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

TORQUE



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CANBERRA CHAPTER EPIC

WINTER 2013

Print Post Publication: PP381712/02600



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club TORQUE

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

WINTER 2013



TIMOTHY
HEPPELL



ANDREW
LORD



September can only mean one thing. Grand Finals! An impossible to escape, back page filling, television dominating way of life for most Australians. Think you've opened up Club Torque for a bit of respite? Forget it! Winter is when the MX-5 fraternity conducts their own Grand Finals – roadster style!

Trackphiles will enjoy our coverage of all the glitz and glamour of the Annual Track Awards Presentation. Canberra was well prepared for their biggest match of the year when they journeyed all the way to Noosaville – and met up with a whole lot of other MX-5s along the way! The BreakFast Club were given a frosty reception as they embarked on a battle with the Victorian High Country – and came back victorious after conquering the majestic roads once again. The gloves were off (then quickly put on again) for the inaugural Illawarra vs. Sydney vs. RPM Karting Challenge. This event caused more drama and controversy than David Warner in a London nightclub. The challenge was laid down by the Austin Healey Owners Club as the Annual Brass Monkey Run was held in Goulburn. Was the MX-5 Club crowned winners for the fifth year running? You'll need to read to find out!

We've kind of already had our Grand Final here in the Torque bunker. Last issue marked the swan song for Neil Hamilton-Richie. He left on a high, stamping his authority on the publication with stunning graphic design and deft post-production. Neil has swapped his supercharged NC for the camera lens and international travel. We wish him well.

This leaves Andrew and Timothy to embark on a new season together alone. We've put in the hard yards during the pre-season. We've run the laps, pumped the iron and emerged fitter than ever. As always, we encourage support from our fans in the grandstands. Give us a holler at publications@mx5.com.au

The Torque Team

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NSW MEMBERSHIP REPORT

CURRENT
MEMBERSHIP

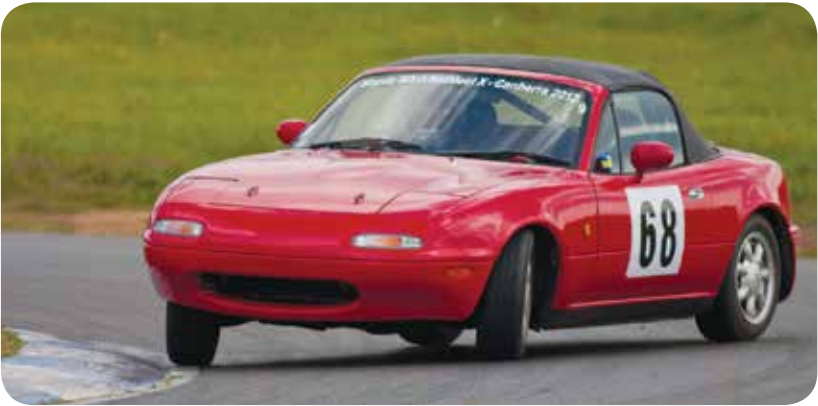
TOTAL
643
[FINANCIAL]

**NEW
MEMBERS**
56

A few interesting statistics. Over the life of the club, approximately 30% of our membership has been female. Our most common age is 63 years represented by 4.2% of our membership. But don't panic, we have a cross section of members from as young as 9 up into the 80s.

If you haven't been receiving emails from the club, that means either you don't have an email address on record or your email address that is on our records is incorrect. Please contact membership to have this updated on membership@mx5.com.au

-Keith Monaghan



PRESIDENT'S BRIEF

BY BRYAN SHEDDEN

The last few months have been unbelievably busy for me. Somehow I managed to cram in two club trackdays, three supersprints, the charity brunch at Sutton Forrest, the karting day at Picton, the Christmas in July weekend at Wallerawang, a couple of Illawarra Chapter dinner meetings, two Committee meetings, and a training day for the new club website. And as I write this column, I'm panicking about what I've forgotten to pack for the Phillip Island 6hr Regularity Relay this coming weekend. There's no rest for the wicked!

Throughout the last quarter, the one constant has been working on the new club website. You read about it in the last Club Torque, and the website will have been launched by the time you read this – "D-day" is 12th August. Elsewhere in this edition, you can read a feature article on the website, explaining what it provides for you as a member of the MX-5 Club of NSW. This is a massive development for our club and I'm confident that it will deliver a quantum leap in your membership experience.

SYDNEY CHAPTER LAUNCHED

As the Mazda MX-5 Club of NSW has grown, so too have the chapters within the club. What originally started in 1990 as a Sydney-based club of around 100 members, we have grown to around 650 members and established regional chapters to accommodate the needs of our members throughout

NSW and ACT. We have reached the point where members living outside metropolitan Sydney actually represent the majority of our club. Yet Sydney is still the most populous region with around 300 club members.

Currently we have (from North to South) the Mid North Coast Chapter, Hunter Chapter, RPM Chapter, Illawarra Chapter and Canberra Chapter. Sydney is the smallest region by area and largest region by membership but did not have a formal representation of its own. In light of this, the Committee has unanimously chosen at the July 2013 meeting to ratify the Sydney Chapter as a formal chapter in its own right.

Guy Coles has raised his hand and accepted the newly created role of Sydney Chapter Convenor and will be responsible for coordinating the annual programme of events, both driving and social. He will also be forming Northern Sydney and Southern Sydney Branches of the Sydney Chapter, to encourage the development of local social networks and provide regular activities closer to home for a very large member base.

This is an exciting time for the MX-5 Club of NSW as it means that some of the functions previously managed by the Committee will be handed over to the Sydney Chapter, allowing the Committee to focus more on the strategic planning and management of the club as a whole.

We are one club with many parts.

Please join me in congratulating Guy on his appointment. His official MX-5 Club email address is sydney@mx5.com.au or he can be contacted on 0419 914 443.

COMMITTEE CHANGES

At the Committee meeting on 14 August, several Committee roles were restructured to accommodate the recent launch of the Sydney Chapter.

Sydney Chapter Convenor – Organisation of monthly runs and social events in Sydney region.
Club Captain – CAMS permits, Concours and President's Picnic, technical events, liaison with Chapter Convenors, training & coaching of run leaders, run database.
Social Secretary – This role has been dissolved. Lesa continues on the Committee as the RPM Chapter Convenor.
Vice President – Management of Club meeting venues, sponsors, advertisers, vendor discounts, and supported charity
BreakFast Club Coordinator – New Committee role representing this special interest group as a formal part of the MX-5 Club of NSW. Welcome aboard Adam Walker.

For further detail, please refer to Appendix A of our Constitution which is available on the Club website.

NEW MEMBERS Welcome!

Leo Ascone	Rachel Lawler
Theresa Bown	Gregor Lochtie
Trevor Bown	Michal Marszalek
John Anthony Peter Brooks	Douglas Mcneill
Sandra Brooks	Diann Miller
Phil Bywaters	Con Mitsos
Rodney Esdaile	Julie Mittmann
Kerry Evans	Karl Mittmann
Jonathan Fox	Darren Moulang
Joe Gabko	Matthew Moussa
Rebecca Gilmore	Mary Mumford
Ivan Harris	Robert Mumford
Jennifer Heathwood	Greg Nelson
Tony Heathwood	Ian Nunn
Richard Herring	Steven Pender
David Hicks	Mary Psilos
Dianne Hogden	Bruce Robertson
Lindsay Hogden	Philip Soo
Geoffrey Hughes	Leanne Saldern
David Johnson	Kingsley Stewart
Daniel Johnston	Trevor To
Steph Katz	Alan Vuong
Blair Kingsland	Janet Wheeldon
Sai Tat Lam	Peter Wheeldon
	Anthony Zachulski

COMMITTEE

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Sydney Convenor: Guy Coles
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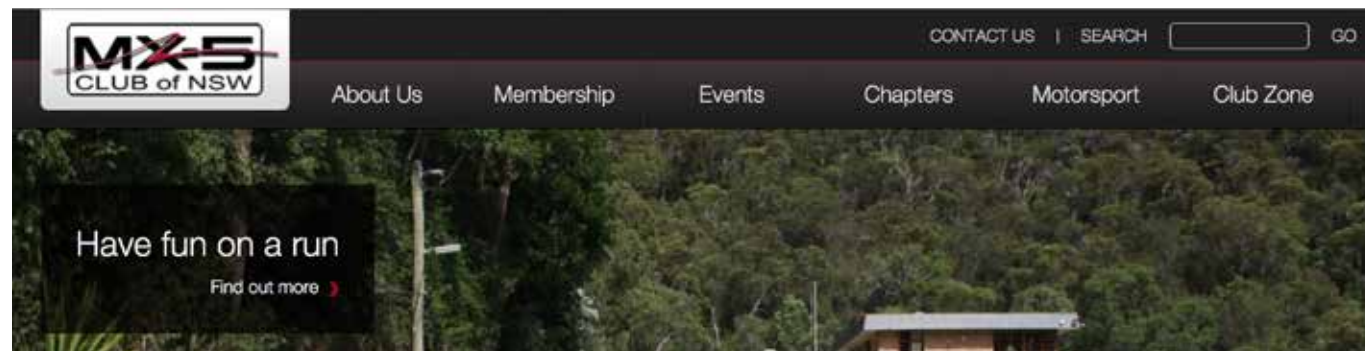
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NEW CLUB WEB SITE

nsw.mx5.com.au

REPORT BY BRYAN SHEDDEN



It's been a while in the making, but we finally have it done! Our new Club website is launched, and we believe it will be a massive improvement to your online experience with the Club. It certainly is a step up from the previous offering. I've outlined below some of the key functions and services. Give it a go and feel free to send us any feedback you may have.

HOW DO I FIND OUT WHAT EVENTS ARE HAPPENING?

If you want to see what's happening right now, the homepage of the website has a prominent box in the bottom left corner which features the next four events in our calendar.

Better still, if you're planning ahead, the "Events" link at the top of the website is where you'll find the full calendar. There's a complete listing of every forthcoming

event for the entire Club, or you can view a short list for an individual Chapter or interest group. In each listing, the event calendar is displayed in order with a brief summary for each event. Click on "More Info" to see the details of the meeting time, venue, organiser, run leader, meeting point, drive route, costs, booking, etc. Most events will also include an embedded map showing the location of the meeting point or a complete route map. You can also now register your interest in participating via the RSVP button-email link.

The "Events" section is also the place where you will find important information that members are encouraged to read prior to participating in a Club run. There is an explanation of the run grading system, and links to the Code of Conduct, Waypoint Information

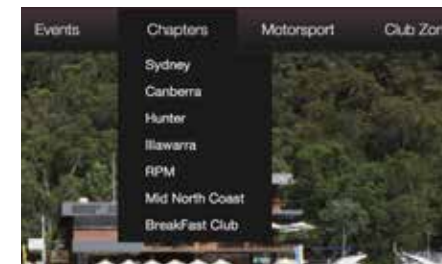
Sheet, Incident Sheet, and a Guide to Organising and Leading Club Runs.

HOW CAN I READ ABOUT THE LATEST NEWS IN OUR MX-5 WORLD?

If you want to see what has just happened, the homepage of the website has a prominent box at the bottom which features the three latest stories. These are reports on recent runs or social events, and can also include the latest track day results, featured video from YouTube, or even a link to an article of interest posted somewhere else on the internet.

A full list of news is available by clicking "More News" at the bottom of the Latest News box, or by selecting "News" in the "Club Zone" at the top of the website. If you're only interested in reading news relevant to your local region, then

select the "Chapters" link at the top of the website and chose your region. Each Chapter page includes a dedicated "News" feed which only displays stories for that Chapter, in addition to some general interest items.



WHAT ARE ALL THESE CHAPTERS ABOUT?

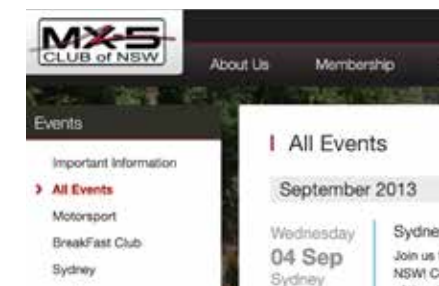
The "Chapters" link at the top of the website is your gateway to the regional Chapters of our Club. These pages explain what the Chapters aim to deliver, and you enter a dedicated section for each Chapter, which provides more detailed information, events listing, news listing, social media links, galleries, and more. These sections are essentially the "websites" for each Chapter.



I WANT TO BUY/SELL AN MX-5 OR PARTS/ACCESSORIES. HOW DO I POST AN AD ON THE WEBSITE?

We now have an exciting new facility on the website which allows members to create their own classified advertisement to buy or sell, and self-manage information and photos included with the listing. Just select "Buy & Sell" in the "Club Zone" at the top of the website, and click the "Post an Ad" button. Advertising on this webpage is available to all members of the MX-5 Club of NSW as a free service. The ads are publicly accessible and the whole world can see what you're listing to sell or buy. Ads will remain live on the website for up to three months. You can edit, close or extend your ad at any time. It should be

noted that all ads are moderated and ads from non-members will not be accepted.



HOW DO I FIND OUT ABOUT THE NEXT CLUB TRACK DAY?

The website has a dedicated section for our Motorsport group accessed by the "Motorsport" link at the top of the website. This section contains introductory information about our motorsport program, links to the entry forms for our next track day, an archive of track day results for the last seven seasons, annual point scores and lap records, and information about vehicle classes. There are also specific pages for all motorsport events and news, guides to the three tracks in NSW, and advice about getting started in track days and racing.

WHERE CAN I FIND OUT ABOUT OUR CLUB'S HISTORY?

A wealth of historical information about the Club is available in the "About Us" link at the top of the website. This section includes historical information about the Club's formation and the development of our logo. There is an Honour Roll which features information about our Club Patron, Life Members, recipients of the President's Award, and lists of former Committee members. Information about the Member of the Year (MOTY) awards and their recipients over the years can be found under Membership > Member of the Year.

For those who are really keen to learn about our Club, or to reminisce about events from years ago, the website features a complete library of all our newsletters and magazines, dating all the way back to the first in 1990. You will find this in the Club Zone > Magazine > Library.

THE WEBSITE PROJECT

It's been a very long and elaborate path to reach this point. Glenn Thomas started the website refresh project in May 2012 and with input from Bob Gage, Allan Cruz, Victor Lee and myself, the overall aims for the project were scoped out. The job really got going in August when a detailed website specification was prepared, and subsequently refined after feedback from the Committee. I was elected President in October 2012 and undertook the key task of leading the project to completion.

Several web developers were approached to quote on the job, and in February we selected Daemon to build a content managed website to meet our specifications. In March, Daemon commenced the graphic design and construction of the website, and David Lawler accepted the new Committee role of Website Coordinator. The basic framework was delivered by Daemon on 18th May for "user acceptance testing". We identified and ironed out bugs over the next few weeks and conducted our first website training day for content publishers on 30th June. We've been building content since then, and it's now ready for you to use.

Many people have contributed to the construction of the new website. In particular, I extend my sincere thanks to Rod & Zan Menzel, Cathie Curran, Damon Muller, David Lawler, Sue Litt, and each of the Committee members and volunteers who have been adding content to the site.

Finally, I want to sincerely thank my lovely wife Fiona. Not only has she patiently allowed me to invest huge amounts of my time in this project, but she made a massive contribution of her own professional skills. Fiona was the Website Producer for BlueScope Steel for nine years, and her input to the specification of our website was instrumental to its success. Feedback from the website developers was that they had never seen such a well-prepared specification document. Fiona directed the user acceptance testing, and guided me on the process of building content. Amazing! We couldn't have done it without her.





SUN RUN TO NOOSAVILLE

29TH APRIL TO 10TH MAY 2013 // REPORT BY KEN KEELING
PHOTOS BY KEEN KEELING & TONY MACDONALD

As many in the Canberra Chapter are aware, I really enjoy spending lazy days in the Noosa area at this time of year, where the benign climate is much more appealing than the onset of a Canberra winter.

So it was that the idea of an autumn run in my MX-5, in company, to the sun at Noosa was conceived and promoted to our Chapter as a two week foray up and back via the roads less travelled and calling in to some places less visited. Unfortunately, some potential starters could not get away from their pre-existing commitments for two weeks and the final group that departed Canberra early on Monday 29th April was three cars and 6 people. Owing to some undefined malaise with the supercharger in his MX-5, Malcolm B reverted to his “other car”, a Renault Megane turbo.

Our day one route was Canberra to Raymond Terrace, via the Old Hume Hwy from Bargo, over the Razorback to Camden and then The Northern Rd for lunch at Windsor. From there it was the Putty Rd to the Hunter Valley vineyards in the Broke-Cessnock area. Unfortunately, the NSW Roads people have not seen fit to maintain the Broke-Cessnock major tourist road in anything resembling reasonable

condition. It was the worst piece of tarred road for the entire 4000+ kms travelled - an appalling agglomeration of poor repairs over previously badly patched asphalt. And no fun at all in an MX-5! But we somehow managed to get over that trauma by a very pleasant evening at the Hotel overlooking the river at Raymond Terrace. Overall, an enjoyable day with 530kms under my wheels.

Day two was another pleasant weather day and we enjoyed a relaxed run to Gloucester for coffee and then up Thunderbolt's Way to Walcha for lunch, with time en-route to stop and take in the view from Carson's Pioneer Lookout, on Baxter's Ridge. Of course, MX-5 drivers are everywhere and at the lookout a couple driving a Subaru wagon wandered over to proudly display his MX-5 T-shirt and let us know that they also drove an MX-5.

After lunch it was on to Uralla and Armidale and then back toward Dorrigo before branching off to the twisting old Armidale Road to Nymboida. Our overnight stop after a daily tally of 450 kms was at the old Nymboida Coaching Station Inn, where Russell Crowe has set up his Museum of Interesting Things. The MIT is well-

named and an interesting place to spend some time before a relaxing al-fresco pre-dinner drink overlooking the crystal-clear Nymboida River. Despite being in the middle of nowhere, the high standard of the accommodation, country pub atmosphere and picturesque situation of the Nymboida Coaching Station Inn have made this place one of my favourite out-of-the-way stopovers.

Day three was to be a quiet day with a run in good weather through Grafton and up the Summerland Way to Casino before meandering through the hippy country near Nimbin and The Channon to Byron Bay and Mullumbimby to our overnight stop at Brunswick Heads. Unfortunately, some misinformation gave rise to a diversion away from Nimbin and my bad choice of



an alternate road over to The Channon – 5 kms of VERY bad gravel road! Coffee at The Channon (but no mystical cookies) and then the drive through the rolling hill country north of Lismore to Bangalow and then on to Byron Bay helped restore a much better frame of mind. A visit to Australia's most easterly point at Cape Byron, the lighthouse and the fresh sea air made us quite ready for lunch in the park by the beach at Byron Bay, overloaded as usual with lots of people and a premium on parking space anywhere near the beach. After lunch it was via scenic and quaintly named by-roads (Possum Shoot?) to Myocum and Mullumbimby for the mandatory afternoon caffeine fix. A short run then had us at Brunswick Heads after 296 kms for the day and in good time to see sunset from the mouth of the Brunswick River.

Our final Fourth Day on the run north was in sunshine to Murwillumbah over the Burringbar Range, part of the old Pacific Highway, still with speed cameras set for 80kph on the nice curvy bits. Our drive through the massive volcanic crater of which Mt Warning is but one part was interesting and the winding climb up the caldera wall to the Queensland border impressive, even if the roads were a bit rough in places. After the border, the road condition improved markedly and the run to Nerang and then Oxenford was smooth and conducive to fairly fast going.

After another coffee fix, we headed off to Tambourine over some very twisty, but

not fast bits through Eagle Heights and back down to the more open country of Waterford and Browns Plains. From there it was back onto main roads and motorways for the run through Brisbane and on up the Bruce Highway to Yandina. A smooth run north then had us at the Eumundi exit for the final leg in to Noosaville, with 371 kms for the day and 1678 kms from home.

My wife, Diana, had arrived by plane and was already settled in at The Islander Noosa Resort and, ever mindful of the needs of travellers, had prepared for the evening sunset wine and cheese ritual with friends on the Gympie Terrace parkland on the Noosa River. There we consumed the wine and cheese whilst watching the sunset. The evening arrival of the parakeet hordes and exodus to the hinterland of the bewildering number of flying foxes always provides an interesting side-show for the uninitiated.

Our arrival in Noosaville opened a new phase of our journey - relaxation for some and shopping for others. Of course, on Friday, our nominal rest day to loll about the Islander pool, there was the ritual of car washing to attend to as well as stocking up with essential supplies, particularly from the local grog shop.

A serious foray to the folksy Eumundi markets on Saturday morning provided much needed retail therapy for some and some financial angst for others. The weather remained particularly kind for Sunday when we joined the Sunshine



Coast Chapter for their “Boreen Bash” run through the Mary Valley villages and townships that had been threatened with inundation by the planned Traveston Dam, before that idea was abandoned as politically untenable. At least the Queensland government built some very nice roads in preparation for the threatened apocalypse. At the nominated start point at Eumundi, our intrepid Canberrans joined 23 MX-5s, from as far afield as Brisbane, for the days outing. A good roll-up of 26 cars, plus one planned additional car, which joined up as we passed through Pomona. The stop for morning tea was at the old Dagon Railway Station, which, although unused, has been well maintained by local volunteers. From there it was by more interesting back roads to and from Gympie and on to the luncheon destination of The Apollonian Hotel at Boreen Point.

If I understood correctly, it was a pleasant surprise to Tony Haslam, who





had organised the run, to find that that 31 MX-5s had arrived at the Apollonian. It seems that the procession of the SC MX-5 cars meandering through the by-ways had attracted other MX-5s that had been idly wandering the same back roads. Additional seating was organised, all were fed and everyone seemed very happy. Seems to be a good, if impromptu way, to attract new members!

Both Tony as the run organiser and, Robyn Fairley, Chapter Convenor for the Sunshine Coast, were well pleased with the day's outing, as were we southern visitors, as invited guests of the Chapter. Thanks Tony!

The ever-increasing demand by the others in our group for more fun forced me to consider other activities that appealed to me – food and wine. Firstly there was a foray on Monday to the quaint, Asian-village themed Spirit House at Yandina for lunch. I was pleased that Tony Haslam was able to join our little team



for a truly excellent lunch. Tuesday saw a quiet day planned for our little group when we took to the ferry to and from Noosa Heads and the temptations of the Hasting Street boutiques – and coffee by the beach. Unfortunately, we were forced onto virtually starvation rations for lunch at the River Deck, Noosa Marina (Tewantin), before returning to The Islander to fortify ourselves for the evening ritual of wine and cheese.

Wednesday was departure day back to Canberra for Diana and the rest of us headed off to drive the interesting roads around the Three M's – Mapleton,



Montville and Maleny. Unfortunately, the weather turned against us and we had our first real wet day of driving - but not in any way that detracted from the day's activities. Montville provided reasonable

coffee, more retail therapy from its many interesting shops, but none of the spectacular views of the coast normally available from its elevated bistro deck. The Hunchy provided an excellent driving experience from Montville – and back again! I got lost and the alternative road to Maleny was closed. Anyway we made it to our lunch destination, situated high on the rim of the old caldera with spectacular views overlooking the Glass House Mountains. King Ludwig's Tavern is very Bavarian - serving only typical Bavarian food and run by a Bavarian couple, who I have come to

know reasonably well over recent years. Considering the inclement weather, our hostess had moved our booking inside, where we were settled at an excellent table. The beer list was impressive and the food very good, as expected, and the only adverse element was the need for temperance for some as we had to face up to the drive back to Noosa, by some more interesting roads.

And so, after some 470 kms of driving the Sunshine Coast roads, it came time to depart from our Noosaville idyll and head south again. Day one of the home run was to Warwick via the Glass House Mountains road and Kilcoy, for the mandatory morning coffee fix. Post-Kilcoy, the road south around the Somerset Dam was so rough that we elected to divert west to Esk and take the major roads to join up with the Cunningham Hwy near Amberley. The envisaged sector through the Border

Ranges was also deleted in favour of a more direct route of 367 kms and an early arrival at Warwick.

Friday morning dawned fine and saw us heading off early down the New England Hwy to almost as far Glen Innes. At Dundee we turned off onto the Bald Nob Rd, a short-cut across to the Gwyder Hwy that, whilst a bit rough in places, saved us some 60kms. The Gwyder provided an enjoyable run down to Grafton, for lunch and fuel, before taking the Orara Way, rather than the highway, to Nana Glen and Coffs Harbour. From there it was the Pacific Hwy to Port Macquarie, arriving after 573 kms for the day and in time to take in the sunset with meze and a refresher at the Grape and Petal bistro in Clarence Street.

After an exchange of phone calls, our contact with the Mid North Coast MX-5 Chapter was deferred until Saturday morning, when we met up at the motel with Jodie Carty, wife of our previously very helpful Mazda man at Belconnen, Mark Wilson. Despite the rainy morning both Jodie and Mark turned up at our motel ready to run us up the 300 turns of the Oxley Hwy to the Gingers Creek Roadhouse.

As the day three weather was less than great (which had apparently deterred other potential Port Mac MX-5-ers) and both Jodie and Mark had commitments later in the day, we elected to settle for a group photo and make our own way up the Oxley for lunch at Walcha and then on to Scone. As we were about to depart the motel, one Port Mac MX-5er arrived and, despite the Gingers Creek Run having been cancelled, Kevin elected



to show us the way up the Oxley. That really is a show of camaraderie between MX-5-ers from wherever! The rain persisted until after we paused at Gingers Creek (once again for the mandatory coffee stop) but improved as we passed over the main ranges toward Walcha for our lunch stop.

After lunch, it was a direct run to Tamworth and Scone for our overnight stop, with a total distance for the day of 406 kms, before a walk to an adequate meal at the Belmore Hotel.

From Scone it was an early but foggy start for our final fourth day of the run home. Fog persisted all the way to Muswellbrook and Denman and, unfortunately, for most of the run up the first part of the picturesque Bylong Valley Way.

However, the valley near Bylong village was fog free and all were able to enjoy of views of the spectacular sheer cliffs forming the Bylong Valley before we climbed out and on to Rylstone for sufficient coffee to sustain us until, after

a quick circuit of historic Sofala, we passed through Bathurst and on to lunch at Oberon. The Café Savanna once again provided us with a very acceptable lunch. The alternate route, taking the excellent Shooters Hill Road south from Oberon, rather than the main Abercrombie Road, attracted favourable comment. And so it was on to Goulburn for a final coffee stop and farewells before the final leg home.

The final day covered 586 kms for a round trip distance of 4051kms on my odometer. The food had been good, the drink enough, the roads less travelled and places less visited interesting and weather generally benign – so I think we achieved the objective of a fun, sun run to Noosa.





GOULBURN HISTORIC WATERWORKS

19TH MAY 2013 // REPORT & PHOTOS BY ED CORY

Sunday 19th May dawned cool but sunny – a perfect day for a cruise in the countryside! Assembling at the Gungahlin College carpark, we took some new roads out of Canberra and headed for our coffee stop at Gunning via Gundaroo. The first leg was marked by a kangaroo attempting to demolish a fence all by itself! Luckily it managed to avoid both the oncoming cyclist and our MX-5s! The Merino Café hosted us in Gunning, where the local coffee and other culinary treats were a delight.

From Gunning we travelled over some great MX-5 roads to Grabben Gullen, where we turned east and headed to Goulburn along roads used to transport the components of a new wind farm at Bannister. Unfortunately this has resulted in an 80km/h speed limit but fortunately we did not meet any of the 80 metre

turbine blades on their way to the wind farm.

The Goulburn Waterworks museum is located in a picturesque setting on the banks of the Wollondilly River on the northern edge of town. On arrival we were greeted by gatherings of the Rolls Royce & Bentley Car Club, as well as the Morris Minor Car Club – the museum is obviously a popular destination for car people!

Our visit was timed for one of the few days a year that the museum's historic engines are steamed. Our tour started with the source of the steam used to power the two operating engines – a good place on a cold day! We then moved to the centrepiece of the museum, the 1883 Appleby beam engine, used to pump water for the Goulburn residents

between 1886 and 1918. As well as being physically imposing, it is a surprisingly complex piece of engineering – and the last example of its type in the world. The other engine is even older, an 1866 Hick Hargreaves & Co (one of three left in the world) originally used in the Bulls Creek gold mine at Araluen. Both engines operate virtually silently, although they are only working in demonstration mode, not at full power.

The visit was a lesson in how things used to be done, and no-one seemed to regret the passing of the 24/7 jobs, like being the fireman in the boiler room.

Lunch at the Cycle Café in Goulburn topped off our run and after lunch the group broke up for members to return home independently.



CAPTAINS FLAT BRUNCH INTERLUDE

16TH JUNE 2013 // REPORT BY IAN BOTTCHER PHOTOS BY PETER LEE

On this crisp sunny morning, 13 MX-5s (mostly topless) convened at Blamey Square, Russell Offices before firing up engines and cruising to Captains Flat, a former mining town 55 kilometres south east from Canberra. Rob and Jill made a welcome trek from Batemans Bay and met us at Captains Flat. It was also great to see more new members participating, this run welcoming Kerry and Rhonda and of course their (or is it Kerry's only?) pristine NB.

Travelling out of Queanbeyan in convoy on dual lane carriageway in an 80 kilometre zone, a lime green SS Commodore ute with 'P' plates may have saved our day. The 'P' plater no doubt felt pretty happy with him/herself overtaking the MX-5 convoy until, manoeuvre almost complete, was asked to pull over

by the 'men in blue'.

Turning off Kings Highway and onto Captains Flat Road, the convoy meandered through grazing land (cattle looking puzzled at times but thankfully not wanting to join in) before arriving at Captains Flat 11am. Only one other small incident along the way, when a largish rock, hiding in the shadows, 'sprang up from the road' thumping under the lead MX-5, thankfully hitting a cross member and causing no serious damage.

The Outsider Café, Lounge and Gallery is quite quirky with lots of art works throughout the building and numerous garden sculptures throughout the landscape and continuing along a path to the Molonglo River at the rear.

A local informant advised that the temperature during winter at Captains Flat is on average four degrees below Canberra, good reason for the two wood burners being of central focus. The Mediterranean inspired cuisine saw most participants 'loosen the belt' and comprised variety from char grilled vege stack, ham with melted brie and cranberry sauce, the Outsider Big Breakfast through to a pancake stack served with fresh fruit, maple syrup and cream.

Following much good food, good coffee and cheerful banter, some departed for home, some wandered into the nearby gallery, and museum and others just stood outside in the cold, kicking each others tyres and talking MX-5 'stuff' before finding their own way home.



The first midweek run for the year took a wrong turn early when the organisers Ken and Maggie Liston suffered a personal setback. Our thoughts, prayers and thanks are with Ken and his family.

We started the day with overcast and cold conditions but no rain. A small group by normal standards, all eagerly looking forward to the beautiful drive up Bells Line of Road to Darling Causeway and then on to Megalong Valley. New comers Kingsley and Mary Stewart brought their NC3 for a pleasant drive and fitted in well with the group. All cars in the group were polished to the max with loads of pride in their respective babies. Frank and Marg Verheyen stood out with that brilliant little red NB (as all other cars were silver).



MEGALONG VALLEY

MID WEEK RUN

7TH MAY 2013 // REPORT AND PHOTOS BY GRAHAM FLETCHER



On the road and about half way up the hill it started to rain and feeling sorry for the newbies we pulled over to get the tops up. As luck would have it the rain stopped shortly after and the tops came down when the group stopped for an impromptu chat at Mount Victoria. The road going down into the Megalong Valley must rate as one of the best sections of road for our little toys. Sub-tropical ferns lining the road, twisty bits galore and bitumen that you could skate on, all made for a spectacular descent into the valley. Eventually we pulled into the tea rooms at Megalong Valley for a pleasant lunch.

Days end saw all participants make their own way back home, surely remembering a wonderful drive to a stunning and picturesque part of the Blue Mountains.



The Sydney car wash and a coffee.

What a day! Snow in Artarmon?

No, it was the Breakfast Club's new washing device. A Gerni with a special "super suds" attachment.

Step 1: Spray on the thick white foam, so the car looks like it is covered with fresh snow.

Step 2: Wait 10 mins then gerni the foam off.

You have a clean car! No swirl marks! The Breakfast Club has purchased this device to make the cleaning process easier.

The car wash was started by Victor Lee



SNOW IN ARTARMON

REPORT BY ROBERT FORSYTH & PHOTOS BY TIMOTHY HEPPELL



last February on the south side of Sydney. We moved it to Artarmon and added coffee and pastries. It has now turned into a regular event, allowing for non-members to be introduced to existing members and encouraged to be involved with the club.

There is always a cup of coffee ready and the chatting and networking about the cars flows all morning. The cars are washed and even some minor mechanical or trim work is done.

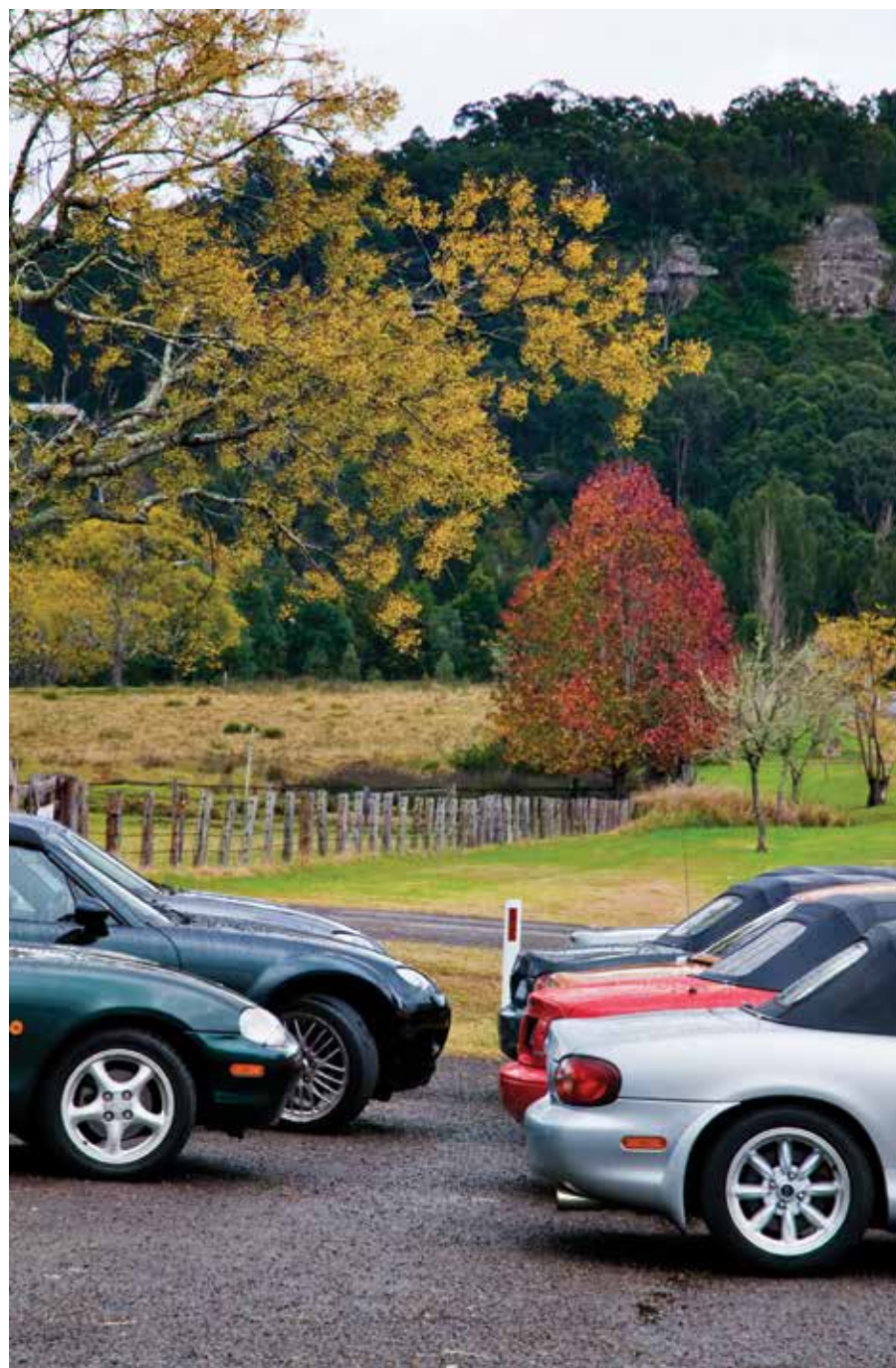
Check the event page out on the website for the next Coffee & Wash. Everyone is welcome. We have had up to 15 cars, and with a large capacity to take double this number.

Look forward to washing cars with you.



WOLLOMBI WANDER

13TH APRIL 2013 // REPORT & PHOTOS BY PETER HILKMANN



The question was...will it or won't it RAIN. Well it did and it didn't. Our meeting place was Maccas at Morisset, and when I left home the sun was shining. Or so I thought. Brilliant top down weather. But the further south I looked, the bleaker the weather was. By the time I had almost reached Morisset the rain had started, and looked somewhat set in.

As we waited for the others to arrive, the rain eased, and we dropped the canvas (and hard tops) and we were off to meet the Sydney Cruisers at Peats Ridge. Driving through the beautiful Mandalong Valley with all the lush green pastures, the heavens opened up again. Undeterred we soldiered on with the tops down and the pedal to the metal (well not quite), and stayed dry till we arrived at the Corrugated Cafe, Peats Ridge for a well earned coffee, while we waited for the Sydney Cruisers to arrive.

As we waited, the rain washed away all the mud we had collected on the way by taking one of the run leader's famous "short cuts". It was all good though, at least the dirt road wasn't dusty!

The Sydney Cruisers arrived with their tops up, as the weather out of Sydney was dismal which perhaps explained the small turn out of only four cars. It is not the quantity of people to show up but the quality that counts. As usual, we all mixed and blended very well on the day. By the time we had said our hellos, the rain had stopped again so we dropped our tops and we were off to Wollombi for lunch. What a lovely drive it is along the Great North Road through Laguna and districts. Once again we managed to stay dry, and after we arrived the rain



started again, so most of us opted for a meal at the Wollombi Tavern instead of spreading out our blankets for a picnic lunch.

All in all, we had a great day and enjoyed catching up with our friends from Sydney. We all drove home with our tops on, and lucky for us that we did, as no amount of speed would have kept out the bucketing we received whilst driving through the vineyards at Cessnock.

Thanks to all the participants who braved a cool and wet winter's day to enjoy their beloved MX-5s, and each other's company.



CENTRAL COAST JAUNT

19TH MAY 2013 // REPORT BY JOHN MORGAN PHOTOS BY JOHN MORGAN AND PETER KILMANN

A run down to Patonga sounded like a good idea as some of the Hunter members had done it before and had raved about the home made chips at the local fish shop. As this was the first run that I had organised and led I was a bit apprehensive. Would the weather be okay? Would we lose too many people on the way? Would it be an enjoyable run?

We met at Morisset maccas and the first of the fears were relieved as the day had dawned clear, if a little cool. Not cool enough though for all of our sixteen cars to head off tops down just after 9am. The run south through Budgewoi and The Entrance went smoothly and our morning tea stop was Bateau Bay picnic area, where all the homemade cakes and other goodies were shared.

From here and down through Terrigal and Avoca the group spread out a bit due to the many intersections and roundabouts. Suddenly I only had three cars behind me but thanks to mobile phones and sat navs, we all met up again at Marie Byles Lookout which provides magnificent views south over Pittwater. No more problems from here on and we all arrived at Patonga ready for a hearty lunch. Luckily the picnic pavilion in the park was not crowded and we all consumed our fish and chips either in or around the pavilion.

As the Newcastle Knights had a home game, about half of the group headed off after lunch to go to the footy whilst the rest of us headed back to Woy Woy and then turned south on the Old

Pacific Highway to Calga. What a great stretch of road this is, with very little traffic, winding its way down to Mooney Mooney Creek with flowing corners and quite a few tighter ones. I think all of our MX-5's were having a bit of a sing, now being on a stretch of road for which they were created. On then through Peats Ridge and Central Mangrove and finally down the quite twisty Bumble Hill Road to the sleepy little village of Yarramalong. I had arranged with the ladies at the local Store & Café to use their 'old tin shed' for our afternoon coffee stop and we finished off our day here sitting around discussing things that MX-5'ers discuss.

All things considered it was a pretty good day, made even better by a great group of fellow club members.



CHRISTMAS IN JULY

21ST JULY 2013 // REPORT BY BRUCE & GILL BETTINSON

PHOTOS BY PETER HILKMANN

Woke to a beautiful winter's day, sunny but cool with the slight breeze.

Today's meeting point was the BP service station at Beresfield, 19 cars / 31 bodies turned up for my "Xmas in July Run". Thank you to the two cars from the Sydney chapter who also joined us. At 9.30am sharp we departed Beresfield heading for Dungog via Raymond Terrace.

Some of the roads were not as good as they could have been, but we had an enjoyable 70 min drive through the countryside. After a quick 10min stop to use the town's amenities, we are off again heading towards Branxton via Gresford. We did not let road works and poor road

conditions spoil the drive and enjoyed the great weather and views.

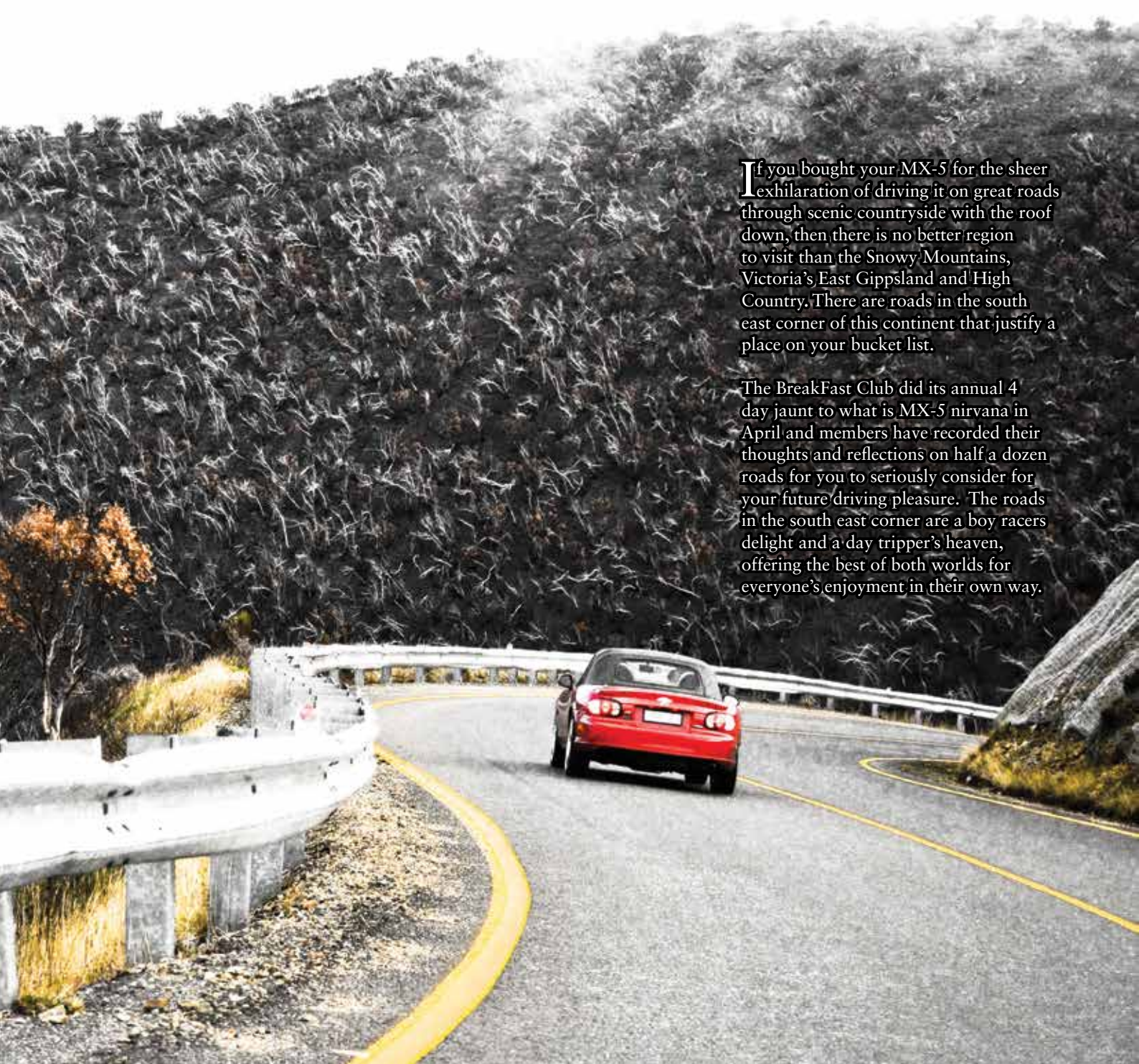
We enjoyed morning tea at Branxton Park, where some homemade sweet delights were shared amongst us all. With no time to waste we carried on with our third leg, winding our way back through the Vineyards, Kurri and Mt Sugar Loaf towards the Minmi Hotel for a 1pm lunch. We had to wait for lunch as the restaurant was very busy, however this gave plenty of time for people to catch up.

After Lunch some of us went back to Mark & Linda's for a cuppa to finish up a good day. Thanks Mark & Linda for your hospitality.



MX2013 CROSSING THE GREAT DIVIDE

25TH TO 29TH APRIL 2013 // REPORT BY MICHAEL SOULOS AND PARTICIPANTS
PHOTOS BY TIMOTHY HEPPELL & ANDREW LORD



If you bought your MX-5 for the sheer exhilaration of driving it on great roads through scenic countryside with the roof down, then there is no better region to visit than the Snowy Mountains, Victoria's East Gippsland and High Country. There are roads in the south east corner of this continent that justify a place on your bucket list.

The BreakFast Club did its annual 4 day jaunt to what is MX-5 nirvana in April and members have recorded their thoughts and reflections on half a dozen roads for you to seriously consider for your future driving pleasure. The roads in the south east corner are a boy racers delight and a day tripper's heaven, offering the best of both worlds for everyone's enjoyment in their own way.



Elliott Way, a service road for serious roadsters! My little red SE led the pack out of Tumbarumba for the 46km drive up Elliott Way/Goat Ridge Road to Cabramurra on Day 1. Some people talk to their horse but lucky me; my SE talks to me, in mxian sign language. On viewing the road snaking up the



mountainside, the red SE braced herself, her tacho started jumping, willing me on to let loose for the task ahead. So I obliged.

With other MX-5s following, I planted



pedal to the metal, accelerating to just below the speed limit to remain at that speed all the way, at one with the road, up, down and through those delightful curves. "Oh what a feeling!!" Nah, "Zoom, Zoom!!"

I stopped at a creek crossing before the final climb. Pete's car had the bit between its teeth, roaring past chased by a few cars trying to rein it in to afford the driver some respite. Of course, the driver looked for accolades but we all knew the green NB did all the work. By the way, the scenery was unique and should be seen by all. Brad Robinson

The Alpine Way, navigating the back way up to the snow. After our hearty feed at Khancoban Kitchen, we headed along the Alpine Way through to Thredbo for Jindabyne, a run of 110km. This quality roadway would equally reward scenic cruising as well as more purposeful jaunts. The road is quite narrow, but in excellent condition, as it winds its way through the gullies and up the forested mountain sides of the Kosciuszko National Park, heading south around the mountain itself.

As the road climbs towards Thredbo, a fantastic technical ride awaits until you finally crest the long climb to be greeted by the high country with rugged, strange illogical terrain and vegetation. Passing Thredbo, a good look at the fuel gauge is advised. On second thoughts, better not, as there's precious little that can be done about the odd angle of the dial (does it



even go that low?).

Disregarding my anxiety, I pressed on down the road that was a little wider and now clearly marked with bold yellow paint still managing to bring on a smile with some fun curves through the



earned rest and 44.99 litres of 98RON at Jindabyne.- Timothy Heppell

Bonang Highway, Australia’s No.1 MX-5 Road? I was lead car as we approached the start of the “highway” just past sleepy Delegate. A sign announced “Orbost - 114” with another boldly displaying “caution 113Km Winding Road.” And what a road it is.

The top section is exhilarating, challenging and at times just as scary as it can get. Imagine a ski slalom course of 19.3 kilometres with the flags just a little too close together, heavily cambered in a “Barrel Roll” that would excite the most demanding flip flop motorcyclist. Just think that your MX-5 is being tossed on rolling waves that just don’t end. Endless corner after corner, testing your resolve; whilst you are trying to maximise the car’s ability to cling to the surface, then, forced in the opposite direction time and time again. If you can average 60kph here it is just unbelievable before you hit a 25km roller coaster ride with tight corners and sweeping turns before some dirt.

All the rockin & rollin & twisting & turning subsided with a welcome layby stop to regroup and a bit of R ‘n’ R’. Just seeing the smiles on the driver’s faces wider than their cars as they rolled up was in itself something to behold on Day 2. After 7km of stony dirt the sealed

road resumed through tall tree rainforest and gullies of fern as the asphalt snake wriggled alongside the flowing creeks past increasing frequent farms toward the coast. This final 70km sector with sweeping corners and the occasional tight bend is truly a joy to drive with rewarding scenery to boot.

The whole 114 km of the Bonang Highway is virtually without straight sections. I rate the “Bonang” a must do; rated by International Motorcyclist as one of the best roads in world and possibly the best MX-5 road in Australia. This road is a definite “Bucket List” item, I just love it; you will too. What an amazing experience. Sir Les (aka Peter Battisson).

Buchan Road, related to the Bonang Highway but only narrower. After the twisting, turning rainforest delight that was the Bonang Highway, we believed that country Victoria had disrobed and bared all of her innermost secrets to us. How wrong we were.

From Orbost, the Buchan Road took us through Bete Bolong, a quiet farming hamlet including a familiar name, before narrowing to a single lane road, lined with thick eucalypts waiting to claim a driver of wandering mind. Thick bush followed private, tranquil properties followed small farms followed thick bush as the road ran down lush valleys and

mountain ridges for 58km. Thrilling, tight, technical turns through beautiful country required precision inputs from drivers and sharp responses from man and machine. The road surface was excellent as we blasted onward and into Buchan.

Buchan is a tidy village in a picturesque valley that has an active Progress Society actively against any type of progress, which has resulted in a sleepy copse of cottages and minor rural industry. From there we forged a 49km path to Bruthen, this time utilising wider and more



popular carriageways which gave us all a moment to catch our breath and reflect. – Andrew Lord

The Great Alpine Road, Victoria’s alpine answer to its own Great Ocean Road. Have you ever listened to Copland’s Appalachian Spring? DO IT! It’s about two old farts on the downside of 75 chasing naughty children for 105km on the road from Bruthen to Omeo. Both

were grinning into the curves that keep coming and coming whilst melting into the shade away from the glare off the river - sweeping right and left, up and down, never the same, never threatening - rhapsodic, symphonic, it’s nicer than booze (and just possibly sex).

There’s chalk and there’s cheese and there’s the 100km from Omeo to Bright, a motley bag of corners joined like hundreds of popper beads. Forget lyricism and Copland. The relationship with the road now a negotiated graceless haggle over where we all want to go, with views gained from barter. But then, things weren’t always meant to be easy (try Ravel’s Rites of Spring) - DIDN’T WIPE THE GRINS OFF OUR FACES BUT....it’s time for a granny nap and to dream. – Mervyn Lyle

Bright to Mt Hotham, Omeo, Falls Creek, Mt Beauty Loop. A drive to Harrietville on the Great Alpine Road with trees in their autumn display is spectacular but what follows is awesome. The run up to Mt Hotham consists of 400 turns from repetitive tight corners to switchbacks on an immaculately maintained road with or without the green wooded walls that dangerously impeded vision before the bush fires. From Mt Hotham you descend on long straights and around wide curves reminiscent of a bob sled track to finish off a section of 110kms at Omeo.

About 8kms north from Omeo you

climb to a left hand turn for the start of a tantalizing and terrifying yet terrific 30km section to Anglers Rest and on to the Bonang High Plains Road. If you can navigate this narrow section of road at the speed limit then you are really out there. There are no safety barriers or road markings. You have a steep drop off into a ravine centimetres from roadside opposite you. You are confronted by the road disappearing off into to the wide blue yonder or distant mountainsides before blind corners, secure in the knowledge that there is no right turn on offer. A right turn is required when confronted by a rock face or wall of trees. In between blind corners there are more twists and turns than in a washing machine on its fastest rinse cycle. Avoid driving south on this road, especially with a passenger.

The run across the Bonang High Plains Road is exquisite. A section of 35km of twisting forested sections leading to open straights with sweeping corners through to stunted high country vegetation that circles a mountain lake and offers panoramic vistas to Falls Creek. The drive down to Mt Beauty is a fantastic twisting road with corners that only cause temporary anxiety for 30kms. To cap off the loop there is the 5km run of Tawonga Gap Road, a seriously great, if short, MX-5 road to end the best 250km half day run I know. – Michael Soulos

Murray River &Tooma Roads from the High Country to the Highest Settlement. Another early start from Bright for home recrossing Tawonga Gap, patrolled by

Vic Police using a 1965 Ford Falcon Cleveland 350 ute with a laced tonneau, then along the Kiewa Valley. After a dash over the mountains on the twisty Granya Road we meet the laid back Murray River Road. This road should be on every drivers bucket list, beautiful scenery and lazy sweeping turns for 50kms, a must on your drive list.

On Day 4 we drove alongside the mighty Murray shrouded in mist, not dangerous but enough to limit roadside vision, an exhilarating open top experience. From Towong all roads east head up on great driving roads built for the SMA that not only creates clean electricity but also the best constructed roads over very difficult terrain in a perfect environment for a neat little sports car.

The Tooma Road in common with most alpine roads meanders over the countryside to expose the delights of the Kosciuszko National Park from lush cold rainforest in the lower reaches, fingers of dead and bleached stumps rising above the regrowth in the mid levels to stunted tundra around Kiandra. If you love driving and appreciate spectacular scenery then visit the Alps where there is hardly a drive that you will not immediately want to turn around on to do again then again and again. – Chris Rhodes

MAPS AVAILABLE ON REQUEST TO CAPTAIN@MX5.COM.AU



2013 BRASS MONKEY

14TH JULY 2013 // REPORT BY MICHAEL SOULOS & PHOTOS BY TIMOTHY HEPPELL



In 2013 a record, 38 MX-5s from Campbelltown and Canberra successfully chased the Brass Monkey and were first into Goulburn. This year's event attracted many new and novice members whose experiences and observations make up this run report.

"As I have only recently acquired my first MX-5 and joined the club, it was quite an adventure to set off from home at 5:15am on a cold winter's day, for a drive down to an even colder Goulburn. This was a first and I quite enjoyed being part of the group. I will be looking out for

more upcoming drives with the BreakFast Club and getting to know a few of the members". (Trevor Boun)

This iconic roadster event is an adventure from the time Bangers Bancroft's straight six Austin Healey 3000 roars into life to start the chase until the last car arrives at the destination venue.

"Being a new member I thought that the organisers must be all mad or a bunch of masochists. My wife would not have a bar of it but my son Andrew said he would give it a try. And you know

what? I was pleasantly surprised, top down, windows up, heater full blast to Goulburn in the middle of winter! The breakfast at the Servos Club was 5 star." (Robert Wray)

There is no greater experience than a dawn buster run in the open cockpit of a MX-5 all rugged up wearing thermals, beanie and gloves with your engine and heater red lining as the roadway effortlessly slips away underneath you.

"My first with the Club and was as good as I expected with a large Club turnout



plus the other interesting marques. Loved the big Fairlane with the soft top up! Noticed the Mini's didn't put their windows down either. First time for me to drive at 100+ kph + in the open, bloody cold but great fun. As expected I couldn't keep up with the younger members!!" (Phil Donnelly)

MX-5ers saw off the desperate 140km challenge from a raging red Sunbeam Alpine Tiger and Daimler SP250 with flames shooting from its exhaust. Happily MX-5s were the first to arrive for the fifth year in succession.

Are we crazy?? No way!! Launching en masse from just south of Campbelltown like the start of a highly competitive go-kart race in the dark!! The run to Goulburn was the most fun I've had yet in my '98 NB, affectionately known as 'MAX'. Spirited driving and a spectacular sunrise to a great brekkie followed by the Wakefield Park Long Circuit. Life doesn't get much better and has me itching for the next MX-5 Breakfast Club event!! (Glenn Sheehan)

Peter Battisson turned up with nine cars from the ACT looking for an early drive to brekkie then to go on a run with the MX-5 BreakFast Club.

"The Brass Monkey was my first event with the Canberra Chapter. My nephew Jasper and I had a ball. Excellent "family time" in an MX-5! We expected to meet some nice people and weren't let down.

The Goulburn leg was a warm up for a spirited run with the BreakFast Club on the Wakefield Park Long Circuit. I like that piece of road. I'll be back next year! (Jonathan Fox)

Trevor To, the appreciative recipient of a salutary caution within sight of the breakfast destination had only a few words to say "Truly amazing day! Great road and great cars. Definitely one to do again." I did not approach Gobsmax, our most welcome and recent Club member but hardly new or a novice! The last word goes to a brave lady who went outside her comfort zone and for all members who cannot imagine going on a chilly dawn buster run with the Club had this to say:-

"When I purchased my '98 NB late last year, I never imagined I'd be the kind of person who would rise before the crack

of dawn for a bone-chilling run down the highway with the top down (I like my creature comforts)! However, as soon as we got onto the highway and the sun started to rise over some of the most beautiful countryside in NSW, I realised just how special it is to own one of these wonderful cars and what a privilege it is to be part of the MX-5 community - thank you!" (Lee-Ann Walsh)



PEAT'S PICTON RUN & JINBA ITTAI KARTING CHALLENGE

8TH JUNE 2013 // REPORT BY PETER FEUTRILL
PHOTOS BY KEITH MONAGHAN AND KIM RANGER

Seven cars and ten members assembled at Hungry Jacks at Haywards Bay, following some entertainment by a very old Labrador who was being encouraged to leave by the staff we set off up the Pass. A beautiful winter's day and a beautiful bit of road. The run went via some good back roads via Bowral, up the old Hume and over to Picton Kart track to sign on.

We had 30 competitors – a great turnout. Expectations were high and the Chapter Challenge was resulting in some pretty good sledging, especially about power to weight ratios for some of the (shall we say) larger members. The safety briefing was excellent especially the parts about which direction to drive and not to use both the brake and accelerator at the same time.

The ladies hit the track first for their 15 minute qualification and I must say that there were smooth moves and only a couple of spins. Then the gentlemen divided into 2 groups by the draw from a hat and set off – there were some great times, great jousts and more than a little pushing and punting!

The ladies ventured back on for their final and it was Kim Ranger representing Illawarra 1st, Lesa Bunn from RPM 2nd and Natalie Strain from Sydney 3rd.



Well done to all.

The men's B final was next and it was Graham Fletcher (on a count back) RPM – 1st Alex Strain Sydney 2nd and Chris Flak RPM – 3rd. Then the one they all came to watch, the men's A final. There was less than 7/10's covering the top 5, so big things were expected. Pole sitter James Lovell got an excellent start while the rest of the field played touchy, touchy through the first 2 corners. From 5th off the grid yours truly found himself in 3rd at that time and then ground down the second place kart to set off after James. Alas – it was not to be as he inched away lap after lap to run out the winner. Across the line - James Lovell 1st for Sydney, Peter Feutrill 2nd Illawarra and Louis Serret 3rd for Sydney. But hey, when we went to award the trophies we found James was not a member, so not eligible to receive one. That means – yep you guessed it – the bridesmaid become the bride, so to speak. Trophies awarded to Peter, Louis and Steve Hudson.

The all-important Chapter Challenge was awarded to Sydney despite my initial calculations that I felt sure would favour Illawarra, RPM was second and Illawarra 3rd. Afterwards we adjourned to the Horse & Jockey Hotel in Menangle for a chat, a boast or two and a nice meal.



Many were sporting sore hands, arms, aching shoulders and ribs.

Another great fun MX-5 event. Looks set to be a repeat event with the next one hosted by RPM. Looking forward to revenge on Sydney at the next one!



NATIONAL MOTORCYCLE MUSEUM

13TH JULY 2013 // REPORT AND PHOTOS BY PETER RODGERS

We're a pretty geographically spread out chapter here on the Mid North Coast and that can pose a bit of a challenge with our runs. So we often have two start points as we did for our run to the National Motorcycle Museum at Nabad. Some of us started from Port Macquarie and some from Taree.

The Port Macquarie contingent took the long way to Taree via Coopernook and Lansdowne, giving us the opportunity of many more bends (and potholes) than the more direct Pacific Highway route. The scenery is not half bad either! Things looked a bit grim for a while, because almost as soon as we turned off the highway we found ourselves behind a slow moving ute, with no opportunity for safe overtaking. Fortunately we didn't have to wait too long before the ute turned off and we could resume at a pace more suited to MX-5's on a winding country road.

Arriving at Glen Thorne Service Centre we found Kevin and Carole waiting for us - in fact they knew we were nearby as they picked up our chat on the CB radio. Our next stop was Blackhead Beach and a change to our route thanks to Kevin's local knowledge of great winding roads



giving our little cars another opportunity to practice their cornering skills.

Blackhead Beach is just stunning – especially on the day of our run, as we not only arranged perfect weather, but also a dolphin display upon our arrival. We also met a prospective new club member who came along to say hello. All he needs now is an MX-5, which hopefully he will find soon.

Off then to Nabad and the National Motorcycle Museum. Seems like many MX-5 drivers were right into motor bike riding in previous years (some of course are still keen riders) and the opportunity to see Australia's largest collection of vintage, veteran and classic motor bikes was keenly anticipated. Almost as keenly anticipated was lunch with the \$8 fish, chips and salad particularly popular.

The museum's collection is simply awesome with around 800 motor bikes on display and really needs a full day to fully take it all in. Unfortunately we didn't allow enough time and so could only skim rather than become immersed in all that there was to see. Nevertheless we all enjoyed the drive, the company and the museum.





CHRISTMAS IN JULY

13TH JULY 2013 // REPORT BY PETER FEUTRILL
PHOTOS BY KEITH MONAGHAN & BRYAN SHEDDEN



Saturday 13 July was supposed to be fine and sunny. Well the first peep out the window showed a wet road outside, so the weatherman was shall we say – slightly incorrect again! Anyway you can't do much about the weather, so expectations were high for a sensational run to the 'Wang. That's Wallerawang for those who don't know.

7 5's and a 3 met at Hungry Jacks and off we went up the Pass and over to Goulburn. Roofs were down and spirits up. In Goulburn we stopped at the bakery for a refreshment and some excellent pies and coffee while Cheryl Ashton took the opportunity to try on a Possum top at the Big Merino (I know it's a bit confusing!)

The weather was getting better the further West we went, so off via Taralga,

Abercrombie, Black Springs, Oberon, Tarana and Diamond Creek road to our destination. About 400 k's. If you haven't tried this in a 5 – I recommend it.

Poor Brendan and Anna who were our tail end Charlies, we obviously stirred up a mob of big grey Kanga's towards the end of the Diamond creek section and they decided to jump/hop across the road just as Brendan arrived - result 1 'roo into the driver's door and 1 slightly crumpled door. (the 'roo is fine) Anna was worried it was going to end up in the cabin. Anyway that was enough excitement.

Our lodgings were in an old school that has been converted into a great accommodation and dining complex. There were 30 of us present at dinner and a really great night was had, thanks to the organisation of Lesa, Greg, Pam and Ray from the RPM Chapter. The after dinner games were particularly fun.

Next day we tagged along on a run via some



really obscure places to Oberon for morning tea. Then there were just 2 Illawarra cars for the run home. We went via Shooters Hill Road and let me tell you that this is also a sensational drive. Lunch at Taralga Pub where Bryan did justice to 'the best lamb shank meal he has had.

As we headed home we reflected on another weekend of enjoyment with our club and the experience of great driving in great cars. I am always amazed by the good friends and good times that the purchase of the MX-5 and joining the club has given us.

BLUE MOUNTAINS CROSSING BICENTENARY BBQ

25TH MAY 2013 // REPORT BY PAM ESTREICH PHOTOS BY LESA BUNN

The bicentenary of the Blue Mountains crossing was celebrated in style with a BBQ hosted by Blue Mountains Mazda, sponsor of the RPM Chapter.

Whilst the air show was a little disappointing, the company was great. Many bought

morning tea which was shared for all to enjoy. We all eagerly waited for the much published fly over and although it did not meet expectations, it just added another round of laughter.

We all enjoyed a great BBQ and salad

supplied by Blue Mountains Mazda. A lucky door (or should I say lucky car yard) prize was drawn with three lucky winners scoring gift vouchers. RPM chapter members proudly wore their new regalia shirts and we looked great in them.





CHARITY BRUNCH IN THE VINES



19TH MAY 2013 // REPORT BY MARK UNDERWOOD
PHOTOS BY PETER FEUTRILL, JOSH PERFREMENT, AND BRYAN SHEDDEN

It's 8am and the weather is fine but cool. A beautiful MX-5 day.

The MX-5s start arriving, heaters and winter woollies on, ready for the CareFlight Charity Run to Southern Highlands Wines for our 10am brunch.

It was good to see Wayne & Sue from Husky as well as Ray and Dianne from Culburra join us on the day. As the odometers were set to zero, the challenge was set in motion in anticipation of being the lucky MX-5er who would win the bottle of wine.

12 cars and 16 members left at 8.35am for our 10am arrival at the vineyard. It was pleasing to see so few cars on the roads. Someone must have warned them that we were coming! We had a perfect run out to Jamberoo via Swamp Rd, then an uninterrupted run up Jamberoo



Mountain Rd. Waving hello to the Breakfast Club who had stopped at the Pie Shop, we continued on through Robertson, down Pearson's Lane, onto Nowra Road at Fitzroy Falls, then onto Exeter and Sutton Forrester and arriving at our destination right on time.

We couldn't believe how cold it was (perhaps 7 degrees) when we got out of our nice and toasty cars. Top marks to the fantastic heating system in our MX-5s. Brunch was excellent with sausage, bacon, eggs and fruit. A few of the ladies commented on the wine that the men were partaking of at the early hour of 10am. It turned out to be apple juice..... or so they were led to believe!

After brunch the winner of our Odometer Challenge was announced. It was our fearless leader Peter Feutrill who won by a whisker. Overall almost \$500 was raised for CareFlight by all who attended – well done for a great cause.

Peter then led a run of 8 cars down through Kangaroo Valley and onto Berry showground to see the Vintage and Classic Car display.

All in all a great MX-5 day. Perfect weather, excellent company and a great way of supporting the CareFlight charity.



TRACK DAY

SYDNEY MOTORSPORT PARK

5TH MAY 2013 // REPORT BY MIKE HICKS PHOTOS BY SCOTT WALKER

The South Circuit at Sydney Motorsport Park becomes our Competition Home in Sydney.

After seeing the proposed layout of the South Circuit at Sydney Motorsport Park or Eastern Creek as it was then known, there was little doubt that this circuit had been designed with the MX-5 in mind. And so it has proven to be, over the past couple of months the club has conducted two track days on this new circuit. The first was on Sunday the 5th May that was the last event in our 2012/13 Competition Year.

Having already conducted one event on the circuit late last year some sixty members and three visitors were keen to improve on the lap times set at the previous event. The event was run under a CAMS Permit that requires all competitors to have a CAMS L2S licence as the minimum requirement. Because of the undulating nature of the circuit and its surrounds it is necessary to man five flag points around the circuit. Thank you to the club members who volunteered for these jobs. Glorious autumn weather contributed to a successful day with all competitors having the opportunity to complete 5 six minute runs. An unfortunate incident at mid-day required about a one hour break whilst the driver was attended to and the car removed from the circuit. Whilst damage to the car was serious we can report that the driver has recovered and in fact waved flags at our July meeting. That's dedication.

Class winners on the day were Joel Garrigues in class 1 (standard NAs), Glenn Thomas in class 2 (standard NBs) and newcomer Kyle Jackson in class 3 (standard NCs). Brian Shedden won the battle in the Clubman class (4) just edging out John Karayannis. Peter Browning was successful in class 5 for modified road registered 1600s,



whilst Alex Chen took out class 6 for the modified under 2 litre cars. Peter Feutrill just edged out Russ Maxwell in the battle of the modified NCs. Alan Townsley returned to win the battle of the forced induction road registered cars in class 8. Ralph Thomson, Steve Green and Phil Ashton fought out class 9 for the highly modified road cars and race cars. Simon Kendrick was the only competitor in class 10 and had the satisfaction of recording the fastest time of the day at 1.01.51 following earlier dramas when the induction manifold broke. Todd Herring in the turbo Nissan engined NA won class 11 for non MX-5s.

Once again it was great to see the fairer sex represented by Lucie, Lesa and Melissa at this event. Thank you to all the officials who contributed to the success of the day. In total we require forty officials to safely run a track day at the South Circuit. A special thanks to Zan for her role as Event Secretary and Chief Timekeeper, Peter Kemp our Scrutineering Chief, Jean Cook who worked with the CAMS Stewards and Ian Williams from the HSV Club who ran Race Control.

TRACK DAY

SYDNEY MOTORSPORT PARK

6TH JULY 2013 // REPORT BY MIKE HICKS PHOTOS BY GREG UNGER



Saturday the 6th July was the date for our first track Day for the 2013/14 Competition Year the venue was once again the South Circuit at Sydney Motorsport Park. We were once again blessed with a beautiful sunny winter's day. The event under Jean Cook's command in Race Control ran smoothly with all competitors having the opportunity to complete 6 six minute runs.

Entries were limited to 70 to ensure all competitors had sufficient track time or in other words received value for their entry fee. It was pleasing to see a number of the MX-5 racing fraternity entered for this event and to hear their comments at the track and latter on the "Forum" relating to the high standard that the club achieves in conducting these days. This would not be possible without the support of Club Members who come out and act as officials, thank you.

Fastest Time of the Day was recorded by Daniel Deckers, competing in class 10 and driving the "Hydrawash" NC with a time of 1.00.11. This being a new club record for the South Circuit, sub 1 minute times next time Daniel? Other class winners were Keith Monaghan in class 2, refreshed following his overseas holiday, Luke Kovacic in Dad's NC in class 3, John Karayannis back on top in class 4 the clubman class, John

being kept very honest by Gus Elias and President Bryan. Bernie Tresidder recorded his first class 5 win in "Millie" and ex racer John Metham won class 6, Russ Maxwell returned to the winners circle in class 7. The turbo road class was hotly contested with 9 runners, Craig Gartlacher running out the winner over the RPM pair of Cam MacArthur and David Hammon. Lou Iezzi trotted out one of his many MX-5 race cars to win class 9 with Ralph Thompson, Steve Green and Phil Ashton all pushing to ensure that Lou didn't win easily. For variety Lou also did a couple of runs in a VW Polo. In class 10, competition for the minor places was particularly keen with George Vergotis, Todd and Richard Herring and Patrick Bramston separated by a little over 1 second. Keith Bridgement in his trusty Subaru Impreza STi returned to the winners circle in class 11. The visitors class was made up with one MX-5, an RX 7, a Porsche 944 and two 3 Series Bimmers.

Next Club Track Day returns to Wakefield Park on Monday 19th August, this follows our hosting of Round 6 of the NSW Supersprint Championship on Sunday the 18th. The following Track Day is again at Wakefield Park on Sunday the 3rd November and will be the Interstate Challenge against the Victorian MX-5 Club.

MOTORSPORT TROPHY PRESENTATION

6TH JULY 2013 // REPORT BY MIKE HICKS
PHOTOS BY BRYAN SHEDDEN & BILL DOUGAL

We Recognise the Winners of Competition Year 2012/13 at the “Garage” Sydney Motorsport Park.

Saturday the 6th July was the date for our 2012/13 Competition Year Trophy Presentation. Split away from the traditional AGM date in September/October, we chose to present the trophies and appreciation gifts for officials in the ARDC’s Garage Club Rooms at Sydney Motorsport Park following our 6th July track day on the South Circuit.

Appreciation gifts of thermal mugs that were suitably inscribed were presented to the following members for their continued support as officials at track days in the last year:- Zan & Rod Menzel, Cobie Hicks, Jenny & Kevin Tuckerman, Jean Cook, Pam Estreich, Judy Hilling, Robert Kai, Joe Kovacic, Peter & Don Battisson, Marilyn Bridgement, Bill Dougall, Val Stewart, Gaynor Lawler and Marie Smart. President Bryan Shedden presented Competition Secretary Mike Hicks with three bottles of Mill Creek wine in appreciation of his efforts over the past year.

The following trophies were presented to members, the presentation duties being shared by Zan Menzel and Bryan Shedden.



Class Pointscores over 5 Rounds

1ST PLACE

Class	Name	Points
Class 1	Phillip Christie	50
Class 2	Glenn Thomas	55
Class 3	Luke Kovacic	40
Class 4	Bryan Shedden	62
Class 5	Peter Browning	55
Class 6	Phil Munnings	54
Class 7	Peter Feutrill	62
Class 8	Hayden Tilley	40
Class 9	Ralph Thompson	57
Class 10	Todd Herring	45
Class 11	Keith Bridgement	65

2ND PLACE

Class	Name	Points
Class 2	Keith Monaghan	50
Class 3	Robert Pimm	27
Class 4	John Karayannis	50
Class 5	Bernie Tresidder	35
Class 6	Alex Chen	32
Class 7	Russ Maxwell	60
Class 8	Ray Estreich	25
Class 9	Steve Green	42
Class 10	Simon Kendrick	30
Class 11	Paul Diaz	22

3RD PLACE

Class	Name	Points
Class 2	Mitchell Bennett	31
Class 4	Ian Vickers	23
Class 5	Rod Menzel	34
Class 6	Stuart McFadyen	30=
	Gus Elias	30=
Class 7	Chris Flak	18
Class 9	Phil Ashton	37
Class 10	Val Stewart	27
Class 11	Alan Barclay	17



Fastest Lap at Wakefield Park

Class	Name	Time
Class 1	Don Battisson	1.18.67
Class 2	Keith Monaghan	1.16.48
Class 2 Ladies	Dominique Spoelder	1.26.41
Class 3	Like Kovacic	1.13.78
Class 4	Ian Vickers	1.15.50
Class 5	Peter Browning	1.13.53
Class 6	Phil Munnings	1.13.16
Class 6 Ladies	Lesa Bunn	1.20.76
Class 7	Peter Feutrill	1.11.59
Class 8	Hayden Tilley	1.09.75
Class 8 Ladies	Melissa Keller	1.19.47
Class 9	Phil Ashton	1.09.65
Class 10	Daniel Deckers	1.07.05
Class 10 Ladies – Val Stewart		1.08.89
Class 11	Paul Diaz	1.08.98



Fastest Lap at SMP - South Circuit

Class	Name	Time
Class 1	Joel Garrigues	1.12.5
Class 1 Ladies	Lucie Blom	1.21.91
Class 2	Glenn Thomas	1.09.99
Class 2 Ladies	Dominique Spoelder	1.22.50
Class 3	Kyle Jackson	1.08.70
Class 4	Bryan Shedden	1.09.26
Class 5	Peter Browning	1.08.64
Class 6	Stuart McFadyen	1.07.75
Class 6 Ladies	Lesa Bunn	1.12.37
Class 7	Russ Maxwell	1.05.54
Class 8	Craig Gartlacher	1.04.91
Class 8 Ladies	Melissa Keller	1.14.14
Class 9	Ralph Thompson	1.03.53
Class 10	George Vergotis	1.00.50
Class 11	Brett Lansley	1.05.29

Fastest Time of the Day.

29th July 2012 at Wakefield Park – Daniel Deckers – 1.07.05.
27th October 2012 at Sydney Motorsport Park – South Circuit – George Vergotis – 1.00.50.
2nd December 2012 at Wakefield Park – Simon Kendrick – 1.07.15.
20th January 2013 at Wakefield Park – Todd Herring – 1.07.15.
5th May 2013 at Sydney Motorsport Park – South Circuit – Simon Kendrick – 1.01.51.





CHAMPIONSHIP **SUPER SPRINTS**

NSW SUPERSPRINTS ROUNDS 3-5

REPORT BY MIKE HICKS
PHOTOS BY TRUNG NGUYEN



Rounds 3, 4 and 5 of the State Supersprint Championship at Sydney Motorsport Park.

Since the last edition of Club Torque was distributed, there have been three rounds of the CAMS State Championship conducted, all at various circuit configurations at Sydney Motorsport Park.

Sunday the 2nd June dawned extremely wet for Round 3 that was conducted on the North Circuit, the New South Wales Road Racing Club hosting this event. Thirteen MX-5 members were entered; the first runs were conducted under extremely difficult conditions with spray from cars making visibility extremely difficult on this fast circuit. Fortunately as the day progressed the rain eased and by the end of the day the track was almost completely dry. A number of the competitors decided that they were not going to run and packed up and went home. A decision they probably regretted

by the end of the day. The club had four class winners on the day, Glenn Thomas in 2B, Phil Abraham in his MNR Vortex Clubman in 5B, Ray Estreich in 3C and Mike Hicks in SVB. Second in class were Ralph Thompson 2B, Ed Cory 3B and Luke Kovacic 2C. Bryan Shedden scored a third in class 1B. Mitchell Bennett, Melissa Keller, Adam Callender, Ian Combes and Ian Caldwell all contributed points for the club point score.

Round 4 was on Sunday 16th June and was conducted on the extended or Brabham Circuit hosted by the Australian Racing Drivers Club. Sixteen club members were entered on a day where the weather was much better than the previous round. Unfortunately we did not have any class winners on the day, however second in class were recorded by Ralph Thompson, Glenn Thomas and Mike Hicks. Thirds were recorded by Bryan Shedden, Luke Kovacic and Stewart Temesvary. Ed Cory, David Lawler, Mitchell Bennett, Keith



Monaghan, Gus Elias, Greg Bunn, Adam Callender, Peter Feutrill, Ian Combes and Tony King all contributed points to the club point score.

For the next event on Sunday the 28th July we were on the South Circuit, the event being hosted by the New Sales Wales Road Racing Club. Twelve club members who are championship registrants were joined by Craig Gartlacher and Stuart McFadyen for this event. Unfortunately class wins did not come our way; however seconds were recorded by Bryan Shedden, Ed Cory and Phil Abraham. Thirds were recorded by Ralph Thompson (who experienced gear selection problems), Luke Kovacic, David Lawler, Keith Monaghan and Mike Hicks. Gus Elias, Melissa Keller, Ian Combes and Craig Durant added points to our score in the club point score.

After five rounds of this year's championship, the weight of numbers being exerted by the ARDC sees them now sitting in first place on 753 points, we are in second on 629 points well clear of the third placed NSWRRRC on 338 points. We really need a high number of registrants to enter the final three rounds if we are to retain the Club

Championship Shield won last year.

We will be hosting round 6 at Wakefield Park on Sunday 18th August, round 7 will be on the North Circuit at Sydney Motorsport Park on the 8th September with the final round on the South Circuit on Saturday 26th October.

Thanks to Trung Nguyen for Supersprint images.
www.facebook.com/pages/TNT-Photography





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