

club

THE QUARTERLY MAGAZINE OF THE MAZDA MX-5 CLUB OF NSW

TORQUE

NEW ZEALAND | NEW ENGLAND | GREAT OCEAN ROAD | PHEASANT WOOD



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Autumn Cover Competition

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JOSH FITZGERALD



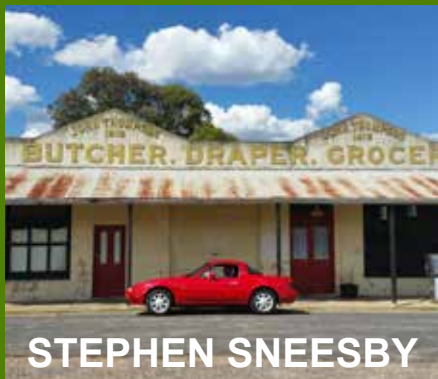
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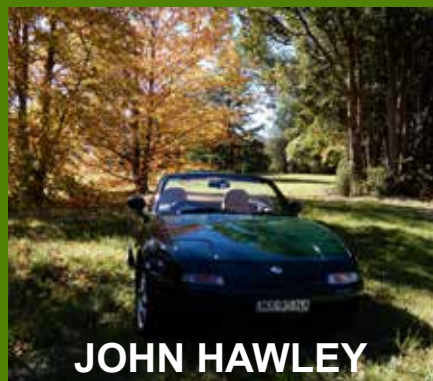
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President's Report

Keith Monaghan

Autumn - a great time to own an MX-5

The club has continued to run a large number of events. These have been well attended and enjoyed by all those that participated. I would like to thank all the volunteers for their help in running the events for the club.

Natmeet 2020:- registration for the event has opened with a great uptake with people attending from every state and the ACT. If you have yet to join in on the potential fun, please register now, see page 9 for details.

The motorsport season has started with a flourish which included the 6hr Regularity Relay and the Interstate Challenge. In the 6hr all our teams placed in the top half of the event and congratulations must go to the Blue Mountains Mazda team for their 2nd place. They missed first place by only 1 point. The Interstate Challenge went down to the last session with Victoria taking out the event. Well done to the Victorian team.

I also have a new member to the family which is a modified NC. No more standard class. So goodbye to the faithful NB and now to setup the NC.

This is the last magazine that will be produced by Mel Keller and I would like to thank her for the great work she has done in producing the magazine and developing it to the high standard it is today. Well done Mel.

Historic and Classic Vehicle Registration System

The Mazda MX-5 Club of NSW is in the process of setting up the systems and regulations required to meet the needs of the various bodies to

be able to offer both Historic and Classic Vehicle Registration.

The Historic Vehicle Registration system has some very stringent requirements that the club to meet to be part of that scheme.

This has required us to set up new bylaws, develop procedures and enlist volunteers to help run and maintain the system.

We are very close to getting this running and when the approvals are received we will notify our members.

I have developed and distributed draft procedures and by laws to our committee for comment. These will be modified as needed and be put into place so our registration can be submitted and approved.

The Club will set up 2 systems: one for Historic Vehicle Registration and one for Classic Vehicle Registration. The Historic Vehicle Registration system is for standard vehicles with little or no modifications at all.

The Classic Vehicle Registration system is for modified vehicles that have been modified within the guidelines of the motor registration laws.

It will be up to the owner of the vehicle to assess which system they run under and register for that particular system. The Club will then assess the vehicle to that system before allowing the vehicle to be registered.

We will keep you informed via the website on the progress of setting up these systems.

Any questions please email me at president@mx5.com.au.
Keith Monaghan

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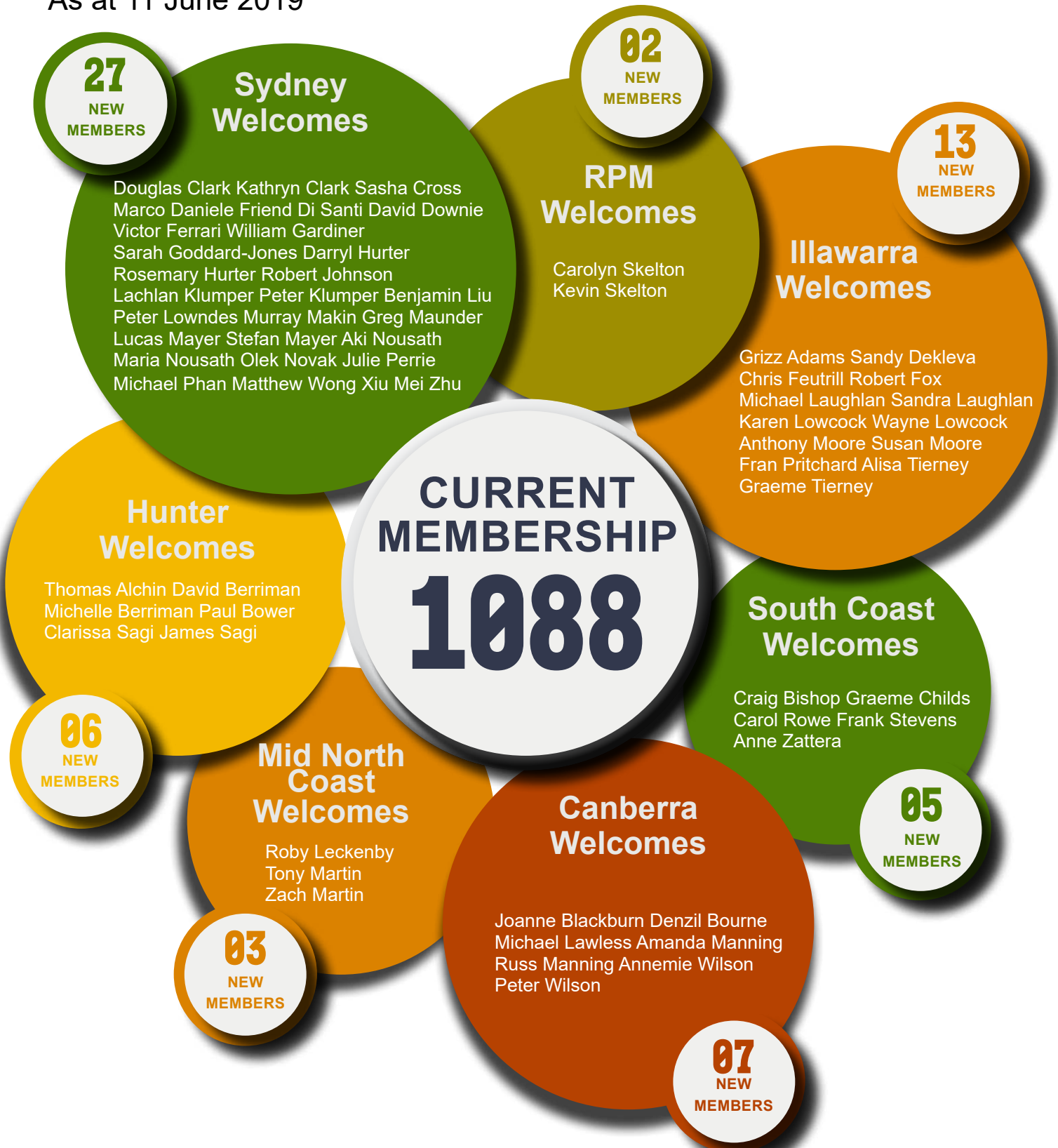
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MEMBERSHIP

As at 11 June 2019



A warm welcome to the MX-5 Club of NSW. New members are encouraged to contact their Chapter Convenor for local events and to visit our website: nsw.mx5.com.au for the full range of social, technical and sporting events.

Membership Renewals - if you are having any difficulties logging into the Membership portal to process your renewal, please contact Bryan Shedden on 0422 340 010 and he will happily assist in resolving any issues. It rarely takes more than a few minutes and then you are good to go for another year.

MEMBER NEWS

THANK YOU

IT'S A WRAP

This issue is my last *Club Torque* and what a ride it's been. My tenure as Publications Officer has been blessed with the generosity of many Club members. Thank you to **Bryan Shedden** who patiently provided InDesign and website training and was always ready to answer questions, write reports and create pie charts. Thanks also to **Peter Hilkmann** for sharing his wonderful photography and to everyone who entered the *Club Torque* cover competition. Thank you to **Joe Kovacic** for being *Club Torque*'s trackside correspondent in addition to his marshalling duties (see Joe's reports on pages 27, 28, 40 and 45). **Julie Sando** has been an invaluable source of support in managing our business relationships with advertisers, printers and Australia Post. Thanks to President **Keith Monaghan** and the Committee, including all the chapter convenors, for contributing reports and photos.

A mere thank you doesn't seem enough to acknowledge the enormous contribution **Rob Wilkins** has made to the Club and to *Club Torque* in particular. Rob dedicates most of his free time to chronicling Club events, travelling great distances and enduring all conditions to take photos. His images reflect his technical skill, an eye for the creative and a sincere appreciation for his well chosen subject; our MX-5s. After an event, and often before we have even returned home, Rob freely shares his work with us all via the Club Facebook page. For Rob, my respect and gratitude is boundless.

Welcome aboard to Jamie Collins, incoming Publications Officer and Club Torque editor. I know you will enjoy the role as much as I always have. See you at the track,
Mel Keller



WELCOME



30TH ANNIVERSARY MODEL ARRIVES

The rag top version of the 30th Anniversary edition MX-5 has arrived in Australia. Of the 3000 units worldwide, only 30 anniversary editions will make their home in Australia with 3 heading to the ACT, 10 for NSW, 2 going to South Australia and 4 to Queensland, 10 for Victoria and 1 off to Tasmania. The limited edition was offered to current Mazda customers and sold out in record time.

VOLUNTEERS

MOTORSPORT VOLUNTEERS

The NSW MX-5 Club successfully hosts a wide range of motorsport events, each one requiring an army of volunteers. Starting in 2019, we will publish a volunteers roster for track days, motorkhanas and hillclimbs and encourage members and friends to join us. For regular motorsport competitors; volunteering at one round is now a requirement for scoring championship points. There is no penalty to volunteering at, for example, a Club trackday. The 2019 track day calendar features 7 rounds of which only the best 6 scores will be counted for the 2018/2019 championship.

Further information on volunteering at our motorsport events can be found on the Motorsport page of our website nsw.mx5.com.au/motorsport. No previous experience is necessary and all volunteer roles accrue points towards the Club's Member of the Year award.

Ian Combes
Competition Secretary.

WORLD RECORD

OVER 1500 MX-5S

The MX-5 Owners Club UK were hoping to beat the world record of 683 MX-5s during their 2019 Spring Rally at Elvington Airfield, Yorkshire. More than double that number took to the tarmac. Nailed it!





BRASS

Monkey

SUNDAY

JUNE 30 2019

THE ULTIMATE ROADSTER RUN



**START AT THE M4
WEST SERVICE CENTRE
EASTERN CREEK
5.30AM FOR A
6.00AM START**



**CHARITY BREAKFAST
IN AID OF CAREFLIGHT
BATHURST RSL
RANKIN ST, BATHURST
\$25 PER PERSON**



**BOOKINGS ESSENTIAL
REGISTER VIA THE
EVENTS PAGE OF
OUR WEBSITE
NSW.MX5.COM.AU**

Run With It

Social runs are at the very heart of our Club. But how do you choose which run is right for you? We have considered our run distances and times, the technical challenges of the roads involved and the posted speed limits along the way and developed this grading system for all Club runs. Now you can just sit back and enjoy the drive.

Easy runs are casual runs of around 100kms to a breakfast or lunch venue and back. The route avoids 100km - 110km/hr roads as much as possible. Recommended for all drivers.

E

[KMS]
100
1

Cruiser runs are around 100 - 200kms to a lunch venue and back with at least one stop. The drive is mostly on 80km - 100km/hr roads and are suitable for all drivers.

C

[KMS]
100 - 200
1*

Long runs are between 150 - 250kms and feature a variety of terrains and road conditions with a meal and regular stops along the way. We recommend that you do at least 1 "C" run before a long run.

L

[KMS]
150 - 250
MULTIPLE

Hard runs are between 150 - 400kms with a mix of highways and some challenging roads. Hard runs are social with regular convenience, refreshment and sightseeing stops. Suited to confident MX-5 drivers.

H

[KMS]
150 - 400
REGULAR

Challenging runs are technical runs of up to 600kms or more per day with few, if any, stops. Featuring early starts and twisty, demanding back country roads, challenging runs are for experienced drivers.

XH

[KMS]
150 - 600
FEW IF ANY

At all times, run participants must accept sole responsibility for safe and courteous conduct on the roads. Drivers must hold a current driver's license and vehicle registration, obey all road rules and drive with respect for the prevailing conditions.



Country Drives



Hunter Valley

17-21
APR
2020

NatMeet XIV

Every four years, MX-5 club members from across Australia gather together for a festival of all things MX-5. At NatMeet 2020, we will be celebrating not only the 30th Anniversary of the MX-5 Club of NSW but the 100th Anniversary of the Mazda Motor Corporation.



Concours d'Elegance



Resort Accommodation

Nestled in beautiful bushland near Pokolbin, Oaks Cypress Lakes Resort offers guests luxury 1, 2 and 3 bedroom villa accommodation. All villas feature spacious lounge and dining room, en-suite bathrooms and views across the golf course, vineyards and the Brokenback mountain range.

BOOK NOW

- 1 For all the event details, go to the NatMeet page on our website nsw.mx5.com.au/events-natmeet
- 2 At the bottom of the page hit REGISTER to secure your place.
- 3 Complete the separate booking form to reserve your Cypress Lakes Resort accommodation.

natmeet2020@mx5.com.au

Hillclimb



Restore Or Preserve

OPINION

WORDS AND PHOTOS JEAN COOK

Recently I was able to attend the All Italian Concours in Canberra. There were cars entered from all the Italian car clubs in NSW & ACT including Ferraris, Lamborghinis, Lancias, Abarth Fiats, Maseratis, Alfa Romeo and Fiats. Some old and some new, all polished within an inch of their lives. It was an amazing display of Italian splendour, and a pleasure to walk around and look at them all. I had a few favourites in there!

The International Chief Judge Advisory Group® (ICJAG) describes early Concours d'Elegances as automobile beauty contests in which cars competed for style and 'elegance'. As all cars were brand new, they were all original and completely authentic. The philosophy of the ICJAG® is to honour the original Concours d'Elegance by insisting that cars entered for the major awards, such as Best of Show, are as authentic as possible. This is also a very important point for future generations as owners are encouraged to restore and keep their cars in an authentic state.

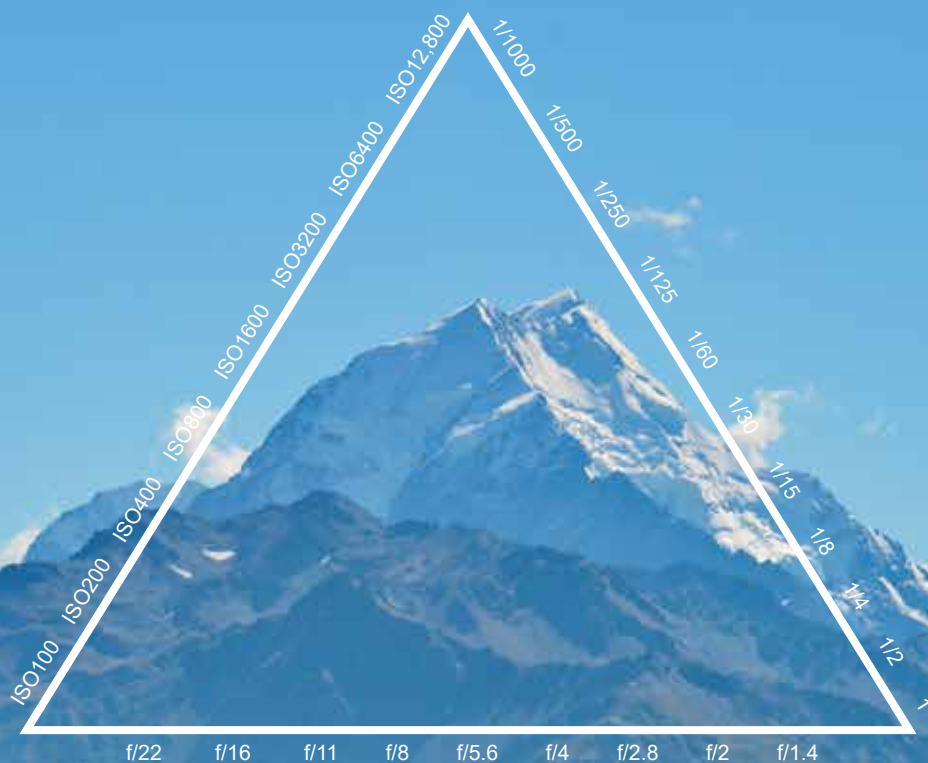
ICJAG® has established a fair, consistent and reproducible class judging system to further this goal. This system is used in most of the major shows throughout the world. The judging at the All Italian Concours was carried out under the ICJAG® rules by international guest judges Adolfo Orsi and Valentino Bombinia. The Australian judges added to the formality of the occasion, by wearing a uniform! They all had light trousers, dark blazer and a white Panama hat with a dark blue ribbon around it.

There were 2 main categories, Classic and Modern. Each Car Club had to judge their own group and come up with their best of each club. These winners then advanced to the next level where the International Judges then assisted and decided on one of them to go on to the final for the Best in Show.

What the judges were looking for was condition of course, but also originality. This is where the preserve or restore came in. They wanted to see original paintwork and original parts. They overlooked normal wear and tear, like minor dents and stone chips, if the car was clean and polished, and had all its original parts. If the car had been painted, it had to be in a genuine colour of the year the car was released.

In view of the fact that now our early NA's are eligible for Historic registration plates, it is worthwhile that our members are aware of all the conditions for obtaining the Historic plates, but also are aware of the value of a well maintained original car! Check out the ICJAG® website where you can get a lot more information, plus judging sheets. In future years I would like to see the MX-5 Clubs of Australia judge our Concours to this standard.





SOUTHERN EXPOSURE

MX-5 enthusiast and renowned photographer Peter Hilkmann heads to New Zealand for the Ultimate MX-5 South Island Road Trip

16 - 30 MARCH WORDS PETER HILKMANN PHOTOS PETER HILKMANN LYN DAVIS



It may have been a little ambitious to organise a trip to New Zealand for a group of people and it was a huge challenge. Almost as soon as I had mentioned that I was doing this trip, I had 17 people on the books, ready and willing to go. So now I had to go ahead with it, hoping that I hadn't bitten off more than I could chew. This trip was dubbed as "The Ultimate MX-5 Tour of the South Island of New Zealand" and was over 6 months in the planning.

Everyday we were confronted with challenges, and everyday there were highlights. Even before we left, I had some issues booking accommodation. A week before our departure I checked to confirm all the bookings, only to discover that two places were not booked, resulting in me running around madly looking for alternate accommodation. In the end it all worked out with better accommodation still being available.

Once we had landed in Christchurch, we collected 8 MX-5s plus a mini bus from Abell Rentals in Christchurch, and headed for our Motel. Our challenge for the day was that Bob's luggage had gone missing. Luckily, we had two nights in Christchurch and the luggage arrived, via Brisbane, on the morning that we set out on our road trip.

At this point you may be thinking "What's with the mini-bus?" The mini bus had two functions, one was to carry all our suitcases and other luggage, thereby earning the nickname; "luggage lugger". Secondly, we also used the lugger to ferry people to and from our evening meals by the designated non drinking (for that night) driver.

On the Monday we headed out of Christchurch and inland to Lake Tekapo, via some very nice back roads, stopping at Stavely Cafe for morning tea. Arriving in Lake Tekapo mid afternoon we had plenty of time to check out our accommodation for the night, which was positioned high on the hill, giving us beautiful views of the lake. The following day we headed for Cromwell, with a slight detour to Mt Cook for a nice brunch, and a quick look around, before we were off again via Lindis Pass, to Cromwell. Wednesday morning

and we are heading back toward the East Coast village of Moeraki. Visiting Alexandra, and the Blue Lake at Saint Bathans. Moeraki is a small fishing Village with a great little Restaurant Called Flues and a great tavern where the locals hang out. On Thursday and Marcus and Tiffany celebrated their 10th Wedding Anniversary so we secretly scrambled to re-fuel and decorate their car with ribbons and tulle. We then headed for the Royal Albatross Centre just outside of Dunedin, followed by lunch up in the clouds at Larnach Castle. Then on the our overnight stay at Kaka Point, and a visit to the Light Lighthouse, followed by dinner at the local, where we had a re-enactment of the wedding feast for Marcus and Tiffany.

The following day we head for Invercargill, visiting some waterfalls and travelling on a dusty gravel road through the Catlins Conservation area. We had a brunch stop at the Niagra Cafe, which was a great little cafe in the middle of nowhere. Then to our destination for the night in Invercargill, where we had some free time to go exploring. The motel owner had kindly made available his large BBQ, and an area for us to set up and we had a great night socialising in the so extra twilight time they get in Invercargill.

We were now halfway through our trip, and everyone was getting on really well. Today is a long day, as we are off to Milford Sound. We are on the road early and after breakfast in Te Anau, we make our way along the windy road and through the tunnel to Milford Sound. It is beautiful, driving with the top down and the scenery is absolutely spectacular. We spend a few hours discovering the shores and spectacular views of Milford Sound before enjoying a good, semi-spirited run back to Te Anau.

It's now Sunday, and a great day for a MX-5 Run... Today we are on our way back to Cromwell. But before we go there we have a few side tours. We had planned to have our morning tea stop at a Cafe, along the highway at Kingston. As the Cafe looked rather busy, with very limited space for parking our 9 vehicles, I decided to check out the Kingston Flyer. This



is an old Steam Train, located at the old disused Kingston Railway Station. Much to our delight we discovered that it had been turned into a Cafe which opened early just for us. The next stage of our run saw us following the outer edge of Lake Wakatipu via Queenstown, all the way to Glenorchy for our lunch stop. After a quick look around the village it was time to set off for our night's accommodation at Cromwell.

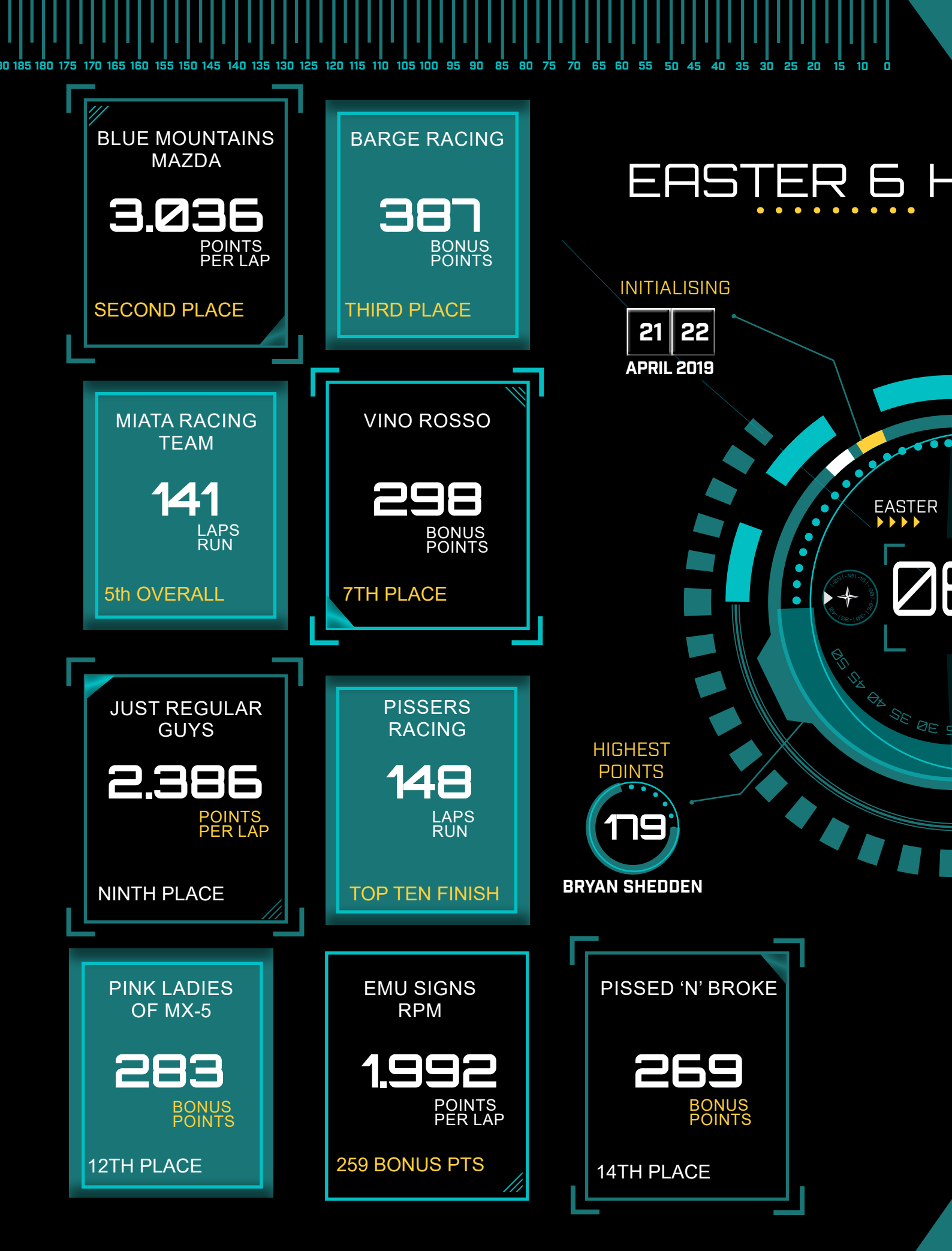
Monday morning started with some quick laps at Highlands Park Racetrack. Alan from Abell Rentals had kindly given permission for his MX-5s to be taken on the track behind a pace car. There was a car museum to see and some of us also took the opportunity to go for a drive in the Highlands Taxi. After lunch, we drive to Queenstown, for a look around the very touristy town, followed by a gondola ride to the top and dinner that evening in the restaurant with spectacular views of Queenstown.

By day 11, the rain was starting to set in and there was some concern for the remainder of our trip. We had planned to head up the west coast to stay at Fox Glacier but after some phone calls, we discovered that some roads and bridges had been washed away. Instead, we headed to Timaru on the east coast where the weather was fine and sunny.

After a free day exploring Christchurch, it was time for a farewell dinner at the same pub we had our arrival dinner. And another great meal was had by all, with plenty of discussion about the great trip we had all just experienced. So much so, that unbeknownst to myself and Maureen, the group had arranged a trackday at Wakefield Park for me, as well as some goodies for Maureen, my able assistant.

Thank you to all the participants, I really appreciate your generosity. We all had a fantastic time, became closer as friends, and made some new friends. Every day we drove a different MX-5, and we all got to drive the Luggage Luger. And with so many great experiences and challenges, from my point of view, it was certainly worth all the effort.





04

YEARS RUNNING

037

DRIVERS

090

TEAMS

1203

LAPS

425

MOST POINTS

∞

EASTER EGGS

033

MX-5S

029

PIT CREW

24 HOUR RELAY

DETECTED



HYDRO CARBON
BASED LIFE
FORMS

RELAY

-33.802496

150.86899

56H 32734

-33° 48'8.99S

150° 52'8.39E

3GR9N7QN

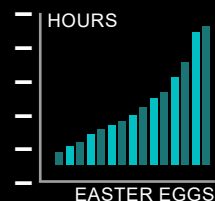
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HIGHEST
STRIKE RATE

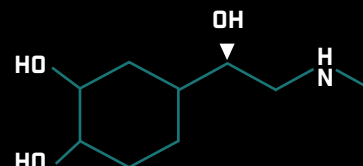


GUS ELIAS
3.5 BONUSES
PER LAP

CHOCOLATE INTAKE



ADRENALINE LEVEL



SMSP



3.93

12

13.5

KMS

TURNS

WIDTH

COC DAVID LAWLER

ASST COC MIKE HICKS

MISSION CONTROL

Stewart Temesvary

Pam Estreich
David Temesvary
Jamie Martin
Josh Fitzgerald
Ernie Mitchell

Vino Rosso
Blue Mountains Mazda
Miata Racing
Pink Ladies
Emu Signs RPM

ESSENTIAL CREW

YUKI YU
JOSH ALLEN
MARK ISICHEI
HANS SOYDCE
JAMES BURKE
GARY NOBREGA
JAY CAMPBELL
DIANN MILLER
GAI TARRANT
ROSS BRIDGE
JILL FEUTRILL
CHRIS FEUTRILL
ROSS REICHARDT
JOSH FITZGERALD
MICHELLE MATTHEWS
BRENT PALFREYMAN
CHARLIE WILLIAMS
GILLIAN FLETCHER
MEREDITH BUINING
STEVE VANWAART
JONAH VANWAART
KARINA SANTOLIN
KIRSTY MITCHELL
BRENDAN SOYDCE
TERRY JOHNSON
ANIRBAN GHOSE
FIONA SHEDDEN
GRANT WEBBER
PHIL DONNELLY
WARREN HOTZ

GRAPHICS & PHOTOS
MEL KELLER

EASTER 6 HOUR RELAY

MOTORSPORT

WORDS HELEN GREEN STEWART TEMESVARY JAMIE MARTIN BRYAN
SHEDDEN JOSH FITZGERALD MATT TARRANT PHOTOS MEL KELLER

HELEN GREEN - "What on Earth have I got myself talked into?", was a recurring thought as the NSWRRC Easter 6 Hour Relay loomed larger and larger in my future.

Those who know me know I now have a very young member of the MX-5 Club, Alexander, so I've been out of the motorsport scene for a little while. In fact, I found out I was pregnant the very day I was asked to join the team for the 2018 event.

Having only ever driven the South Circuit at SMSP before, the prospect of the GP Circuit was scary, but my sister and team mate Lindsay had a plan. Twilight sessions at SMSP to get some exposure with no pressure, then a practice day in March to put in some serious time.



The days sped by and all too soon, Easter 2019 was upon us. Driving down to SMSP on Good Friday I was a bundle of nerves, one MX-5 on a trailer, my MX-5 following behind (being driven by Josh Fitzgerald, our Team Manager). Our team: The Pink Ladies of MX-5 had elected to meet on Good Friday and for scrutineering to save the rush on Saturday. Scrutineering done, it was time for decorating! After Tammie and Warren had armed us with decals and fluoro race tape, we surrendered ourselves to art and the results looked pretty good.



Saturday, the start of the event for real. As a first timer I went out on a sighting session under safety car expecting Tammie to be lead car out, I came in to find Lindsay running to her car and then, "can you go out now? Tammie has been held up". So, out I went for my first stint. In hindsight, it was great as I didn't have time for more nerves to build up. Coming back in I was elated, I survived with some much bigger & faster machines, now for the next round. With each session I felt more and more comfortable mixing it with the other cars.

The Easter 6 Hour is a regularity relay and you have your own time to drive to. On the track, the big thing you need is consistency, holding your nerve and maintaining your line. The event is also about being part of a team and working together. It was the best fun and something I'll look forward to next year if the team will have me. It is addictive! Last but not least, a big shout out and major thank you to all the volunteer Team Managers, Pit Crews and event volunteers. Without you looking after us, we can't have so much fun!



STEWART TEMESVARY - Three weeks before the event Phil Donnelley had to withdraw from driving for the team due to injury. A few phone calls later saw Gus Elias join the remaining drivers on the team while Phil signed on as assistant to team manager David Temesvary. Other pit crew were: Mark Isichei, Charlie Williams, Ross Reichardt and Jay Campbell.

Apart from minor mechanical issues for Gus and Greg that were both easily fixed, both days of the event went pretty much to script. Gus was nominated as start driver with the team thinking he would be near the front of the field. As it

turned out he started from 14th place on the grid, surrounded by cars that were fast in a straight line and slow in the corners.



The team change their tactics Sunday morning and decided to pit Gus after 2 safety car laps at the start of the event. At almost 2 hours into the event the team the change in tactics was validated when the interim results showed the team in second place with effectively only 6/100ths of a bonus point difference between them and the first placed team. At the 4.5 hour mark the team was in the lead with about 20 bonus point over second place. Eventually the team was pipped at the post by the defending champions, with effectively only one bonus point (less than 0.5 second) separating them.

A great result for the team, which is a testament to the good strategy, meticulous planning and well prepared cars, as well as fantastic work by the pit crew.

BRYAN SHEDDEN - Vino Rosso Racing consisted of Ray Estreich, Russ Maxwell, Bryan Shedden and Graham Fletcher as drivers, supported by Pam Estreich as Manager and Gillian Fletcher and Fiona Shedden as pit crew. This event was the first outing for Ray's rebuilt SE which died at the same event last year. Sadly he had problems from the start. Ray was towed to the pits after two laps in practice as the throttle cable had worked loose. That was an easy fix but his second run lasted only nine laps before an oil leak from the turbo put him out of the event entirely. Russ also had issues with his NB Coupe, black flagged in his second practice stint with an oil leak from his gearbox. He attempted to repair it overnight, but only lasted 15



laps on Sunday before retiring in an oily smoke haze. Russ was a big loss to the team because he scored well with 2.6 bonus points per lap. Hurried phone calls resulted in Greg Bunn subbing in for Ray for the relay. Despite having no practice and nominating a time based on last year, Greg earned a commendable 2.1 bonus points per lap in his two stints. Graham Fletcher also drove well, especially in his second stint, earning 2.4 bonus points per lap. The heavy lifting was left to Bryan Shedden who was the 6th most consistent driver in the whole field with 3.3 bonus points per lap, and a whopping 179 points in total (the highest of any driver). With a combined score of 2.572 points per lap, Vino Rosso Racing finished in 7th place.



JAMIE MARTIN - The Miata Racing Team had Jamie Martin, Mike Kelsey, Marty Voormuelen and Andrew Digney as drivers supported by Karina Santolin, James Burke, Meri Buining and Gary Nobrega. Andrew Digney (who hadn't done a regularity relay before) was running his NA for the very first time on a track. Mike Kelsey was concerned he was going to go faster than the minimum time allowed. I had damaged my car; hitting one too many kerbs at Wakefield



Park. MX5 Mania came to the rescue, fixing the steering issue and come Saturday Marty's time was good enough to put us 9th on the grid.



The most enjoyable part of the NSWRR 6 Hour is overtaking cars on the SMSP GP circuit. It's a cracker. Marty and Kels completed the first stints. We were running 10th, 8th and eventually 6th by the time the race finished. That was later adjusted to 5th. An awesome result.

Mike Kelsey was our Most Valued Player. He ended the event as the 7th most consistent driver. He also didn't break out. Andrew Digney acquitted himself well as a rookie. I knew he would. Marty Voormuelen was solid as always. A great asset to the team and my second in charge. Personally, I didn't have my best event. I had fun but I didn't quite hit the target and contribute as much as I wanted to. But the real satisfaction comes from the people who help out to make it all happen. Big thanks to Karina Santolin and James Burke for two full days. Thank you to Meri Buining and Gary Nobrega for Sunday as well. These four people were a vital part of the Miata Racing Team!

JOSH FITZGERALD - The Pink Ladies of MX-5 returned to SMSP with Tammie Hotz, Kim Jacobs and Lindsay Green returning for their second year as Pink Ladies with new additions of Helen Green & Yuki Yu who would be competing for the first time. The team was managed by Josh Fitzgerald with Warren Hotz as assistant manager and Evan Hotz, Diann Miller, Grant Webber, Yuki Yu and Josh Allen as pit crew across the weekend.



The lead up to the event saw a couple of dramas with Lindsay's car suffering engine failure taking the SE out of contention however Helen lent her spare non turbo MX-5 for the event. Yuki Yu was forced to withdraw after a car accident at the end of March requiring major repair which would not be ready in time.

Despite the earlier dramas the event went off without a hitch. Times were nominated Saturday afternoon and come Sunday morning the turbos went out first with Tammie first up for the rolling start. The team progressed well throughout the event to place 12th out of 30 teams, up from 27th out of 36 teams in 2018. With more experience under the team's belt, preparation and strategy is already under way to break into the top 10 for next year.



MATT TARRANT - The Just Regular Guys team, comprising Matt Johnson, Craig Franklin, Michael Tarrant and Matt Tarrant with Pit Crew; Ross Bridge, Gai Tarrant and Terry Johnson.

Saturday practice ran smooth, apart from Matt J getting called into the Principal's office for going under the minimum 1:50.0 time. Then in his 3rd session of the day he went out and consistently set 1.51 and 1.52 laps - spot on. Both Craig and Michael consistently got faster though Saturday.

On Sunday we decided to nominate Matt J as our starting driver. Off pole - Matt was able to set into a rhythm early and didn't come across traffic till late in the stint, scoring 116 bonuses at 2.57 per lap. Craig was one of our new drivers, his first Regularity and set an impressive 88 bonuses at 2.58 per lap.

Michael was a newbie to the Regularity and his first time on the Grand Prix circuit. 66 bonuses at 1.88 per lap. Matt T scored 69 bonuses 2.55 per lap. As manager I could not have asked for a better team and pit crew everyone had a great time, pit stops ran smooth. Finishing up in 9th place a great result.

NotMeet 2019



On what was an unseasonably warm Good Friday morning, 17 MX-5s set off from Thornton to begin the journey to Glen Innes for Notmeet 2019. A good cross section of the club was present with Hunter, Sydney, RPM and Illawarra chapters all represented.

The route passed through Dungog, where sadly the road conditions haven't improved. With the surface having more patches than original bitumen, a rough ride ensued. Many car parts and a few loose teeth seemed to go missing. Phil and Helen Mayo in their immaculate but low NA were particularly having a fun time dodging the bumps.

A steady run up The Bucketts Way saw the group roll into Gloucester for a morning tea break in the park. As is usually the case at an MX-5 BYO morning tea, some very tasty slices etc were being offered around.

As we climbed Thunderbolt's Way towards our lunch stop at Walcha, traffic ground to a crawl as an uncooperative trailer bearing a Landcruiser held up about 40 cars including our group.

After lunch Peter and Maureen Hilkmann went ahead of the group so Peter could get some photos of the group at a beautiful poplar lined section of the highway. A special thanks to Peter as the results were stunning.

Upon arrival at the New England Motor Lodge we met up with the 13 car Queensland contingent, socialising in the traditional car park happy hour.

Having split the cars into two groups we set off on Saturday morning for a misty run to Ebor Falls for morning tea. Right on cue the clouds cleared just before Ebor, giving us almost perfect weather for the morning tea stop.

The drive down to Grafton via the "Nymboida Corkscrew" can be one of the most fun drives in an MX-5. Unfortunately only a few cars had a reasonably clear run, the rest having to be content with enjoying the scenery. This probably wasn't a bad thing as following recent showers the road was quite slippery in places, catching out a few drivers.

Lunch was on the terrace of the Crown Hotel, overlooking the magnificent

Clarence River. We then headed up the Gwydir Highway, climbing the Gibraltar Range. The clouds were starting to threaten, and although the first group got through with a little drizzle in places, the second group drove into a deluge and had to stop to raise tops. Some cars took advantage of the optional stops at Raspberry Lookout and the Australian Standing Stones.

Following our Saturday evening dinner the group was entertained by a Trivia Night compiled and run by Aaron Lewis. While many of the less tech-savvy participants struggled to set up the Kahoot app on their phones, once underway there was a lot of merriment and rivalry. After several changes on the leader board, the eventual winners by a small margin were the Bitznpieces team, followed by Martin and Deborah Stepancich in second with third going to Peter and Maureen Hilkmann.

Sunday morning the group headed west, experiencing a total contrast in landscape from the previous day. The lush green countryside of the coastal side of the ranges had been replaced by the brown paddocks of a region in extreme drought. Between Glen Innes and Inverell the skyline featured the turbines of a large wind farm. Stage One of the project had recently been completed.

Upon arrival in Bingara the group was treated to a tour of the historic Roxy Theatre. Built in the 1930s, the theatre reopened in 2004. Restoration was spearheaded by the local community and council and has left this rural town with a wonderful asset and attraction.

Sunday night dinner was followed by the now famous State of Origin Turtle Races. This event is something to behold and very hotly contested. Maureen Hilkmann was victorious for NSW. Don Horton and Martin Stepancich, both of Queensland, filled the minor placings.

Monday morning the NSW and Queensland contingents headed off for their respective journeys home, content in the knowledge that they had participated in another thoroughly enjoyable Notmeet. Bring on 2021.



Great Ocean Road

*Two chapters, two weeks and two road
trips. Hunter and Canberra explore the
Great Ocean Road.*

Day 1 (Elaine)

With much excitement we began our journey to the meeting spot at the Hawkesbury rest area. There were 12 cars at the Rest Area with 3 more to meet us on the way to Gundagai. Morning tea was at the Bingara Gorge then back on the highway to our next stop, lunch at Trappers at Goulburn.

Day 2 (Jenny C.)

After a good night's sleep at Gundagai Motor Inn we were all anxious to drive into the Kosciusko National Park and onto the Snowy Mountains Highway and the winding Elliott Way. However, bushfires both north and south of Cabramurra forced a re-route through Batlow. We then continued into Victoria to Tintaldra for our lunch stop. Tintaldra Store and Post Office is owned by Betty Walton and her family. Sadly it's now a forgotten village as the road does not go past the store. Betty met us outside with open arms and led us to our tables and lunch of Aussie Stew and damper were served with tank water tea and cornflake cookies.



Day 3 (Barry & Jenny)

After an extremely pleasant evening and a good night's sleep we are on our way to our next stop Ballarat. On to another motorway M31 and shortly off to Violet Town and then BYO morning tea at Murchison Reserve. The next stop was Bendigo. The planned 3-hour layover was spent by most in the cool comfort of the local pub having lunch - yes the temperatures were nudging the high 30's again. Barry and Jenny were nominated to lead the tour to Ballarat. From here it was mostly C roads with great scenery and very little traffic, even if the country was in grip of drought.

Day 4 (Chris)

A rest day? Yes, for some, but for others a full-day outing to Sovereign Hill. A trip down one of the mines provided a brief but welcome respite from the heat.

Day 5 (Lilo)

Leaving Ballarat was always going to be a headache so a meeting point was inserted into every cars' GPS. This became hilarious as each car went different ways often crossing paths at roundabouts - a bit like the Keystone Cops. Regrouping outside the city, we continued towards the Grampians, arriving at Halls Gap. We then enjoyed a spirited drive to Reed Lookout, which was absolutely stunning. Following our new leaders Vicki and Andy, we continued on to Dunkfield Café for a late lunch (and air conditioning - it was 40 degrees outside). We then continued on our journey to Warrnambool, and that evening enjoyed the food, incredible views and company at a group dinner at Simon's Café.

Day 6 (Chris)

A do-your-own-thing day today, and activities ranged from runs to Port Fairy and even Mt Gambia, while others braved the heat to climb Tower Hill's volcanic core and view the emus, koalas and many bird species. Everyone gathered at the Flagstaff Hill Maritime village in the evening to watch the 'Tales of the Shipwreck coast' Sound & Light Show.

Day 7 (Felicity)

This morning was a staggered start, with everyone leaving at their leisure to explore the Great Ocean Road from Warrnambool to Apollo Bay. There were MX-5's at most of the points of interest along the coast, and some decided to head inland to windy, rainforest roads. It was a scorcher of a day, so many of us enjoyed a gorgeous swim at Apollo Bay beach.



Day 8 (John)

Today's run took us from Apollo Bay to Inverloch via the Queenscliff ferry. This was the only day with time constraints as we had to be at the ferry by 12:15. From the landing point of

Sorrento the group stuck to C roads stopping at Hastings for afternoon tea before following the Cape Paterson to Inverloch.

Day 9 (Chris)

Another rest day, with many opting to drive to Philip Island and check out the race way and museum, and to look at the Fairy Penguins. Dinner for many of the group was at the 'second pub', with Malcolm and Jenny C celebrating Jenny's birthday with a spectacular seafood platter.

Day 10 (Brian Br.)

A cruising section along the coast afforded some magnificent views to the south with Sand and Sunday Islands in the distance. Morning tea was at Port Albert followed by one of the trip's highlights, a tight narrow section through the Tarra-Bulga National Park and past Mount Tassie, ably led by Rob with Chris as a calm, relaxed navigator. Daylight was brought to a close in early afternoon, with two hours of travelling beneath a thunderstorm infused with the smoke from the bush fires, giving an eerie brown glow all around the horizon.



Day 11 (Vicki)

Today was Copilots Day. The cars this morning all had burnt ash sprinkled all over them from the fires and storms encountered during the day. We drove from Bairnsdale to Lakes Entrance all with hoods up due to the cold, wet weather. A bakery stop for morning tea, followed by lunch at Swifts Creek. A short drive followed to Omeo, our destination for this evening.

Day 12 (Gail)

Departed Omeo on a crisp morning at 9.20am. The first leg was to Anglers Rest on the Cobungra River near the Blue Duck Inn and was tackled by some of the co-pilots. Next was the much anticipated steep winding run down the Mitta Mitta Road through the Alpine National Park to the Mitta Mitta Pub.



Lunch at Mitta Mitta Pub provided fast service and great food. Afternoon tea and fuel at Tallangatta before a scenic run along the Murray River. Crossed the Murray staying at Byer Fountain Motor Inn at Holbrook. Dinner at RSL Club with a presentation and a much deserved big thank you to organiser John Purcell and helpers Christine, Rob and Elaine for a great trip.

Day 13 (Wendy)

Left Holbrook at 8.30am after saying our goodbyes to friends not travelling with us to Bathurst. Cootamundra followed and then Young, this turning into a real game of follow the leader when a misread of the run sheet had the group driving through various suburbs until finally finding the highway again. Lunch at Cowra Japanese Gardens was amazing, with many of the group doing the gardens' walking tour which is the largest of this type in the Southern Hemisphere. Then on to Bathurst, and a good stay at the Ben Chifley motel with a great last-night feast at the pub next door.

Day 14 (John)

The last day and a group decision to change the homeward route to go via the Bylong Valley Way. Breaking into two separate groups, as some wanted to start early, while others were waiting for breakfast, all headed north to Sofala and Bylong for a morning tea stop at the general store. From here it was through to Denman and then off home for a rest. 15 cars are a lot to plan for on a trip this long and with bush fires haunting us through southern NSW and right through Victoria it meant a lot of on the knee changes to our routes to avoid these. The patience and understanding of those on the run certainly helped to make the trip memorable and enjoyable.



CANBERRA

24 MARCH - 06 APRIL WORDS JULIE AUSTIN RHONDA EVANS
PHOTOS ROD NICHOLAS

It couldn't get any better – perfect weather, waves crashing on the beaches and tops down for the 47 kilometre leg between Lorne and Apollo Bay. This is one of the best drives along a coastline in the world and we were enjoying every minute. It was Day 4 of our two-week run along the Great Ocean Road (GOR).

From Bendigo, where our run commenced, to the coast most of the country was bare brown paddocks with dry dams. As our convoy of 11 MX-5s and one ring-in Renault zoomed through the Otway National Park, the scenery changed dramatically to dense forest and then the beautiful GOR coastline.



Bob and Bricet had planned a leisurely trip with plenty of time to enjoy the sights and the company. Two nights in Ballarat was an opportunity to appreciate the history of the 1850s goldrush, the Eureka Stockade and the colourful flowering begonias at the Botanic Gardens. After coffee at Lorne we went off track through thick rainforest to Erskine Falls - it was worth the steep climb down and the 240 steps back just to see the Falls from the bottom. Apollo Bay was our next two-night stop.

Bob and Bricet led the convoy to the Cape Otway Lighthouse for stunning coastline views from the top of the lighthouse and morning tea with the best scones in Victoria. Those that were keen did the Otway Fly Treetop Walk and then followed the slow, windy 12 kilometre Turton's Track back to Apollo Bay. The reward was The Brewhouse Pub, where the brew and hospitality was so good most of us dined there on both nights of our stay. The scallop pies at the bakery were also enjoyed by some. Day 6 was fine as we headed to Port



Fairy via the Twelve Apostles. This stretch of rugged coast line is amongst the best scenic sites in the world, testified by the number of tourists. It was tops down all the way until lunch at Port Campbell when the weather turned nasty with heavy rain. A stop at the Warrnambool cheese factory for afternoon tea was very welcome.

At Port Fairy we stayed next to the oldest licensed pub in Victoria. Port Fairy is a very pretty town with lots of heritage buildings and the best fish 'n chips at the harbour front.

Day 8 and we headed north to Horsham through the beautiful Grampians, where the tips of the rocky volcanic ridges were covered in mist and cloud. This road is made for MX-5s with lots of curves, dips and dramatic scenery. At Halls Gap we came across a convention of Vesper riders from Queensland also enjoying the roads and scenery. Most of us had not been to the Grampians before and we made a note to revisit the area, particularly the Old Bakery at Dunkeld which provided a superb morning tea.

Our overnight stop at Horsham fell on a Sunday so the town was very quiet. Our dining options were limited to the Thai restaurant and local RSL Club. At the Club we came across a Victorian MX-5 group on their way to Kangaroo Island.

It was now April Fools Day and another 310 kilometres to Mildura.

From there we followed the Silo Trail along the railway track through miles of wheat cropping country, stopping to see the murals painted on the silos. After Ouyen the landscape changed to undulating scrub until we reached the green manicured lawns in the metropolis oasis of Mildura. Bob and Bricet had picked excellent accommodation for two nights across the road from the famous Mildura Grand Hotel, with the brewery and surrounding restaurants. It was a short stroll in the other direction to the Murray River.

After a good sleep everyone was ready for a non-driving day and a river cruise upstream to the Gol Gol Hotel for lunch. That evening 13 group members had a date with at Stefano's eponymous restaurant to indulge in the fixed menu, which lived up to its high reputation.

Day 11 - we left Mildura early following

the Murray Valley Highway east to Echuca. To Swan Hill it was one long vineyard, interspersed with olive, almond, citrus orchards. After lunch at Lake Bogo Flying Boat Museum at Swan Hill the landscape was again one big bare brown paddock which hadn't seen rain in a very long time. We then spent two nights in lovely Echuca, discovering more nearby art



silos, enjoying another river cruise and Devonshire tea on The Pride of the Murray paddlesteamer. Our last stop was Rutherglen, the scenery slowly changed from dry and dusty to a hint of green, which was a relief after many kilometres of serious drought. Naturally, some of the group took the opportunity to sample the wineries on the way. On our last evening we shared a farewell dinner at Tuileries Restaurant. James thanked Bob and Bricet for their effort in organising this hugely successful trip. Obvious by the atmosphere and conversation, everyone still enjoyed each other's company. The driving, the cars, the company, the weather and the scenery all contributed to enjoying life to the fullest for two weeks in this amazing country of ours. On Saturday we headed home, arriving safely, with plenty of washing to be done and cars to be cleaned before the next MX-5 run.

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South West Rocks Run

MID NORTH COAST

05 FEBRUARY WORDS JOHN HANSEN
PHOTOS WAYNE LANG

Tuesday 5 February saw 5 MX-5 cars assembled at the Rivermark Café on Hastings River Drive Port Macquarie for the start of our mid week run to South West Rocks on an extremely hot and humid day. Our small convoy set off to Barnett's Bakery at Crescent Head for coffee, chat and cakes.

Having been fed and watered, we were well fortified for our next stop which had us with the goal of gaol. This being the famous Trial Bay Gaol at South West Rocks. Our club has travelled the roads to Arakoon and South West Rocks extensively and the route is well known to us. However the familiarity doesn't diminish the pleasure of travelling in an MX-5 along a river bank with a sparkling diamond river besides us even if the outside temperature has started to climb up well into the 30s. We took the back road at Arakoon through the park to the Trial Bay Gaol carpark with magnificent views over the Pacific Ocean and the hinterland.

Stopping for a group photograph we took advantage of the view against the backdrop of the Trial Bay Gaol. This Gaol was first built to provide a labour force to build a break wall and jetty into the bay which was envisioned to be a major port on the way north. However the construction was never to be completed due to heavy storms that would regularly wash away parts of the structure. This led to the abandonment of the project and the prison. The abandoned prison was used as an internment camp for German nationals in WW1, then left to the elements until the historical significance was appreciated and it underwent extensive restoration as a historic site.

While we were admiring the sea, several pods of dolphins decided to play a game with Wayne our intrepid photographer. The dolphins cavorted gaily and staged impressive displays of splashing around however as soon as the camera lens was on them they would dive dive dive! This was judged to perfection as the performance would start again when the camera was turned away. This provided the rest of our group with great amusement until it was decided that the dolphins had won and we retired to the Seabreeze Beach Hotel for lunch.

After a lively lunch the next stage of the run was to the Smokey Cape Lighthouse lookout. The drive out to the lighthouse is an interesting MX-5 road with plenty of twists and turns as it snakes through the forest to the very tight turns that lead up to the carpark. Extensive views over the bays can be had from the car park. A formidable incline leads up to the former lighthouse keepers cottages and then up to the lighthouse itself.

It was agreed that a most enjoyable day was had by all. Many thanks to Allen, co-ordinator for the day, Peter, car sweep and Greg for being the run leader.



MX-5 Cup

Round 1

MOTORSPORT

03 FEBRUARY WORDS **PAUL NUDD**
PHOTOS **ROB WILKINS**

There was close racing across the field in the opening round of MX-5 Cup 2019 on Sunday 3 February. Eighteen MX-5s in four time-based classes had three exciting wheel to wheel races. Competition was intense at the pointy end with Zac Raddatz and Jackson Copeman swapping the lead.

MX-5 Cup is 'entry level' 'wheel to wheel' racing where we avoid the biff and bump of other categories because we all love our MX-5s too much for that. And you don't need to spend a lot to have a heap of fun and even to win the point-score. The first four cars last year in the point-score were naturally aspirated. Some of the MX-5s are road registered. If you don't want to use your own MX-5 you can even rent one for the day

- 2 of the 18 at this round were rentals.

Points winner on the day was Steven Head on maximum points of 24 with class C wins in all three races. Second on 23 points was Zac Raddatz with two wins and a second in the Open class. 3rd was Jackson Copeman with 22 points for two seconds and a win in the Open class. Class C had 4 competitors with Steven Head finishing first, Kerry Smith second, Rob Withers third and Rob Herrick fourth. Class B had 2 competitors with Craig Barney first, Dennis Chiswick second. Class A had 6 competitors with Tim Herring first, Stuart McFadyen second and Paul Nudd third. The Open Class (combined) had 5 competitors with Zac Raddatz first, Jackson Copeman second and Rob Hay third.

RESULTS	CLASS	NUMBER	POINTS	PLACE
STEVEN HEAD	C	123	24	1st
ZAC RADDATZ	OPEN	45	23	1st
JASON COPEMAN	OPEN	86	22	2nd
CRAIG BARNEY	B	151	21	1st
KERRY SMITH	C	5	21	2nd
DENNIS CHISWICK	B	83	18	2nd
ROBERT WITHERS	C	105	17	3rd
ROB HAY	OPEN	91	17	3rd
ROBERT HERRICK	C	25	16	4th
TIM HERRING	A	78	16	1st
TERRY JOHNSON	OPEN	512	16	
STUART McFADYEN	A	98	14	2nd
PAUL NUDD	A	81	12	3rd
CURRAN BRENNAN	FIO	15	8	
MICHAEL HALL	A	75	8	
RICHARD HERRING	A	15	7	



Daylight Saving Run

ILLAWARRA

16 FEBRUARY WORDS TONY HEATHWOOD
PHOTOS TONY HEATHWOOD ROB WILKINS

On a beautiful sunny Saturday afternoon 15 MX-5s (and two other MX-5s disguised as a Porsche 911 and a Mercedes Benz SLK320) arrived at Mt Keira lookout. 29 members (and two visitors) from Illawarra, RPM and Sydney chapters also came with the cars.

Leaving on time, the lineup headed down the beautiful tree lined Mt Keira Rd and Harry Graham Drive back to the Princes Highway at Figtree. A quick dash down the M1 led us to Macquarie Pass, right at the Tourist Road and on to Robertson via Kirklands Road. We had a great drive through tree-lined farmland and beautiful scenery. We turned right at the Robertson pie shop, onto to Jamberoo Road for an unfortunately slow drive down the magnificent tree fern lined Jamberoo pass. Thence to Kiama via Fountaindale Road, Saddleback Mountain Road and the always fun South Kiama to our destination at the "world famous" Warri Beach Fish Shop.

Those that stayed for food were treated to great service along with excellent fish, prawns, scallops, burgers and chips galore. Many thanks to Jan and Garry for organising a great evening outing that had everything from mountains to oceans.



Southern Breakfast Run

BREAKFAST CLUB

16 FEBRUARY WORDS TONY HEATHWOOD
PHOTOS TONIA CIACCHI



I normally like to start my weekends with a sleep in, but on Saturday 16th February, that wasn't to be. Instead, I opted to join my hubby and some other keen MX-5 enthusiasts in a brekkie run that was most definitely all about the twisty roads.

Starting at 6:00 AM at Kiama Lighthouse, Mother Nature didn't disappoint when it came to a beautiful sunrise. After a quick chat and run down on the morning's route, we headed off up Jamberoo Road and down to Albion Park Rail for that all important petrol stop. Then fuel tanks full and tyre pressures checked, Bryan led the way to our first stop.

Back on the road along the Illawarra Highway we took one of my favourite roads in the area, up through Macquarie Pass to Robertson Pie Shop. My favourite because no matter what season or time of day you drive through the Pass, the rainforest always looks amazing! But more importantly, it's an awesome road for some fun driving in the MX-5

After a quick re-group at the Pie Shop we were on the go again down Jamberoo Mountain Road, but we didn't even stop long enough to buy a pie! Jamberoo Pass is almost as beautiful as Macquarie Pass, and definitely

NIA CIACCHI
BRYAN SHEDDEN



as much fun when it comes to driving! Our next stop was the Little Blowhole back in Kiama, and although it was still quite cloudy, the sun was trying to peek through the clouds and the Blowhole was blowing - a little.

After a few Blowhole snapshots, we proceeded up Berry Mountain to Kangaroo Valley. The Valley was abuzz with activity as hubby and I drove on through - apparently the World's Largest Cheese tasting was on that day! We found our fellow MX-5's waiting for us to re-join the group, on the other side of town, approaching the famous old Hampden Bridge.

The braver drivers amongst us powered on ahead up the narrow and winding Kangaroo Valley Road. Mind you I'm sure it helped that they were familiar with the road! But us first timers followed cautiously behind. Whilst it's definitely a road to be cautious on, it's also another fun twisting, turning MX-5 road with plenty of pretty scenery along the way.

The last leg of our morning run took us along a few more twists and turns on

Moss Vale Road through Barrengarry Nature Reserve and well into the Southern Highlands. We found our way to Exeter and headed just a little north to arrive finally at our fabulous brunch venue, the Eling Forest Winery Café in Sutton Forest.

I'm glad that I decided to give up my Saturday sleep in, as I had a very enjoyable morning drive with great company. They certainly don't call it the "Southern Highlands" for nothing! You don't realise how high it is until you start driving back down the mountains, and just when you think you've made it to the bottom, there's yet another steep descent.

But I have to say there was just one small disappointment to the whole morning, and that was that I was the only lady on the run! I know us ladies have "lots to do" on Saturday mornings, especially if like me, you've been working all week! But ladies, take some time out and come and have some fun. You won't regret it! Hope to see you on another breakfast run.

MOTORSPORT



Supersprint Round 1

24 MARCH WORDS AND PHOTOS
JOE KOVACIC

A very warm to hot start to Round 1 hosted by ARDC was held at Sydney Motorsport Park - Gardner Circuit on a day that promised to be a great start to the new season. All competitors managed to get 4 runs only due to the day being called early so competitors could attend the NSW Supersprints trophy presentation for the 2018 season.

Thank you to all of our 9 MX-5 Club drivers who represented our club gallantly against a barrage of ARDC drivers. Congratulations goes to Luke Kovacic on having the fastest MX-5 on the day with 1:48.38 to finish 3rd in Class 6B. Jamie Martin claimed 1st place Class 2A with 1:59.02 and Malcom Steel won 2nd place in Class 2B driving a 1:52.69. Ken Hardy was 3rd in Class 2B on 1:57.72 and Jamie Collins did 2:00.19 in Class 2D. Ralph Thompson was 5th in Class 6B running 1:49.78 on 1:51.87; Russ Maxwell came 6th in Class 6B. Dave Alland ran a 2:00.24 in Class 6B and Jason Russell claimed 2nd place in Class 6C at 1:56.67

The Mazda MX-5 Car Club of NSW with only 9 competitors, managed 4th place overall on 155 points behind the ARDC with 493 points, the HSV Club with 256 points and Manly Warringah Sports Car Club in 4th with 184 points.

Club Trackday 5

MOTORSPORT

17 FEBRUARY WORDS **JOE KOVACIC**
PHOTOS **ROB WILKINS**

A warm and sunny summer morning greeted an enthusiastic field of 78 motorsport competitors for our fifth round of 2018/19 Club Trackdays at Wakefield Park on Sunday 17 February 2019. The weather conditions were set for a hot and sunny day of 32°C maximum. We had 5 groups of 14 cars and 1 group of first-timers competing in eight minute sessions.

We got off to a bad start with group one being red-flagged due to Peter Barnwell's newly built turbo NC catching fire after only a couple laps. Quick thinking by Peter Barnwell with help from Russell Maxwell in using their fire extinguishers before help arrived, saved the car from being properly toasted.

As the conditions heated up after the first run, the officials decided to shorten the sessions to six minute runs in the best interests of cars and drivers. In the first session after lunch, David Johnson literally drove the wheels of his race car with his right rear wheel coming loose and rolling away. This caused another red flag delay and deployment of rescue vehicles.

After that slow start, we managed to get all drivers five sessions and some reasonable track time. We called it a day at 3:30pm as there was insufficient time to get through all 6 run groups - no complaints as it was stinking hot.

Thank you to all my fellow track officials on a very hot and trying trackday. Welcome back to Lou Iezzi in his NC and his first trackday after sustaining a broken leg in a major crash last year in an MX-5 Cup race.

A competitive battle is happening in Classes 5, 6, 7, 10 and 11 with drivers separated by hundredths of a second. Congratulations Luke Kovacic on the fastest lap of the day in a time of 1:06.71 in his newly acquired SE. Congratulations to our two fastest MX-5 ladies Gaynor Lawler and Varvara Efremova. Special mention to Aimee Kovacic who was only a second behind Gaynor in her Kia Proceed GT. Congratulations to Jie Ren and Jamie Martin for setting new class records - a remarkable effort considering the difficult conditions. Well done to all the other drivers on their results.

Class 1	Michael DeMaio 1:14.64	Keith Monaghan 1:17.17	Gregory Unger 1:17.32
Class 2	Bryan Shedden 1:12.85	Mark Janus 1:17.32	Benjamin Chaplin 1:17.44
Class 3	Jie Ren 1:10.45		
Class 4	Jamie Martin 1:14.77	Chris Veitch 1:18.28	Grant Knowles 1:19.03
Class 5	Matthew Tarrant 1:14.80	Gerardo Martin 1:14.85	Sean Byers 1:16.74
Class 6	Gustavo Elias 1:12.10	Rodney Esdaile 1:12.57	Mark Kavanagh 1:13.78
Class 7	Peter Feutrill 1:12.29	Andrew Digney 1:14.64	Glenn Thomas 1:14.35
Class 8	Kevin Newman 1:11.31	Christopher Lowry 1:15.55	Allan Gibson 1:17.31
Class 9	David Johnson 1:08.58	Philip Ashton 1:10.19	Lou Iezzi 1:12.17
Class 10	Luke Kovacic 1:06.71	Curran Brennan 1:07.14	Russ Mawell 1:08.51
Class 11	Keith Bridgement 1:11.87	Stewart Grigg 1:11.93	Malcolm Fotheringham 1:12.85



Mother Nature donned her 'glad rags' for the day and provided us with some beautiful late summer weather for the 13 cars and 25 people. Our morning tea stop was at Roses Café in Goulburn, where we all settled in for a cuppa and yummy treats. With a long 90 km drive ahead of us before our scheduled lunch in Bowral, we had to ensure we didn't go hungry.

From Goulburn we endured a few motorway miles before turning off on Highland Way. The turnoff shortly after Marulan was very busy but the Highland Way was a delight. It is a very scenic and quiet country route, proceeding gently through Tallong, Wingello, Penrose, Bundanoon, Moss Vale and then into Bowral.

We arrived at the Imperial in Bowral and snagged a park almost directly outside the pub, then filed in for a delicious lunch. We're a very happy, chatty lot and the noise levels in the pub were raised somewhat. After lunch, some chose to explore the attractions of Bowral and Berrima before we made our own way home. This was another highly enjoyable run, topped off by a great lunch and great company.

Canberra Convenors Lunch





Ranger's Twisters

28 SEPTEMBER WORDS KIM RANGER
PHOTOS KIM RANGER JAN GIBSON
KERRY SMITH BRENDAN BARR

What a day, what a turnout for our first midweek run for the Illawarra Chapter for 2019. We met up at Haywards Bay for the start where we had 16 cars for the official start of the run. Everyone was very excited to join us for the twisty run through the outskirts of the area. After a coffee and a chat we ventured off towards Yallah through the back of Calderwood Valley on some lovely roads up Macquarie Pass where we had a great run with very little traffic before venturing through the back of Kangaroo Valley and stopping at Fitzroy Falls Reservoir for our morning tea break.

It was great to see all the cars lined up in various colours and models with the odd Porsche and Mercedes for good measure. After morning tea we all ventured off again through many twists and turns through Berry and onto Shoalhaven Heads Bowling Club for lunch. We couldn't have wished for a better day, beautiful sunshine, lovely lunch, the company was exceptional and the run was made easy with the help from Jan and Garry, Jen and Tony and tail-end-charlies Wally, Pat, Kerry and Jacqui.



Across the Mountains

28 SEPTEMBER WORDS CHRIS AND BARBARA WYATT
PHOTOS JASON BROWN GILLIAN FLETCHER



We set out from Glenbrook on a beautiful, sunny Autumn day and headed up the Mountains. At Hartley Courthouse, we collected some more of our gang, bringing the number to 17 cars carrying some 29 members.

Over the mountains the view opened up to expansive vistas under crystal skies. Everywhere (especially Blackheath) we saw the coming of winter in the brilliant autumn colours that were all around us. One of the lovely things about the west is how open and wide the land is.

We turned onto the Turondale Road the view turned to rolling green hills on the horizon and before we knew it we were there travelling through bushland on windy roads.

The roads were generally very good and in excellent repair.

Thank God, Chris had phoned ahead to warn the Hill End Pie shop of the impending invasion and they coped well.

Hill End is an historic gold mining town and there are relics of days gone by to take a closer look at, or just take stroll to stretch your legs.

Remember when in Hill End that it is best that you do not park with your bonnet below the road, it may present a difficulty when it is time to leave.

After 90 minutes or so at Hill End we concluded our day by visiting the mining town of Sofala. The last two cars to arrive were pleased to get a rousing applause. I know that it is hard to get lost on a straight road but some of us are just so talented. Some of us took a walk around town, and some refreshments before heading home.

It was an excellent day as you could not have asked for better weather or better roads, or a more enthusiastic bunch of MX-5ers, who all contributed to an enjoyable run.

Mazdas at Milton

05 MARCH WORDS BRIAN CLAYTON
PHOTOS ANDA CLAYTON

SOUTH COAST



The first coffee meeting since being confirmed as a new chapter. Annabel's at Milton was the venue and existing members Robert Armstrong and Gerda Jackson, Tony and Johnnie Badger, Bob Downing, Peter Diven, and prospective members Craig and Alison Bishop, and Frank Stevens and Carol Rowe joined us for coffee and a short meeting. The web site, the Facebook page and proposed events were the topics for discussion.

At the appointed hour we mounted our steeds for the run to lunch. Leaving Milton we ran the gauntlet of traffic lights and roundabouts, reforming at the Ulladulla Ex Servos before continuing our journey. An uneventful trip of about an hour saw us at our rest stop at Batehaven meeting Ray Kapel who had driven up from Narooma to join the run.

The run proceeded along the coast road through Malua Bay and Moruya Heads, enjoying the terrific coastal scenery and relatively clear roads. The seven cars in the convoy proceeded through Moruya and turned off to Tuross Heads. Smoke from the Victorian bushfires permeated the air but did not put us off enjoying a great seafood meal on the deck of the Tuross Boatshed. After much munching and chatting Robert and Gerda took us out of Tuross Heads via the scenic route. The Tuross / Coila Lake area is well worth a visit.



CANBERRA

Shannon's Wheels

03 MARCH WORDS BOB JUDD
PHOTO ROB WILKINS

This year's annual Shannons Wheels display was held by the Council of ACT Motor Clubs at the Queanbeyan Showground to raise funds for local charities and to show off the prized possessions held by Canberra and Districts' 65 various car and bike clubs. It was a hot and sunny day and, unfortunately, there was very little shade available for the dozen or so Canberra Chapter members that turned out on the day.

Our cars were able to be displayed in a good sized grassy area that was a little bit away from the hustle and bustle of the main display area, mainly because a large number of smaller clubs had failed to attend on the day. This left us out on the edge of the oval with not a lot around us. However, we were all pleasantly surprised with the large number of visitors who wandered over to ask about and admire the good range of vehicles our members were able to display.

The heat and the unrelenting sunshine sent us all home a little earlier than the organisers would have liked. Many thanks to our members that bought their cars out on the day.



Bungedore Ramble

SOUTH COAST

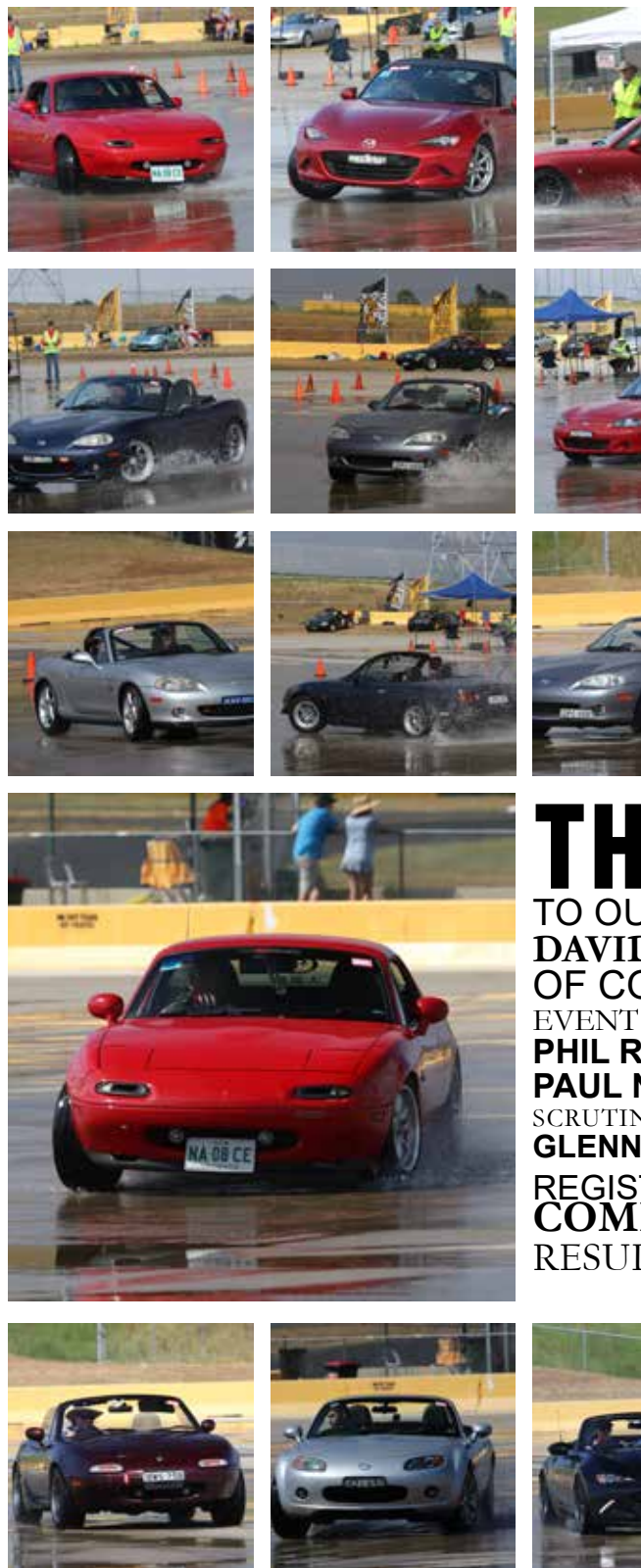
17 MARCH WORDS **BRIAN CLAYTON**
PHOTOS **ANDA CLAYTON**

With a not too promising forecast causing a few late drop outs, we headed south to Batemans Bay, top down all the way. We had a few drops of rain on the windshield but none in the cockpit. At Batemans Bay we pulled into the designated meeting place and were shortly joined by Chris and Dace Fondum for the run up the King's Highway. Compared to our Tuesday morning 'recce' run, today's trip was a dream with only a few slow cars to get by. As usual, the guys that fanged by on the straights were bumper ornaments for the MX-5 in the curves but it was a pleasant drive anyway.

Reaching Bungedore, we found ourselves with time to stretch our legs before lunch and enjoyed a browse in the Woodworks gallery. At the appointed hour we were joined by the Canberra chapter convenors, Jim and Giulia Schiemer and the run coordinator Wal and June Hick. All of these are prospective South Coast members with plans to move away from the Canberra cold and move to the coast. Welcome!!

We all enjoyed a good lunch and great conversation. With Chris and Dace continuing on to Canberra for a couple of days we took the return road through Tarago and Nerriga. There were a couple of long sections of road works with some very slippery wet clay on top. There was also a significant amount of traffic which seems to have built considerably since the resurfacing has been completed. With this amount of traffic, a lot more roadwork is going to be needed to make the road safe.

All in all, a much better day than the weather bureau predicted. Looking forward to our next outing.



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 SECRETARY TIMING
 JUDGE GREG UNGER
 JUDGE IAN COMBES
 JUDGE LUKE KOVACIC
 JUDGE THOMAS MARK KAVANAGH
 JUDGE CATHY
 JUDGE BLAKE ROY
 JUDGE DAVID WILSON



10th March was a good day for Round 1 of the 2019 MX-5 Club Motorkhana Championship, warm but not too hot. 38 competitors entered the 1st round of the 3 with 4 Ladies, 1 Junior, 7 Non-MX5s and the remainder in the Open class. There was a fierce battle for points with James Russell-Cook coming out on top in the Open class and Gus Elias just edging out John Karayannis for 2nd place. There was close competition in the Ladies class also with Kareene Kavanagh coming out on top (15th outright) followed by Lindsay Green and Francesca Meliton. Alex Shedden had the Junior class all to himself, finishing 27th outright. Fastest of the non-MX-5s was Phillip Donnelley in the Golf GTI in 11th outright place.

Wingedilly Highlands Fling

BREAKFAST CLUB

23 MARCH
WORDS **ANDREW LORD**

In a world where size matters, it's comforting to revel in the simplicity of small pleasures. As enthusiasts of Japan's iconic roadster, I know you're familiar with this ethos. The constant pressure to upsize, duplicate, grow and develop is a draining race to the bottom. On a Saturday in March, 7 BreakFast Clubbers thumbed their nose at the expansion theorists, mounted their diminutive roadsters and headed for the sparsely populated lanes of the Southern Highlands.

Aki & Maria joined regular BreakFast Club attendees to brave the early morning mist. These conditions hung around for much of the drive, challenging drivers with reduced vision over largely unfamiliar roads. Much of the run through Wallacia, Mulgoa & Silverdale was spoiled by heavy traffic making it difficult to settle into any sort of rhythm with the car. The antidote however was the superb Werombi & Mayfarm Roads. These excellent country lanes to the west of Camden provide a variety of challenge for the keen driver with multiple sweeping bends and blind crests.

After catching our breath in the village of The Oaks, Barkers Lodge Road provided another exemplar of the fine thoroughfares the Wollondilly Shire has to offer. With little traffic and surfaces that can be trusted, the road provided plenty for the spirited driving favoured by experienced BreakFast Club members.

Old South Rd is a long time favourite of the Breakfast Club and again didn't disappoint. A well surfaced lane boarded by sprawling country manors was just the thing to stimulate an appetite before arriving at Werai Tea House. Again, the notion of doing more with less is promoted here - a place where meat and vegetable matter is all sourced from the property. Coupled with great coffee and friendly service, it's just the place to sit back and reflect on a morning's driving. Or in true BreakFast Club tradition, the domestic political climate.

Picton Go Karts

ILLAWARRA

16 MARCH WORDS **JAN GIBSON**
PHOTOS **ROB WILKINS JAN GIBSON**
ROB SEDMAN

Grand Prix weekend in Oz and, if you can't be in Melbourne for the F1, you have to make your own fun. We awoke to a miserable morning, it was cold, dark and wet and I really didn't want to get out of bed but we did have plans with the MX-5 Club so up we got up, had brekky and hopped in the car to meet the other club members and friends at the truck stop on Mt Ousley. By the time we arrived the rain had stopped and at 9:30 our run leader Jeff Rowe led us out of the car park onto Mt Ousley Rd before turning left onto Picton Rd for a short drive to the go kart track. We hadn't gone far when the rain started again and the closer we got to Picton the heavier it got.

By the time we reached the track we weren't sure if we would be able to get any karts on the track as we could see water streaming across the surface at the chicane. Once parked, we headed to reception and 14 people booked in, nothing was going to stop this hardy group from playing in the rain. Except lightning and so far so good.

We attended the driver's briefing before donning overalls and helmets before hopping into the karts. By the 11.00am start time, the rain had stopped. The track was slowly drying but with a warning that the track was still very slippery and we had to go slow (haha). They let us loose and loose we were. The hairpin was horrendous the horseshoe just as bad and from there through the chicane down to the willows brought back memories of the original water slides at Jamberoo Recreation Park where you were sideways more than straight. Maybe I should've taken Bryan's suggestion and had a practice on the skidpan before taking to a wet track on slicks surrounded by copious amounts of testosterone. The first session saw only half the group manage 13 laps before heading back to the pits but boy did we have fun.

Twenty minutes later we were back out on a much drier track and throwing caution to the wind; we left pit lane more confident. It didn't take long for the yellow flags to be waved frantically as karts spun off in several directions. Amazingly I don't think we had one bump, though we did keep the marshals busy running to retrieve karts from the mud. I'm not sure if it was the track getting better or the drivers...maybe a bit of both...but the lap times improve by a good 10 sec for the entire field and we



managed 16 to 17 laps in the second session. After parking the karts, hanging up the overalls and placing helmets on the rack we were back in the reception area where we again checked the time sheet.

There were lots of smiles and chatter and photos taken before tummy rumbles set in and we decided it was time for lunch. The club at Picton had their great \$12 lunch menu and everyone enjoyed their meal and a drink as the chatter continued. It was soon time to head home and as we said our goodbyes every one agreed it had been a fun day. Thank you to Jeff and Pam for their organizing the day, also thank you to Rob for his amazing photos, and to all those special people that came to support us on the day.



Place		Average time
1st	Mark Mansell	50.788
2nd	Dan Vrubel	51.125
3rd	Lachlan Rowe	51.599
4th	Kerry Smith	51.604
5th	Jeff Rowe	51.732
6th	James Mate	52.274
7th	Phil Belcher	52.738
8th	Garry Gibson	52.854
9th	Lucas	53.478
10th	Jan Gibson	53.588
11th	David Rag	54.200
12th	Amy Vrubel	56.043
13th	John Zarembo	56.241
14th	Artur Batmanishvili	56.678



Shoalhaven River Cruise

ILLAWARRA & SOUTH COAST

27 MARCH WORDS **TREVOR GILLET**
PHOTOS **BRENDAN BARR ANDA CLAYTON JAN GIBSON**



Wednesday 27 March saw thirty three eager enthusiasts in sixteen MX-5s gather at Hayward's Bay, for an early meet and drive to Nowra. Our destination was the Shoalhaven River Wharf, where we were to embark for a cruise to the upper reaches of the river towards Coolendell.

Our intrepid leaders for the day, Jeff and Pam, outdid themselves by getting us there safe & sound, via the spectacular roads through Kiama & Gerringong. They were able to negotiate an even better price for the cruise and the exclusive use of the boat, due to our number of passengers (and also their great negotiating skills).

The scenery was fantastic, the weather cool and the river very peaceful and calm. Morning tea of coffee with biscuits and lamingtons were served by the crew and were much appreciated.

Cruising up the river was a good time to chat with friends and to meet up with some new members on their first outings with the club. Although the rain threatened at times, Jeff must have had a good weather report, as he was confident enough to bring out the black MX-5.

After disembarking at the wharf, we headed off to the Bomaderry Bowling club for lunch, a short ten minute drive. There was a small mutiny at the wharf after Jeff gave his directions to the club, when the lady crew member, a local, suggested an alternative route. Half of us went Jeff's way, with the mutineers taking the alternate way and happily, we all arrived safe within minutes of each other.

After a nice lunch & more coffee, with lots of MX-5 talk, we all bid farewell till the next outing. Another great day out in our favourite cars - nice work Jeff and Pam.





Marulan Driver Training

“ Even drivers with many years of experience learned a few new tricks to make us better drivers. **BRIAN CLAYTON** ”

Driver Training

MOTORSPORT

07 APRIL WORDS **BRIAN CLAYTON**
PHOTOS **ROB WILKINS**

Gates open at Pheasant Wood, Marulan at 7:30 am on Sunday morning, 7th April 2019. That would mean a 5am start from the South Coast. So we had a better idea; a pleasant drive on Saturday afternoon, overnighting at Marulan.

We set off for a drive up the coast after lunch on Saturday, up Cambewarra Mountain with no traffic going up, down through Kangaroo Valley and up the other side at Barrengarry Mountain. We were having a lovely drive through the Southern Highlands and reached Bundanoon just in time to see all the traffic from the Highland Festival leaving. Apparently, the event drew 13,000 spectators and cars were parked for kilometres each side of the town. So, a bit slow through Bundanoon but out the other side and it was pleasant driving again. We checked in to the Marulan Motor Inn and noticed a few other MX-5 owners had the same idea. After a lovely dinner at the motel restaurant we had an early night, ready for the next day.

Arriving at the appointed hour at the track we greeted a few familiar faces and completed our registration process. As first timers we attended the briefing by Bryan Shedden on car preparation and driving techniques. The briefing included a very useful video of a lap of the track pointing out the right lines through the corners and each of the apexes. Then it was on to the track work, everyone just a little nervous. On with helmets, collect your advisor and away you go. It did not take long before careful tuition saw drivers taking the right lines and hitting those apexes. Speed rose with rising confidence and correct cornering technique. Even the most tentative drivers were soon enjoying the experience and the end of each session was highlighted by the smiles on the drivers faces.

All too soon the last sessions were upon us and it was time to go home. Bryan had predicted a degree of exhaustion for the end of the day and he was right however, the drive home saw us finding all the corner apexes and picking the right lines. Even us older drivers with many years driving experience learned a few new tricks to make us better drivers. No doubt we will see some of the more adventurous hitting the track again on race days.

The Escarp Run

CANBERRA

16 MARCH WORDS **STEVE AND CECILIA WAKELING**
PHOTOS **STEVE WAKELING ROD NICHOLAS**

On an overcast Saturday 16 March 2019, we met at Mitchell at 8am for an early start. Six cars and 10 MX-5 enthusiasts turned up.

We proceeded directly to Marulan for morning tea.

Then the fun started as we left the highway and tootled along The Highland Way through picturesque villages and past rich green pastures to Robertson. At Robertson we headed down the escarpment in light rain via the Jamberoo Mountain Road. This is a narrow twisting downhill road which MX-5s love and has gradients up to 16%. Luckily, we were only slowed by a horse float in the last few kilometres as there is absolutely nowhere to overtake. Other than that, it was a perfect descent but there are no spots to stop and check out the stunning view. It was just a matter of a quick look before lining up at the next corner.

Lunch was at the Gerroa Boat Fisherman's Club – highly recommended. The rain had eased by now, so it was tops down and onto Berry for a coffee and a chance for some shopping. Berry is an arty/crafty historic town, a worthy destination on its own. We continued with tops down along the narrow winding road and then proceeded up the escarpment to Kangaroo Valley.

A short stop here revealed three pie shops. This could be worth exploring at a later date. There were other shops there if you are not into pie shops. Finally, on through Fitzroy Falls across the old convict bridge and eventually back onto the highway for the trip home.

It was a long day, but all enjoyed the drive with some even commenting that they had never been on some of the roads before. Distance travelled was around 520 kilometres.

PS. This was the first run I have organized, no lost cars and only the one compulsory u-turn.

PPS, well done Steve on your first run
PPPS, this run was a hoot; great roads, great scenery, great company. Loved it!

ment

Challenge Bathurst

Have what it takes to conquer Mount Panorama?

Jamie Martin talks about his successful run in the two day "Challenge Bathurst" regularity event. The next "Challenge Bathurst" is on the weekend 30 November - 01 December.

For more information go to www.challengebathurst.com/regularity



At the last round of the NSW CAMS Supersprint I was competing at a track more suited to my rival Paul Fraser. I'd made some tweaks to my car in the hope I could get as close to him as I had at the other tracks. Nup. He was half a second quicker and with that beat me by 1 point for the championship. Now it was time to focus on Challenge Bathurst. There were 2 weeks to go. But there was a major problem. The car would not start. Thanks to Mike Kelsey I trailered my dead car to MX-5 Mania. It wasn't a quick fix. In fact, they thought it would take longer than two weeks to fix! Contemplated competing in our soon to be sold NC road car. New tyres and brakes were even sourced. Two days out Mania rang me to say my car will be ready. I packed my Ute and picked the car up. It had been the most stressful build up ever.

Hitting the track was a relief. But Practice was a nightmare. A car had a minor lose at McPhillamy and stayed in the middle of the track. I arrived at full noise. I thought the weekend was over right there. I even had time to 'wave' as I passed the recovering driver. Should have known actually during the driver's briefing. A lot of first timers were in our group and Greg Bunn and I thought the questions were kinda scary considering we would soon be on the track together. Once into the time trials I employed a strategy that served me well all weekend. I was surprised to dip under 3 minutes as I was running Nankang AR1s that were a durable, but not fast, tyre.

Out lap. Play the strategy. Good start. I create a buffer. In my own space. Braking in the right spots. Across the kerbs down through the Esses. Holding speed through the Chase. Long shifting in The Cutting. Red flag.

I need to know. One session to go. With ample time between sessions, I open my laptop and enter the data. After ending Trial 1 in 7th I've worked my way into 1st in Group D. Stewart Temesvary already knows his situation. I make a minor change to my nominated time. I'm actually faster than I anticipated this weekend. On the dummy grid. Time to deliver. My camera goes flat. A minor meltdown. Focus.

I hit my nominated time first lap. And the next. And the next. And ... what ... the next! Wohooo! Time for a coffee. Meri's excited squeals reveal that yes I did hear my name to go up to the Media Centre. They pull me aside in media centre. They ask what happened in the last session? I see a zero next to my name. Dread. I've stuffed up! How? Then I realise it's a good thing.

Yessssssss! Top step of the podium!!! This was not possible two weeks ago. The event was also successful for Stewart Temesvary who came first in Group C. And Glenn Thomas, who suffered a mechanical failure in practice, drove to Sydney for overnight repairs, missed the first session, was still able to come 3rd in his Group. Greg Bunn and Mike Kelsey also scored top ten results. It was awesome to have an MX-5 garage together as well.

Club Trackday 6

MOTORSPORT

17 MARCH WORDS **JOE KOVACIC**
PHOTOS **ROB WILKINS**

On Sunday 17 March 2019, a damp and wet start at Wakefield Park greeted a small field of 63 enthusiastic motorsport competitors for our sixth round of 2018/19 Club Trackdays. Thanks to our Clerk of Course Ian Combes for refining his drivers brief, we managed to get out our first group of drivers on track by 9:00am. We had a total of five run groups including two first timers incorporated into group five.

The first run was declared wet with the track drying out by the second run. By the end of the day we managed to get seven sessions with some drivers getting 39 timed laps.

Congratulations to Curran Brennan on the fastest time of the day with 1:05.99 which is also a new class 10 record. Congratulations also goes to Magdalena Wilczynska in a time of 1:22.50 which is a new class 1 record. Congratulations to our fastest lady Gaynor Lawler with a 1:13.24 followed by Kerry McLeish on 1:17.27.

Thank you to all our motorsport officials including Luke Kovacic and Tammie Hotz for helping me out on the dummy grid. Congratulations to all the other drivers on their results as follows.



Class 1	Michael DeMaio 1:14.77	Keith Monaghan 1:17.11	Greg Unger 1:18.17
Class 2	Bryan Shedden 1:12.72	Mark Janus 1:15.55	Benjamin Chaplin 1:15.97
Class 3	Jie Ren 1:10.67	Kenny Yau 1:14.40	
Class 4	Jamie Martin 1:14.79	Neil Tribe 1:17.54	Michael Tarrant 1:17.73
Class 5	Matthew Tarrant 1:15.54	Sean Byers 1:16.25	Mark Pullan 1:17.94
Class 6	John Karayannis 1:13.23	Costa Passalis 1:15.30	Stephen Fisher 1:19.75
Class 7	Peter Feutrill 1:14.05	Tony Smithers 1:14.16	Les Paterson 1:14.83
Class 8	Leo Ascone 1:14.17	Christopher Lowry 1:14.87	Allan Gibson 1:17.29
Class 9	Lou Iezzi 1:09.11	Malcolm Steel 1:10.79	Martyn Voormeulen 1:12.08
Class 10	Curran Brennan 1:05.99	Russ Maxwell 1:08.94	Ralph Thompson 1:09.18
Class 11	Peter Barnwell 1:08.00	Malcolm Fotheringham 1:13.16	Jamie Collins 1:13.25

Dorrigo Weekend

MID NORTH COAST

23 - 24 MARCH WORDS JILL McDONNELL
PHOTOS PETER RODGERS PAMELA MARTIN

Here's a brain teaser: 5 MX-5's and 10 people have driven from the Donut – that's the Service Centre on the way in to Port Macquarie – to Wollomombi Falls which is a plunge waterfall on the Wollomombi River in the New England region. After finding that the falls - are not falling - we all walk back to our cars to drive to our accommodation. But - one of the MX-5s won't start. What to do?

Well that's what happened to Peter and Robyj. So Peter phoned the NRMA at around 3.52pm and then on finally arriving at 5.20pm only for Peter to be told that the problem is the fuel pump. We all stayed together at the lookout chatting until the NRMA arrived, despite Peter suggesting that we go on without them, which of course we wouldn't do.

It was decided that the car had to be towed to Armidale. Peter and Robyj also went to stay overnight in Armidale, and then had to be picked up the next day by Peter's son Kieran while the rest of us drove on to Dorriggo.

In recounting the rest of our trip, the same one which we had also completed last year, I've tried to record some different features along the way. We left on a cool, crisp sunny morning, driving through Wauchope through the new main street renovations, past the ANZAC Memorial clock chiming 9am and past the new Ambulance Station to regroup at Timbertown. Then it was past the Cemetery, over Yippin Creek and further along across the narrow bridge over the Thone River and then through Long Flat.

Then the winding and curving drive up

through the hills with not a caravan in sight up to Ginger's Café. Lots pleasant chat about – well – hash browns.

We headed off to Walcha, with a caravan and Yarowitch road works to hold us up. About 20 kilometres from Walcha the country is so dry, and we found ourselves slowing down for cows on the roadside eating the available roadside grass. After a brief stop at Walcha for petrol it's off to the Walcha Road Pub for lunch. The back verandah is a great spot for eating chatting and reminiscing. We also found out more about the fire at the hotel and how the new owners have restored it and are maintaining the pub for the local community.

Then it's off to Thunderbolts Country, through Kentucky village and then Uralla. Next on to Waterfall Way and through the centre of Armidale and on to Wollomombi Falls which is an Aboriginal word meaning 'meeting of the waters'.

After accepting what Peter and Robje had to do with regards to their MX-5, the rest of us headed off to Dorriggo. We all booked in to our rooms at the Heritage Hotel Motel. It is a classic example of Australian hotel architecture of the 1920s and, on reflection, probably, particularly the motel rooms, now in need of some serious renovations.

So, we all relaxed, had a few drinks, enjoyed dinner and our usual laid-back conversation and chat. Next morning, we were all up bright and early for breakfast after which we then took the lovely scenic drive from Dorriggo to Bellingen before going our separate ways.



Coffs Harbour Yacht Club

MID NORTH COAST

06 APRIL JOHN HANSEN
PHOTOS WAYNE LANG

Saturday dawned with wisps of white clouds against a blue sky as we made our way over to the Rivermark Café for the start of an interesting MX-5 club run up the coast to Coffs Harbour. We initially had a small group, Peter in his black NB, Graham in his blue BMW-MX-5, Judith and John in their galaxy grey NC and prospective new member Mike in his red NB.

Allen and Graham conducted the run briefing and mentioned that more club members would join us at Kempsey and Nambucca. Graham would be run leader and Peter sweep car.

From the Rivermark Café we proceeded along Hastings River Drive to the old Pacific Highway and then turned north over the old Dennis Bridge across the Hastings River. This stretch of road up to the roundabout to join the new Pacific Motorway is now a very pleasant and scenic drive; a far cry from the old very busy Pacific Highway. The drive up to Kempsey turn off takes a very short time these days even at the posted limit. Cathy and Wayne met us at the turn off in their burgundy NB and we all rejoined the highway, heading for the Nambucca Boatshed for morning tea.

The Boatshed was a new stop for some of us and it had an extensive menu with a pleasant outlook over the river. We met up with fellow club members Sandy and Chris, red ND, Rhonda and Rob, white NC and Sally and Warren grey customised NC.

After an enjoyable morning tea we set off for Coffs Harbour using our local member's expertise to choose a number of picturesque back roads. These turned out to be quite scenic as they slithered

around the river banks and provided an entertaining and very pleasurable drive off the main highway.

Eventually we rejoined the Pacific Highway which we followed until the turn off to Sawtell. It was interesting to see the amount of development that has occurred in this part of the North Coast. Although there has been a large amount of development around Sawtell and the Main Street itself is still very picturesque, with enormous trees, seats and artworks on the median strip. We continued to follow back roads until we came to the main road leading to Coffs Harbour jetty.

Our lunch destination was the Yacht Club. The sunny weather had attracted many people out to enjoy the day leading to great competition for parking places. However, parking could still be found within an easy five minute walk of the club house. Lunch was a lively affair with plenty of discussion, fine food and ocean views. We took our time over lunch before reluctantly finishing the run and making our goodbyes.

We wryly noted that our goodbyes seem to take almost as long as lunch itself! Having a final chat whilst looking over the sparkling sea and watching the para-sailing on the ocean against a backdrop of the hinterland made it hard to leave. Finally we dispersed and made our various ways home.

It had been an enjoyable day, showing that even a lazy driving day in the MX-5, especially with the top down can still be fun. Many thanks to Peter McDonnell for organising the day and to Graham Rochester and Robert Partridge as joint run leaders.



MX-5 Cup Round 2

MOTORSPORT

13 APRIL WORDS **PAUL NUDD**
PHOTOS **ROB WILKINS**

On Saturday 13 April, there was plenty of great close racing in the MX-5 Cup at Sydney Motorsport Park on the Druiitt Circuit. Particularly in Class C where Kerry Smith, Rob Herrick and Rob Withers were never more than a car length apart over three races proving that you don't need a highly modified MX-5 to have great fun and close racing in The Cup. If you have a low powered MX-5 and can get around Wakefield in around 1:16 or better - come and join us.

David Stone couldn't drive his MX-5 and his Mustang in the same race. He chose the Mustang and got to play with the MX-5s anyway as MX-5 Cup was combined with Group N Historic Touring Cars. This was due to only 11 entries in each category.

Fastest and first over the line in all three races was Ian Caldwell. Points winners on the day were Ian Caldwell and Stuart McFadyen both on maximum points of 24 with class wins in all three races. Next on 23 points was Rob Withers with two wins and a second in class C. Then came Rob Herrick with 21 points for 1, 2 and 3 in Class C and Paul Nudd with three seconds in Class A. Class C had 3 competitors with Rob Withers finishing first, Rob Herrick second and Kerry Smith third. Class B had no competitors. Class A had 4 competitors with Stuart McFadyen first, Paul Nudd second, Andy Boydeell third and Craig Barney fourth. The Open Class had 4 competitors with Ian Caldwell first, Terry Johnson second, Jackson Copeman third and Curran Brennan fourth.

RESULTS	CLASS	NUMBER	POINTS	PLACE
IAN CALDWELL	OPEN	288	24	1st
STUART MCFADYEN	A	98	24	1st
ROBERT WITHERS	C	195	23	1st
PAUL NUDD	A	81	21	2nd
ROBERT HERRICK	C	25	21	2nd
KERRY SMITH	C	5	19	3rd
TERRY JOHNSON	OPEN	512	18	2nd
ANDY BOYDELL	A	791	18	3rd
JACKSON COPEMAN	OPEN	86	13	3rd
CRAIG BARNEY	A	151	15	4th
CURRAN BRENNAN	OPEN	15	7	4th



Covenor's Picnic

ILLAWARRA

14 APRIL WORDS **JENNIFER KEENAHAN**
PHOTOS **BILL SHORT**

Nineteen cars met at Hungry Jack's, Albion Park for a mystery tour and picnic lunch. For those who needed a kick start to the morning a cup of coffee was available and most welcome.

We drove past the most beautiful vibrant countryside along Swamp Road towards Saddleback Mountain where we stopped for our first 15 minute break. Despite the sunshine, we couldn't fail but notice the definite Autumn nip in the air. However we all got out of our cars for a leg stretch and a fabulous photo opportunity of the stunning Illawarra as a backdrop. We then set off to Jamberoo and regrouped at the Kevin Walsh Oval but soon realised we had reached the chosen secret destination for the BBQ lunch.

The Packing Challenge definitely set the professional from the amateur. The challenge was to pack fourteen items of camping equipment into the boot of your own car in the quickest time. We cheered and clapped each other on and the whole process was a great laugh. First place went to Trevor and Mary Gillett in 38.9 seconds closely followed by Peter and Jill 45 seconds and after that the results were as follows;

Brendan Barr	0:49.60
Gary and Kim Williams	0:56.80
Bob Gaunson	1:00.13
Phil Belcher	1:03.90
James Mate	2:00.00

Next on the agenda was the show and shine. First came Mark Sando and joint second were Phil Belcher and Peter Feutrill. After the fun and games we returned to the hall to be spoiled once again with fresh fruit salad and ice cream.

We all truly had a thoroughly enjoyable day thanks to Pam and Jeffrey and their hard working helpers.



Sussex Car Show

SOUTH COAST

28 APRIL WORDS **ROBERT DOWNING**
PHOTOS **ANDA AND BRIAN CLAYTON**



A warm and sunny autumn morning saw 3 members cars and a demo ND RF kindly loaned by Nowra Mazda for the day arrive at Sussex Inlet Bowling Club for their annual Cancer appeal charity car show. While waiting for the gates to open to the public another red MX-5 arrived, as we had been expecting Phil Belcher from Illawarra chapter we assumed it must be him, so went to welcome him.

We were not met by Phil as expected but two strangers, Karen and Steve, both locals who had just bought their good-looking NC along for the day. Pretty soon they were parked in the midst of our cars and made themselves at home with us.

Phil in his resplendent NA arrived not long after, meaning that we had 1 NA, 2NC's and 2ND RF's on display, not a bad first effort for the newly formed chapter with membership stretching

over 200km from Berry in the North to Narooma in the south. As usual the show was well organised and a resounding success with many different makes of cars and bikes of all vintages on display. Our vehicles were positioned just after the entrance / exit gates so everyone got to see and admire them as they both came and went. Unfortunately, we did not win any prizes, we tried hard to get Phil's car in the running for a prize, all in aid of a good cause though. A great day out was enjoyed by us all, talking to other owners and many interested members of the public.

Our thanks go to Carl from Nowra Mazda for the loan of a demo vehicle and his promise to sponsor caps and flags for the chapter.

Supersprint Round 2

MOTORSPORT

28 APRIL WORDS **JOE KOVACIC**
PHOTOS **ROB WILKINS**



A fresh and cool start to Round 2 hosted by Mini Car Club of NSW was held at Wakefield Park. As the day warmed up, some hot times and lap records were set by some of the drivers. Some competitors managed to get 7 runs if they wanted them due to the dummy grid being run by yours truly. We usually see a whole group of MX-5s on the starting grid but this weekend we saw a whole group of Commodores from the HSV Club instead.

Thank you to all of our 7 MX-5 Club drivers who represented our club gallantly against a barrage of ARDC drivers. Congratulations goes to Luke Kovacic on having the fastest MX-5 on the day, achieving 2nd place in Class 6B with a

1:05.08. Congratulations also goes to Jamie Martin who was 1st in Class 2A on 1:14.77 and Marty Voormeulen - 1st in Class 5C with 1:11.64. Keith Hardy claimed 4th place in Class 2B driving a 1:13.41 and Ralph Thompson came 3rd in Class 6B with a 1:08.23. Russ Maxwell was 4th in Class 6B on 1:08.76 and Dave Alland drove 1:12.99 for 6th place in Class 6B.

As far as the Club Championship is concerned, the Mazda MX-5 Car Club of NSW, with only 7 competitors, scored 301 points to claim fourth behind the ARDC on 1003 points, the HSV Club with 455 points and the Manly Warringah Sports Car Club with 341pts.

landra Castle

CANBERRA

28 APRIL WORDS IAN BOTTCHER ROD NICHOLAS
PHOTOS ROD NICHOLAS

Sunday 28 April saw 22 MX-5s loaded up with 39 people leave Hall layby for landra Castle (aka Mt Oriel Homestead). The road to landra Castle took us through some very, very small villages (including the thriving metropolis of Murringo and Bendick Murrell), and some lonely sealed back roads that had not been travelled before by many of the group.

landra Castle (a stunning old homestead of some 60 rooms plus stables) is located almost in the centre of a triangle formed by Grenfell, Cowra and Young in Central-West NSW. In 1880 George Henry Greene knocked up his single-story brick homestead on his 32,000 acre property, and after a rather successful few years in 1908 commenced the conversion of his house to the imposing two-storey reinforced concrete castle you now see. George named it Mr Oriel Homestead, in honour of his cousin Lord Oriel back in Ireland, but locals quickly christened it landra.

While he was at it, George built the reinforced concrete stables, a water tower with silo beneath, filtration plant, sheds, and 40 houses for the sharefarmers. Not content with that, he was instrumental in obtaining rail transport from the Koorawatha line to Grenfell (with the rail siding of landra taking Greenethorpe as its new name), arranged the layout of the village of Greenethorpe, and established a sharefarming system that seems to have been a world leader.

George Greene's grand vision was not finished until 1911. It is a remarkable building now, clearly tired and in need of plenty of love and care, but it must have been an incredible sight in its heyday. landra had its own store, post office, public school, carpenter's and blacksmith's shops as well as a handling agent for much farm machinery. Some 350 men were employed on the property not including the 61 sharefarmers, the contractors or carriers. The house provided accommodation for visitors from various parts of the world who were interested in the sharefarming methods introduced in 1893 which were of benefit to all concerned, eventually allowing the share farmers to purchase their particular piece of land.

Our group had the honour of hearing the history of landra Castle and the surrounding lands from local Rod Sheather and thoroughly enjoyed exploring the castle's many extremities, not to mention a picnic within the sprawling, beautifully maintained gardens.

On the way back to Canberra some happened to stumble upon the Wombat Pub (just by chance!) where some sought a caffeine fix and others just a plain old thirst fix.

Unfortunately, James and Joyce sustained a damaged tyre and had to stay overnight in Young; the only downer in an otherwise most enjoyable day.



Comboyne - Byabarra

MID NORTH COAST

23 APRIL WORDS **JOHN HANSEN**
PHOTOS **GRAHAM ROCHESTER**

Our meeting place for the Mid North Coast Chapter Tuesday run on 23 April 2019 was Oliver's at the Port Macquarie Service Centre. Blue skies with occasional white clouds above us and moderate temperatures made it almost mandatory that the roof be lowered for the run.

Nine cars made up our numbers, including 3 prospective new members. The first part of the run was down to the Waterman's Cafe at Wauchope for a late breakfast or early morning tea. We were quite surprised to see that by the time we turned onto the highway our convoy had been joined by an older model Rolls Royce, that joined us for the run down to Wauchope. Waterman's Cafe lived up to its reputation for tasty food, after fortifying ourselves, it was time for the drive up to Comboyne.

The run up through the green countryside against the backdrop of distant hills made the twisty road seem even more attractive. The road twists and turns with several very interesting decreasing radius 25 kilometres/hour corners to test driving skills. Concentration is required to avoid the detritus of rocks that have fallen on one side and the very sharp drop off on the other. All in all an exhilarating drive to the top and then a relatively flat open road into Comboyne itself.

Regrouping at Comboyne, we pressed on to the Boorganna Nature reserve which was the start of the walking track down to Boorganna Falls. This road is quite narrow and although

very picturesque has a considerable amount of tourist traffic until the dirt turn off to the reserve itself. The short section to the reserve was taken very gingerly as the low riding height of the MX-5 caused many of our cars to "touch" down on the very uneven road surface.

The track down to Boorganna Falls starts off at quite a gentle grade which becomes quite deceptive as it slowly increases in steepness. Our intrepid walkers spit up into three main groups, those who were determined to get down to the lookout, those who decided to turn back when the track became a little steeper and a main group who went about half way to the lookout.

We all agreed that the walk had given us an appetite and it was time to head for the Udder Cow Cafe at Comboyne for lunch. A few drops of rain helped cool us down on the way back to the cafe. Lunch was a most convivial affair and marked the end of the run and after the usual protracted goodbyes and 'show and tell' of our cars we made our way down the hill back home. Although the run was quite short, in terms of driving it had provided us with some entertaining driving, dramatic scenery and a challenging bushwalk with, of course, good eating in the company of fellow members.

Thanks, must go to our club's Convenors, Peter and Allen for organising the run and to Graham for taking the photographs.





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