

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

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AFFILIATED WITH
MG Car Club UK & Motorsport Australia



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Next publication deadline for submissions is July 31st

ALL STORIES to be in electronic format, Word or Plain Text. NOT Excel or scanned documents. When you send a scanned document, it needs to be typed in again from scratch and apart from taking much more time for each article, it also allows for the occasional error to creep in.

Please spellcheck your story before submitting it to ensure (particularly names, dates and vehicles etc) are correct. Remember that if we print your story, it is going to have your name on it and you most likely know better than us how your best mate's name is spelt and what car he drove.

ALL PHOTOS to be sent separate to the text document, ie NOT embedded into a PDF, or Word document.

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For those who can, please supply photos at a file size around 3mb. This equates (very roughly) to 10cm wide at 300dpi (or 500mm wide at 75dpi). Small, low resolution photos cannot be enlarged at good quality. Larger photos make for a better, brighter publication.

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GENERAL NOTES

Submission is no guarantee of publication. We endeavour to use as many of our Member's stories as we can, however space, time and cost restrictions all play a part in the publication of The Octagon. Long stories may be cut into serial format. Stories larger than six pages are likely to be cut into several editions to allow for other Member's submissions to be used.

IDEAL ARTICLE SIZE

1500 words and three good quality photos which equates to about 3 pages in The Octagon when we use a reasonable font size for legibility. Technical stories might be shorter and touring stories might be longer of course, the above is simply a guide to restrain overzealous authors.

PHOTOS ARE ALWAYS BETTER THAN WORDS

A good quality photo is always better than 1000 words. You may not be the world's best writer, but your photos might just capture the event perfectly!

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MG CAR CLUB OF QUEENSLAND

Affiliated with Motorsport Australia



Membership Application Form

RETURN TO: The Membership Secretary, MG Car Club of Qld Inc, GPO Box 1847, Brisbane Qld 4001

Name in full:

Residential Address:

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Postal Address:

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Occupation: Company:

Phone (W): (H):

(Mob): (Email):

Previous Member? YES /NO (If yes, please advise Membership No. if possible):

Date of Birth:

PARTICULARS OF VEHICLES

Manufacturer: Model: Year:

Registration Number: Engine No: Capacity:

I, the undersigned hereby apply for membership to the MG Car Club of Queensland Inc. This application is subject to acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club.

Date: Signed:

Proposed by: Seconded by:

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Endurance, Ingenuity and an Unlikely Triumph

The Marathon de la Route victory of 1966

In the long, unpredictable history of endurance racing, few victories are as quietly heroic as MG's triumph in the 1966 Marathon de la Route.

It wasn't a glamorous Grand Prix win or a headline-grabbing Le Mans upset. Instead, it was something far tougher: a relentless, round-the-clock test of mechanical stamina and human resilience, fought over 84 punishing hours on the old Nürburgring - the full 28-kilometre circuit that combined the Nordschleife, Südschleife and the daunting Betonschleife.

For MG, a marque better known for sprightly roadsters than iron-man endurance machines, the Marathon offered a chance to prove something deeper: that British engineering, executed with precision and stubborn determination, could outlast the world's best on the most unforgiving track ever built.

The car chosen for the task was the MG B GT, a relatively new fastback variant of the popular MGB. On paper, it wasn't an obvious endurance weapon. Its 1.8-litre B-series engine was modest, its power figures unremarkable.

But the MG team - a mix of Abingdon engineers and seasoned privateer talent - understood the Marathon wasn't about outright speed.

It was about rhythm, reliability and the ability to absorb punishment hour after hour without breaking stride.

The 1966 event drew a fiercely competitive field: Porsche 911s, Alfa Romeos, BMWs, Lancias and a swarm of smaller European machines, all eager to conquer the Nürburgring's endless climbs, blind crests and tightening corners.

Rain swept across the Eifel Mountains in unpredictable bursts, turning sections of the circuit into slick, treacherous traps. Nightfall brought fog, cold and the eerie isolation that only the old 'Ring could produce.

Yet the MG B GT - driven by Julian Vernaeve, Andrew Hedges and Paddy Hopkirk - settled into a steady, unshakeable rhythm. Lap after lap, the little British coupe proved astonishingly consistent. While faster cars pushed hard and broke, the MG simply kept going.

Its engine ran cool, its brakes stayed dependable, and its fuel consumption remained impressively stable. The team's pit strategy, built around mechanical sympathy rather than aggression, paid off as rivals succumbed to gearbox failures, electrical gremlins and the Nürburgring's unforgiving surface.

By the halfway mark, the MG had climbed steadily up the order. By the final day, it was clear that the unassuming B GT was not just surviving - it was winning.

When the chequered flag finally fell after 3½ days of continuous racing, MG had secured first place in its class and an extraordinary overall victory, completing more laps than any other competitor.

The win was more than a motorsport achievement. It was a statement about the MG brand at a pivotal moment in its history.

The Marathon de la Route proved that the B GT was not merely a stylish touring car but a machine of genuine endurance pedigree. It showcased the durability of British engineering and the value of disciplined, intelligent racecraft over brute force.

Today, the 1966 Marathon victory stands as one of MG's most impressive - and most underrated - accomplishments. In an era dominated by high-horsepower glamour, MG won by being unbreakable.

And in endurance racing, there is no greater triumph.



Driver Profile: The Men Behind the MG Miracle

Paddy Hopkirk

- The Ice-Cool Tactician

Already a global rally star thanks to his legendary 1964 Monte Carlo Rally win in a Mini Cooper S, Paddy Hopkirk brought invaluable long-distance discipline to the MG squad. Calm, mechanically sympathetic and endlessly consistent, Hopkirk understood that the Marathon de la Route wasn't about hero laps but about preserving the car.

His ability to read changing track conditions - especially during the fog-soaked night stints - helped keep the MG B GT out of trouble while faster rivals over-drove themselves into retirement. Hopkirk's presence gave the team credibility and a steadying influence that proved crucial across 84 relentless hours.

Andrew Hedges

- The Gentleman Racer With Iron Focus

A respected British privateer and one of MGs most trusted endurance drivers, Andrew Hedges was the backbone of the effort. Known for his smooth, unfussy driving style, Hedges excelled at maintaining pace without stressing the machinery. His long stints through the Eifel's unpredictable weather were a masterclass in mechanical sympathy.

Hedges also played a key role in shaping the team's pit strategy, balancing speed with survival. His consistency kept the MG in contention as the field thinned and the race's brutal rhythm began to break competitors.

Julian Vernaeve

- The Quiet Achiever With Relentless Pace

Often the least-celebrated of the trio, Julian Vernaeve was nonetheless essential to MG's victory.

A skilled club racer with a reputation for stamina, Vernaeve handled some of the toughest hours of the Marathon - including the early-race chaos when traffic was dense and the circuit at its most unpredictable. His ability to deliver clean, fast laps without overworking the car allowed the MG to settle into its winning rhythm.

Vernaeve's reliability meant the team could rotate drivers with confidence, preserving energy for the gruelling final day.



April Midweek Run

By Jeff Heslewood

April 22

We were greeted by another beautiful Autumn day as we gathered at Colleges Crossing for the start of the April midweek run. Once again petrol prices had no impact on numbers as 34 members and friends enjoyed a chat and morning tea before heading off at 10:30 am.

We had 19 vehicles including 10 MGs of various vintage although a couple were unable to participate in the drive to Grantham due to other commitments. It was also pleasing to welcome a couple of new members.

The first section of the drive took us through the semi-rural areas along Lake Manchester and Kholo Roads where it is hard to believe that we are only a few k's from Brisbane and Ipswich. After a short run along the Warrego Highway, we headed southwest at Hagslea with the promise of no traffic lights on this drive.

This was of course spoiled by traffic control at roadworks, a minor inconvenience. We drove on along Rosewood Marburg and Rosewood Laidley Roads then through Grandchester where we pulled over for a few minutes to allow any stragglers to catch up, then continued through various scenic

farming and rural communities such as Woodlands and Ma Ma Creek.

These back roads make for very enjoyable driving with little traffic & great scenery, although the recent dry weather has had an impact on the countryside.

We rolled into Grantham at 12:15 for lunch where we were welcomed by the staff of the "Floating Café", so named because of the impact of floods over the years.

The food was good, the company great and another midweek run was enjoyed by all. It always gives me a lift to see how this group genuinely enjoys each other's company.

PARTICIPANTS: Jeff Heslewood & Dave Cutlack - Hyundai, Lloyd Thomson - MGB, Michael Garratty & Kay Hawley - MX5, Dennis & Diana Kelly - Mazda 3, John & Brian Cranley - Honda NSX, Greg & Rhonda Hannant - MG5, Trevor Jones & Evan & Robyn - Mustang, Allan & Joyce Tebbutt - MGB, Mark Lacy & Sharon Hill - MGB, Rob & Lenore Jeckells - MGB GT John & Pat Walker - MGA, Michael Salt & John Mulhall - MGB, Neil & Kate Robson - BMW, Barry Lutwyche - MGB, Jan Burke - MGB, Sue Panuccio & Trevor Penson - VW, Jon Thomas - MG TF, Val & Kerry Horgan - Mazda CX5, Terry Jones - MG TC.





Chapter Chatter

CAPRICORN CHAPTER

By Phil Henry

Photos by Phil Henry, Karen Henry

April 5

This impromptu run came about as the Coordinator liaised with one of the locals hoping to keep the Historical Museum open, about conducting a fundraiser there.

This was simply one of their regular Open Days. A small contingent of members attended as per the list below. Along with other visitors.

This venue is indeed a piece of Capricornia history, well worthy of a few hours' inspection and reflection.

PARTICIPANTS: John & Gail Newton - E-type Jaguar, Gary Whight & Doris Lisle - Triumph 2500TC, Trevor Andersen - MGTF (proper one), Phil Henry - MGTF (late model).



Chapter Chatter

DARLING DOWNS

By Bill & Del Fischer

March 29

On the beautiful autumn morning of Sunday 29th March, members and visitors assembled at the entrance to the Toowoomba Showgrounds for the monthly run. While most members drove their MG's, a relative of Gaye's arrived in a very impressive electric IM5 MG. Noel Campbell came along in his FJ Holden and others in modern vehicles.

After admiring some of the old windmills erected near the main entrance, we travelled through Westbrook, Wyreema, Charlton to McMahon Park, Gowrie Junction for morning tea.

The next section took us through Highfields before returning to the north eastern suburbs of Toowoomba.

After crossing the Harlaxton railway bridge, we meandered through too many streets to mention before doing the circuit of Prince

Henry Drive, stopping en route to have a vantage point look at the Lockyer Valley, then driving around the old Hillclimb track of the 60's (the gates are locked at night for obvious reasons).

From here, after a few more bends, we travelled down the range through Withcott, Postman's Ridge and into Murphys Creek Tavern for a well deserved lovely lunch.

Unfortunately, Jim's MGB had mechanical problems and returned home on a tilt tray. We hope everyone enjoyed themselves as much as we enjoyed arranging the run for you.

PARTICIPANTS: Michael & Marilyn Keating - Jaguar XJ6, Gaye Hawkshaw & Debbie Schier - Camry, Brian & June Phillips - MGBGT, Malcolm & Barb Campbell - PT Cruiser, Gene & Faye Lucas - MGTD, Bill & Del Fischer & Noel Campbell - FJ Holden, Owen Douglas - MGB, Trevor Martin - MGB, Rob Fraser - MGTD, Ian & Jenny Roberts - MGB, Jim Carstens - MGB, and guest Bernie Garland - IM5 MG.





April 26
By Gene & Faye Lucas

A small group of cars met at Ernest Peak Park in Drayton in readiness to attend the SG Markets at the University of Southern Queensland Campus in Toowoomba. It was a very short drive from our meeting place to the University.

Car park spaces had been set aside for our MGs to take pride of place on display

for all to view. The SG Sunday Markets, in partnership with the UniSQ Student Guild, launched on 5th October last year, and features around 30 stalls with fresh produce, handmade crafts, many varieties of food and artisan goods to name a few.

There was quite a bit of interest in the cars from the general public and many photos taken during the morning. There is a possibility we might even gain another new member.

After we settled into our designated area, morning tea was next on the agenda. The coffee lineup was a little wait but worth it. Next stop...something sweet.

Shall we say the "Bakers Duck" did well from our members who walked away with lighter pockets but yummy food to accompany our coffee.

A few of the ladies wandered around the market and I think they will agree there were a lot of beautiful things on offer.

Some of us may have purchased a little too much, but all for a good cause.

Across the street from the markets, in the University grounds, was a great representation of muscle cars which also attracted a good deal of interest.

Our visit ended around noon and the day was concluded with a very enjoyable lunch at the Westbrook Tavern.

PARTICIPANTS: Gene & Faye Lucas - MGTD, Owen & Kay Douglas - MGB, Trevor & Karen Martin MGB, Anthony & David McNamara - MGB, Susan Willesden & Cherine Lawer - MGB.



Chapter Chatter

BUNDABERG CHAPTER

May 26

We decided that a lunch only trip would be a good idea so we met at the Quay st carpark a bit later than at 11:00am. The destination was to be the Bucca Pub which is a popular watering hole about half an hour from Bundaberg. We headed out the Gin Gin rd. to the Bucca Road arriving around 11:45.

We had a good meal washed down with appropriate beverages, most of the car & world problems were solved before we all wandered of home after a couple of hrs. A very enjoyable social outing thanks to Colin for organising the run.

PARTICIPANTS: Dave & Jenny - MGF, Marylin & Graham - MGF, Larry Lipscombe - Alfa Romeo, Keith Ryan - MGB, Bob & Sue - Porsche 911, Keith & Di - MGF, Colin - MGTF, Steve & Teena - Hyundai, Rickie & Isabella - MGB, Graeme & Paula Brown - Mercedes CLK, Peter & Val Walkington - Honda, Denis & Imelda - Dodge Ram.





Social & Motorsport Calendar

The following abbreviations are used for Chapter names:

CAP = Capricorn; FNQ = Far North Qld; DDC = Darling Downs; WBC = Wide Bay; WHI = Whitsundays BUN = Bundaberg & District

JUNE	
3 Wednesday	Working bee at hillclimb
5 Friday	MGCC Noggin N Natter at clubrooms
7 Sunday	NSW State Hillclimb series round 5 at MountainView hillclimb Grafton
10 Wednesday	Working bee at hillclimb
12 Friday	Shannons Speed Series 3 Queensland Raceway
13 Saturday	Shannons Speed Series 3 Queensland Raceway / Hill Sprint at Morgan Park / Noosa Hillclimb
14 Sunday	Shannons Speed Series 3 Queensland Raceway / Hill Sprint at Morgan Park / Noosa Hillclimb / HSCCQ
	Motorkhana at Willowbank Raceway Driver Training Centre
17 Wednesday	Working bee at hillclimb
19 Friday	Hidden Valley V/8 races round 7 / MGCC Noggin N Natter at clubrooms
20 Saturday	Hidden Valley V/8 races round 7
21 Sunday	Hidden Valley V/8 races round 7
24 Wednesday	Working bee at hillclimb / Mid Week Run
27 Saturday	BMWQ Regularity
JULY	
1 Wednesday	Working bee at hillclimb
3 Friday	MGCC Noggin N Nater at clubrooms / HRCC Classic Queensland Races at Queensland Raceway
4 Saturday	HRCC Classic Queensland Races at Queensland Raceway
5 Sunday	Geary Sports Car Concours at Riverside Rocks Park To Be Confirmed / HRCC Classic Queensland Races at Queensland Raceway
8 Wednesday	Working bee at hillclimb
10 Friday	Townsville V/8 races round 8
11 Saturday	Townsville V/8 races round 8
12 Sunday	Townsville V/8 races round 8
15 Wednesday	Working bee at hillclimb
16 Thursday	Jumpers and Jazz at Warwick
17 Friday	MGCC Noggin N Natter at clubrooms / Jumpers and Jazz at Warwick
18 Saturday	Mount Morgan Gold Rush hill sprint / Jumpers and Jazz at Warwick
19 Sunday	Inter Club Challenge Porsche Super Sprints at Morgan Park / Mount Morgan Gold Rush hill sprint / HSCCQ
	Khanacross at Queensland Raceway / Jumpers and Jazz at Warwick
22 Wednesday	Working bee at hillclimb / Mid Week run Christmas In July at Evans Head / Jumpers and Jazz at Warwick

23 Thursday	Christmas in July at Evans Head / Jumpers and Jazz at Warwick
24 Friday	Christmas in July at Evans Head / Jumpers and Jazz at Warwick
25 Saturday	Jumpers and Jazz at Warwick
26 Sunday	Jumpers and Jazz at Warwick
29 Wednesday	Working bee at hillclimb
AUGUST	
1 Saturday	Mount Cotton Hillclimb 4 / Inter Club Nambour
2 Sunday	Mount Cotton Hillclimb 4
5 Wednesday	Working bee at hillclimb
7 Friday	MGCC Noggin N Natter at clubrooms / Queensland Raceway V/8 races round 9
8 Saturday	Queensland Raceway V/8 races round 9
9 Sunday	Queensland Raceway V/8 races round 9
12 Wednesday	RNA EKKA Day Brisbane area / working bee at hillclimb
15 Saturday	Leyburn Historic Sprints
16 Sunday	Leyburn Historic Sprints
19 Wednesday	Working bee at hillclimb
21 Friday	MGCC Noggin N Natter at clubrooms
22 Saturday	V8 races at Queensland Raceway
23 Sunday	V8 races at Queensland Raceway
26 Wednesday	Working bee at hillclimb / Mid Week Run
29 Saturday	Inter Club Challenge Hillclimb at Mount Cotton
30 Sunday	Queensland Motorkhana Championship with Inter Club Challenge HSCCQ Motorkhana at Queensland Raceway
SEPTEMBER	
2 Wednesday	Working bee at hillclimb
4 Friday	MGCC Noggin N Natter at clubrooms
5 Saturday	HRCC Historic Supersprint and TT Regularity at Queensland Raceway
9 Wednesday	Working bee at hillclimb
13 Sunday	Australian Hillclimb Masters at Collingrove
16 Wednesday	Working bee at hillclimb
18 Friday	State Championship Races 4 Queensland Raceway / MGCC Noggin N Natter at clubrooms
19 Saturday	State Championship Races 4 Queensland Raceway
20 Sunday	State Championship Races 4 Queensland Raceway
23 Wednesday	Working bee at hillclimb / Mid Week Run
25 Friday	MGCC Annual General Meeting at clubrooms
26 Saturday	All British Day set up
27 Sunday	All British Day at Tennyson / South Australian Hillclimb Championship
30 Wednesday	Working bee at hillclimb



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Competition Corner

Redlands Coast AdventureFest hillclimb or Mount Cotton Hillclimb 3

Again this year the club joined the Redlands City Council AdventureFest programme of activities.

The threatened rain for Saturday did not eventuate. However on Sunday the predicted rain arrived an hour earlier than forecast which interrupted the eleventh run.

The Top Six Shootout was not run given the conditions.

On the new track configuration the fastest half dozen times on Saturday were Warwick Hutchinson with a 52.44 until issues with the differential saw the OMS retired for the weekend.

Ross Mackay was next with a 53.17 time, Neil Lewis (54.34), Jim Milliner (55.95), David Quelch (57.73), Camm Morris (58.35) all in the Racing Formula classes.

Quickest of the Sports cars were Jason McGarry (63.00), Ainsley Fitzgerald (66.07), Jim Heymer (67.51) and Jon Young (68.43).

Scott Anable recorded the fastest time for Sedan cars with a 59.61 with Tyson Cowie (61.21), Daniel Youd (62.79), Hannah Youd (64.27), Glenn Anable (64.58) and Michael Bird (64.88).

REGULARITY

Sunday saw the Regularity class run the new configuration with the resulting scores being larger scores than in previous events.

Shaun Rankin took the class with a loss of 27 points in his BMW Z4 followed by Stephen Callaghan (MGB on 34 points), Chris Lake (Toyota 86) equal with Robert Martin (Daihatsu Handi) with 35 points down and Jeff Watson in his Subaru WRX next with 101 points.

HISTORIC

Winner of Historic Group Nb (for series production type touring cars manufactured prior to 31 December 1964) went to Greg Schildt recording a 76.92 time in the Ford Cortina Mk 1.

Glen Wesener recorded a 67.17 run with David Malone running a 69.08 both driving Holden Torana GTR XU1 in the Group Nc for touring cars which competed between 1 January 1965 to 31 December 1972.

Ross Rundle took the Group F for Formula Ford racing cars powered by a Kent engine in his Reynard FF82 with a best time of 65.74 seconds.

SPORTS CARS

Jason McGarry won the Clubman Cars class in his Caterham R300 in 63.00 seconds with Ainsley Fitzgerald recording a 65.67 time in his Arrow Clubman and Jon Young in his Caterham Super 7 with a best run of 68.43 seconds.

Other class wins went to Denis Cotton (Porsche 914, 76.74) in the over 2 litres Production Sports cars, Jim Heymer (Farrel L Clubman, 66.86) in the Sports 1300 class and Andrei Shinkarenko driving his Saker SV1 (72.45) was quicker in the Sports Cars over 2 litres followed by Jeff Graham recording 75.78 seconds in his Mazda MX5.

SEDAN CARS

Lily Schofield won the Road Registered Sedan Cars up to 2000 ccs with a run of 76.29 in her Toyota Celica.

The over 2000 ccs engine class went to Ian O'Hara (BMW M2CS, 62.18) 0.16 of a second to Daniel Youd (Honda Civic Type R, 62.34) with Hannah Youd (Honda Civic Type R, 62.82), Chris Balhatchet (Renault Megane, 65.84), Ray Balhatchet (Nissan Skyline, 71.96), Tate Matthews (Volvo C30, 75.72) and Barrie Hurst (Ford FPV Pursuit, 76.15). Daniel

was ahead with a 62.79 until run 9 before Ian ran a 62.51 time. Run 10 saw Daniel retake the lead with a 62.34 time however on the final climb Ian recorded his best of 62.18 seconds to win the class.

Arpad Romandy was the faster in the Modified Production Sedan cars under 2 litres with a 73.92 time in his Nissan Pulsar SSS with Daryll Searle in his Suzuki Swift in 79.57 seconds.

Brendan Merrick won the over 2 litre class in 64.84 seconds in his turbocharged Datsun 120Y then David Garaicoa (Nissan Skyline GTST, 70.16) just 0.55 of a second from Warren Amos in his Ford Focus ST in 70.71 seconds.

All Wheel Drive Forced Induction class was won by Brendan Martin (Subaru WRX turbo, 66.06) 0.84 of a second from Peter Martin (Subaru WRX turbo, 66.90) with Julie Huynh recording a 72.00 time in her Volkswagen Golf R turbo.

Improved Production over 2 litre class went to Waco Hamlin in his Honda Civic with a 63.42 followed by Jon Winters in his Renault Clio RS200 in 71.79 seconds.

In the Sports Sedans classes Tyson Cowie won the under 2 litre cars with a 60.92 run in his Ford Escort whilst the larger engine capacity class went to Scott Anable (BMW 325i turbo, 59.61) from Glenn Anable (BMW 2002 turbo, 64.56) Michael Bird (BMW E46 M3, 66.45) and Geoff England in his Ford Falcon EB with a 67.23 time.

FORMULA CARS

Mick Harders was the faster in the Superkarts class in his Esprei KZ recording a 58.28 time from Mark Arnold in his CRG Go Kart KZ125 in 63.72seconds.

Formula Libre to 1300 saw Ross Mackay quickest in his Macspec 024 in 53.17 seconds followed by Connor Tebble (Speads RM11, 55.16), Neil Lewis (Fly-001, 55.34), Jim Milliner (OMS 2000M, 55.95), Camm Morris (La base Crosskit, 58.15), Paul van Wijk (OMS Hornet, 59.75), Greg Tebble (Speads

RM11, 60.50) with Darren Rath (DPQ Special 2017, 61.43).

David Quelch won the 1301 to 2000 ccs class in his Homebuilt DPQ03 (57.73 seconds) with Ashley Neuendorf in his Speads RM11 for his best on the day of 67.19 seconds.

Dean Amos recorded the faster time in the 2001 ccs and over cars at 50.36 seconds which was the fastest time of day. Warwick Hutchinson was next in his OMS28 RPV03 with a 52.44 time.

Top ten times were set by Dean Amos (Gould GR55B, 50.36) with Warwick Hutchinson (OMS RPV, 52.44), Ross Mackay (Macspec, 53.17), Connor Tebble (Speads RM11, 55.18), Neil Lewis (Fly001, 55.34), Jim Milliner (OMS 2000, 55.95), David Quelch (Homebuilt DPQ003, 57.73), Camm Morris (La Base Crosskart, 58.15), Mick Harders (Esprei KZ, 58.28), and Scott Anable (BMW 325i 59.61).

Dean Amos wins Cottons Creations 2026 Queensland Hillclimb Championship

After a week of rain, the 2026 championship event at the Mount Cotton circuit was run in fine weather.

Held over three days with practice on Friday then competition runs on Saturday and Sunday the title event was held on the 1271 metres track configuration.

Practice on Friday saw Ross Mackay set the quickest time of 53.52 seconds in the Macspec 024 Formula car with Connor Tebble (Speads RM 11, 55.18), Camm Morris (La Base Crosskart, 59.01), Brett Bull (BBMHC, 59.09), Luke Weiks (Empire 1, 61.92) with Natalie Fossey recording a 76.02 in the Arrow Kart.

Michael Larymore was the fastest of the Sports car drivers (Toyota MR2 turbo, 59.06), with Brad Stratton (Mazda MX5, 66.74) and Denis Cotton (Porsche 914, 83.54).

Cody Collins set the best time for sedan drivers at 58.35 seconds in the Subaru WRX

turbo then Steven Hampton (Mitsubishi Evo X turbo, 61.90), Scott Alder (Volkswagen Tiguan turbo, 65.09), Ken Graham (Datsun 1600 SSS, 65.43), Mark Cunningham (Toyota Celica, 65.75), Gavin Taylor (Volkswagen Golf, 70.46), Krystall Cunningham (Toyota Celica, 72.49), Lily Schofield (Toyota Celica, 73.86), Adrian Purcell (Subaru WRX turbo, 75.38) with Brian Melbourne in his Historic Group Rally Ford Escort with a 80.86 time.

First run on Saturday was a practice run for competitors.

Timers set by those in Formula cars were Dean Amos (Gould GR55B V/8, 52.06), Camm Morris (58.24), Brett Bull (59.03), Matt Read (Readster MTR1, 59.90), Connor Tebble (60.89), Luke Weiks (63.92), Natalie Fossey (75.10).

Michael Larymore (61.20), Terry Sproston (Aussie Race Car, 64.75), Ainsley Fitzgerald (Arrow Clubman, 68.32), Denis Cotton (83.67) were time by those in Sports cars.

Time by drivers in sedan type cars were Steven Hampton (64.20), Ken Graham (65.08), Hannah Youd (Honda Civic Type R turbo, 65.35), Gavin Taylor (65.39), Brendan Merrick (Datsun 120Y turbo, 65.93), Harry Doling (Toyota Celica, 65.97), Mark Cunningham (67.37), Scott Alder (68.89), Tim Blake (Subaru Impreza WRX turbo, 69.81), Adrian Purcell (70.25), Julie Huynt (Volkswagen Golf R turbo, 72.25), David Malone (Holden Torana GTR XU1, 73.02), Krystall Cunningham (73.99), Richard Marken (Peugeot 405 Mi16, 79.91), Lily Schofield (84.05).

Two drivers in the Historic groups practiced with Glen Wesener (Holden Torana GTR XU1, recorded a 71.25 time and Gregory Schildt lapped in 78.70 seconds in the Ford Cortina Mk 1.

Daz Motorsport sponsored classes

Harry Doling won the Road Registered Non Log Booked cars up to 2 litres with a best run of 63.74 lead with Mark Cunningham (67.10), Krystal Cunningham (68.85) and Lily Schofield (72.35) filling the remainder spots.

The Sports Sedans up to 2 litres saw a close contest between Tyson Cowie (Ford Escort) and Gavin Taylor.

After runs on Saturday Tyson was ahead by 0.58 of a second. By run 9 on Sunday the gap was 0.48 second then after runs 10 and 11 both tied with a 60.22 time.

Run 12 saw Tyson ahead by 0.24 (59.98 to 60.22). After the final climb Tyson took the class in 59.67 seconds with a gap of 0.13 to Gavin's 59.80 time.

QEDC sponsored classes

Road Registered Non Log Booked Sedan cars over 2 litres class went to Hannah Youd (62.64 seconds) from Brendan Merrick (62.79). Saturday runs saw Hannah ahead by 1.41 seconds.

This gap reduced to 0.18 seconds on run 10, to 0.65 (on run 11), 0.48 (on run 12) and finally 0.15 with Hannah recording a 62.64 to Brendan's 62.79 time.

Camm Morris took the Formula Libre up to 750 ccs class with a best run of 56.81 and to be ninth fastest over the weekend.

French Car Care sponsored classes

The Historic Rally Cars class went to Brian Melbourne with his best of 74.55 seconds. David Malone was quickest in the Sports Sedans over 2 litres with a 65.62 time from Daryl Small (Holden Commodore VL, 66.95) and Richard Marken (70.69).

Richard was able to run the Peugeot on Saturday however encountered ignition difficulties on Sunday as the Peugeot refused to start.

Eureka Landscapes sponsored classes

Historic Group wins went to Ross Rundle (Historic Group F Formula Ford powered by Kent engines) in his Reynard FF82 in 65.19 seconds.

In the Group N for Touring Cars up to 2000 ccs Paul Shergold (Ford Cortina Mark 2, 71.46) was quicker with Gregory Schildt next with a 72.85 in the Ford Cortina Mark 1.

Glen Wesener won the over 2 litre class in 65.10 seconds.

Barry Campbell won the Group T for Production Sports cars in his Bowell Mark 7 in 71.61 seconds.

Barry's first motorsport event occurred on 31 May 56 years prior.

Formula Libre 1301 to 2000ccs to David Quelch (Homebuilt DPQ03, 57.18) just 0.21 second from Matt Read (57.39).

Matt was ahead after runs on Saturday with his best run of 57.39 seconds to David's 58.00 time.

David claimed the lead on the ninth run.

Classes sponsored by A. Miles and Company

All Wheel Drive Forced Induction class went to Cody Collins (57.27) 0.47 seconds from Tim Blake (57.74), Steven Hampton (59.93), Adrian Purcell (60.02), Scott Alder (64.65) and Julie Huynh (67.47).

Tim headed the class from the first run on Saturday and was 0.33 seconds ahead of Cody (58.07) by the twelfth run before Cody claimed the class on his final run with his 57.27 time.

Other class wins were by Ken Graham (61.44) in the Improved Production 2001 to 3000 ccs, Ainsley Fitzgerald (62.97) in the 2B/2F Production Sports Cars up to 1600 ccs, Ben Stevens (Lotus Elice, 63.45) 0.82 of a second from Brad Stratton (64.27) in the 2B/2F Production Sports Cars 1601 to 2000 ccs, and Michael Larymore (58.42) from Denis Cotton (76.55) in the 2B/2F Productions Sports Cars over 2001 ccs class.

Formula Libre 751 to 1300 cc Ross Mackay 51.41 to take the class and be placed second outright next Neil Lewis fly-001 53.36 , Connor Tebble 54.27 Paul van Wijk 55.66 Luke Weiks 55.80 with Darren Rath (DPQ Special 2017, 65.37

Cottons Creations sponsored classes

Chris Beahan took the Formula Vee class in his Phoenix Vee (62.49), Terry Sproston (62.39) won the Sports 1300/Supersports from Jim Heymer (Farrel L Clubman, 63.96) whilst to the Superkarts class went to Mick Harders (Esperi KZ, 56.98) then Natalie Fossey (Arrow Kart, 67.41).

Formula Libre 2001 and over class was won by Dean Amos (49.49) from Warwick Hutchinson (OMS28 RPV03, 51.83) and Brett Bull (52.52).



Warwick competed on Saturday however encountered an issue with the gearbox thus retiring the OMS to inspect at the workshop.

Quickest sports car times were by Michael Larymore (58.42 seconds), Terry Sproston (62.39), Ainsley Fitzgerald (62.97), Ben Stevens (63.45), Jim Heymer (63.96), Brad Stratton (64.27) with Denis Cotton (76.55).

Fastest ten drivers in the sedan cars were Cody Collins (57.27), Tim Blake (57.74), Tyson Cowie (59.67), Gavin Taylor (59.80), Steven Hampton (59.93), Adrian Purcell (60.02), Ken Graham (61.44), Hannah Youd (62.64), Brendan Merrick (62.79) and Harry Doling (63.74).

Dean Amos secured the 2026 title with a best run of 49.49 seconds with Ross Mackay (51.41 seconds), Warwick Hutchinson (51.83 seconds), Brett Bull (52.52), Neil Lewis (53.36), Connor Tebble (54.27), Paul van Wijk (55.66), Luke Weiks (55.80), Camm Morris (56.81), Mick Harders (56.98) being the top ten times.

Five lady competitors had entered the championship event.

The Cottons Creations Fastest Lady award was won by Hannah Youd in her Honda Civic type R in 62.64 seconds with Natalie Fossey

(450 cc Arrow kart, 67.41), Julie Huynh (VW Golf R, 67.47), Krystal Cunningham (Toyota Celica, 68.85) with Lily Schofield recording a 72.35 run in her Toyota Celica 72.35 seconds.

Major awards were:

Tasman Building Society Perpetual for Fastest Time of Day: Dean Amos

John English Trophy for fastest time by a Queenslander: Ross Mackay

Glyn Scott Perpetual Trophy for fastest time by a Sports Car: Michael Larymore

Vince Appleby Trophy for the fastest time by a Sedan: Cody Collins

Paul Aitken Trophy for Best Average Time by a Motor Cycle powered car: Brett Bull

Hamilton Trophy for the Best Performance by an Historic Vehicle: Glen Wesener

Cottons Creations Fastest Lady: Hannah Youd



MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

The Club has always prospered under the magical influence of the MG name. The Queensland club occupies clubrooms at 8/16 Collinsvale St, Rocklea.

The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and motorkhanas which give you a chance to develop your driving skills without harm to either yourself or the car. A large range of perpetual trophies are sought after each year. They cover every type of event that the club engages in, and the winners receive replica trophies which are presented at the club's annual presentation night.



The Mount Cotton Hillclimb, where events are held frequently, is a thrilling bitumen sealed course about 30 kilometres from Brisbane and is owned and organised by the MG Car Club of Queensland Inc. Probably the best part of being a member of the MG Car Club is the friendly and informal atmosphere which prevails. It is not essential to own an MG, owners of all makes of car may join as well as their friends.

The committee and members of the club invite you to join - we know you'll be pleased that you did.



Hillclimbs



Concours



Day Runs

We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

- Photographs & Cartoons - Events & Stories
- Handy Hints - Points of Interest & History
- Recipes & the like

Please submit your contributions to the Editor
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Race Meetings