

CLUB TORQUE

The quarterly magazine of the Mazda MX-5 Club of NSW Inc.

SPRING 2011

Bonnets Up for Concours

Break out the detailing gear, it's time to get shiny!

Out & About

Christmas in July
Tatler Charity Run
Iceberg Run
and plenty more ...



Track Action

Fathers Day at Wakefield Park
NSW invades Lakeside & Phillip Island
Records tumble at the Supersprints

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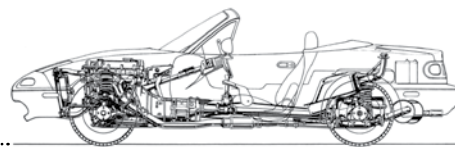
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Main Cover Image: *Concours d'Elegance at Burrawang Park in the Southern Highlands.*
(Keith Monaghan)

CLUB TORQUE - SPRING 2011



From the Editor



Spring is the season of renewal, and so it is an appropriate time for our club's annual *Concours d'Elegance and President's Picnic*. The venue this year was Burrawang in the Southern Highlands, with over 40 MX-5s and their owners converging to celebrate a glorious day of sunshine and shiny cars. For those who need a little guidance

on car detailing, the Concours feature in this issue is supported by a TechTalk on the use of clay bar to remove those gritty contaminants in your MX-5's duco.

The social calendar focus for this quarter was *Weihnachten im Juli* (Hunter Chapter preferred to do Christmas in July instead), in addition to a fund-raising run for our new club charity **CareFlight**, and a variety of entertaining club runs to destinations far and wide. You will find reports on these events in this issue.

Our motorsport members have travelled huge distances to represent the club recently. One team travelled to the **Festival of Sports Car** marking the 50th Anniversary of Lakeside Park in Queensland, while another competed in the annual **Victorian 6 Hour Regularity** at Phillip Island. Keen? Believe it!

Family participation in MX-5 Club events can be a tricky business with a two-seater car. Who do you leave at home? So a personal highlight of the last few months was the Fathers Day track day at Wakefield Park. My wife Fiona and 6¾-year-old son Alex came down mid-morning in the family car to spend time with me between runs, and have lunch at the café. Alex was thrilled to "drive" *Little Reddy* for a few slow laps around the pits - sitting in my lap of course. It was one of those wonderful moments that leaves a lump in a Dad's throat. We weren't alone either - many other Dads shared the day with their family, including several father & sibling and father & partner combinations hitting the track. A perfect Fathers Day! Thank you to Mike and his team for making it all happen.



Bryan Shedden #68

The President's Brief

• Words: Glenn Thomas



Hi people and welcome to another great issue of **Club Torque**.

It was fantastic to meet so many of you at the recent *Concours d'Elegance and President's Picnic*. During the day I received a lot of positive feedback from people who very much appreciated the wide-ranging facility provided by our club and the efforts of those fantastic people that make this all happen. In respect to the *Concours d'Elegance and President's Picnic*, I would specifically like to thank Greg and Lesa Bunn for the event, Mark Garven and Phil Mayo for the brilliant run, and Phil Ashton for the meticulous *Concours d'Elegance*.

As you are probably aware, the continued quality of your club and what it offers is a direct result of the efforts of a number of people and it is along that theme that I would like to take this opportunity to thank our outgoing treasurer Kevin Tuckerman. Kevin has done an excellent job working tirelessly on the club's accounts for the last four years. A demanding job well done! Thanks Kevin – you will be missed. I would also like to thank Brad Robinson for nominating for the Treasurer position, to be ratified at the upcoming AGM. This is a critical position to the smooth running of your club and hence, Brad's contribution is equally important to us all.

You may remember from the Autumn issue of **Club Torque**, that we ran a recruiting drive for people to help with aspects of running our club. As a result of this Irene Chan, Allan Cruz and Victor Lee have all stepped up. Thank you all and welcome – I hope you enjoy the opportunity to help the club to continue evolving.

Having supported the **Prostrate Cancer Foundation** for some time now, we are currently in the process of establishing a new charity relationship with **CareFlight**. **CareFlight** are a charity organisation "dedicated to providing the highest standard of rapid response critical care to the ill and injured" [<http://careflight.org>]. While I hope that we never have the need for **CareFlight's** help, it is nice to know that they are there just in case.

CareFlight

The organising of **NatMeet X**, scheduled for Easter 2012, is progressing well and is almost fully subscribed. This should be a truly spectacular event

and, if you haven't checked it out as yet, have a look at the web site while there are still some positions still available.

Another area of club activity that I would like to mention is the work done by our Club Captain, Mark Garven who developed a **Club Code of Conduct** and **Guidelines for Organising & Leading Club Runs** plus the associated documentation. This has been reviewed and endorsed by the Committee and will greatly reduce the workload of organising club runs. Well done Mark! The **Club Code of Conduct** is printed on the inside back cover of this issue. The Guidelines will soon be available on the club website.

There are so many other points that I would like to highlight to you; the great work done by Phil Mayo and Damon Muller as the convenors of Hunter and Canberra Chapters respectively, the evolution of the Club Track Days by Mike Hicks and his team as well as the continual regeneration of the club with a number of new members joining us. Unfortunately, I seem to be running out of page so farewell and enjoy your driving - safely. ■



AGM & Competition Presentation

The 2011 AGM will be held at **Ryde-Eastwood Leagues Club** on Wednesday 26th October 2011 at 7:30pm, with refreshments available from 6:45pm.

At that meeting, one half of the office bearers (being the President, Vice President, Secretary and Treasurer) will retire by rotation as will one half of the seven general committee members.

Members are invited to nominate for the vacant positions of Treasurer, Secretary, Club Captain, Social Secretary, Membership Secretary, and Membership Database Secretary. All current committee members except the Secretary are seeking re-election.

The AGM will follow the Competition Trophy/Award Presentations. Trophies are awarded to class winners for best laps and pointscore, regularity winners, encouragement awards as well as recognising those regular officials.

We look forward to a healthy turn out of members.

Membership News

• Words: Keith Monaghan & Ken Liston

G'day all from the membership section of the committee. Since the last **Club Torque** we have been working on the system and have found some problems which we are fixing as we come across them.

The online membership renewal system would not renew the membership term for 12 months. This has been fixed and those members that had their renewal period cut short will have their membership records updated to show the correct end date.

We currently have a renewal problem with some joint memberships which we looking into and hopefully we will have this fixed by the time you read this.

As we go forward we will become more dependent on email addresses for controlling our membership correspondence and one problem we are having is that a number of email addresses are incorrect. On 18th August and 4th October, I sent group emails about the AGM. If you did not receive it, your email address could be incorrect in our system. If so, can you please send an email to membership@mx5.com.au with your latest email address so we can update the system.

Our current membership count is 556

New Members

We would like to welcome the new members and hope you enjoy your time with the club. ■

Renee Austin
Alan Barclay
Dermer Bennett
Andrew Brooks
Angus Brooks
Anthony Brooks
Judy Brooks
Andrew Dearing
Maree Eccleston
Stephen Eccleston
Helen Green
Bruce Hanson
Craig Hopkinson
Jimmy Hsiang
Craig Jackson
Kyle Jackson
Dann Jolly
Robert Leigo
Brett Maloney

Tony Maxwell
Denni McCarthy
Tony Newell
Joshua Perfrement
Dolores Perry
Matthew Perry
Anne Quinlan
Robert Quinlan
Kiri Ross
Andras Szekely
Luke Tourish
Michael Towle
Andrew Tran
Elizabeth Walker
Grant Webber
Wayne Whitford
Jacqui Widdicombe
Terry Widdicombe

Torque Back

• email: publications@mx5.com.au

Here's your chance to have your say. Keep it short & sweet, and don't forget to include your suburb and membership number.

MX-5 Touring - USA Style

I thought you may be interested in this photo of how to tour with your MX-5 USA fashion. We spotted this near Dayton, Ohio in August.

Brian Giersch, Green Point, Member #2068



Happy new members

We got our MX-5: a 2003 NB8B and we love it. We have done a few runs and went to Young for the October long weekend where we had a great time. All we can say is GREAT CAR, GREAT CLUB and VERY FRIENDLY MEMBERS. Looking forward to more days with the club.

**Bob & Anne Quinlan, Maroubra,
Members #2037 & #2038**

*It is great to see Bob & Anne fulfilled their plan as expressed in the Winter issue of **Club Torque**. -Ed*

Setting the standard

I received my copy of **Club Torque** Winter 2011 in the mail yesterday. Great work once again. The cover is superb - it looks like something from a tourism brochure or the **Open Road**. I have to agree with Bob Gage's letter that **Club Torque** must now be the standard for all car club mags!

Mark Garven, Strathfield, Member #1948

*Thanks Mark. I'm not a fan of **Open Road**, but will take it as a compliment anyway! Peter Hilkmann's excellent photo was an easy choice for the cover. -Ed*

Concours d'Elegance & President's Picnic

• Words: Mark Garven

• Photos: Cathie Curran, Keith Monaghan

• 18 September 2011

What a fabulous day!

The weather forecast for the *Concours d'Elegance and President's Picnic* looked good, and it certainly didn't disappoint on the day. Perfect for 20 MX-5s to cruise down the backroads of the Southern Highlands to the Concours venue at Burrawang.

The run group met up at Pheasants Nest. From there, we headed down through Bargo and onto the old Hume Highway. We had the road to ourselves as we made our way around the back of Mittagong and onto Range Road. Looking out across the valleys was just spectacular - lush green meadows and a cloudless blue sky. We looped onto Kangaloon Road for the run into Robertson. From there, it was just a few kilometres along the Illawarra Highway to the Burrawang turn-off.

We parked up on the grass in Burrawang Park, and were soon joined by others who drove there direct (notably the Illawarra brigade). Not long after, a contingent from the Hunter arrived, having driven down on Saturday for a weekend in the Southern Highlands (see page 23 -Ed). All up, we had over 40 MX-5s in attendance, with 6 NAs, 5 NBs and 7 NCs entered in the Concours or the Show & Shine. The chamois were soon out cleaning bugs off windscreens and front bumpers to have the cars looking their best for the judges.

After the judges had completed their work, we all gathered for lunch. The local butcher excelled with the catering, with some lovely roast lamb and pork followed by a couple of very tasty options for dessert.

All in all, a fabulous day. Beautiful weather, a nice drive, an excellent location, delicious food and great company. Oh, and there were a few shiny cars there as well ...



A big thank you to Lesa and Greg Bunn for organising the venue and lunch. Thanks also to our Chief Judge Phil Ashton and to all those who helped out with judging on the day.

And the trophy winners? All will be revealed at the Christmas Party on 20th November! ■





TechTalk: How to clay bar your MX-5

• Words: Allan Cruz

No doubt if you're reading **Club Torque** it most likely means you're a member of the MX-5 Club of NSW and own an MX-5. In short, you're a car enthusiast.

As a car enthusiast it most likely also means you spend a considerable amount of time washing, polishing and waxing your pride and joy. And I'm sure there have been times after spending a significant part of a day pampering your MX-5 that you still end up disappointed with the finished results due to surface contaminants still on the car.

Why is it important to remove these contaminants?

Contamination consists of tiny particles from road debris, brake dust, acid rain, industrial fallout and paint over spray. This contamination affects all paint finishes and can cause serious damage when left untreated. Paint contamination can be felt as a gritty or rough texture on the paint surface.

There is no wax, natural or synthetic, or any chemical treatment that can prevent or protect against this contamination that I know of. Compounding with an abrasive polish may remove this contamination but it can only be performed a few times before removing too much of the top, clear coat finish.

Maybe you are now thinking, "Wow this sounds serious". Well, never fear. There is a solution to this problem and for some of you (I know you're out there), this means there's no longer the need to lock-up your MX-5 in the garage wrapped in cotton wool.



What is the solution?

Like many others who have already discovered it, the solution to this problem is a **clay bar**. A clay bar can safely remove contaminants by "pulling" it off

the surface. What differentiates a clay bar from other abrasive polishing or compounding solutions is that it is non-abrasive.

Does it work?

I first learnt about clay bars from one of the club's TechTalk evenings. This particular TechTalk was the first ever held with **Meguiars** products some years ago.

Apart from demonstrating to us the proper way to clean a car, they also went through other products targeted at specific areas of the vehicle.

One such product demonstrated that night was the clay bar. Needless to say, everyone who attended was impressed by the results, and I wasn't the only person who left that night with an armful of products.

It revitalised a second-hand hardtop I purchased that had been left sitting uncovered in a shed for a number of years by the previous owner. The surface of the hard top felt gritty even after polishing and waxing. If it wasn't for the clay bar, the only solution was a respray.

I've used the clay bar ever since and it is now part of my regular car cleaning practice. It works every time.





Is it hard to use?

The clay bar is simple to use. It will need a wetting agent like soapy water to help it glide easily on the car's surface. Ensure the wetting agent is clean and free of dirt. Avoid using the same soapy water you just used washing your car - make up a new batch. Some clay bars come in kits, which includes a spray cleaner as the wetting agent (i.e. *Meguiar's Quik Clay Detailing System*, *Meguiar's Smooth Surface Clay Kit*, *Turtle Wax ICE Clay Bar Kit*, *Mothers California Gold Clay Bar Paint Saving System*, & *Auto Glym Clay Bar Kit*, just to name a few). I personally recommend the kits.

Does it require much effort?

No it doesn't. It is best to use the clay bar after the washing stage (before polishing/waxing). Simply spray (if using a kit) or sponge (if not) the wetting agent on the car's surface and glide the clay bar over it. There's no need to put a lot of pressure on the clay bar. Most of the time, simply running the clay bar under its own weight will remove surface contaminants.

Tips & Tricks:

1. **Always follow full directions on the product prior to use.**

2. Depending on the size of the clay bar, you might need to cut the bar in half (and store the other for later use). This was the case for the Meguiar's clay bar.



3. **Never, ever drop the clay bar.** Remember the clay bar will pick up anything it touches. If dropped on the ground it will pick up debris, and it's best to discard a dropped clay bar and use a fresh one than risk scratching the paint surface.

4. It will also work on glass and plastic surfaces.

What does it NOT do?

1. A clay bar **cannot** remove paint damage, including chalking, scratches, swirl marks, or etching marks from water spots and bird droppings; and

2. A clay bar will not improve paint gloss, although it will remove the dirt and contamination so your car has a perfectly clear finish.

So if you haven't tried a clay bar and your pride and joy's panels feel gritty and rough, give it a go and I guarantee you'll be impressed with the results. ■



Search **YouTube** for "how to clay bar" to see some demonstration videos including this one from Meguiar's: <http://www.youtube.com/watch?v=xxl4DrZZVR0>

Christmas in July

• Words: Lesa Bunn, Damon Muller, Helen Mayo

• Photos: Greg Bunn, Damon Muller, Peter Hilkmann • July 2011

Sydney Chapter

Geez they do Christmas differently in Germany! The **Hubertus Country Club**, a German Club at Luddenham was the venue for Christmas in July this year for the Sydney Chapter. A total of 31 MX-5ers attended the country club's annual *Christmas in July* dinner and show. Although known for it's great German food, the club put on a meal of "traditional Christmas fare" followed by a very funny Christmas raffle. Congratulations Fran.



The music was pumped up and we were treated to **Running in the Shadows** - a **Fleetwood Mac** cover show. And what a show it was! It seems everybody has their favourite Fleetwood song and we weren't dissappointed. Having the best seats in the house put us right in the thick of it so there was nothing to do but act like you were on the edge of seventeen - again - *go your own way and dance the night away*. And dance they did, with Ray and Carol Jowett showing they still



had the energy of seventeen-year-olds, and Pam was "stuck" to that dance floor.

Welcome to new member Elaina Elliot who joined us on the night.

Whilst it was not a "traditional" Christmas - there were no reindeers or snow outside, and it was obvious nobody has been good so far this year because Santa did not show up - it was a great night, with lots of laughs.

Fröhliche Weihnachten to all and don't worry there is still time to be good this year - if you feel the need.

Thanks to all those who attended. ■ LB



Canberra Chapter

This year the Canberra Chapter held its Christmas in July at **Zierholz Premium Brewery** in Fyshwick. We have had a few events at Zierholz in the past which have always gone well, and Christmas in July this year was no exception.





We decided to eschew traditional Christmas fare in favour of the food Zierholz does best – German sausages, schnitzel and sauerkraut. We did add a Christmas touch, however, with some spicy Christmas biscuits, courtesy of Bricet and Rachael.

And whilst the food was great, the main attraction of Zierholz is the beer. They have half a dozen styles brewed on the premises, and offer a handy tasting tray with a bit of each of them. A season special or two is also usually on the menu.

The event attracted a good turnout and all had a great time. Another successful Canberra social event, basically. ■ DM



jokes, we all adorned our paper hats as a rumour spread about hatless people having to sing. There was one other group in the restaurant, *Morisset Busways*, whose afternoon was made more enjoyable with our 28 MX-5ers.



The German-theme of the Sydney and Canberra Chapters was ditched in favour of traditional Christmas three course roast dinner which was enjoyed by all. The entertainment by Toni McLean had us laughing almost uncontrollably at times and our singing was almost as entertaining.

A fantastic time was had by all with a return visit being planned for Oktoberfest 2012 ... for *our* share of wurst, schnitzel and sauerkraut! ■ HM



Hunter Chapter

On Sunday 24th July a group of MX-5s left our usual meeting place in Beresfield and headed west, around the Mt Sugarloaf bends and then south to Morisset and ***Aunty Molly's Olde Bakehouse Restaurant***.

Arriving at 11 o'clock, we were welcomed by other MX-5ers who had opted to drive the direct route.

After popping Christmas bon bons and sharing the



Club Track Days

• Words: Mike Hicks

• Photos: David Wilson (www.dave80.com)

• 4 September 2011



Round 1

The first round of the 2011/12 Competition Year was on Father's Day. Once again the event was well supported by our members and six visitors. In total we had 78 competitors on the day. They were broken into seven groups of up to twelve cars maximum in a group. Included were eleven first-timers that were shown the ropes by our experienced drivers.

Amongst the visitors was Bob Welsh a former State Supersprint Champion in his very quick Datsun 1600. Bob recorded a PB and the day's fastest lap of 1:06.61. He was kept extremely honest by Patrick Bramston who recorded a time of 1:06.75 in his Turbo NA.

Making an all too brief return to MX-5 Club Track Days was Matilda Mravivic. She managed to record a time of 1:07.78 in her turbo MX-5 race car before fourth gear cried enough and Matilda was forced to retire the car for the day. Fortunately for Matilda, the entrepreneurial Chris Gough had entered one of his Targa NCs so she finished the day sharing Chris' car. Matilda and husband Nick Martinenko commenced their track experiences

at MX-5 Club Track Days in the late nineties in Matilda's road MX-5. The road car soon gave way to a race MX-5. Several cars later, Nick and Matilda each have their own race MX-5s, regularly competing in Production Sports Car events up and down the east coast of Australia. They graduated into racing after competing in the State Supersprint Championship for many years.

After a little controversy, the new classes worked extremely well. There was a good spread of entrants in each class, three minimum and up to a maximum of eleven and importantly a number of new names appeared as winners of several classes. New class winners on the day included John McKenzie (2), John Karayannis (4), James Horne (5), Deen Hameed (6), Craig Gartlacher (8) and Craig Hasler (11). Some of the older faces, Bryan Shedden (1), Roger Palfreyman (3), Chris Gough (7), Mark Hellmund (9) and Patrick Bramston (10) were able to take out their respective classes. The new "Clubman" class (4) attracted nine entrants, the previously oversubscribed modified over-1600cc class, now broken into NBs (6) and NCs (7) attracted eleven and ten entries respectively, and the race car class (9) had seven entries to return it into a competitive class.

It was a great day; all competitors had the opportunity to complete six, six minute runs. The weather was fine and all competitors appeared to go home with a smile on their face. This is what the Club is endeavouring to achieve - *we are not competing for Sheep Stations*. Club Track Days are all about giving members the opportunity to drive in relative safety on a race track. This of course wouldn't happen without the efforts of our volunteers who are responsible for making it all happen, a big thank you to them.

Our next Track Day is on Sunday 23rd October. It is the NSW/Victoria Challenge when we will hopefully regain the Interstate Cup. We already have over ten entries from Victoria so get your entries in early. ■

MX-5 Club Track Day First-Timers



Andrew Dearing



James Horne



Jimmy Hsiang



Dann Jolly



David Lawler



Denni McCarthy

Brendan Thomas demonstrates a "different line" in turn 4



NSW Supersprint Championship

• Words: Mike Hicks

• Photos: Russell Windebank (RSW Photos)



Since the Winter 2011 edition of **Club Torque**, there have been a further two rounds completed of the **Kumho Tyres Supersprint Championship**. Round 6 was at Wakefield Park on 30th July, hosted by the New South Wales Road Racing Club. Round 7 followed two weeks later on 14th August at Eastern Creek, hosted by the Australian Racing Drivers Club.

Round 6

Generally entries were well down for Round 6 at Wakefield Park, and nine MX-5 Club members competed. Four recorded class wins those being Bryan Shedden (1A), President Glenn Thomas (1B), Kevin Addison (3B) and Allan Bugh (SVC). Steve Green, Steven Pender, Peter Browning and Chris Ballard all picked up third in class whilst Ralph Thompson was fourth in the highly competitive class 2B.

Round 7

At Eastern Creek, our entry numbers rose to fifteen competitors. Once again Bryan, Glenn and Allan were all successful in winning their respective classes. Second in class went to Patrick Bramston, Lindsay Burke and Keith Monaghan, whilst Tony Williams and Chris Ballard finished third in their classes. Others to pick up valuable class points that contribute to the Club Pointscore were Phil Ashton, Ralph Thompson, Steve Green, Scott McGarry, Tony King, Robert Kai and I.

At this round we were able to halve the points advantage the NSWRRRC had over us in the Club Pointscore. The NSWRRRC currently leads on 777 points to our 754 and ARDC is third on 668.

Records Tumble

During this year's competition both Bryan Shedden and Allan Bugh have established new class records at both circuits that we compete. Bryan in class 1A holds the records at Wakefield Park at 1:14.978 and Eastern Creek at 1:59.288. Allan Bugh in his PRB Clubman holds the class SVC records at 1:02.905 and 1:39.138. A great effort by both these club members.

Two Rounds to Go

Next round of the Championship is at Wakefield Park on Sunday 16th October followed by the ninth and final round at Eastern Creek on the 12th & 13th November. The last round will also be the **2011 Australian Supersprint Championship**, hence the two day event. All club members who are registrants in the State Championship are encouraged to enter these final two rounds in an effort to retain the Club Shield for 2011. ■



Patrick Bramston



Tony Williams



Mike Hicks & Chris Ballard



Keith Monaghan



Glenn Thomas & Scott McGarry



Ralph Thompson

Eastern Creek Action

Lakeside Festival of Sports Cars

• Words: Mike Hicks

• Photos: Russell Windebank (RSW Photos) & Google

• 22-24 July 2011

The **Lakeside International Raceway** on the northern outskirts of Brisbane held its first meeting on 19th March 1961. In its early years Lakeside played host to Formula One World Championship drivers such as Jim Clark, Graham Hill, Jackie Stewart, Jack Brabham, Bruce McLaren, Frank Gardner and many others who liked to avoid the European winter by competing in the "Downunder"

Tasman Series during January and February each year. The internationals were joined by locals including Bill Patterson, Frank Matich, Bib Stillwell, David Mackay, Kevin

Bartlett, and Leo Geoghegan. The circuit also played host to many Australian Tourist Trophy and Touring Car Championship Events.

In 2001 the Brisbane suburban sprawl had caught up with Lakeside and it closed its gates after 40 years. It lay dormant for several years. However, the local council who had acquired the property, were keen to ensure that it remained as a motor racing circuit. A new lease was signed with Queensland Raceways and the circuit reopened on 5th April 2008.

The year 2011 marks the 50th Anniversary of the opening of this iconic circuit. To mark the occasion the owners conducted four 50th Anniversary Race Meetings. The event in late July featured races and regularities for Sports Cars. The temptation to compete on this circuit was too great so a contingent of MX-5 racers including Matilda Mravivic, Nick Martinenko,

Chris Gough, Dennis Brady, Steven Head, Michael Hall and Chris Tonna headed north. I joined them to compete in the regularities.

The Production Sports Car field was broken into

two with the quicker turbo cars in one group with a Porsche 911 and BMW and the normally aspirated cars in the other. Each group had four races over the weekend, two on Saturday and two on Sunday.

New South Wales representatives in the quicker group included Matilda, Nick and Chris in their turbo MX-5s, and Brian Anderson in his BMW. Brian recorded three third places and a fourth for a consistent if not tough weekend. Chris suffered a DNF in the first race followed by a fourth and two second places. Matilda had a



Nick Martinenko



seventh, a fifth and two sixths, and Nick had a tenth and then three seventh places. All in all very consistent results.

In the normally aspirated group, Chris Gough and Steven Head generally ran at the pointy end of their races. Chris won race one and was then punted off by a Datsun 240Z attempting an over ambitious pass coming onto the front straight in race 2. The Datsun looking very second hand after it's argument with the safety barrier. After some overnight repairs, race 3 saw Chris off the back of the grid working his way through the field to finish fourth. In the last race, Chris finished second. Steven Head drove consistently achieving a fourth, two seconds and a third. Dennis Brady finished twelfth in race one, improving to tenth and ninth in the next two races before his clutch cried enough in the last to record a DNF. Michael Hall finished thirteenth in the first, then recorded two twelfths and an excellent seventh in the last.

Unlike the racers who practiced on Friday, I did not arrive at the circuit until late on Friday afternoon. After unloading car and trailer, I was able to walk the circuit prior to my first qualifying run on Saturday morning. In the mid-seventies, I had been a spectator at Lakeside on many occasions when I lived in Brisbane, but had never driven the circuit. So qualifying was very much about learning the circuit. The regularity runners were a real mixture: Clubmans, Lotuses, Triumphs, Porsches, MX-5s and the historic and beautifully restored Centaur Waggott complete with a genuine Holden-based Twin Cam Waggott motor from the sixties. In Regularity one, I was excluded from the results because of a red flag incident. Regularity 2 saw me finish second, whilst in 3 I dropped to seventh after a poor starting position. On each occasion I had been able to improve my best lap time. In the final event I made sure that I was up the pointy end and finished third after chasing a quick Lotus Elan for the entire event distance. The satisfying part was finishing with a best lap of 1:06.73 which compared favourably to some of the quicker cars.

Lakeside is a truly great circuit, fast and bumpy with safety barriers or earth banks never very far away - a circuit that will bite you big time if you make a mistake. It is a very different circuit to Wakefield Park. The promoters are to be congratulated on the excellent job they have done in resurrecting this historic Australian circuit. If given the chance I would certainly like to return for another event sometime in the future. ■



Chris Gough



Matilda Mravvic



Mike Hicks

Phillip Island 6 Hour Regularity Relay

• Words: Mike Hicks

• 6-7 August 2011

The **Victorian 6 Hour Regularity Relay** at Phillip Island has a reputation of being one of the great fun events on the Australian Club Sport Calendar. Following the enjoyment of competing at last December's Interstate Challenge at Phillip Island, four of our members decided it was time to sample the 6 Hour Relay; the four being Kevin Addison, Steve Green, Stewart Temesvary and myself. It was Stewart's job to watch the website for the release of the Supplementary Regulations and Entry Forms. They were released on Saturday 14th May and Stewart had our entry for TEAMX5 on its way via Express Post by the Monday morning. It was not long before we received our confirmation of entry, the organisers closing entries at the end of the first week with a full field of fifty teams plus reserves. The event was to be run on the weekend of the 6th & 7th August.

With accommodation booked we all headed independently to Phillip Island with the aim of meeting there by late Friday so that we could unload cars and leave our trailers at the circuit. Two chose the Hume Highway route, while the other two travelled via Canberra, Cooma, Bombala, Cann River and East Gippsland.

The advantage of the latter route is that you avoid Melbourne and travel through some very picturesque Victorian country. All arrived safely and unloaded cars and gear into our garage 26 which coincided with our team number, added to which were different alpha suffixes to identify each car. Alongside in garage 25 was Club Lotus from NSW with five very quick Lotuses including two supercharged HPE Exige variants, and supersprint rival Rex Hodder in his Exige. By now it had started to rain - not quite what we wanted for practice on Saturday.

In addition to the four drivers we had a support crew of three. My wife Cobie as Team Manager, Jean Cook, and Steve's mate Brad.

Saturday morning continued to be wet so we all decided to take it fairly quietly. Stewart had not competed at Phillip Island previously so we elected to give him as much track time as possible so that he

could familiarise himself with the circuit. Of the fifty teams competing, each could run between four to six cars, with only one car from each team on the circuit at any time. In the afternoon the rain moved away and the track began to dry, although at the end of practice there were still a few damp patches around the circuit that led to times being slower than those recorded last December. It was decision time: what lap times do we nominate for tomorrow's regularity?

Other friendly MX-5 competitors included Christine Boak from the MX-5 Club of Victoria, who was running in the ex Lou Iezzi SE, and NSW member Chris Ballard who was running his SE in Team 4 from the Monash University Car Club. Other cars entered ranged from GT3 Porsches, Falcons, Commodores, EVOs, WRXs,

BMWs, Triumphs, MGs and Minis. Cars were not to better a lap time of 1:55, the penalty for doing so was quite severe.

Over dinner on Saturday night, we developed our strategies. We would each run 30 minute stints whilst ensuring that we did not exceed the maximum of fifteen laps in any

one session. The running order would be myself (A), Stewart (B), Kevin (C) and Steve (D). Jean and Brad would operate the pit board and manage the car changes. The event would commence from a standing start at 10am and run until 4pm.

Sunday dawned and despite a few overnight showers the weather was fine and the track was dry. All drivers were relieved, especially Kevin who was driving his open race car. We started out of position 40, Club Lotus out of position 6 and the other NSW team (Team Cranky) out of 15. I'm not quite sure how grid positions were determined. The event started promptly at 10am without incidents. I had a clean run until entering the pits at the end of my 30 minute stint when I overdid it on the in-road, resulting in a little "gardening" that delayed my pit arrival. Stewart was then on his way for his 30 minutes, followed by Kevin and then Steve. After 2 hours, we were in 41st position having completed 53 laps and collected 98 bonus laps but





Mike Hicks



Stewart Temesvary



Steve Green

incurred 52 penalty laps. Steve and myself were the principle offenders in accumulating the penalty laps, both circulating consistently under our conservative nominated times.

By 2pm we had climbed up two places to be 39th having completed 103 laps, gained 219 bonus laps and lost 90 penalty laps. We had become more consistent but were still giving away too many penalty laps.

At 4pm, without any serious incidents, Kevin crossed the line for team 26. TEAMX5 finished in 39th position having completed 154 laps, gaining 330 bonus laps, but giving away 124 penalty laps. Our achieved laps were 360, which was the 12th highest. Unfortunately for us, a more complex formula is used to determine the finishing positions, punishing those teams that lap quicker than their nominated times. Club Lotus finished in 42nd position having completed 151 laps, with the other NSW team in 47th. Not a bad result for our first attempt. We had completed three more laps than the much quicker Team Lotus, and all cars ran reliably, never missing a beat. As for actual laps completed we were in the top half of the field finishing 21st, we accumulated the 3rd highest number of bonus laps, but finished 44th when it came to the accumulation of penalty laps - that was our downfall.

A lesson learnt or re-enforced for Regularities was to never be conservative when nominating your lap times no matter what the weather may bring. Where would we have finished had some of our nominated lap times been more aggressive? Well to find out, all four of us have committed to enter this great event next year and we are hopeful that we will be able to encourage other club members to form additional teams to join us. Please contact me if you are interested. ■



Kevin Addison

Tatler Charity Run - Brunch in the Vines

• Words: Michael Soulos, Victor Lee, Phil Mayo

• Photos: Peter Hilkmann

• 17 July 2011

The **Brass Monkey** was brought forward a month and there was a hole in our Events Calendar. No Sunday runs for cruisers or BreakFast Club run for the following month. The answer "Do something".

One event to fit all, two places to start from, a fabulous brunch at the award winning café at **Tatler Wines** on Lovedale Road. In a matter of weeks the hole was plugged with a Charity Run for the Hunter and Sydney members to benefit the Club's new charity **CareFlight**. ■ MS



Sydney Run

You can throw in a blanket of dark clouds, a sprinkle of rain and a pinch of frost but nothing was going to dampen the enthusiasm shown at the start of the Sydney run. With a great mix of veterans and first-timers of all ages, over 25 MX-5s paved the way from Dural down to Wisemans Ferry, and up to Wollombi via Mangrove Mountain.

This was the first time that we've blended the BreakFast Club Run with the Cruiser Run and it surely



won't be the last. More people, more chatting, and more opportunities for people to choose their pace and route that will ultimately lead them to the same destination. As they say: "All roads lead to Rome". ■ VL

Hunter Run

The Hunter contingent had an early start at our usual meeting place at Beresfield. With Bruce Bettinson as leader we set off on route through the Hunter River Flats. Despite the low clouds and threatening rain we had a dry run through the farming areas north of Maitland and back through Branxton and the northern vineyards. Bruce has certainly worked out the best way to get to brunch in the vineyards by MX-5. The Chapter collected a good share of the prizes and thanks go to Michael Soulos for all the effort he put into organising the event. ■ PM

Our Charity

We raised \$621.20 for **CareFlight** thanks to the generosity of our sponsors, **Tatler Wines & Café**, **MX-5 Mania** and **Lattouf Hair & Day Spas** and the support of the 60-odd who participated. ■ MS



Paul's Dam Run

• Words: Mark Garven

• Photos: Bryan Shedden

• 21 August 2011

About a dozen MX-5s met up at Macca's Eastern Creek for a run through Sydney's south-western hinterland and on to Avon Dam. Being August, it was still quite cool. But it wasn't raining, so tops down, heaters on and away we went.

After a quick run west along the M4, we exited onto The Northern Road and then worked our way across to Silverdale Road. The traffic was thinning and the roads getting more interesting as we cruised through the countryside. The Macarthur region is very pleasant at this time of year (not too hot!) with lots of rolling hills and grazing animals.

Before too long, we were heading up to the Burragorang Lookout to take in the view of Warragamba Dam. With the dam at about 75% capacity, it was certainly a very different view to our last visit a couple of years ago when the water level was down at around 35%. We enjoyed some morning tea and a chat before jumping back in the cars to continue the run.

We followed the back roads to Thirlmere and then down to Colo Vale before heading back up to Bargo and joining Avon Dam Road. After you pass through the



entrance gates to the dam, the last 5km down to the picnic area is a fabulous road for MX-5s - the type of road where you just want to turn around and drive back over it again! We arrived at the picnic area and had the

place to ourselves. A few more MX-5s had driven directly to the dam, so we had about 15 cars all up. Paul Byers fired up his new BBQ-in-a-trailer and everyone settled down to enjoy lunch.

After we'd eaten, someone suggested a walk down to the dam would be a good idea, so most of us took the opportunity for a bit of an after-lunch constitutional.

All-in-all, a really nice day. And the run back up the road to the entrance was still to come!

A big thank you to Paul Byers for organising and leading the run. ■



Iceberg Run

• Words: Michael Soulos

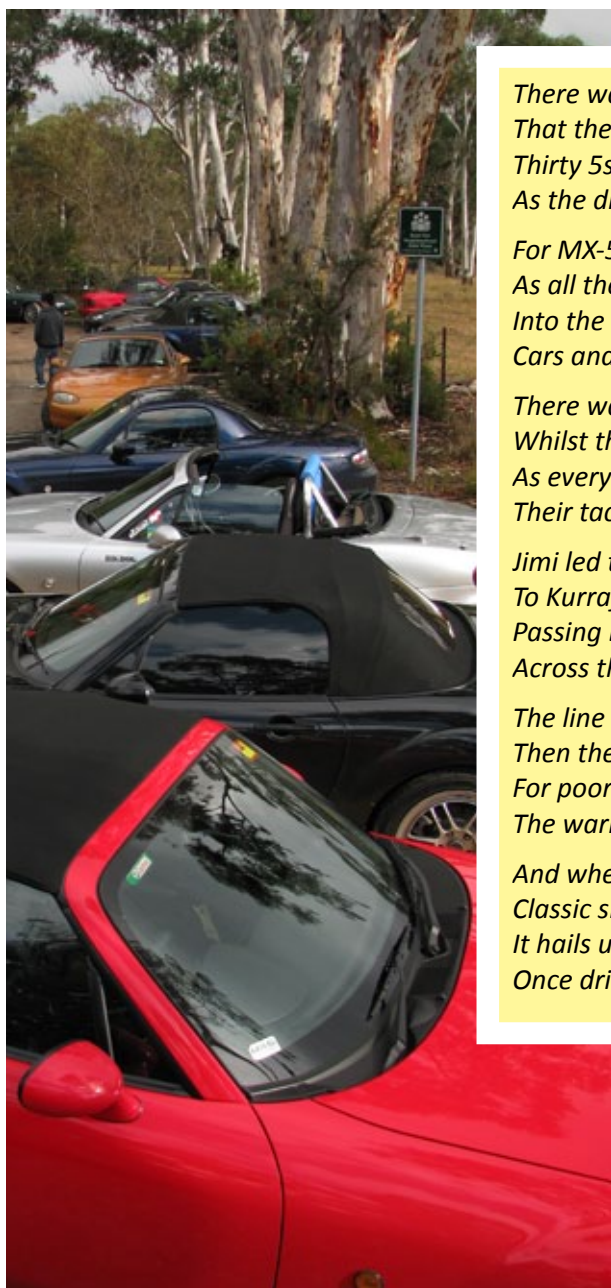
• Photos: Bryan Shedden

• 7 August 2011

BREAKFAST CLUB

The Iceberg Run, a winter dawn buster run for MX-5s, was initiated in 2008 by James Manion. This year the BreakFast Club was asked to organise the run which James led back to his first breakfast venue, the **Megalong Valley Tea House** in the Blue Mountains. The destination conjured up thoughts of mountain men and the most famous of them all.

I recall at school the deeply cut initials "ABP" in a long wooden desk amongst the carved graffiti of generations of Grammar boys. That inspired me to seek out **Mango Petersen**, who claims to be a chip off the old block, to pen a few verses about the Iceberg Run 2011. He replied:



*There was movement at Dural, for the word had passed around
That the Iceberg Run, was about to get under way.
Thirty 5s then started, their exhausts busting into sound
As the drivers 'n' whatever had all gathered for that day.*

*For MX-5s love hard driving on tight twisting mountain road,
As all the usual suspects joined the newbies in the night.
Into the dawn they chased Jimi, engines straining under load,
Cars and drivers revelling in the wet conditions with delight.*

*There was Apu, whose handbrake got startled upon his maiden run,
Whilst the Hamx5ter and Guran flicked their gears thru high and low
As everyone chose to follow, not to miss out on the fun,
Their tacho needle jumping, pushing as high as they dared go.*

*Jimi led them down to the river, over the bridge and roadway
To Kurrajong via Blaxland Ridge, then mount the Great Divide.
Passing Bilpin, Bell and Clarence they continued on their way,
Across the mountains, throttles open, ever onward, what a ride.*

*The line of cars ran hard at ridges treating corners with disdain,
Then they snuck past misty Lithgow with a red car trailing last!
For poor weather could not deter them as they drove on to attain
The warmth and comfort of the tea house and a place to put their @%&#.*

*And when talk turned to lightweight roadsters, only one is in the game,
Classic shape and handling, a front engine with rear wheel drive.
It hails up by Yokohama, three generations to its name,
Once driven, never forgotten, it's the classic, MX-5.*

If you are unfamiliar or forgotten the run into the Megalong Valley, driving under high overhangs surrounded by rainforest and a creek beside the road, then do not miss the opportunity of joining the Cruiser Run to the tea house in January starting at a time that some see as a more sensible hour. ■

MX500

• Words: Michael Soulos

• Photos: Victor Lee

• 11 September 2011

BREAKFAST CLUB

For a section of the MX-5 community, fun is a challenging drive at your own pace over secluded country roads that cause adrenaline levels to rise, test your endurance and skill against the limits of your roadster and agitate your endorphins sufficiently to induce you to want to turn around do it all again. If this is your thing then try a Breakfast Club big run.

This year Russell Maxwell, leading his first run, took the MX500 up the fabulous Putty Road as an entrée to the centre piece of the day, a road much loved by hardcore motorcycle aficionados, the awesome "BVW" or **Bylong Valley Way**. After a hearty breakfast at **Cruikshank's Vineyard** near Denman, a short drive to Sandy Hollow delivered us to the start and focus of our day.



The BVW starts with a meandering run down a lush valley with a series of sweeping right and left hand curves interspersed with short straights. The road follows the undulating contours of the land rarely causing your MX-5 to drop below its top two gears. After a 40km waltz along the valley floor you are confronted with a steep 2nd and 3rd gear climb of a tree covered ridge line with seven smooth switchbacks on the ascent and a long lazy descent on the other side. The road then rolls on much as before with a little swoop to the left then a little turn to the right as you power on to the **Bylong General Store** to regroup and swap tales after 60km of fun and excitement.

The BVW is similar to the Putty Road though the surface in a few places tests your hand and eye co-ordination plus the suspension and directional stability of your MX-5 that all adds to the enjoyment. The road has less traffic for most of its 140km but lacks the glorious gorges or a "16km winding road" sign of Putty Road, however it has a rarely seen road sign warning of a "95" curve. This RTA sign on a 100km/hr road tells you something.

From Bylong to Rylstone the BVW traverses typical Central Tablelands topography, wide vistas over farm and bushland bordered by sandstone ridges and sheer outcrops. The view across your bonnet induces heaviness in your right foot that places a strain on your calf and Achilles tendon that is hard to resist. The tension is best relieved by relaxing and slotting into your highest gear ratios to allow your roadster to drive down the BVW as it snakes along for a further 55km to Rylstone for refreshments.

We were on a roll and skipped lunch to drive the last 30km of the BVW across hilly country to the Castlereagh Highway near Ilford. From there we followed the traditional route home down the highway and Bells Line of Road to finish our 500+km loop back in the Hawkesbury Valley. An epic run of around seven hours behind the wheel covering some great stretches of road well away from the main highways.

Don't be put off by the 3 hour drive from Sydney to either end of the Bylong Valley Way. Plan a trip and drive this MX-5 friendly road whenever the opportunity presents itself with the bonus of the Putty Road thrown in for good measure. How good is it? Well, seven cars that could not all make it on the day rolled up for the *recce* two weeks before the run. ■



Hunter Chapter

• Words: Peter Hilkmann, Helen Mayo

• Photos: Phil Mayo, Peter Hilkmann

10 Pin Bowling – 19 August 2011

The Hunter August social event was a night of bowling. We met for dinner at the **Warners Bay Tavern** and then 12 bowlers went next door for some friendly completion. A few were a little rusty with plenty of balls bouncing in the gutters to incite laughs. Before long, skills returned and people got competitive. After two games, our newbie fingers were becoming extended and we had a winner – Bruce Bettinson. We hope the event organiser, Wendy Parsonage, will do it again next year to see if we can improve on our scores. ■ HM



Mungo Brush Run – 28 August 2011

It started out as a bleak and grey looking morning, but ended up being a perfect day to be out in the MX-5. We started arriving at our usual meeting place at about 8:30am, for our usual half hour chat, and by 9am we were ready to roll. We headed towards Maitland first for a little scenic drive through the picturesque farming area of Maitland, Tocal and Paterson. Then through Duns Creek and Seaham, to our Morning Tea stop at Karuah. The Ladies at the **Karuah Centre** had kindly invited us to have our morning tea there. The ladies had obviously gone to a lot of trouble the night before, preparing cakes and slices for us all to enjoy ... and they were fabulous.

After a very relaxing morning tea we were on the road again to our next destination. As we headed up the highway, with the clouds clearing, and the sun peeping through to shine on us. We turned off the highway and drove down to Tea Gardens, over the bridge and headed north toward Mungo Brush. As we arrived at Mungo Brush, we only had to wait a few minutes for the ferry to arrive, to take us to our lunch destination at **Myall Shores Nature Resort**. Our convoy of ten MX-5s meant that the ferry had to make two trips, as it could only fit six cars at a time. **Leggeys Restaurant** served up a great feed from their Winter Lunch Menu. Garlic Steak Baguette, Housemade Beef & Beer Pot Pie w/- crispy Bad Boy Chips, to name just a couple of the great choices available to us.



With lunch over, some of us decided to walk off some of the healthy food we had just consumed, by taking a stroll through the resort, to see what they had to offer. Then it was time to head back home. There was some talk of returning home via Buladelah, but as this is a gravel road, and very corrugated ... we opted for the ferry and returned via Tea Gardens.

Once again we all had a very enjoyable and relaxing day. On the way home, some just could not resist the **Heatherbrae Pies** shop, and stopped for, dare we say it, "Afternoon Tea". ■ PH

Thai Dinner – 3 September 2011

On Saturday 3 September, a group of 12 Hunter Chapter members joined forces for a relaxing dinner at the **Larnna Thai Restaurant** on the foreshore of Newcastle Harbour.

The company and food were great and except for a little hiccup with the "bring your own alcohol" arrangements, everyone still enjoyed their drinks albeit at a higher price. An enjoyable evening was had by all who attended. ■ HM



Hunter Chapter - Weekend at Concours

• Words & Photos: Phil Mayo

• 17-18 September 2011

The *Concours d'Elegance and President's Picnic* in the Southern Highlands was a good excuse for a Hunter weekend away. Mark & Lynda Gray had worked out a run to avoid as much Freeway as possible so five cars headed down the old Pacific Hwy and then Galston Gorge in the lovely spring morning. We met honorary Hunter Chapter members Pam & Ray Estreich and Kim & Peter Ranger at Dural. After a brief inspection of the new premises for **MX-5 Mania**, Pam and Ray utilised their local knowledge and took over leading the group through the western "McAcreages".

Our next stop was Warragamba Dam, walking to the historic display with a view down to the dam wall through a blue haze caused by the Blue Mountain bushfires. We then headed to the **Picton Hotel**, via The Oaks, for an impressive lunch. Our afternoon stop was in Berrima for ice cream but as we were still sated, we settled for a stroll around town impressed by the

blossoming trees. It was an easy run along the Hume Highway to the **Alpine Heritage Motel** in Goulburn. The central courtyard was usurped for "happy two hours" and then we wandered around the main street ending up in the **RSL Club** for dinner.

There wasn't any urgency to leave Goulburn in the morning as the 180km Cycle ride to Camden was being started at 8am. So we ate our **Bakehouse** B&E Rolls and drove out to

Wakefield Park to show some of the chapter members where the most fun with an MX-5 can be had.

We were lucky to have Hunter member Bruce Hanson who also has local knowledge of the Highlands take over as leader. He showed us the most picturesque route to Burrawang including a running commentary over the UHF radios. We reached the picnic area in time to look at the Concours cars and then tuck into lunch. What a great time to be in an open top car in the Southern Highlands: all the plants flowering and the air is a perfect temperature. ■ PM



Canberra Chapter - Gunning Markets

• Words: Bob Judd

• Photos: John Brown

• 31 July 2011

Our run was advertised as being a “short, quick run for a winter’s day”, but instead of the 8 to 10 cars expected, 23 cars met on a cold, but sunny, Canberra winter’s morning. It was tops-down for the 45 minute run to Gunning and we had pleasant sunshine most of the way. It got colder close to Gunning and a rain-front arrived at the same time as we hit the main street.

Our purpose was to check out the monthly markets at the township of Gunning, which is on the old part of the Hume Highway, mid-way between Goulburn and Yass. The rain meant we all hurried inside for a cup of coffee, or two, whilst the rain disappeared off to the south-east. Lots of fresh vegies, homecrafts and silk scarves were snapped up at the many market stalls along the main road. Some old tools also found new owners, probably to be hidden away in the suburbs of Canberra and never used again.

The group reassembled for the half hour trip to Collector – a journey through the countryside, past the windfarm at the Cullarin Range and via the township of Breadalbane, under the new Hume Highway, and on to **Grandma’s Little Bakery** at the **Fedra Olive Grove** for lunch.

It’s lucky we pre-booked, because 34 of us sat down for lunch – far more than we originally anticipated. Despite the place being packed to the rafters and the house-full sign being displayed, Grandma did herself proud. The food is a combination of Greek and Middle Eastern and certainly was well appreciated by the vast majority of the group.

Following lunch, the group was left to find their own way home, being only half an hour out of Canberra. Never let it be said that you can’t get people out for a mid-winter run. ■



Canberra Chapter - Corin Dam Run

• Words & Photos: Lia Battisson

• 18 September 2011

On a perfect spring morning seven of us, in five cars, met at the "MX-5 parking area" at Sir Thomas Blamey Square in Russell for our trip down south into Namadgi National Park. Bob had missed breakfast, so we diverted to the Calwell Shopping Centre for coffees, then followed Tharwa Drive, Naas Road, and Boboyan Road to Orroral Road. We stopped briefly at the site of the former Orroral Tracking Station, then drove back to Apollo Road and had morning tea at the site of the former Honeysuckle Creek Tracking Station. Here we learned that if you open the bottom of your thermos flask instead of the top, you have to buy a new one!

We continued to enjoy the sunshine with the tops down as we drove back through Tharwa and on to

Corin Dam. It was a wonderful sight to see the water flowing over the dam wall. As we were leaving the dam we were pleased to have Ken join us. We had a relaxed lunch at the **Moon Rock Café** at the Tidbinbilla Tracking Station. The food was great, the price was very reasonable and the service was excellent. Some of the party left us after lunch, while the rest of us continued round Paddy's River Road, through the Cotter Reserve and took Brindabella Road, Uriarra Road and Coppins Crossing Road, finishing at Nara Grove on Black Mountain Peninsula with champagne and nibbles.

These roads are some of the nicest for MX-5s in the ACT region and the day was just perfect for giving the little cars a workout. ■



Midweek to Mittagong Run

• Words: John Waugh

• Photos: Roger Palfreyman & Delia Waugh

• 2 August 2011

Participants met at **Subway**, Heathcote around 10am on a beautiful "tops down" winters day. There was a good roll up considering it was a midweek southern run with 12 cars consisting of two NCs, eight NBs, one NA, and an MR2 driven by my old mate John Coombs who recently won an award for best MR2 at a "show 'n'shine" event in Penrith. There were 20 people in attendance and shortly after 10:30am we had the normal run briefing and headed south.

After veering left at Waterfall, we made our way to Lady Wakehurst Drive and enjoyed a leisurely run through the southern end of the Royal National Park stopping at Bald Hill lookout to admire the view and take some photos. Whilst there we were able to drool over a few red Ferraris that had also made a stop. *(This is a regular stop for the **Prancing Horse Ferrari Drive Experiences**. See <http://www.prancinghorse.com.au> for details. -Ed)*



We continued south through some picturesque coastal villages before getting off the Princes Highway and entering the freeway to reach Albion Park some 15 minutes later.

Continuing on towards Jamberoo we were very lucky as we struck very little traffic. We did not have time for our usual pit stop at Jamberoo Oval, and turned right before the township to tackle the tricky Jamberoo Mountain Road. This is a steep twisty road and well suited to the MX-5 enthusiast.

After ascending the mountain, we continued on through Robertson township turning right into Kangaloon Road for the trip

to our Mittagong destination. This back road through to Mittagong, although narrow is an enjoyable drive through timbered eucalypt forests.

We reached Mittagong around 1:20pm and made our way to the **RSL Club** for lunch. After partaking of an enjoyable lunch at the Bistro and listening to tales both tall and true from various club members, we said our goodbyes at around 3:30pm and went our separate ways home.

I would like to thank everyone for coming and making it a successful day. All appeared to enjoy their outing. I made many new friends and look forward to catching up with them on another run soon. ■



We then turned left from the lookout and headed south to cross the famous **Sea Cliff Bridge**. Unfortunately we were unable to stop to take more photos as the southern parking area was full.





CLUB RUN CODE OF CONDUCT

The MX-5 Club of NSW encourages SAFE & COURTEOUS DRIVING

ALWAYS:

- Observe the road rules and posted speed limits
 - Act in a courteous manner towards ALL other road users
 - Drive to the prevailing road conditions
-
- Drivers must have a current Australian Driver Licence
 - Vehicles must have appropriate current road registration
 - Never overtake the run leader unless invited to do so
 - Maintain a safe gap and braking distance at all times (3 - 4 seconds)
 - Only overtake others when it's safe and you're invited to do so
 - Flash your lights if you wish to overtake and leave on while passing
 - Always drive at a speed you're comfortable with
 - If cars are building up behind you, pull over to let them pass
 - If you fall back, there'll be an opportunity to regroup at the next break

😊😊😊 **Most of all - be safe and have fun!** 😊😊😊

- *Careless or dangerous driving won't be tolerated - offenders may be asked to leave the run*
- *A member who blatantly disregards a reasonable instruction from the run leader or a Club office bearer may, after due process, have their membership terminated*
- *The MX-5 Club of NSW, its office bearers and representatives hold no responsibility for drivers' conduct on the run*
- *All run participants accept full responsibility for their own actions*



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