exceptionally good entertainment, but in a Club such as ours, I personally do not find those people who stealthily stalk with long knives quite so amusing. Some of us are so adept at this back-stabbing manoeuvre that our speed is akin to G.Hill's gearchanges! If half the effort that goes into complaining went into Club work, the MGCC(Q) would be in far better shape.

Perhaps all the moaning is just a symptom of the end of another year? Twelve consecutive months are just too much for anyone. I think they probably are. I wasn't sorry to see the back of 1969.

1970 looks good, on paper, at this stage. We will be holding the Australian Hill Climb Championships, and 1970 will be the 'Coming of Age' of Mt. Cotton Hill Climb. The Championships will put hairs on the Committee's chest, and, I sincerely hope, weld the Club into a much more mature working body.

Ofcourse, this will mean putting away your knives, and doing some constructive work for a change. If you are all that perceptive to see all the flaws, then go out and do the job better. Come out into the lime-light and work, instead of standing round the back, stabbing.

Probably the most pleasing part of Clublife for me this last year, has been watching the return of true T-Type Spirit. I honestly believe that the Salvation of the MGCC is going to be in the T-Types. They have a great sense of 'Clubbing together', and it's the 'togetherness' that makes Clubs 'great'.

So let's all pull together for 1970. Put away your long knives, and I'll lay mine down along with my editorial poison pen.

Iain D.G. Corness.

1970's First Motorkhana

The first outing for the dirt track men was held at Tingalpa on first February. One lady, (Miss Julie Neilsen piloting her red 1949 model bone shaker), and forty-one gents fronted for the event.

The show got on the road with some members from the T register having a look at Tingalpa for the first time, and it was good to see these wooden cars en mass once again at a Motorkhana.

Event One, the forwardbending, got under way slowly, as the organizers tried to get organised. David Tait, a new member, in his "Krola", had the honour of starting first and completed his run in a very good time of 20.1 seconds. The event was won by Stu Rice in his beaut "yella" T.C. in a time of 19.5 seconds. The times were very close for this, the only event of the motorkhana to be completed in the dry, and the runs of the first ten cars were all within a second of one another.

A "Clover Leaf" was the next item on the agenda, and it was here that the fun started. The first dozen of so cars were fortunate enough to get a run at it in the dry and then after a solid downpour the rest of the field tried it in the wet. Oh! what fun, Bruce Ibbotson in his M.G.C.G.T. (Great Truck), tried all of his seven gears in an attempt to get traction. Needless to say anybody who had a clear dry run had a considerable advantage over the water babies, and the times differed by anything up to fifty seconds! Stu Rice (that fellow again) had the fastest time in the dry at 30 seconds next page please.....

1970's First Motorkhana (Cont)

and Don Young fastest time in the mud at 38 seconds.

The last event was the most fun of the day with all drivers trying as hard as they knew how to stop their cars going completely sideways in the slush, and knocking down poles. Garry Fenner in his Cortina won the pole pummelling par, with a score of eight poles to his credit.

Peter Raymont in his cranky handling T.C., (or is that crank handle), found a novel way of paddling his way around. The event was won by Don Young in the fun-time of 45 seconds.

Don Young.

OUTRIGHT PLACINGS

1.	S. Rice	M.G.T.C.	96.5 secs
2.	P. Wetzig	Cooper S	100.7
3.	R. Wetzig	Cooper S	101.1
4.	G. Mazzetti	Mini Deluxe	102.1
5.	D. Young	Cooper S	103.0
6.	R. Remington	Sprite	104.0
7.	R. Quinn	Mini Cooper	104.7
8.	R. Richards	Holden	106.7
9.	D. Tait	Corolla	107.1
10.	R. Hetherington	Austin Lancer	109.5

--- oOo ---

B.L.M.C. History

Bicycles begat Morris,
And sheep begat Austin,

And Morris bought Wolseley;
And Morris begat M.G.

And Morris bought Riley
And Morris begat Nuffield out of Wolseley;
And out of M.G. and out of Riley.

And Austin begat Austin-Healey,
And Austin begat Princess.
And Austin took Nuffield
And Nuffield took Austin,
And each begat of the other B.M.C.

And Leyland bought Triumph;
And Leyland bought Standard in the same
time

And Leyland was as a fish.

And Jaguar bought Daimler
And became unto B.M.C. as a friend.
And B.M.C. begat of Jaguar,
B.M.H. which was as a whale.

see over

B.L.M.C. History (Cont)

And the fish did swallow the whale;
And made a fish greater than the whale;
And called his name British Leyland.

And no man yet knows truly
What manner of fish that may be;
For yet little has come to pass.

Begat by: Jon McCarthy
From: "Autocar" (U.K.)
Edition: 25.12.69.

--- oOo ---

SEE!

I told you I'd print ANYTHING
anybody sends me.

Ed.

 NEW MEMBERS

We seem to have made a very good start to the new year as far as new members go. In the first two months we have gained no less than 25 recruits.

This is all very well, but don't you old members forget that you have to renew your membership every year. And the only way to do this is by parting with some of your hard earned cash.

You will notice a few interesting people and cars in this list of new faces:-

<u>No.</u>	<u>Name</u>	<u>Car</u>
1088	John Stevens	MGB
1089	Peter Bull	Cortina
1090	Gary Fenner	Cortina GT
1091	Denis Hughes	Holden HR
1092	Alan Lane	Holden EH
1093	David Tait	Corolla
1094	Peter Thomas	Austin Healy BN2
1095	Peter Wilson	Cooper S
1096	Glen Alfredson	Holden EJ
1097	Norm Blunt	Cooper S
1098	David Cooper	Sprite Mk III
1099	William Duncan	Fiat 125
1100	Roy Griffiths	Falcon GTHO
1101	Peter McAvley	Bristol 400
1102	John Ogden	MGT
1103	Robert Randle	Holden Torana
1104	Bruce Remington	Sprite Mk III
1105	Tony Rutledge	MGA
1106	Michael Trappett	Cooper S
	Lionel Ayers	A Delectable Stable
	Graham Leach	Anglia
	Stephen Austin	MGB
	Peter Carter	Cooper S

NEW MEMBERS (Cont)

<u>Name</u>	<u>Car</u>
Guy Mazzetti	Mini DeLuxe
Bill Chapman	Merlyn Mk 6

We welcome these new members to the Club and hope that this is the beginning of many happy years with us.

Things look good for this year.

--- oOo ---

KNOW YOUR CARS SERIES No. 1MINI MINUS 1275

(ISSIGONISS DIABOLICALUS)

This vehicle ... invented before the wheel ... runs on rubber coated axle ends ... corners faster than it travels in a straight line ... seats four with space to spare ... unless boot is full ... a domesticated garage dweller ... is seen in pink and blue and primrose too ... squeals when antagonised at traffic lights.

Unsigned.
(Ed. Understandably so)

--- oOo ---

Traumas on Tamborine

(EDITOR'S NOTE): You will notice that this story is way out of date. Apparently it got lost amongst all the articles sent in by the other "Octagon" contributor. I have included it in this edition primarily as an example of what makes a suitable story for the magazine.

A few Sundays ago, the T type team did their yearly thing.

Persuasion and phone calls and inoperative cars resulted in 11 cars, complete with bomb aimers, rolling up in front of the clubrooms at 9 o'clock on the Sunday in question. The Wright kid turned up in his Morgan and on his knees begged to be included in the cavalcade. He put forward two reasons - (1) His TC still isn't on the road, and (2) The Mog would be a mighty two-truck - needless to say he came.

The run up the hill met with a great deal of catastrophe. The rigid press censorship in the club and the payment I got will only allow me to say that "Nature Boy" Wright, in looking for a cool shady patch of grass, forgot that he was driving - the less said. It is understood that he has joined the Sacred Brotherhood of the Triffid, their doctrine being to catch stationary drivers completely unawares, and sail into them with a scream of pure ecstasy.

On clambering out of the ravines round said mountain, the now dirty dozen went to the aid of a T.D. they found up there trapped by voracious car killing kykuyu grass (itchy also).

Someone produced a camera, and we now have a photographic record, and can prove that this event did really happen.

Traumas on Tamborine (Cont)

The party then adjourned to the scrub, and lunch was had to the tune of debauchery and liscentiousness - much to the delight of the scrub ticks.

The run back was on all accounts, uneventful. It ended in a rush for goodies left at the clubroom. The fun crowd then headed for Graham Wright's mansion. The back yard had been cleared of wrecked cars for a change, and everyone partook of the tea and cakes which had been generously provided.

Some mercenary wench then proceeded to fleece each driver for five bob - she claimed it was to help run the register - well, I haven't seen anyone with a good spare tyre, so I guess it went into funds.

The run was on the whole quite successful, but we would like to see a few more roll up at the next one.

Next meeting is on Tuesday night - 1st July - I wouldn't have a clue what's on then - anyhow come in and kick your mates' cars to pieces for fun.

Perhaps the editor would now like to add his caustic comment for the month (insert here)
..... (Sorry, new editor).

Robert Gill.

--- oOo ---

CLOSED HILLCLIMB

On Sunday, 22nd February, the Hillclimb organisers looked out their windows at the rain, cursed, and went back to sleep.

On Sunday 22nd February, the thirty Hillclimb entrants looked out their windows at the rain, cursed, and went to the Hillclimb.

The enthusiasm was incredible. No less than 130 spectators PAID to watch the water-babies do their thing. What is more important, they left contented. And who wouldn't after watching Bill Bradford throw his 327 Monaro around in 56.6 secs., with Roy Griffiths in the McClusky Ford GTHO doing an excellent 56.8 secs for his first time at the 'climb.

Practice was a waste of time unless you had a propeller sticking out the back (Nick Manifold did). However everyone went out and scared themselves stupid. Sensible driving prevailed, and the day was thankfully, and remarkably, accident free.

The Formula Minor boys started things rolling with Chris Timms providing great excitement by trying out the nut-shells in B.H.C., I mean British Leyland Corner. The class was won by B.Henricks in his well prepared Sandian Mk II. Vince Appleby and H.Patterson helped make the class interesting.

Tim Harlock lent his Cooper to Jon McCarthy so that Jon could try out his new Bell crash hat. It did the trick and looked so businesslike that no-one was game to try beating him, which was just as well, because he did a 60.2 secs in a strange car.

cont.....

 Hillclimb (Cont)

Tim H. put one of his creations in Group A Sports and managed a 54.8 to put the Sprites of Kay Hawley and Bill Hemming well out of the running.

FTD went to Bill Chapman in his Merlyn Mk 6. His time of 54 secs neat showed the potential of this car which, incidently, happens to be up for sale.

D. Jenkinson, Ross Mallon and Nikki Manifold all had their classes to themselves. Each of them tried, to the extent of Jenko having a long overdue spin in his immaculate Lotus.

Brittania ruled in the Imp.Prod. Touring when the mighty Quinn's Cooper downed Guissippi Hockley's Fiat, and Tlait and Blaker's Collollas. It was the same story in the 1100 to 1500 class with Bob (Mini Car Club) Gibson beating the other 265 Cooper S's and the lone Cortina.

We all know what happened with the GTS and the GTHO.

The only thing that can beat a yella TC is a red TC. Stu Rice and Peter Rayment are both deservedly proud owners and drivers. MGB's driven by Bob Gray 61.8 secs, and S. Austin (63.8 secs) were the last runners of what would have to be the best closed Hillclimb held at Mt. Cotton.

--- oOo ---

D O N ' T

F O R G E T

12th April

Closed Hillclimb

14th June

Australian Hillclimb Championships.

Why, Oh 'Y' Must you Leave Me?

It all began in the summer of 1968, the day after I divorced my 1940 Austin 8 Tourer, that I espied a magnificent sports saloon from a bygone era, squatting elegantly beneath a paw paw plant. After rendering the watchdog insensible, I stealthily tippy-toed up the garden path to examine more closely the grouse machine.

I immediately set about discovering the marque and model. The grill contained the imprint of an eight-walled ring spanner in which the letter "M" and "G" were inscribed. "My Gosh!" cried I, "tis an MG-Y". My heart was filled with longing as I gazed upon its beauty (SOB) until my sole could stand the agony no longer (the rotten dog had recovered and bitten me on the foot).

After a fierce and bloody battle, I regained the freedom of the footpath, only to return that night to talk to the owner of this fallout area for pungent possum punctured paw paws. The dog recognised me and bit me on the other foot before I could silence it with a swift karate kick to the throat. However, it saved me a search, for the master issued forth from his castle and proceeded to make conversation with me.

After much bartering, pleading, threatening, bribing and swearing, I managed to procure an entirely original 1948-49, nappy yellow, MG-YA Saloon. Oh! the ecstasy of it all. The car has everything as standard, a genuine XPAG engine, black carpet, leather bucket seats, wooden dash and door surrounds, centre back armrest, a pull up blind for the back window, fog lamp, sun roof, reversing light etc. etc. The driving position was fantastic, the clutch was a bit heavy but the gearbox had a beautiful movement, and the steering was quick, light and accurate. It was a ball to drive :- back out, sideways, upside down, anything. The steering and brakes made the Y an incredibly

Why, Oh 'Y' Must You Leave Me? (Cont)

safe car to drive, even if it allowed the passengers and onlookers to dispense with their All-Bran.

This "what-a-horn-car-nothing-can-go-wrong-out-of-my-way-peasant" attitude was good for the first 24 hours or 24 miles, whichever comes first. Neither did. The water pump beat them by 2 hours and 5 miles respectively. One reconditioned water pump and one week later the clutch cable broke. That made two of us that were. Minor frustrations didn't affect me, however, for I was the proud owner of an MG'Y'. At about this time, my old boy (no you idiot, my father) struck an artistic pose and declared that he was going to beautify his son's car - whacko! Out with the old vacuum cleaner and 173 $\frac{1}{2}$ gallons of lacquer and we were now the proud owner of a maroon MG'Y', complete with rough patches.

A'ha! I think, if its going to look better, it should go better. Getting the engine out was no trouble, but after boring out, new over-size pistons, rings, bearings, polishing the crankshaft, facing the oil pump and a quick bank job to pay for it, we were stuck. My age old problem thwarted my efforts - I couldn't get the bloody thing in. After getting Fred's professional advice, we were away, unfortunately at a slower speed than before. Five hundred miles of slow motoring eventuated before I took the cover off to find that the timing chain was out one link. This was remedied and the thing went like a shower, until a bolt holding the water pump fell out, followed by the water, which caused the engine to overheat, thus warping the head. Curses!

A crack-tested and shaved head fitted with oversize valves did wonders and once again VW's quaked in fear. But I had always felt that life would be a lot easier if I didn't have to push the rotten car to start it. All was not lost however, a reconditioned starter motor is now reported to be alive and doing well within the bowels of the engine. It is being well fed by a new battery.

Why, Oh 'Y' Must You Leave Me? (Cont)

Electrician friends are invaluable for rewiring cars because Auto Electricians are invariably greedy animals. Lucky me got my car completely rewired and all I had to pay for was the wire and various parts which came to approximately \$20, and the booze to keep aforementioned friend activated, which came to approximately \$285.

Long fingernailed girls had reduced my beautiful leather seats (and my back) to shreds, so mountainous piles of monies were invested in dark tan deerhide upholstery, stitched to the original design. Being logical, I figured that after spending so much coin, a bit more wouldn't matter so we promptly painted it again.

So now I was the still proud owner of a properly painted, beautifully upholstered, reconditioned motored well tyred, fully rewired, well registered, reconditioned shock absorbed, maroon MG-YA 1948-49 Saloon
For sale.

I was forced to ask about \$400 for this classic, because my wife, mistress, daughter and cat were all pregnant! These pressing matters also forced me to take a lot less than \$400. However, my affections had been captured by MK I Sprites.

By the way, I forgot to mention the following - new spark plugs, oil filter, coil, distributor points, hydraulic brake overhaul etc.

I am thankful to see my 'Y' in a good home where it is being well looked after. Her two previous owners (who still inquire as to her health) and myself have a permanent soft spot for the old lady and we would be most upset to see her abused.

Then again I always did have funny tastes in women.

The first closed touring assembly

Being the first 'Assembly' for the year, and with no OCTAGON to advertise it, only eight cars competed. A mixed bunch, consisting of some old stayers and some new players.

It was set mainly in the Northern Suburbs with a little speed section out to Cash's Crossing, followed by a cautious manoeuvre down a grass stock road and a creek crossing to add a bit of variety. The main feature of the night was the "navigator's trots", where navigators had to find their way through nearly every lane in the Stafford area.

A knowledge of the local area was an advantage in this run, as is seen in the results, with the Wetzig brothers scoring a win in Peter's newly acquired Cooper S. He bravely let brother Roland have a drive. Noel Baker and Harry Gardner in a not so fast VW came second.

Most competitors got lost, but all returned to the clubrooms to figure in the results, and determined to do better in the Closed Touring Assemblies to follow.

John Smith

Results on next page.

--- oOo ---

Another ASSEMBLY has since been run. A full report on this will appear in the next edition of the OCTAGON.

--- oOo ---

 night run results

<u>Place</u>	<u>Driver</u>	<u>Navigator</u>	<u>Points lost</u>
1	R. Wetzig	P. Wetzig (Cooper S)	32
2	N. Baker	H. Gardner (VW)	64
3	P. Bull	B. Gray (Cortina)	65
4	S. Rice	G. Alfredson (MGTC)	70
5	S. Gardner	A. Lane (Cortina GT)	81
6	D. Tait	G. Somerville (Corolla)	87
7	M. Payne	R. Quinn (Cooper)	98
8	J. Stevens	M. Trappett (MGB)	105

--- oOo ---

NEXT "CLOSED TOURING ASSEMBLY" WILL
 BE ON FRIDAY, 20th MARCH.

--- oOo ---

WHERE DO ALL THE MG'S GET TO IN THE
 "ASSEMBLIES"?

--- oOo ---

classified ads

The classified ad Section in The Octagon is for the use of all members. If you desire insertion of an ad, then let the Editor know, so that inclusion is possible. This service is FREE to all members.

SELL

Assorted GoFaster bits for MGB, some will fit Austin 1800. One set MGB extractors, Sonic, showing the ravages of 12 months racing. Worth about a ten-spot only.

The extra-grouse, works, mickey cam C-AEH 770. 12 months only use (1500 miles) and in 'as new' condition. This little gem will cost new \$70 dollars odd but I am open to (sensible) offers on this cam.

I have approx 8 Firestone Racing Tyres, 5.50 x 8.10 x14, in various degrees of worn down. Needs 6" rim to fit. Prices range between 10 and 35 dollars, depending on amount of the sticky rubber left.

MGB bonnet. Fibreglass lightweight Racing unit. Weighs less than half of standard one. Comes with 'hood pins' to suit. Twentyfive bills and its yours. Or, I'll swap you for your standard one, with cash adjustment. Even leave the numbers on if you like.

Two only MGB lightweight doors and hinges. About Ten dollars each should stop them.

There you are, direct all enquiries to Iain Corness
Phone 99 2481 (Home) or 48 1021 (Work)

The official Magazine of the M.G. Car Club (Q'ld Centre)

Affiliated with the Confederation of Australian Motor Sport

Office bearers and Executive Committee, 1970.

		telephone	
		business	private
President:	Will Charlton	21 2922	68 2601
Vice President:	Jon McCarthy		68 3474
Secretary	Julie Williamson	41 1471	
Asst. Sect.	Harry Gardner		38 4487
Treasurer:	Mrs. Ann Thomson		78 1368
Committee	Bill Hemming	72 2133	7 5761
	Stu Rice	59 3195	59 3195
	Tom Hatton		
	David Miles	21 2749	48 4128
	Don Young	56 0152	56 3832
	Peter Wetzig		59 3072
(Hill Climb)	Ray Lovejoy	21 2411	55 4047
		(Ext 391)	
(Past Pres)	Lester Whittaker	48 8111	98 1887

--- oOo ---

CLUBROOMS

620 Wickham Street,
Fortitude Valley,
BRISBANE

POSTAL ADDRESS

Box 1847, G.P.O.
BRISBANE
4001