

club

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

TORQUE



MX-5 Fan Fest | Member of the Year | Australia Day

SUMMER 2017

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"I never wanted to climb aboard the fandwagon. I don't have what it takes to be a fan."

Editor

When Mazda announced the MX-5 Fan Fest, I went into a flurry of excitement and activity. There was accommodation to book, the car to service, maps to read and things to forget to pack. There was so much to do; I started running. But I kept tripping over that word – 'fan'. It may be because of my mum's eyewitness accounts of Beatlemania or the more recent outbreak of Beiber Fever but to my mind, being a 'fan' is just not chill. Mobs of tear stained teenagers invading public spaces to screech and demand attention like a flock of hormonal seagulls are fans. Packs of tweens (and their mothers) who stake out the lobbies of inner city hotels and lose their stuffing every time the lift opens are fans. Anyone who gets a sleeve tattoo of a 'Twilight' character or takes some flares to the soccer is a fan.

Fans are irrational, hysterical and inherently mockable. The rest of us sigh and shake our heads and wonder if they'll ever grow out of it. (No is the answer. When 80's popster Rick Astley performed at Adelaide's Festival Theatre, my Year 12 class decided it was the perfect venue for our 25 year reunion since we would all be there anyway.)

I never wanted to climb aboard the fandwagon especially since I don't really have what it takes to be a fan. Since the Bay City Rollers gave me tartan nightmares, I refused to stick posters on my bedroom walls. I never wrote "Duran Duran" on my pencil case or referred to myself Mel Le Bon. And the purpose of autographs and selfies remains a complete mystery to me for, I am quite certain, nobody ever grew a Double D pout by snapping a selfie with a Kardashian or became a sudden literary genius by getting an autograph off E.L. James. And with all that screaming, crying and (just kill me) camping out, being a fan simply demands too much effort. And yet, psychologists report that there are many good things to being a fan.

First, and most importantly, there's the dressing up. The huge number of smiling Siths, Spocks and Storm Troopers wandering through the Hoyts lobby on any given Boxing Day look genuinely excited and happy. Being a fan of something is to appreciate talent, art (music and literature), effort (sport) and beauty (well-engineered sports cars) - all positives in an increasingly negative and scary world. Fans also tend to gather into communities where they are identified, inspired and included. Amongst a group of fans there is always a conversation starter and a sense of belonging. Endless discussions about their object of devotion exercises the mind and can positively influence mental health. And this leads to the release of dopamine; the neurotransmitter responsible for pleasure (and addiction). Dopamine is chocolate for the brain and encourages us to feel hope, optimism, escapism and enjoyment.

All of these were in abundance at Mazda's MX-5 Fan Fest. The day was spent relaxing in the summer sun, appreciating the roadster and hanging out with the MX-5 Club. It was all a bit like eating a triple chocolate Tim Tam. We appreciated the art, enjoyed the community and for some, there was even dressing up. I now know that 'fan' is simply a nice, economical way of describing people who really like stuff. And that's chill.

Mel Keller
Le Bon

2 Club Torque

club
TORQUE

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OUR VOLUNTEERS

BRYAN SHEDDEN

From the 95 members who participated in the Fan Fest Tour de Force in January, a big thank you to Bryan Shedden (pictured far left). Bryan devoted many man-hours to devising and managing the four day road trip. He arranged meals, accommodation and four days the best MX-5 driving to be found on the roads between Sydney and Melbourne.



CURRENT MEMBERSHIP

TOTAL
961

NEW
MEMBERS
85

NEW MEMBERS

Welcome!

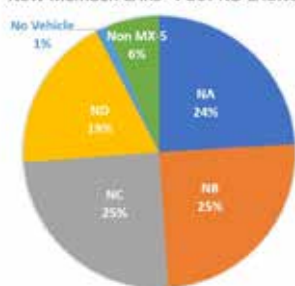
Tim Austen	Matias Rojas	David Grime	Alaine O'Connor	Mary-Louise Green
Sean Davies	Lawrie Taylor	Daryl Grime	Shelley Owen	Damien Harrop
Sandro Dayrit	Richard Vickers	Denis Hackney	Craig Owen	Josie Hough
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Angie Ellis	Lieselotte Bonus	Brian Jepsen	Rosemary Stevens	Catherine Jordan
Bob Ellison	Grant Briggs	Les Jones	Michael Tarrant	Daniel Lioner
Joanne Ellison	Jacqueline Briggs	Kim Jones	Jeff Thomas	Andre Morony
James Glissan	Jenny Charge	Benjamin Jordan	Amanda Thomas	Bev Morony
Eleanor Glissan	Bruce Charleston	Gary Joss	Sean Thompson	Alexander Powles
Samson Lee	Jane Costigan	Stephen Lee	Gary Urquhart	Blake Rochford-Cole
Tony Lee	Ian Culloden	Sean MacCormaic	Sharee Warren	Stephanie Rochford-Cole
Robyn Lee	Michael Darchy	Lettie MacCormaic	Mark Atkinson	David Sedman
Boudi Maassen	Rodney Esdaile	Paige-Louise McSweeney	Neil Bourke	Heather Sedman
Jo McDermott	Virginia Findley	Jeffery Mitchell	Sueanne Bourke	Stephen Simon
Michele Price	Laurie Findley	James Muir	Matthew Bridges	Charlie Simon
Max Rixon	Allen Grey	Paul Nudd	Kim De Mamiel	Leslie Weng
Dorothy Rixon	William Grilo	Barbara Nudd	Paul Dunstan	Viv Wye

Greetings from your new Membership Database Secretary. In the days leading to the AGM, I was thrilled when we achieved the milestone of 900 members. Yet here we are only three months later and we're already approaching 1000 members! Your support for the MX-5 Club of NSW is truly amazing. Our first membership fee increase in 20 years came into effect on 1 January 2017. Feedback has been unanimously supportive of this change and we thank you for your continued membership. In the last issue, Keith teased me about my

penchant for pie charts. Who am I to disappoint? I've been asked several times if the new members flooding into the club are mostly ND owners.

Surprisingly not! This pie chart shows the model distribution for all new members since the ND launch in August 2015. It's an even mix of NA, NB and NC, with ND & non-MX-5 / no vehicle making up the remaining quarter. *Bryan Shedden*

NEW MEMBER CARS - POST ND-LAUNCH



COMMITTEE

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"We have an exciting year ahead of us with new events being added to the calendar all the time so there should be something for everyone."

Keith Monaghan

President's Report



This is my first presidents report and what an interesting start up period I have had.

It started with a very successful convenors conference which was attended by convenors and some their support people from all the chapters as well as the breakfast club and the motor sport section.

There was a number of new faces and I would like to thank them for taking on the roles and thank the outgoing convenors and their support staff for all the work they had done.

We developed an interesting and varied event schedule for this year which includes a number of joint events and weekend drives. Details of these events can be found on the club's web site at the events page which now extends to 7 pages. Events are also advertised on the various chapter groups on Facebook and the weekly newsletter. Thank you to Bryan for his continuing production of the weekly email newsletter.

Please remember members and visitors can attend any event run by any chapter no matter which chapter they belong to. So go out and meet with the great club members we have and explore our State.

I would like to commend Mel Keller

on her article Rate The Plate. It was very well written and highlighted the problems our youth have in learning the skills to control a car in the current environment. A thank you goes to Alexandra Breitsameter and Liam Price for their input into this article. As one of the advisors at the Club Marulan Driver Training days, it is great to see the improvement in skills the drivers demonstrate over the day. The skills learnt apply to every day driving to give these people a better chance of controlling their cars in potential difficult situations that might confront them on the roads. One of the skills is braking hard (emergency braking). On the road, most drivers never have to do this until it is needed and this is not a good time or place to find out how your car and you handle this situation. Your life could depend on this skill.

The year started with the Mazda MX-5 Fan Fest which allowed those who attended to sign the 1,000,000th MX-5, attend the release of the MX-5 RF and join in on the parade lap of Sandown race circuit. Approximately 670 MX-5s were in the parade lap which could be a record for the southern hemisphere. As well as the festivities on the day the Victorian MX-5 Club put on a Sunday

run through some of the great roads of the Gippsland area with approximately 92 cars taking part.

The NSW club was well represented with over 100 members attending the event. Most of these members doing some of the runs down and back from Melbourne. I would like to thank Bryan Shedden for his organisation of the weekend and the various runs. This year 2017 marks the 20th anniversary of the motor sport section of the club. We are planning a celebration on the weekend of the 19th & 20th August. Please keep watching the web site for more details.

The Member of the Year (MOTY) and New Member of the Year (NMOTY) awards have been presented for the club and the chapters as highlighted in this magazine and I congratulate all the winners especially the overall club winners Helen Green and Grant Webber Joint MOTY and Rob Wilkins NMOTY. Well done to all.

We have an exciting year ahead of us with new events being added to the calendar all the time so there should be something for everyone and if you see me at an event come up and say hello.

RF and

The MX-5 RF has arrived and it



READY

's everything you've been waiting for.



TECH SPECS



TRANSMISSION

SKYACTIV-MT 6 speed manual
6 speed automatic

ENGINE

For Australian delivery there will be only one engine option:
SKYACTIV-G 2.0L 16 valve, 4 cylinder DOHC S-VT petrol
Capacity 1998cc

POWERTRAIN

Fuel Electronic Direct Injection
Fuel Capacity 45L
Fuel economy 7.1L/100kms manual
7.4L/100kms auto
Max Power 118kW (155hp) @ 6000rpm
Max Torque 200Nm @ 4,600rpm
0-100kms in 7.5 seconds

SUSPENSION

Front - double wishbone
Rear - multi-link
Stiffer suspension to accommodate the increase to 1080kgs in kerb weight

WHEELS & TYRES

P205/45 R17 84W
17" Gunmetal alloy wheels

BRAKES

Front ventilated discs
Rear solid discs

SAFETY

ABS, DSC, LSD,
Reversing camera - optional extra only
No AEB (autonomous emergency braking)
Rear cross traffic alert
Blind spot monitoring
Airbags SRS driver and passenger and 2 x side
Hill Launch Assist
Emergency stop signal

STYLING

Interior has wider seats, 18cm colour touch screen (MAZ Connect), Bluetooth capability. The GT has heated, leather seats, keyless entry, BOSE stereo.



Retracting the Fastback

To open the roof, press and hold the cabin control. One set of mechanised arms lift the flying buttress fastback which then travels back over the boot.



A separate mechanism raises the targa roof section up and over the seats. The targa top then slides back and lowers to rest over the boot space.



The glass window is stowed along with the targa top. There is minimal impact on the boot space with the RF packing 127L.



The fastback returns to its original position to secure the hardtop. An acrylic, aeroboard replaces the glass window to reduce wind and road noise.



The roof can be lowered when moving (at no more than 10kms/h) and the whole operation takes around 10 seconds, less than a traffic light change.





Member of the Year

*It's the people that make our club great.
Congratulations to our 2016 MX-5 Club of NSW
Members and New Members of the Year.*



Above right: Wayne Lang the Mid North Coast chapter Member of the Year. **Above** Club New Member of the Year - Rob Wilkins. **Below Left:** Canberra Chapter New Members of the Year - Wal and Jane Hick **Below Right:** Hunter Chapter New Member of the Year Elaine Gazzard

The MX-5 Club of NSW Member of the Year (MOTY) and New Member of the Year (NMOTY) awards recognise outstanding participation in Club activities. Our joint MOTY winners for 2016 are Helen Green and Grant Webber. They achieved identical scores of 206 but in very different ways.

Helen participated in 21 Hunter Chapter events (including two weekends away), 11 Hunter dinner meetings, 8 All Club events (including NatMeet in Tasmania), 12 motorsport events, organised 8 Hunter events and 2 driver training

days, assisted with the Hunter 10th Anniversary Lunch, and contributed photos for 4 events and a story for one event.

Grant participated in 17 Hunter Chapter events (including two weekends away), 10 Hunter dinner meetings, 5 All Club events (including NatMeet in Tasmania), served as an official at 4 motorkhanas, organised 6 Hunter events, and contributed photos for 13 events (including 2 driver training days and the hillclimb) and stories for 5 events. Grant and Helen were also joint recipients of the Hunter Chapter MOTY. "We have the benefit of being involved





Left: Brendan Barr Illawarra Member of the Year **Centre:** Illawarra New Members of the Year Brian and Anda Clayton **Below:** Hunter Members of the Year Helen Green and Grant Webber



in both the social and motorsport parts of the club," said Helen, "and I can truly say, I love all aspects of it. The friendliness and generosity of the members makes this club something to be proud of. We have been involved in helping out in the last few years and that has given us the chance to see just how much effort is invested by our committee and the volunteers. Its their dedication that ensures the continued success of this club, and as it gets larger, we all need to "muck in" and do our bit." New Member of the Year is Rob Wilkins who amassed 130 points. Rob joined the MX-5 Club in February 2016 and

participated in 8 Sydney Chapter events, the President's Picnic and Meguiar's Tech Night. His most prolific contribution was through his skilled photography at each of these and many more, including 12 motorsport events. Rob has gone out of his way to attend these motorsport events to take photos and then share them freely with everyone. Elaine Gazzard was runner-up Club NMOTY and along with husband David, was also awarded the Hunter Chapter NMOTY. Amongst other things including writing multiple event articles, Elaine also organised the Twilight run and the successful Hunter Charity Bowls that

raised over \$500 for the club's chosen charity, Careflight. Elaine has since joined the volunteer crew to assist in organising social events in 2017. Chapter MOTY awards also went to Michael Guina - Canberra, Brendan Barr - Illawarra and Wayne Lang - Mid North Coast. Brian and Anda Clayton from the Illawarra and Wal and Jane Hick of Canberra were presented with Chapter NMOTY awards. The RPM recipients were not yet announced at the time of Club Torque going to print. Congratulations to all our award winners and thank you for contributing so much to our Club.

How does MOTY work?

There's points for participation so sign up and sign on.

Organise	Assist	Turn Up	Wave	Write	Click
a Club event	to run a Club event	participate in a Club event	a flag at a trackday. All Officials earn	an item for Club Torque or our website	take a photo for Club Torque or our website
6	3	2	4	6	4
points per day	points per day	points per day	points per full day	points	points

MOTORSPORT

20TH ANNIVERSARY AT WAKEFIELD PARK

On January 20 this year, the MX-5 Club passed a milestone; 20 years of track days at Wakefield Park. Plans are underway to celebrate this motorsport anniversary on the 19 - 20 August 2017 with a variety of on- and off-track activities at Wakefield Park. Check the website for updates.

Ed Chivers was our first Competition Secretary and remembers our Club's first motorsport event.

"The very first track day was held on Monday 20 January 1997, with 21 very highly excited entrants; Andrew Baker, Bob Scott, Colin Caldwell, Don Baker, Ivan Buncic, James Cook, Jean Cook, John Toomer, Kevin Moriarty, Laurance Fazzari, Louis Serret, Mark Fairweather, Mike Walkden Brown, Paul Chivers, Paul Hayter, Peter Simpson, Peter Stanton, Robert Fazzari, Ron Lyons, Russell Wheatley and Steve Remington.

Our full-time volunteers on that day were Anne Lyons on timing, Nathan Campbell on flags and safety, Paddy Serret managing the dummy grid, Patsy Chivers handled the registrations and finances (her Landcruiser was also the recovery and fire truck) and myself as Scrutineer and Clerk of Course.

I remember it was hectic and exhausting day for all the volunteers, but also huge fun.

You can imagine just how hectic it was with 6 or 8 cars on track at any time, with so few volunteers and sometimes only 2 in the tower, using stop watches and writing it all down on paper.

We ran 8 track days in 1997 – round 1 was 21 drivers, with some later rounds including guests to boost numbers and keep costs down. The hardest thing at the start was finding volunteers, with no



computer, it was stop watches, pen and paper for the first 18 months. It would typically be Jean Cook, Anne Lyons, Jeff Gehrig, Rod, Zan and I in the tower, sometimes just two of us operating 2 or 3 stop watches each, then dashing to our cars to go for a drive. We also ran Motorkhana and Hill Climb for an hour after lunch each day.

I have very special memories of those early days – the friendships and fun. What a great team we had, lot's of fun and laughter, dinner at the Heritage most Sunday nights, Monday breakfast meeting at McDonalds to complete the paperwork and then Patsy and Simone getting chicken and chips lunch for everyone from Goulburn.

Part of the plan was to lift club members into open competition, so in order to figure out what would be fun, safe and best for Club members, I would go and try out different events on my own.

This led to me competing in round 1 of CAM SS 1999. It was well run, everyone was welcoming and I found to my amazement that my MX-5 was really competitive. I took 2nd place in Class 2B. Not being registered I did not get any points or trophy but in Round 2 we had 4 or maybe 5 cars registered. I recall we won all classes in which we competed that day in. Our numbers grew slowly that year, with 6 regulars as I recall and we pipped the NSWRRRC in the last round by the smallest of

margins.

Personally speaking, special events around the track days and motorsport of that time, which really stand out for me are:

- Convincing several members to get into open competition and seeing them developing skills and winning (initially in CSCA in 1998 and then CAMS Supersprint in 1999)
- MX-5 club winning the CAMS Supersprint trophy – that was especially satisfying to do so at our first attempt, then again the next year - to show it was not a fluke.
- Seeing the club track days go from strength to strength with ever increasing numbers. I am amazed at how many you cope with these days.
- Getting several members into open racing and seeing them develop into genuine winners – see them growing and winning was especially satisfying to me
- Creation of TEAMX-5 - such great camaraderie, fun and excitement.
- Seeing the MX-5 racing community expand and mature and now have its own series – something I tried hard to achieve around 2002 – 2003 but there just weren't enough cars to make it happen.

I miss it all greatly, I wish I was still in Sydney and able to be with the club members and enjoy the fun".



DRIVER TRAINING

WE NEED YOU

Whether you are:

- an experienced driver looking to refresh your skills
- a junior or learner driver wanting supervised practice away from the traffic
- keen to learn how to get the most out of your MX-5 or
- wish to progress to track days

the MX-5 Club of NSW Driver Training days promote safe driving habits, build confidence and help maximise your car control.

And this means greater driving enjoyment.

But for the MX-5 Club to continue to organise, promote and provide this great service to our members - we need you.

The Driver Training team is looking for 5 volunteers to assist with a variety of tasks including:

- Pre-event - coordinating entries and payments, preparing run groups, liaising with advisers and the MDTC staff.

- On the day - driver briefing, adviser goodie bags.
- Post-event - feedback and promotion.

On the day, the wonderful staff at MDTC staff take care of registration, marshalling and on-track safety so you have plenty of time to get some laps in.

Advisers - we also need 11 advisers with competition experience per training day to advise and support our first timers, answer questions and enjoy some laps in a dedicated speed group. Entry is free for advisers and includes lunch and a goodie bag.

If you can assist as either an organiser or an adviser please email drivertraining@mx5.com.au

MEMBER SERVICES

BUSINESS DIRECTORY

There's more to your MX-5 Club NSW membership card than meets the eye. Check out the Club Zone page on our website and click on the Business Directory to see how you can take advantage of these member's only offers:

15% off Carbotech Brake Pads at **Deckspeed Racing**.



Free Mazda accessory pack worth \$500 when you purchase your next Mazda from **Central Coast Mazda**, Gosford.



10 - 30% off full retail price on a variety of spare parts, seat covers, in-car entertainment, car care, travel and touring accessories, oils, lubricants and much more when you register as a **Repco** VIP Club member.



Trade prices on accessories, replacement parts, car care, electrical, tools and equipment, chemicals and oils at **Burson Auto Parts**.



10% off cleaning and restoration products for soft tops from **Renovo Australia**.



Dynapack dyno run for only \$140 from **Deckspeed Racing**.



10% discount on windscreen chip repairs from **Mr Chips Auto Windscreen Chip Repairs & Headlight Restorations**.



15% discount on list price of coffee beans and tea at **Forsyth Coffee and Tea**.



10% discount on all services to MX-5 Club members and their families. **Philip Holland** - Sydney Celebrant.



10% discount to MX-5 Club members showing their card at **The Balcony on Shore Restaurant**, South Coast.



10% discount on all services to MX-5 Club members and their families. **Robert Collins** - Marriage Celebrant Illawarra.



MX-5 Club members receive 15% discount on accommodation rates at the **Coach House on Cartwright**, Goulburn.



10% discount on accommodation rates at **KB's Holiday House** Kingston Beach, Tasmania.



10% discount on accommodation rates for MX-5 Club members at **Jetty Motel – The Entrance**, Central Coast, NSW



MX-5 Life - Road Tripping



The MX-5 Club NSW Picnic Seat

You don't need your hips to be square when enjoying the outdoors this Summer. The MX-5 Club NSW Picnic Seat will hold your wine and picnic supplies before unzipping to form a comfortable, padded seat with adjustable back support. Now only \$45 and available by emailing regalia@mx5.com.au

MODEL ALAN TOWNSLEY POOCH MODEL'S OWN



ROADSTER STYLE

ROADSTERBAG LUGGAGE

The limited edition Roadsterbag Luggage Set comprises 3 high quality carry bags which have been custom designed to make the most of your MX-5 boot space. Roadsterbag Luggage Sets are available online from IL Motorsport.



B-Double Trouble

Summer time is road trip time and when you're heading out of town, you'll be sharing the road with heavy vehicles. Here are some tips for keeping ourselves and our truckies safe.

A fully laden B-Double can weigh up to 68 tonnes. That's over 50 times more than a fully laden MX-5, even after a visit to the wine region. So truckies need at least double the braking distance that we do. As a guide, at 80kms/hr an MX-5 needs 59 metres of hard braking to stop, a B-Double needs at least 127 metres. At 100kms/hr, we can get the job done in 83 metres whilst a B-Double needs 183 metres. It's important not to intrude

on this braking distance when changing lanes particularly when approaching an intersection or overtaking downhill. A rule of thumb is to wait until you can see the truck's headlights in your rear view mirror before returning to the left lane. B-Doubles are speed limited to 100kms/hr so, at 110kms/hr, you'll need patience and at least 1km to overtake. Trucks displaying "Do Not Overtake Turning Vehicle" signs are legally able to use the middle lane to turn. If, at an intersection, you come across a truck that is indicating, stop before the intersection and give way. The same applies on roundabouts.

Make yourself seen on the highway by driving with the headlights on during the day (it is illegal to use fog lights in the absence of fog). Truck mirrors are larger and reflect more light so when approaching a truck at night, dim the high beam early and if overtaking, wait until you have completely passed before going back to high beam. If you are being overtaken, maintain your speed and make sure you are travelling in the left of your lane. As the truck passes; the tyres and indicators will be at head-height so look and listen. Then back off the accelerator, cover the brake and let them go.



THERE WAS SO MUCH TO SEE AND DO ON OUR NSW
TOUR DE FORCE TO MAZDA'S MX-5 FAN FEST. HERE
ARE JUST 100 OF THE BEST THINGS
WE DID ON OUR HOLIDAYS.



1-29

FAN FEST TOUR DE FORCE

Designed and executed by Bryan Shadden, the Fan Fest Tour de Force was an epic 4 day road trip from Sydney to Melbourne that featured some of the best MX-5 roads in the country. 55 people took off from Sutton Forest McDonalds on day one for the drive to Lake Hume Resort in Albury. The convoy swelled to 95 on day two for a scenic drive through Beechworth, Bonnie Doon and Marysville before a thrilling blast along the Reefton Spur. The group spent three nights in Dingley attending Fan Fest and the Sunday Drive before heading back to Sydney via the Alpine Way.



30-40

CATCHING UP WITH FRIENDS

With plenty of coffees, meals and nights out, the Tour de Force was a great opportunity to meet old friends and make new ones.

Despite a thousand kilometre road trip that featured searing heat, thunderstorms and a swarm of bees, the NSW team impressed the judges in the Show and Shine.



42

GOOGLE MAPS

Many of us asked the soothing tones of Google Maps to help us navigate the unfamiliar streets of Melbourne. But on the morning of Fan Fest, that once calm and rational voice became a little snippy. Then started to sulk.

A mini convoy of interstate visitors (and more than a few Victorians) circled Sandown while

Google Maps ignored us and played with her phone. We eventually followed our noses (and the embarrassingly enormous street signs) and arrived in plenty of time. But not without asking how on earth could Google Maps fail to notice a 100 hectare racecourse? She is yet to reply.

43-50

COASTAL CONVOY

Philip Yee led another convoy along the coast road to Melbourne via Eden, Jindabyne and the Yarra Ranges National Park. For the full story of his Ultimate Road Trip; see the news section of our website.





51-60

CARNIVAL ATMOSPHERE

There was plenty of off-track entertainment including face painting, slot cars, racing simulators and give-aways. And whether you call them Dagwood Dogs, Pluto Pups or Battered Savs; nothing says carnival atmosphere like food on a stick.



61

'MAD' MIKE WHIDDETT

The Formula Drift World Championship driver summed up the essence of driving the MX-5, "...when you drift, the car really has to be an extension of your body."



62

TAKAO KIJIMA

Kijima-san was program manager for the MX-5 NB and NC and is known as the "father" of the MX-5 chassis. "No matter where in the world I travel, the love for the MX-5 is always the same."



63

STEVE GLENNEY

The Global MX-5 Cup driver loves the versatility of the MX-5, "...you can buy one, drive it to the track, drive it on the track then you can drive it home."

64

SIGNING THE MILLIONTH MX-5

Unfazed by either the crowds or the hot sun, the Millionth MX-5 waited patiently for our autograph. Making a mark on history was a moving moment for the true fan.



65-80



SANDOWN SPRINTS

28 Drivers took part in the Sprints for 3 morning and 2 afternoon sessions. Although Sandown is somewhat under-resourced in the corner department there was plenty of fun to be had. Another track ticked off the bucket list.



81-84

SPEED TRIAL

Chris Gough, Mad Mike Whiddett and Steve Glenney faced off in a speed trial which, we were told, was definitely not a race. As the two Global MX-5 Cup cars and a standard ND disappeared around Turn 1 there was much tyre squealing; indicating an anonymous someone (Mad Mike) didn't get the memo.



85-90



HOT LAPS

Bryan Hicks (Illawarra) was lucky enough to score a hot lap with Mad Mike in the Global MX-5 Cup ND. "The take-off down the straight was amazing as I was not expecting the G-force pushing me back in the seat. We aimed straight at corner 1 with apparently no intention of slowing down but just in time Mad Mike hit the brakes. It felt like the back end was going to pass us. The only regret was I never got to experience the car flat out down the straight as we only had one lap."

91 - 97

PARADE LAP Over 1000 enthusiasts, including 103 from NSW, attended Fan Fest in 676 MX-5s. 477 cars took to the track for the Parade Lap, a southern hemisphere record and a sight to behold.



98

RF DEBUT

The MX-5 RF being thoroughly photographed as it made its Australian debut.



99

SUNDAY DRIVE

The MX-5 Club of Victoria and Tasmania organised multiple run groups for a Sunday drive through the stunning scenery of the Gippsland to Lardner Park. With friendly conversations, a BBQ lunch and another chance to see the RF, it was the perfect end to the weekend. A big thank you to our hosts and run leaders.



100

THE ALPINE WAY

The pinnacle of corner fun, the Alpine Way was the culmination of the four day Tour de Force drive-fest. With 121 kilometres of twisty road and stunning scenery, we'll be back.



Australia Day

OUR ALL CLUB PICNIC AT CORDEAUX DAM HAD IT ALL. A BBQ, HOT WEATHER, CRICKET AND EVEN A BIT OF BUSH POETRY

WORDS **BRENDAN BARR** PHOTOS **BRYAN SHEDDEN VICKI LEGGE**



A seemingly small yellow MX-5 stood solitary guard over our designated gathering point at Cordeaux Dam for the annual "All Club" get together for Australia Day. In true Aussie style, he was, of course, towing a barbecue; beer and snags were in the boot. All that was needed was for the troops to arrive!

Right on time, in streamed a multitude of cars from Illawarra, RPM, Sydney and Canberra Chapters, carrying more than 80 revellers in total, roaring to the tune of ...

*Australians all let us MX-5,
For we are fast and free.
We've big fat tyres,
And engines that purr,
Our hope is 'all tops down.'*

People set up tables and began the talk. Who had modified what? Who had upgraded to an ND? Anyone with an RF? How do you stuff an east-west engine north-south in an MX-5? (Tell us Phil!) Who went on which run? And so on, there seemed an endless stream of banter wherever one wandered.

The most difficult questions were posed to this photographer by the single youngster (there were more last year....) 'When's the three-legged race? When's the egg-and-spoon race? When's the sack race?' 'There aren't any this year,' came the devastating reply.

The photographer looked into the crestfallen youngster's eyes 'but we're having a friendly game of cricket!' Luckily this was just the ticket and he quickly joined in.

Many runs were smashed, catches taken, run outs claimed, family jewels rearranged, a bit of body line, Kim took a tumble, then we all hit Paul's much appreciated BBQ to finish off with a great meal and more chat before heading home after another successful day.





Spitfires, Speedboats and MX-5s

V8 SUPERBOATS, THE TEMORA AVIATION MUSEUM AND SOME TWISTY ROADS. IT WAS A WEEKEND AWAY TO REMEMBER FOR THE BREAKFAST CLUB.

29 - 30 OCTOBER WORDS **BRYAN HICKS** PHOTOS **KAITLYN LORD**





Well, what a weekend to remember. With an open mind we went away with the notorious BreakFast Club. We had been warned that this was no Sunday drive and we were up for the challenge. We had to experience this for ourselves. What was pulling me with gravitational force was the V8 Superboats. I had seen them on TV a few times and thought I had to see them in real life. I was not disappointed. We had to rise bleary eyed pretty early in the morning to get to the Eastern Creek Truck stop on the M4 for 6.30am. We arrived in time for a quick coffee, then we were off. Up the Blue Mountains on a similar run to the Brass Monkey but turned off before Bathurst to drive some fabulous C roads away from the highways to Cowra for lunch. But something happened along the way that we were not expecting. Half the cars got lost didn't they.

A wrong turn is all that is needed in the middle of nowhere. A stop and re-group was then in order. The guys in the group then decided that a visit to the bushes would be a good idea. All the ladies in the passenger seats looked sheepish while the blokes did their thing. Zips up and off again this time getting to Cowra in time to see the other group already downing burgers and coffee's. Then we were off again together to Temora. Villages shot by as we dodged the holes left by the recent torrential rains. It was a fast run but nothing I couldn't handle. The wife was hanging on by her fingernails but she managed to curtail the screaming. I wouldn't have heard her anyway as I was having too much fun. We then went straight to the Temora Aviator museum for a great lunch followed by guided tours of the museum

in small groups organised all by Glenn Sheehan. Glenn also organised for a Spitfire and Werrriway to be rolled out to allow 12 cars to be individually photographed in exchange for a \$50 donation to the museum and a group photograph of us all. We could have lingered longer in the museum but we had to get organised for the V8 Superboats that evening. Superboats are something one has to put on one's bucket list. They accelerate up to 150km per hour in 300metres, from standstill to 100km per hour in 1.3 seconds and put your eyes back in their sockets when pulling 5 Gs in the corners. The whole track can be seen from the stands and it is awesome to watch as dusk becomes a night under the stars. It was astounding. In the morning it was time to decide which way to go home after a breakfast to get excited about, wow, what a spread. Everyone went to Cootamundra where the splits started. We joined Glenn on a run to the 'Licorice Factory' at Junee, some peeled off at Harden for Binnalong and Hume Highway near Yass with the remainder continuing on to Boorawa for the great driving road over to Crookwell before joining the highway at Goulburn for home. We saw the Spitfires, Superboats and MX-5 cars and thankfully no kangaroos up close for a great driving experience on a weekend away enjoyed by all.



Twilight with the Sisters

14 JANUARY WORDS AND PHOTOS **AMANDA JEFFREY**

Despite the gruelling conditions with the blazing January sun pushing temperatures into the high 30s, there was a 21 car turn out for the RPM Chapter's first Twilight Run of 2017. Starting at our usual Glenbrook meeting point, the picturesque Katoomba is only 43 kilometres away but as we all know the shortest route isn't always the best.

After heading westbound on the Great Western Highway we turned off at Springwood for a run down Hawkesbury Road to Agnes Banks where we headed back up the mountains on Bells Line of Road, detouring through the lovely Grose Vale. After rejoining Bells we pulled into the Mt Tomah Botanic Gardens for a comfort stop before heading back across to Mt Victoria on the always fun Darling Causeway.

Upon arriving at Katoomba we all had dinner under the shade of some trees, taking in the fantastic views of Echo Point as the evening breeze cooled us down.

After dinner and a look at the fantastic views on offer we all slowly disbanded and headed for home, the weather now cool for everyone's roof to come down for their trips. Thanks to Lesa and Greg for organising the run.





Miata Club Visit

07 JANUARY WORDS JEAN COOK AND PHOTOS JEAN COOK ROB WILKINS

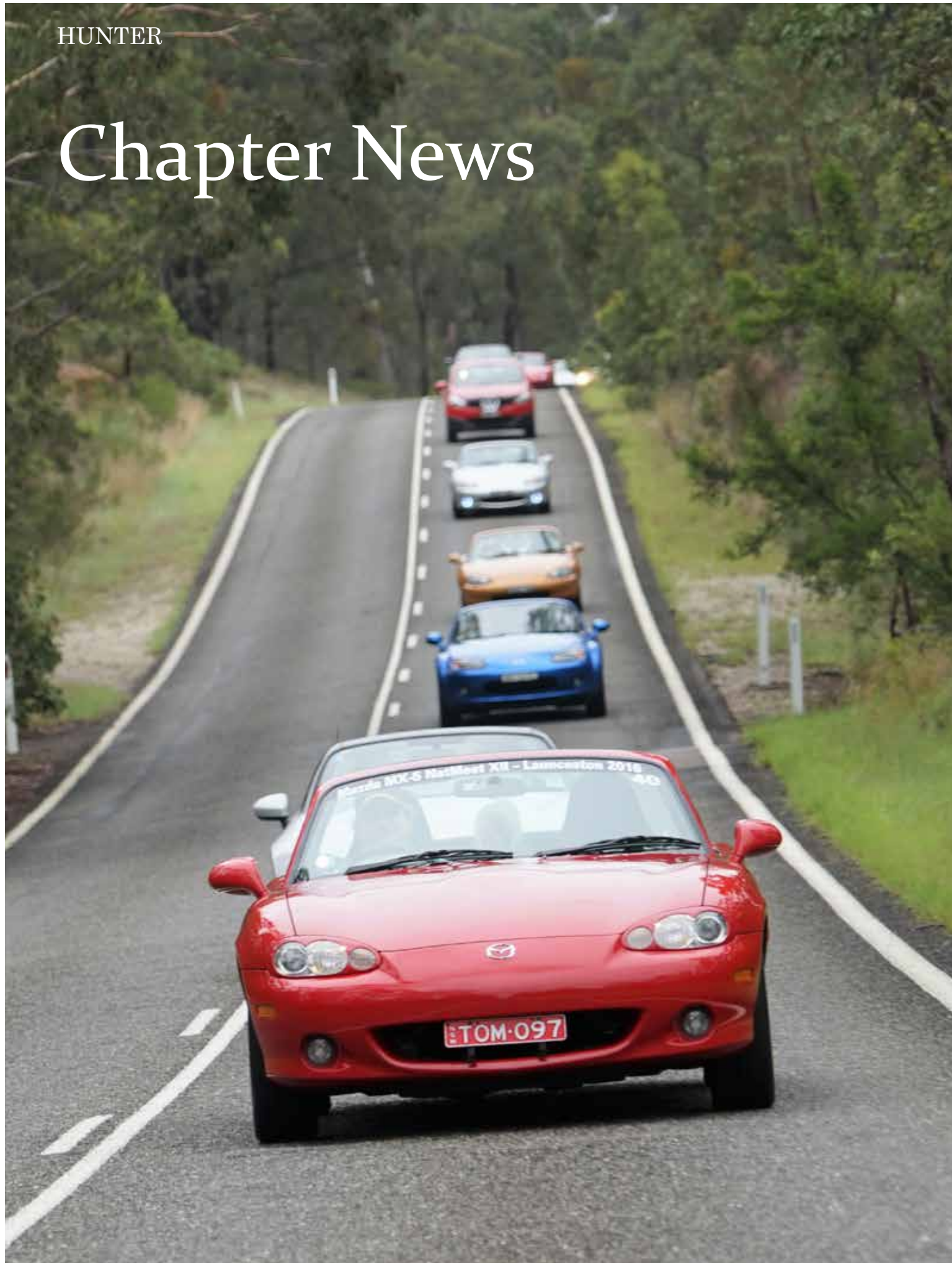


Last July I had the good luck to be able to attend a run with some members of the Okanagan Valley Miata Club. I was in a beautiful part of British Columbia where my oldest brother and his family live. I had made contacts within this Club on a previous visit to Club Miata Northwest in the Seattle area. They very generously arranged an impromptu run to some of the local wineries. Summerland is just what its name suggests, full of wineries beautiful scenery and roadside fruit stands. We met in Penticton, and drove to a few wineries in Naramatta on the East side of the lake. It was a beautiful sunny hot day, just perfect for enjoying the scenery, and being a passenger for a change made it much more enjoyable! As I always do, I encouraged the members to come on a visit to Australia, and after a few murmurings about distance and long flights, Jadine approached me and said she would be visiting over Christmas & New Year. As soon as we had the dates, I arranged

the run. It was a perfect Sydney day, thanks to the weather gods for cooperating. Jadine had been beginning to doubt all these stories about Australia being this sunburnt country, as she had spent a very wet, cool time in Melbourne and then Tasmania. We met at the entrance to the Royal National Park and drove through to Stanwell Tops, where we enjoyed the amazing views down the coast. We drove down the coast a bit over the Seacliff Bridge and stopped at the Headlands Hotel near Austinmer for lunch. After lunch we drove to Mount Keira Lookout and enjoyed the different view of the coastline. I have joined with a few Miata Clubs on runs over the years on my visits to the US. I have always found that the atmosphere is just the same within the Club. The people are warm and friendly, happy to show off their own favourite drives and share their hospitality. If you have a chance when visiting an area, look for the local Miata Club and try to go on a run with them!

HUNTER

Chapter News





WORDS JOSH FITZGERALD JONATHON DAVIES PHOTOS PETER HILKMANN GRANT WEBBER

for the second game. By this stage there were not many bare feet left as both the weather and the competition heated up. Many people found that the bowls didn't exactly go where intended but with much laughter and competitiveness, six finalists were eventually named. Bruce and Mary battled it out over the jack before George Boyko emerged the victor. Following an afternoon tea of homemade sweets and a little more socialising, we said our goodbyes. All in all, a successful event with many happy memories.

CONVENOR'S BBQ

The new year in the Hunter Chapter historically kicks off with the, very social, Convenors BBQ. This year, a combined run was planned with one group leaving from Kurri Kurri McDonalds to meet a second group from the Central Coast at Wollombi. We then began a combined run of 26 cars heading north along the picturesque Paynes Crossing Road. With some tight twisties and a lot of sweeping, high speed bends; this road has something for everyone. Turning right at Broke we headed back towards Pokolbin to complete the loop of the Pokolbin mountains. 62 members and 3 guests arrived back at the Convenor's home. The BBQ's were fired up with Helen Green, Grant Webber and Duncan Marks wielding the tongs while Lindsay organised the kitchen with many helping hands including Diann Miller & Christine Cameron. After a feast of steaks, sausages and kebabs (and salads or so I'm told) it was time to announce our Hunter MOTY and NMOTY (see page 12). What a great way to start 2017.

SUN, PIES AND THE "NURBUSHRING"

The "Nurbushring" takes in the sweeping corners and tight switchbacks of Booral Road and Wootton Way and is the closest thing you'll find to the real Nurburgring in Australia. 27 members met at Heatherbrae Pies before the hybrid convoy/waypoint run. The Booral Road is very tight and twisty but as quickly as it started; the road came to an end. We had a quick break in Bulahdelah to regroup and before heading off to complete the ring on the Wootton Way. At this point a few members took the option to park up and have afternoon tea while waiting for our return from the next leg. Five cars stayed behind to relax in the shade while 12 cars made the short trip to do the Wootton Way. This is another 'must do' road with sweeping bends and big elevation changes. Patrick was invited to take the lead and led us well, all the way to the end before regrouping, turning around and doing it all again. And yes, it's just as much fun in either direction. Arriving back in Bulahdelah, Patrick and Merla invited us to their motel (Mount View Motel) for afternoon tea in the

shade. A relaxing way to finish off the afternoon out of the heat with coffee, cake and even a cider or two amongst friends.

CHRISTMAS PARTY

Lets face it, the Hunter members know how to socialise and so for this event no run would be necessary - just a funky Christmas hat and maybe a witty shirt. Elaine and David Gazzard, with some help from the Christmas elves, orchestrated a wonderful event at the Boolaroo Bowling Club. Josh and Lindsay began proceedings with a thank you to all the hard working volunteers and a presentation of prizes. Of course it's not a Hunter event without a silly hat and Diann Miller and Yasmin Allen received due recognition for their festive creations. Then, with the hot sun beaming down on us, we tested our mettle with our first Barefoot Bowls competition. I wish I could say that everyone was able to put the bowl close to the mark but sadly, this was not the case. Whether by fluke or by skill some efforts did end up in the same postcode before Helen Mayo took out the first game. After a BBQ feast prepared by the bowlo staff, it was time

A Sublime Lunch Run

20-21 NOVEMBER WORDS AND PHOTOS
NORM and ROZ BARKER

The day dawned bright and sunny, and though we drove through some fog around Bungonia, the 8 cars from Canberra had a trouble-free run through Marulan. We then left the rather boring Hume Highway at Mittagong, driving via the interesting villages of Yerrinbool and Yanderra to the Picton Road, on to the old Princes Highway to Bulli Tops and the Sublime Point Restaurant.

We had originally planned to go through Appin, enjoying the MX-5 friendly route through the Broughton Pass, but the road is closed for major repairs, so perhaps this can be revisited another time. The staff at the Sublime Point Café was very friendly and efficient and the food was delicious. Some even ventured to try the “share” plate with the most enormous variety of meats we’ve ever seen.

After lunch, some of the group had to get back to Canberra and so 6 cars continued on and took the route along the coast via the Grand Pacific Drive to Coolangatta Estate, via Gerringong. By this time the weather was warm and the scenery was delightful. I think we all spied a house or two we wouldn’t mind living in!

Accommodation at the Coolangatta Estate is in restored farm buildings and was very comfortable and after we checked in and rested, we headed to the Shoalhaven Heads Hotel for a relaxed dinner.

Our route on the second day covered Berry, a stop in Kangaroo Valley for coffee, Fitzroy Falls and to Bundanoon for lunch.

The flame trees and Jacarandas were at their most beautiful and the company great. All in all a terrific run and one we will perhaps revisit when Broughton Pass is open again.





The Five Hills Run is an annual event on the Canberra Chapter calendar, comprising a short afternoon drive to visit five lookouts spaced around central Canberra.

The afternoon of the 2017 Five Hills Run was warm trending to hot. People arriving early at Russell Square waited under trees to escape the baking sun in the parking area. The Run Leader thought the weather might result in a small turn out but cars kept arriving to a total of 27, plus a visitor driving a convertible BMW. The convoy proceeded slowly through Duntroon to the first hill, Mt Pleasant. Here the parking area was too small to hold us all so the view could only be glimpsed as we made a U-turn and the first cars descending passed by cars at the back of the convoy on their way up.

There was room for us (just!) on the next hill, Mt Ainslie, and we occupied all the spare parking spaces and paused for ten minutes to chat and enjoy the view. Continuing on we knew there was no chance to park all our cars at Black Mountain

or Dairy Farmers Hill. We cruised slowly around the loop roads on the tops of these hills, catching a brief glimpse of the eagle's nest sculpture on DF Hill as we descended through the Arboretum.

Just before reaching Scrivener Dam we pulled over to the side and halted briefly to allow cars delayed in traffic to re-join the convoy. Despite the large number of cars on the run we were able to keep the convoy structure and could enjoy cruising along in sight of other MX-5s.

On Red Hill, the last of the five, there was room to line up the cars three abreast for photos before proceeding to Lennox Gardens by the lake for a picnic on the grass. As the sun set the air cooled quickly, becoming quite chill. People left the circle of folding chairs and fetched jackets from their cars to keep warm. It's surprising how much warm clothing can be stored and found in the boot of an MX-5.



Mystery Run

17 DECEMBER WORDS **WAYNE LANG**
PHOTOS **WAYNE LANG GRAHAM ROCHESTER**

Christmas is always a time to kick back and relax and spend time with family and friends, but today it was a time to share the company of our MX-5 friends. We were to meet at our regular rallying point at the "Port Macquarie Service Centre" on an already hot and balmy morning. A steady flow of MX-5s started to arrive and before long we had 23 participants ready for the mystery destination.

After some chat and a coffee, Greg gathered everyone around to let us all know that we'd be going to "North Brother Lookout" at Laurieton for our drive. From the Service Centre we headed west to Wauchope, then left onto the "Bago Road" until returning back to the Pacific Highway. Then it was a short run south before reaching "Ocean Drive", then left toward the township of Laurieton.

A short while later we arrived at "Captain Cook Drive" where we drove the twisting ascent up to the scenic lookout. I got the crew together for a group photo with the beautiful backdrop of the town and lakes below. We then drifted over to the other side of the park for a photo of "Watson Taylors Lake" & "Diamond Head". It was now time to return to Port Macquarie and the "Rivermark Café" for our luncheon destination. Our wonderful host Ian provided the food, and as always, the meals were top notch, but the company was even better. We were also honoured to be joined by Doug Way, the sales manager from "Port Macquarie Mazda" and his son Ethan. We talked amongst each other while enjoying our lunch, then it was then time for the awards ceremony.

Graham offered a lovely speech and acted as presenter for the awards and gifts.

Mikey received a new cap, because apparently, he drives so fast, they keep blowing off his head.

Barry & Jenny Lutterell received an award for travelling long distances to attend several runs with our chapter. (They're both from Newcastle).

Peter Rodgers received a trophy for doing an excellent job as being our MNC Chapter Convenor from 2013 to 2016.

Greg Cox was given a bottle of wine in appreciation for organizing most of the "runs and reports" last year. And I was humbled at receiving the 2016 Member Of The Year award (see page 12).

Once the awards and gifts were handed out, we mingled and eventually bid our farewells to everyone for the Christmas break until the New Year, where we have plenty of runs already set for our 2017 calendar.



Mt Seaview Run

12 NOVEMBER WORDS AND PHOTOS **WAYNE LANG**

At 8am on an already stinking hot day (in fact the hottest day I've ever spent in an MX-5) Cath and I left Kempsey to meet up with an expected 15 or so keen participants at the Port Service Centre. On arrival, we met Chris Clark who had travelled down from Coffs Harbour, closely followed by Graham Rochester and Peter and Sandra Grob. Cars started arriving at regular intervals, John and Judith Hansen were next, then Stephen and Liwan Hansen from the RPM Chapter Sydney, Peter and Jill McDonnell, Kevin Chappell, down from Armidale and eventually we had 13 people ready to brave the sweltering conditions. Our first run for 2017 was to be a short blast up to Comboyne for morning tea at the "Bowerbird Cafe". We had some nice cake and most of us ordered an iced coffee, which due to the heat was more like room temperature coffee.

Following breakfast and a chat with friends, it was off again for the run down from Comboyne and then out to Mt. Seaview Resort for our lunch destination. The heat by now was almost unbearable. Cath and I tried to cope with the elements by keeping the roof down, but I was very nearly tempted to pull over and put it up.

The air conditioning was nonexistent and the cabin felt like it was at least 45 degrees. Upon reaching Mt. Seaview, we realized that there was no air conditioning inside the restaurant either. We had the staff constantly supplying us with ice, but their effort was in vain, because as soon as the ice hit the water or cold drink it was gone. The glasses were warm to the touch and the only respite were two ceiling fans which were virtually on their last legs. Still, the company was good and the food wasn't bad either.

An hour or so passed and it was decided to take a quick run up to Ginger's Creek for a drive. As we left the restaurant we were met by Mark Wilson and Jodie Carty who had been delayed. They were in Mark's highly modified NA, which none of us had seen up 'til that point. I couldn't have thought in my wildest dreams that it could be even hotter than it had been earlier. How wrong was I? After leaving Mt. Seaview, we only travelled a short distance before we were caught behind a bloody truck doing about 20kph up the grade. My patience with this lasted about 2 minutes, when I overtook to see if there was any clear road ahead. After a kilometre or so, I radioed to the others that all was clear. Mark Wilson was the only one that took me up on my offer of no oncoming traffic. So, we had a brisk run through the twisties, before reaching Ginger's.

More chat and a few laughs over something cold, then bidding our farewells to Chris and Kevin who were heading further west for the long trip home. As for the rest of us, it was back into our little cars for our return trip eastward. There were some lightning strikes and some heavy wind on the way back, followed by some medium weight rain, but this I can only assume, was welcomed by all considering it brought the temperature down to an almost human level. Anyhow, that's our first run out of the way for 2017. We now eagerly await our next. I just hope it's a lot cooler than the one we experienced today.





13 cars and 22 members set off from Haywards Bay after the required coffee fill (and breakfast for some) for a run to Greenwell Point.

We set off on a hazy and cloudy morning along the Princess Highway before turning off for a fast twisting run along Swamp Road, Jamberoo Road, Fountaindale Road and Saddleback Mountain. Stopping near the top for a photo shoot we admired the fantastic view of Kiama and the coastline - the sun even made a welcome appearance!

Then it was a downhill run to rejoin the highway, deviating through Gerringong and Gerroa, back on the highway to South Nowra before a short run west for a visit to the R.A.N. Fleet Air Arm Museum. We all had plenty of time to check out the museum with over 30 aircraft and numerous aviation artefacts

on display and for some, another coffee top up in their cafe. Then it was another fast back roads run along Forest, Coonemia and Culburra Roads before joining Greenwell Point Road to take us to Greenwell Point Reserve for our picnic lunch, although a few opted for the local take away fish and chips!

We all made our own way home but obviously we are not the only ones who enjoy our beautiful South Coast as 5 ACT plated MX-5s were spotted at Gerringong on the way back. Sure enough, it was the Canberra Chapter enjoying a slow trip home after their Sublime Lunch at Sublime Point.

A great day in all with great friendly company and good weather - a big thanks to our organizers Don and Jackie McCormack. And happy birthday Adele.



Shoalhaven Explorer Run

20 NOVEMBER WORDS **ANDREW GRAY** PHOTOS **JULIE FARQUAR ADELE WEATHERALL ANDREW GRAY**



Club Trackday

11 DECEMBER WORDS **BRYAN SHEDDEN** PHOTOS **ROB WILKINS**

2016 was a crazy mixed up year for club motorsport. Would you believe that 11 December was our first Sunday track day at Wakefield Park in 2016?! Thankfully it was a beautiful day with blue skies, light scattered clouds and a top temperature of 26°C. David Lawler was absent so David Johnson stepped in as our Clerk of Course - what a great job he did too! The day was fully booked and after a few no-shows, there were 77 drivers competing - all but 12 were in MX-5s. It was amazing to note that 17 competitors made the long trip down from Hunter Chapter - well done! Fastest of the day was Curran Brennan with an amazing time of 1:07.829. Curran and father Stephen have really got their turbo NA sorted and wiped more than three seconds off their PB. Visitor Alaine O'Connor was next fastest with 1:08.918 in a Trackschool NC racecar - he was so impressed with our track day that he's since joined the club.

With President Keith Monaghan absent, Mitchell Bennett dominated Class 1 in his standard NB8A with 1:16.220. Michael DeMaio, Greg Unger, Phil Christie and Mat Fraser fought a close battle for second place, with less than half a second separating 2nd from 5th. Greg Unger particularly impressed with a 1.3 second improvement on his PB. Luke Kovacic and I had a ding-dong battle in Class 2, with Luke claiming the win (1:12.619).

More and more NDs are finding their way to the track, and they look right at home with numbers on the doors! Jason Atkins claimed a comfortable win in Class 3 (1:14.490). Brett Meehan was second and first-timer Yuki Yu third. Graham Fletcher had a blinder in Class 4, shed 0.9s off his PB and claimed the win with 1:16.183. It almost made up for his obsession with red eye-shadow! Graham was followed by Josh Allen and Colin Glazier. Phil Mayo is a veteran of the modified NA6s in Class 5 and set a new PB of 1:14.876 to claim the win. However he'll need to carefully watch over his shoulder at future events as Jason Russell and Graham Perkiss are also improving strongly.

P-plater Blake Hotz impressed with a highly respectable 1:18.230 on debut - he's obviously inherited fast driving genes from Warren and Tammie! John Karayannis had Class 6 all to himself (1:12.727) with Gus Elias experiencing a car that was down on power after a head gasket replacement following Winton (1:14.287). Mark Kavanagh claimed 3rd and will soon be challenging John & Gus as he continues to improve. Greg and Lesa Bunn claimed 1st (1:11.359) and 2nd (1:13.844) in Class 7 with their modified NC. It was almost a PB for Lesa too, missing out by only 0.01s. Andrew Digney peddled his lightly modified ND to an impressive 1:14.016 to claim 3rd. In Class 8, Phil Donnelley absolutely smashed his PB by more than four seconds to claim the win (1:11.790). All his recent modifications to his SE really paid off! Ray Estreich





was less than half a second behind in 2nd place, and only 0.01s behind his old PB. Josh Fitzgerald's SE was unfortunately not ready for the track, and he was forced to claim some Class 8 points in a non-turbo car. The racecars in Class 9 were dominated by the usual suspects: Ralph Thompson in 1st (1:09.759) and Ian Combes 2nd (1:10.417). Welcome to Matthew and Terry Johnson who impressed at their first club track day with times in the 1:12s. No surprise really - Matthew was third in the 2016 MX-5 Cup Championship and he's no first-timer! Curran and Stephen Brennan were 1st and 2nd in Class 10, with Tammie Hotz 3rd debuting her recently acquired supercharged NC. Keith Bridgement in his WRX was fastest of the non-MX-5s in Class 11 (1:11.020). Jamie Collins usually drives his SP at the track, but had a run in his Commodore SSV this time. He claimed second and revelled in the thrill of leaving black lines on the exit of turn 10. It was wonderful to see Val Stewart return to the track after a three-year absence, although her day was ended early by an oil leak in her RX-7. So concluded the 2016 calendar year of MX-5 motorsport.

Challenge Bathurst

26 NOVEMBER WORDS AND PHOTOS KEITH MONAGHAN



A group of our regularity regulars took on the best track in Australia for the 2016 Challenge Bathurst and again proved how good they are. Congratulations to Tony King and Glenn Thomas, each taking a first place. Stewart Temesvary claimed a second and Warren Hotz a well deserved third place. **ABOVE RIGHT AND BELOW LEFT** (L to R) Glenn Thomas, Tony King, Stewart Temesvary





Matthew Johnson



“Started off with defensive and advanced driving courses then progressed to track days. Wanted to improve my driving and times so from advice by Daniel Deckers I entered into the MX-5 CUP.”

2003 NB8B MX-5

- Approx. 94 kw @ wheels

Engine / Drivetrain:

- Standard BPZ3 with the SVT disengaged
- Haltech loom from turbo SE/SP
- Haltech ECU
- Cold air intake
- Racing Beat 4-1 headers
- 2.25" straight through exhaust with sport muffler
- Oil Cooler, oil filter relocation kit and oil catch can

Wheels / Suspension / Aero:

- BC ER Series Coilovers
- Custom modification to 3 degrees of camber}
- Racing Beat front and rear swaybars
- Half roll cage
- Carbotech Brake Pads
- 15x8 Konig Wideopen
- Yokohama Advan AO50's 225x50R

PB Track Times:

- Wakefield - 1:10:50
- SMSP South - 1:04:9





Winton

26 NOVEMBER WORDS **BRYAN SHEDDEN**

Over a year ago, when Competition Secretary David Lawler was faced with a severe shortage of track bookings at Wakefield Park and SMSP, it was decided that we would take the unprecedented step of organising our first track day beyond the borders of NSW - at Winton Raceway in Victoria. The Committee felt it was a risky option as it would require large numbers of club members to travel a great distance and a couple nights accommodation. The event would be supported by members of the MX-5 Club of Victoria & Tasmania and would serve as the NSW/VIC Interstate Challenge. Many of our fastest and most experienced supersprinters had booked themselves in for Challenge Bathurst at Mount Panorama - no problem at first, but then a month after we booked Winton, the Bathurst event was moved to the same weekend.

Not only would this clash affect our competitiveness in the Interstate Challenge, it could threaten the viability of the event. However, fortune favours the brave, and what a huge success it turned out to be! Our track day on Saturday 26 November was fully booked with 79 drivers and one late withdrawal. The trip started with the long drive down the Hume Motorway to our accommodation in Benalla - a beautiful little country town that I always enjoy visiting. Gaynor Lawler organised a group dinner on the Friday night at The Northo Hotel, which was attended by about 50 people, including about 20 Victorians. The inter-club banter was richly entertaining and the rather fancy pub meals equally delicious. Early next morning, we made our way down the road to Winton Raceway, which sits on flat land surrounded by

sheep paddocks. The weather was perfect with a few light clouds and temperatures starting in the teens and rising to 22°C. Considering they were in unfamiliar territory, our volunteer officials amazed all with their efficiency. Huge thanks to Jean, Gillian, Cathy and Maria at registration, and Paul, Graham, Stephen and Gerardo in scrutineering. It set the scene for a day that ran like clockwork, with the 79 drivers divided into five groups of up to 18 cars. The NSW drivers were in groups 1, 3 and 5 while the Vics insisted on having groups 2 and 4 all to themselves - possibly reluctant to show us the quick way around their home track! We also had a couple of birthdays to celebrate. Jean Cook and Gillian Fletcher got to blow out their candles during the lunch break. There were a couple of sighting runs



Trackday

PHOTOS **BRYAN SHEDDEN CURRAN BRENNAN RANDY STAGNO-NAVARRA**

for those who had not driven at Winton before. Drivers were given four runs of up to 6 laps on the short track in the morning, a short lunch break to allow reconfiguration of the track, and then three runs of up to 6 laps on the long track in the afternoon. Two for the price of one! There were only a few breakdowns, with Gus Elias suffering a head-gasket failure, Peter Barnwell a tyre delamination, and Robert Parr an engine failure. The rest did what MX-5s do and kept going and going like the Energizer Bunny.

It was a double points round in our NSW Motorsport Championship, with results on the short track considered separately to the long track. Class wins went to Mitchell Bennett (1), Luke Kovacic (2), Jason Atkins (3), Graham Fletcher (4), Phil Mayo (5), John Karayannis & Gus Elias (6), Andrew Digney (7),

Phil Donnelley (8), Ralph Thompson (9), Curran Brennan (10), and Peter Barnwell (11). Scoring in the Interstate Challenge was based on the Victorian MX-5 classes. Russell Garner and I collaborated to pair our drivers against their Victorian counterparts in each class, with points assigned to their respective Club based on their combined best times on the short and long tracks. Late in the day, as everyone packed up and patiently waited for the presentation, Russell and I clawed over the lap times and did the sums. The Victorians triumphed in all but one class (Standard NC) and reclaimed the Interstate Challenge Cup with a score of 113 to 94. It was a remarkably close result and the closest we have come to claiming an "away win". And David reluctantly handed over the trophy!





Nulon Nationals Round One

08 JANUARY WORDS **SCOTTY GIBBS**
PHOTOS **ROB WILKINS JOHN KARAYANNIS**



ABOVE RIGHT: JOHN KARAYANNIS AND SCOTTY GIBBS **ABOVE LEFT:** The Team JOHN, SCOTTY, GUS ELIAS AND WADE REWELL

Nulon Nationals got off to a very early start this year with a motorkhana at SMSP skid pan on a scorching January Sunday. Keith Monaghan had decided to step aside as captain of the team for this year and when I was offered the opportunity, it didn't take much convincing! The club has had some great results in the past which left some big shoes to fill.

In taking on the role I had three main priorities;

- Reward club regulars with invitations to events
- Try and use the events to get new members
- To stay true to the club brand and only use MX-5s at every event

When selecting a team for the first round, I looked at some of the great drivers who had displayed their skills at our club Motorkhana days. It was hard to go past the enthusiasm and finesse of two of the regulars at the top of the scoreboard and the first invites went to John Karayannis and Gus Elias. Having won the 2WD turbo class in both previous years, I was always going back to try and make it three in a row. When looking at the final spot on the team, I was reminded of a member with similar years of experience to myself who hadn't been able to compete at the club series as, by definition his car is a Motorkhana "Special" and Wade Rewell was added to the team. I can't stress how hard it was to pick a team for this event having seen so much talent at our club events, I really wanted to front 10 cars!

The competition got underway and all four of us had a quick loosener as is very common in Motorkhana and all of us would struggle on our first run as we got our head around the very





slippery surface which is different to any road or track you will use anywhere else. Immediately all of our team was in the top half of the field and as the temperature rose, so did our team and we marched up the leader board.

The two classes we were competing in were the 2WD turbo and Naturally Aspirated under 3.4L. Gus and John would have their work cut out for them in the Naturally Aspirated class with Club Deutsche hiring a seasoned Motorkhana veteran in an M3, and the best drivers from the 86 Club having amassed plenty of experience at the venue. There were many other clubs entered in the class, but few would pose a challenge to our boys! Wade and I would be fighting in the 2WD turbo class and much to my surprise we didn't have it all our own way, with several of the teams having done a lot of events since last year and driving really well.

Coming into the final test, all of us were having a lot of fun and taking in the whole experience. With the wall along the skid pan packed with spectators, photographers and like minded club motorsport folk it was easy to see that this is the biggest Motorkhana event. And I've seen several CAMS National Championships!

After a solid drive, John took out third in class (only half a second off 2nd!), followed closely by Gus in fourth. A very impressive effort considering their class had the most entrants out of any with 22 drivers. In the turbo class, Wade finished 11th and first of the first timers to Nulon Nationals, and I went on to make it three from three and won my class. The strong results from all of us means that the MX-5 Club tied for the series lead! We finished on the same score as the WRX Club, who only entered two WRXs, so in my opinion, they sacrificed their integrity to try and win!

I'm very proud of our team and how we drove on the day. The competition has really ramped up amongst all clubs involved and this event proved over everything else, experience is the only way to get to the top of the leader boards. I highly recommend getting involved in our Club Motorkhana series this year and getting some tests under your belt and who knows you could be part of next year's representative team!





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