

# CLUB TORQUE

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

SUMMER 2011/12



## SHOCK!!!

The Victorians steal *our* Interstate Cup  
... but we're still smiling



## Cruising into Christmas

Long weekends at Young and Beechworth

Fish & chips at the beach

... and we've got the dam runs again!





## Adventures of the Phillip Island SuperSprinters







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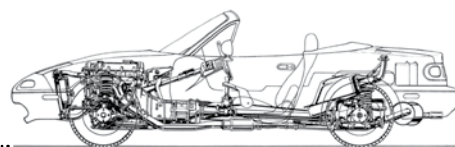
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*Main Cover Image: New member George  
Vegotis drifting his yellow NA through turn 3 at  
Wakefield Park. (Tiit Saul)*

## CLUB TORQUE - SUMMER 2011/12



## From the Editor



Welcome to 2012 and the start of my second year of **Club Torque**. I really enjoyed the challenges of my first year and was surprised and honoured to have my efforts recognised with the President's Award at the AGM. This magazine would not be possible without the awesome support I've had from contributors of articles and

photos, and the enthusiastic and appreciative feedback received from all corners of our membership. Thank you all!

One thing you may notice while reading the magazine is that most of the names appearing in the credits for each article correspond to committee members and chapter convenors. I would dearly love to see more contributions from other active members of the club – variety is the spice of life! I strongly encourage participants at events to step up and offer to help out, or don't decline if you're tapped on the shoulder. Please don't feel intimidated: there are no Walkley Awards on the line, and all efforts are appreciated. A set of contributor guidelines are now available on the club website under the new "Magazine" tab.

The last few months of 2011 were very busy for our motorsport team, with the final two rounds of the NSW Supersprints, one of which doubled as the Australian Supersprint Championship, the annual track trophy presentation, the NSW/VIC Interstate Challenge (sadly we lost!), and another club track day in December. Plus we had a motley crew make their way to Phillip Island to take on the Vics again. Off-season withdrawal symptoms will hopefully be eased by reliving them through this motorsport special.

In November, Glenn Thomas and I attended a Club Development Seminar organised by CAMS. It was an inspiring day, covering the important topics of planning for your club's future, member and volunteer recruitment, insurance, government grant programs, and social media. As Glenn hints on the next page, we intend to implement these learnings for the betterment of our club. To get things started, I hope you enjoy my interviews of our track day officials on pages 8 & 9, which are aimed to provide recognition and acknowledgement for our wonderful volunteers. We could not have our fun on the track without them.



*Bryan Shedden #68*



# The President's Brief

• Words: Glenn Thomas

Another year ends and again it has been an eventful one. The Club conducted over 20 runs in 2011, 12 coffee & lies, 7 track days, 3 social functions, weekends away, a dyno day, hosting of NSW Supersprints, and a variety of Chapter events. The one common denominator that goes into each of these activities is *people*.

Funny, when I joined the MX-5 Club of NSW four years ago, I have to admit that I made the mistake of thinking that a car club would be all about cars – seems logical. I've since had the realisation that our Club is all about people. You may not think that this realisation is too important; however, I would argue that it is of significant importance and underlines many of the successes that the Club currently enjoys.

Noting that the Club is all about people, some of the most significant awards presented throughout the year are not to do with deeds of skilled driving but rather the human side of the Club. These awards are but a small token to recognise the fantastic contribution made by various people in contributing, supporting and participating in our Club. These awards are ones which any and all members can equally compete and any such competition only serves to make for a better Club. Of course I am referring to the **President's Award**, the **Member of the Year** (MOTY) and the **New Member of the Year** (NMOTY).

For those who attended the Track Trophy Presentation Night and AGM, you will already know that the winner of the 2011 President's Award for outstanding service to the MX-5 Club of NSW was Bryan Shedden, the editor of our **Club Torque** magazine. Bryan has taken **Club Torque** to new heights in supporting and relating to our collective membership while making it an entertaining and thoroughly enjoyable read along the way. Bryan's efforts really raised the bar in the provision of quality support for our membership.

It was my pleasure to catch up with the **BreakFast Club** prior to the Christmas run and award Michael Soulos the MOTY for an unprecedented second year in succession! Michael's tireless work in supporting the MX-5 Club is an awesome example of what a motivated member can achieve! On behalf of your Club, well done and thanks Michael.

The winner of the NMOTY also hails from our **BreakFast Club** group. Congratulations to Victor Lee – a much deserved winner of the NMOTY. Victor has been instrumental in organising, leading and participating in runs and serves as a great example of just jumping in and contributing. Obviously not being a person who lets opportunities slip by, Victor has already launched into another role: supporting, educating, and steering the committee to better serve the membership.

The committee is about to set their collective focus on the development of a Strategic Plan which will in turn facilitate more effective and focussed management of the Club. It is envisaged that this planning will allow us to formally define the Club's *raison d'être* and divine a desired future. Developing such focus will allow us to best utilise our limited resources to best serve the various dimensions of our current and future membership. Please be warned that the Strategic Planning process is not a short job, indeed it is a job that effectively never ends, but the benefits are significant.

As we launch into 2012, it means that Natmeet is just around the corner. The April long week end will see all of the extensive planning and research done by the NatMeet team come to fruition as about 140 entrants role into Canberra for a long weekend jam-packed with more fun and action to keep even the most demanding person happy. As these events only come along every second year and this one is close to home, I would certainly recommend it to you.

I look forward to seeing you along the road. ■



President's Award Winner - Bryan Shedden



Member of the Year - Michael Soulos



New Member of the Year - Victor Lee

# Membership News

• Words: Keith Monaghan & Ken Liston

We have recently gone through our major membership renewal period and as a result we have 662 active members but only 464 are **financial** at this current time. Please renew so that you may continue to enjoy the benefits of membership, including receipt of **Club Torque** magazine.

Please check your membership card to see if it is current and if not please contact us at:

membership@mx5.com.au

or

PO Box 402  
Beecroft NSW 2119

With our new system we rely on emails for correspondence. If you have an email address but did not receive our Christmas greeting sent on 24th December, it probably means we do not have your current email address.

## PLEASE MAKE SURE WE HAVE YOUR CURRENT EMAIL ADDRESS

*Our current membership count is 464*

## New Members

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

David Burr  
Elizabeth Burr  
Mark Chapman  
Shani Chapman  
Adrian Ciaffoncini  
Leslie Connolly  
Peter Cooper  
Linda Cooper  
Paul Diaz  
Marco Di Pietro  
Gordon Faulkner  
Geoff Finger  
Christopher Flak  
Leyon Gray  
Neil Hamilton-Ritchie  
Michael Harper  
Benjamin Hilling  
Justin Ibrahim  
Malcolm Janssens  
Coralie Janssens

Kristina Kovacic  
Martin Lea  
Andrew Lord  
Andrew McGavin  
John Morgan  
Gaye Morgan  
Stephen Ohye  
Stuart Plascott  
Sally Rewell  
Peter Rodgers  
Fiona Shedden  
Neil Spring  
Julie Spring  
Janeen Tesoriero  
Kristian van Mourik  
George Vergotis  
Kaitlin West  
Christopher Wills  
Wendy Wills

# Torque Back

• email: publications@mx5.com.au

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

## Club spirit alive and well

I'd like to pass on my thanks to the club, especially Robert Kai and Lindsay Burke, who helped me get back to the Blue Mountains after my NC experienced a disabling gearbox problem at the club track day. My partner and I are very, very grateful. If not for these guys we would probably have been on a train home! Outstanding club spirit shown by these guys and others on the day.

**Chris Flak, Mount Riverview, Member #2344**

## How to overtake an MX-5

Queenslander Paul Chapman's MX-5 has achieved fame on the **Top Gear** website, by featuring his in-car video from November's one hour race at Phillip Island. While Paul is chasing down a Porsche Boxster, a Lotus Exige GT3 threads the needle between them. As Ayrton Senna once said, *"if you no longer go for a gap that exists, you are no longer a racing driver."* This is Paul's view of the pass:

<http://www.youtube.com/watch?v=xFLjk88HBwg>

This is the view from the Lotus ... at 245km/hr!

<http://www.youtube.com/watch?v=tqyFbUj3cYM>

**Peter Hilkmann, Thornton, Member #1700**

## Non-slip trick & future club member

I have a tip for track drivers with leather seats, who have trouble sliding all over the place. Purchase a roll of non-slip rubber mesh (used in caravan shelves), available from \$2 stores. Attach a short length of elastic or tape to the corners of one end and fit over the seat headrest. Drape the roll over the seat and hop in! You won't slip now. Also attached is a photo of my grandson with my MX-5.

**Barry Jones, Austinmer, Member #2051**





# Club Track Days

• Words: Mike Hicks

• Photos: Jess Murphy ([www.mx5pics.com.au](http://www.mx5pics.com.au)), Tiit Saul



## Round 2

Sunday 23rd October was the date for the annual **Interstate Challenge** with the MX-5 Club of Victoria visiting Wakefield Park. Following the very strong entry levels of the past few meetings it was decided to limit the entry to approximately 70 cars. With 21 Victorian entries it was decided on this occasion that we would exclude visitors and first timers in order to give our southern visitors sufficient track time to make their trip worthwhile. Needless to say we had no difficulty in filling the remaining spots with local members. A number of our local entries who missed out in October were transferred to the December meeting.

Following our great showing at Phillip Island last December, the Victorian contingent were determined to put on a good show in defending their crown. A few even arrived early to gain practice at an HSV supersprint on the day prior. Following the customary scrutineering and drivers briefing the visitors were given ten minutes on track as a familiarity session. Unfortunately one car managed to put a rod through the sump, coating the back straight in oil that needed to be cleaned up prior to the commencement of competition. A NSW team was chosen matching the Victorians in each class. This resulted in competition in nine of our ten MX-5 classes. The Victorians did not have any entries in Class 8 for road registered turbo cars.



Owen Boak pursues Phil Ashton through turn 3

The battle for "fastest time of the day" was a great one and could not have been any closer with Steven Cook from Victoria beating Patrick Bramston by 0.01 seconds, 1:07.63 to 1:07.64. In the classes, Bryan Shedden won Class 1 (1:16.89), President Glenn Thomas won Class 2 (1:16.84), and closing out the standard classes was Robert Pimm in Class 3 (1:16.45). Classes 4, 5 and 6 were Victorian territory with Peter Phillips winning in the Clubman class (1:15.72). Brendan Beavis won the modified 1600 class (1:14.16), and Russell Garner won the modified 1800 class (1:13.41). The modified NC class belonged to our own Phil Ashton (1:10.80). Owen Boak from Victoria used the power of

the "ex Turbo-girl" to win Class 9 (1:09.81) and Steven Cook naturally won Class 10. In the two non-challenge classes, Cameron Macarthur won Class 8 (1:11.86), and Craig Hasler won Class 12 in his Lexus V8-engined BMW 3 Series (1:10.29).

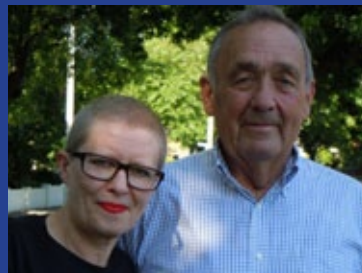
All that was left was to tally the points using our normal point scoring method to determine the winner of the Interstate Cup. On this occasion and for the first time, the winner was the *away team* Victoria who amassed 168 points to our 137. Congratulations to the Vics, they were worthy winners on the day. The **2012 Interstate Challenge** will return to Phillip Island on Saturday 30th June. Make sure you put that date in your diary.



The victorious Victorians

Following the presentation of trophies and the Interstate Cup, an incident occurred in the carport area that highlights the great camaraderie and spirit that exists within MX-5 Clubs. Tony Harper, one of the Victorian competitors, suffered a major cardiac arrest just after loading his car onto its trailer. Quick action by a number of Tony's fellow competitors in applying CPR, mouth-to-mouth, followed by the use of Wakefield Park's defibrillator brought Tony back to life prior to the arrival of the State Ambulance who continued the stabilising process before taking him to Goulburn Base Hospital. Fortunately Tony responded to the intensive care provided by the hospital and was talking by mid Monday. Later that day he was transferred to Canberra where his treatment continued until he was well enough to fly home to Melbourne with his wife Annie on the following Monday. Tony's recovery is continuing and although he is not yet driving, he continues to

improve each day. The NSW Club wishes "Lucky" Tony a speedy recovery and look forward to catching up with him in the not too distant future.



Annie & "Lucky" Tony Harper

## Round 3

Our final Track Day for 2012 was on Sunday 4th December. A full field of 81 entries competed. This was despite the fact that 12 regulars were non-starters as they were travelling to Victoria on the following weekend to compete at Phillip Island. Early morning rain resulted in a wet track at the commencement of official runs. It was decided that the first run would be untimed. By the commencement of run two, the track had dried and timing commenced. Running through lunch all competitors had the opportunity to complete five timed runs.

The day remained overcast with a strong blustery wind in the afternoon keeping temperatures well below what is normally expected at this time of the year. This contributed to ten new class fastest laps being established during the day by Glenn Thomas, Dominique Spoelder, Luke Kovacic, Vanessa McBride, Brad Carpenter, Michelle Matthews, Sally Rewell, Phil Munnings, Cameron Macarthur and George Vergotis. It is great to see that four of these were established by lady competitors.



Fastest time of the day was established by new club member George Vergotis in his beautifully prepared yellow NA turbo (see cover photo), who established a best time of 1:05.87, second was Val Stewart in "Archie" (1:08.09), with Cameron Macarthur third in his SE (1:10.09). Class winners were Bryan Shedden (1 - 1:16.89), Glenn Thomas (2 - 1:15.75), Luke Kovacic driving Dad's "new" NC (3 - 1:15.23), Brad Carpenter (4 - 1:15.88), Peter Browning (5 - 1:14.65), Phil Munnings (6 - 1:13.61), Ralph Thompson (7 - 1:11.58), Cameron Macarthur (8), Mark Hellmund (9 - 1:10.86), George Vergotis (10) and Keith Bridgement in his WRX (11 - 1:10.33). Winner of the "Old and Bold" award was Bernie Tresidder, a narrow winner over Barry Jones and Ian Vickers.

To the team of hard working officials at Registration, Scrutineering, Timing, Grid, Flag and Lights & Race Control thank you on behalf of the club and competitors. Your efforts ensure that the days run smoothly giving enjoyment to the competitors that keep them coming back for more. At a time when most clubs and areas of our sport are finding entry numbers falling, our club is enjoying growing entry numbers.



Renee Austin



Gordon Faulkner



Chris Flak



Neil Hamilton-Ritchie



John Kerferd



Joe Kovacic



Vanessa McBride & Rob Skerman



Chris White

## Coming up

Our next track day will be at Wakefield Park on Sunday 19th February. It will be followed by our first Track Day at the new **Eastern Creek South Circuit** on Saturday 12th May. To compete at this event you will require a CAMS Level 2 Speed (L2S) licence as the event will be conducted under a CAMS Permit (annual licence cost \$103, valid at all tracks, apply via <http://www.cams.com.au/>). The new circuit will be 1.8 km in length and should be very MX-5 friendly. It is expected that we will need additional flag marshals to conduct this event.



Eastern Creek South Circuit

In between these two events will be Natmeet 2012 based in Canberra. Included in the program is a Track Day on Easter Sunday, 8th April at Wakefield Park. In addition to the Natmeet entrants we will be looking for approximately another 35 entrants from within the club. Once again first timers and visitors (other than Natmeet entrants) will not be accepted. This event will *not* be part of the Competition Pointscore. ■



# Get to Know Our Track Day Officials

• Interviews & Photos: Bryan Shedden

**Name:** Mike Hicks

**Car:** 1999 NB8A

**Suburb:** Cherrybrook NSW

**Job:** Retired National Sales & Marketing Manager for Capral Aluminium

**Track Day Job:** Competition Secretary, Chairman NSW Supersprint Panel, State Executive of CAMS, NSW Commissioner on the Australian Sport & Club Development Commission

**First started as an Official:** 2001

**Best thing about being an Official:** Knowing that we're helping a lot of people get enjoyment from their MX-5s in a safe environment on the track.

**Most satisfying experience as an Official:** The sense of achievement gained from conducting good events that people go away happy with.

**Funny experience as an Official:** Too many to single one out. Most of them on the Saturday night before the track days.



**Name:** Zan Menzel

**Car:** 1996 NA8A Limited Edition

**Suburb:** Barrington NSW

**Job:** Retired computer trainer. Now running our little farm.

**Track Day Job:** Registration & Timing. Previously Assistant Clerk of Course, Flags & Grid Marshal.

**First started as an Official:** 1998

**Best thing about being an Official:** Sitting in "air-conditioned comfort" on those extreme Goulburn Days! On the serious side - helping to provide a great day for the drivers.

**Most satisfying experience as an Official:** The end of another successful day knowing everyone has had a blast! Then the grateful emails we receive from drivers top it off.

**Funny experience as an Official:** In the earlier days, timing was done manually with stopwatches. One day, Judy Sant was timing two cars and operating the radio. By the end of the run she was repeatedly shouting for the flaggie to wave the chequered flag ... she was talking into a stopwatch!



**Name:** Judy Hilling

**Car:** Mitsubishi Lancer Evo IV

**Suburb:** Padstow NSW

**Job:** Administration at RSL Club

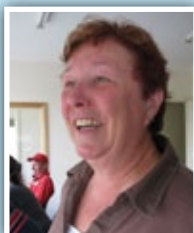
**Track Day Job:** Lights & race control

**First started as an Official:** 2010

**Best thing about being an Official:** You get to see everything and get involved.

**Most satisfying experience as an Official:** I enjoy doing the flags because it keeps me busy and interested in the day.

**Funny experience as an Official:** Nothing drastic ... yet.



**Name:** Cobie Hicks

**Car:** Toyota Aurion and Mike's NB8A

**Suburb:** Cherrybrook NSW

**Job:** Retired specialist doctor's bookkeeper.

**Track Day Job:** Registration & Timing. CAMS Bronze Event Administration Licence.

**First started as an Official:** 2002

**Best thing about being an Official:** It keeps me busy and occupied. Plus I catch up on my knitting between runs!

**Most satisfying experience as an Official:** Having all registrants turn up on the day and no accidents occur on the track.

**Funny experience as an Official:** Working in timing when life member Jeff Gehrig used to call the car numbers and keep everybody in timing amused.



**Name:** Rod Menzel

**Car:** 1990 NA6 - best model ever!

**Suburb:** Barrington NSW

**Job:** Retired. Now running our little farm.

**Track Day Job:** Clerk of Course and developer of RTM Lap Timing Software for our club track days.

**First started as an Official:** 2004

**Best thing about being an Official:** You get to meet a lot of people.

**Most satisfying experience as an Official:** It's a real buzz seeing my timing software being used successfully. Also, I enjoyed being a Fire Marshal at the Clipsal 500 in Adelaide.

**Funny experience as an Official:** Seeing Bernie Tresidder going off the track in a cloud of dust!



**Name:** Bill Dougall

**Car:** 2007 NC Roadster Coupe, previously 1990 NA6, 2004 SE, NA6 racecar

**Suburb:** Cherrybrook NSW

**Job:** Retired from broadcast television

**Track Day Job:** Scrutineering & Instructor

**First started as an Official:** 2001

**Best thing about being an Official:** I love training the first-timers and helping them get started in motor sport.

**Most satisfying experience as an Official:** Seeing how the first-timers react to being shown what their car can do on the track, and watching them develop as drivers.

**Funny experience as an Official:** Ironical rather than funny. We always make a point of telling people to check their bonnet is secured after scrutineering. One day, I exited the pitlane and at precisely 80km/hr, my bonnet flipped up, and smashed back over the windscreen! Getting it fixed was a \$1500 lesson in practicing what you preach.





**Name:** Robert Kai

**Car:** 1991 NA6

**Suburb:** Croydon Park NSW

**Job:** Retired accountant

**Track Day Job:** Flag Marshal & Recovery

**First started as an Official:** 1973 with Renault Car Club, 1985 with Mazda Car Club, 2002 with MX-5 Club

**Best thing about being an Official:** Putting back into the sport that I've benefitted from as a competitor.

**Most satisfying experience as an Official:** It feels good when you receive compliments for an event well run.

**Funny experience as an Official:** There was a guy once who used to always accuse me of dudding him a lap, even though he used to spin off the track.



**Name:** Joe Kovacic

**Car:** 2007 NC

**Suburb:** Prairiewood NSW

**Job:** Maintenance engineer

**Track Day Job:** Grid Marshal

**First started as an Official:** 2009

**Best thing about being an Official:**

Watching all the drivers get enjoyment from the day. It's also great to see some guys bringing out their exotic and expensive cars to our track days: Aston Martin, Porsche, Honda NSX, BMW M3, HSV GTS, etc.

**Most satisfying experience as an Official:** Making sure that people get as many laps and runs as possible so they get great bang for their bucks.



**Name:** Jean Cook

**Car:** 2007 NC, previously NA6, NA8, and my favourite NB8A Heritage Edition

**Suburb:** Kingswood NSW

**Job:** Nurse manager

**Track Day Job:** Done it all. Today on Grid Marshal and Flags.

**First started as an Official:** 1994 after the first Natmeet

**Best thing about being an Official:** Free lunch! No seriously, I enjoy the camaraderie and friendships.

**Most satisfying experience as an Official:** Getting to meet and greet the drivers, and having a laugh with them.

**Funny experience as an Official:** One day, I was checking drivers attire before they went onto the track, and was shocked when I saw a female driver with a low-cut top. I had a go at the male scrutineer who should have noticed the problem. He glanced over and said "looks good to me!"



**Name:** Briellynne Cook

**Car:** Not yet

**Job:** Student

**Track Day Job:** Putting up timing sheets

**First started as an Official:** today!

**Best thing about being an Official:** Doing the lollies and biscuits.



**Name:** Kevin Tuckerman

**Car:** 2000 NB8A

**Suburb:** Castle Hill NSW

**Job:** Retired banker

**Track Day Job:** Scrutineer & Grid Marshal

**First started as an Official:** 2006

**Best thing about being an Official:** Being part of the club and mixing with other members.

**Most satisfying experience as an Official:** Watching battles between closely matched drivers, where they're pushing each other to get their best personal times.

**Funny experience as an Official:** Seeing Jean Cook marshalling the grid in the pouring rain while dressed in arctic wet-weather gear and wrapped in a blanket.



**Name:** Jenny Tuckerman

**Car:** Mazda 6

**Suburb:** Castle Hill NSW

**Job:** Retail

**Track Day Job:** Registration & Timing

**First started as an Official:** 2006

**Best thing about being an Official:** Spending time with friends and helping drivers have a great time on the track.

**Most satisfying experience as an Official:** Seeing the drivers belt up the stairs to check their latest results, and excitedly talking about their new best times or beating a rival.

**Funny experience as an Official:** Not really, we're pretty closetted in there with the timing.



**Name:** Peter Battison

**Car:** 1990 NA6

**Suburb:** Kambah ACT

**Job:** Automotive technician at ACDC

**Track Day Job:** Scrutineer & Grid Marshal

**First started as an Official:** 2009

**Best thing about being an Official:** I love everything about MX-5s and helping out the club.

**Most satisfying experience as an Official:** At the end of the day when everybody's happy.

**Funny experience as an Official:** Sometimes, drivers are late to the grid, and I tell them they'll miss out next time. I have a chuckle when they come to the grid *early* for their next runs!



**Name:** Marilyn Bridgement

**Car:** Subaru WRX STi

**Suburb:** Woronora Heights NSW

**Job:** Retired and travelling

**Track Day Job:** Timing, Lights Race Control

**First started as an Official:** 2003

**Best thing about being an Official:** Great camaraderie, great club and being part of a team.

**Most satisfying experience as an Official:** It's great watching such good clean sportsmen and sportswomen.

**Funny experience as an Official:** When you've got 3-5 cars grouped close together and wonder if they're going to get through that corner ... and they all come through clean.



*Not to be forgotten are Pam Estreich, Kevin Leggott, Phil & Chris Roberts, Don & Russell Battison, who were not officiating at the 4th Dec track day but are regular volunteers.*

# NSW Supersprint Championship

• Words: Mike Hicks

• Photos: Russell Windebank ([www.rswphotos.net](http://www.rswphotos.net))



*The 2011 Australian Supersprint Championship was held at Eastern Creek on 12th and 13th November. It also doubled as the ninth and final round of the Kumho Tyres New South Wales Supersprint Championship. Round 8 of the Championship had been held at Wakefield Park one month earlier.*

## Round 8

The MX-5 Club of NSW fielded 12 competitors at Round 8 on 16th October. Bryan Shedden (1A), Stewart Temesvary (1B) and Allan Bugh (SVC) were all successful in winning their classes. Allan once again set a new class record in his PRB Clubman with 1:02.816 - his sixth class record in 2011. Congratulations Allan. Keith Monaghan (1B) and Peter Browning (2A) recorded seconds in class whilst Glenn Thomas (1B), Steven Pender (SVB) and Robert Gage (2A) recorded thirds. All other members scored points in the club championship that resulted in the gap to the New South Wales Road Racing Club closing to 36 points with one round remaining.

## Round 9

Once again we had 12 entrants in the **Australian Supersprint Championship**. This was a two day meeting and despite a slow start on Saturday all competitors had the opportunity to complete eleven runs over the two days. As far as class placings went, Bryan Shedden and Stewart Temesvary were winners in Classes 1A and 1B respectively. Stewart's win against four rivals was rewarded with a trophy as Australian Supersprint Class 1B Champion. Well done Stewart.

Third places went to Glenn Thomas in 1B, Tony Williams in 2A and Patrick Bramston in SVC. Unfortunately Patrick was only able to complete a couple of laps before electrical gremlins forced an early retirement. Of the rest, Ralph Thomson was fourth in the hotly contested Class 2B, narrowly ahead of Steve Green followed by myself and Tony King. Keith



Stewart Temesvary - Australian Supersprint Class 1B Champion



Keith Monaghan



Glenn Thomas



Stewart Temesvary



Mike Hicks



Robert Gage



Steve Green

Our Team in Action at the Australian Supersprint Championship



Monaghan was fourth in 1B, Chris Ballard was fifth in 3D and Robert Gage was eighth in 2A. There was little change in these results when it came down to the State Championship.



Bryan Shedden



Ralph Thompson



Tony King



Patrick Bramston



Tony Williams



Chris Ballard

## Final Pointscore

The overall results in the State Championship were also decided that weekend. In Type 1 for standard road registered cars, Stewart Temesvary was second in Type and winner of Class 1B and Bryan Shedden was third in Type and winner of Class 1A. Keith Monaghan finished second in Class 1B. In Type 2 for modified road registered cars, Ralph Thompson was fifth in Type and fourth in Class 2B, whilst Steve Green was sixth in Type and fifth in Class 2B. Ralph and Steve were far from disgraced being up against a very quick Lotus Exige, a pair of very fast Honda S2000s, and a potent Honda Civic. Although not competing in all rounds Tony Williams was third in Class 2A and Scott McGarry was fifth. Phil Abraham was second in Class 3B, Robert Kai was fourth in Class 3C, and Chris Ballard was fourth in Class 3D. In Type SV and Class SVC, Allan Bugh was the winner in his PRB Clubman.

In the Club Pointscore we narrowly missed winning our eighth title by a margin of only 29 points. New South Wales Road Racing Club were the winners on 962 points, we were second on 933 points, and the Australian Racing Drivers Club third on 807 points. All told we had 28 club members compete in one or more rounds of the Championship, and all contributed to the second place we gained, well done to all.

Allan Bugh was recognised as the *State Supersprint Champion – Road Registered Vehicles with unlimited modifications (Type SV)* at the **CAMS State Awards Presentation Night** in late November. Class placegetters will receive their trophies at the **Supersprint Presentation Day** to be held at Eastern Creek on 26th February.



Allan Bugh - State Supersprint Champion Type SV

## 2012 Supersprint Championship

The 2012 Championship will commence at Wakefield Park on 1st April and will consist of eight rounds, three at Wakefield Park (including ours on 3rd June), and five rounds on a variety of circuit configurations at the upgraded Eastern Creek. So if you think it's time to step up from our Club Track Days, come join us in the NSW Supersprint Championship and experience the variety of tracks that will be available at Eastern Creek in 2012. ■

# Phillip Island SuperSprinters

• Words: Keith Monaghan

• Photos: Phil Ashton, Roger Palfreyman, Keith Monaghan

• 9-13 December 2011

After a short conversation between FILL, PEAT and KEEF it was decided to have a go at the Vics at the Phillip Island SuperSprints to redeem lost pride at losing the Interstate Challenge as well as enjoy some of the good roads Victoria has to offer. As the word went out our number began to swell. FILL got in contact with AROCA and arranged for 12 places to be kept for the invasion from the north. The PISSers were born! Some of the wives then decided to head north and become WOPISSers.

On Friday 9th December, we headed off at various times and the group came together at Holbrook.

**FILL** – The organiser and leader of the attack.

**KEEF** – The photographer, scribe, late braker and roundabout king.

**PEAT** – The competition organiser and bling expert.

**GAIRIE** – The support team leader and IT specialist.

**ANTOKNEE** – The support for the support and IT backup.

**RODG** – The elder statesman and early braker.

**KRAYGEE** – The non MX-5 drive and consumer of large quantities of a form of alcohol. Also helped by Tim.

**PORL** – The hauler of the fridge on wheels. Ably assisted by Shaun.

**YUNGY** – The man with 12 wheels and supported by Boo who tried to give a form of green balance to the weekend.

**GWEGG** – The golden arrow.

**RALF** – The quiet assassin. Ask FILL!!!!

That evening a meal was had at the inn that supplied us with sleeping quarters. Our discussions, over a few medicinal ales, lead to various topics including what we expected of the weekend.

After a good night sleep (!), the convoy left the inn toward Healesville via the Healesville-Kinglake Road (Check Google Maps to see why!). On the way we passed through a number of towns including the famous Bonnie Doon. We had lunch at the **Beechworth Bakery** at Healesville (is that an oxymoron?) and then travelled on to Phillip Island. This part of the trip made us wonder what Sunday would bring as we travelled through sunshine, hidden speed traps, blinding rain and heavy hail. That night unleashed cyclonic rain but on waking Sunday morning we were greeted with a typical

Phillip Island summer morning: cloudy, icy wind, 4°C. Welcome to Victoria!

On arrival at the track we were greeted by more of the NSW team, Steve Green and Lance McGrath, as well as a large contingent from the MX-5 Club of Victoria. Despite the gloomy weather that started the day, in typical Phillip Island fashion we waited 10 minutes and it was fine and warm, continuing that way all day.

We all had a great time on track with excellent competition and all of us set PBs. In the process we scared the Vics with some of them being beaten this year where they weren't last year. However they did resort to a sneaky slipstream down the main straight to get a new standard NB record.

We left the track and headed to Warburton for the night. The Gembrook-Launching Place Road provided welcome exercise on the way, even though it had a short section of dirt. After checking into the motel

for the night we went to the Pub at Wesburn for a good meal. We took over the conference room at the motel to present the **PISSer's Award for Best Performance at the Island**. The point scoring system was developed by PEAT and calculated by GARIEE and ANTOKNEE with the aid of a laptop we believe linked to a Cray supercomputer. The award was presented by PEAT to the quiet assassin RALF. Well done to all involved.



In the morning we left Warburton, heading to Marysville via the Acheron Way but this turned to "dirt" (read logging trail) after a short distance so we turned off onto the Donna Buang Road to Healesville. This also turned to "dirt" but was through awe-inspiring country, so we continued on to Healesville then the Black Spur Road to Marysville. From here we travelled the back roads and the Hume Highway to Beechworth. Our route continued along the Snowy Valleys Way – a great sequence of MX-5 roads – to Tumbarumba for our stopover, where the PI gremlin caught up with PORL and killed his fuel pump.

In the morning we had breakfast in the **4 Bears Café** (interesting place, count the bears). PORL's dead car was left for later retrieval and we headed to Tumut and then home via the Hume Highway, bar a slight detour at Gunning for a final fling on another nice MX-5 road.

All in all it was a fantastic long weekend and one not to be missed if you have the chance. Bring on 2012. ■





## Club Track Trophy Presentation

On Wednesday 26th October, trophies for the Club's Competition Year 2010/11 were presented to the winners prior to the AGM at **Ryde Eastwood Leagues Club**. Listed below are the winners.

### Class 1 - Standard NA

Bryan Shedden, first place 95 points  
Allan Cruz, fastest male (1:17.10)  
Dianne Byers, fastest female (1:29.88)

### Class 2 - Standard NB

Glenn Thomas, first place 72 points  
Glenn Thomas, fastest male (1:16.22)  
Dominique Spoelder, fastest female (1:24.63)  
John McKenzie, encouragement award

### Class 3 - Standard SE and NC

Roger Palfreyman, first place 65 points  
Roger Palfreyman, fastest male (1:15.64)  
Ian Miller, encouragement award

### Class 4 - Standard MX-5 on R-Spec Tyres

Ian Vickers, first place 85 points  
Ian Vickers, fastest male (1:15.84)  
Barry Jones, encouragement award

### Class 5 - Modified 0-1600cc

Peter Browning, first place 60 points  
Tony Williams, fastest male (1:12.80)  
Phil Mayo, encouragement award

### Class 6 - Modified 1601-2000cc

Mark Hellmund, first place, 105 points  
Mark Hellmund, fastest male (1:09.35)  
Lesa Bunn, fastest female (1:21.19)  
Peter Feutrell, encouragement awards

### Class 7 - Turbo/supercharged MX-5

Patrick Bramston, first place 60 points  
Patrick Bramston, fastest male (1:08.44)  
Luke Kovacic, encouragement award

### Class 8 - Race Cars on R-Spec Tyres

Dennis Brady, first place 45 points  
Colin Moore, fastest male (1:10.81)  
Chris Ballard, encouragement award

### Class 9 - Race Cars on Slick Tyres

Patrick Bramston, fastest male (1:07.03)  
Val Stewart, fastest female (1:07.11)

### Class 10 - Non MX-5s

Keith Bridgement, first place 65 points  
Leigh Hemmings, fastest male (1:07.47)  
Lea Farrell, fastest female (1:19.52)  
Craig Hasler, encouragement award

### Multi Classes

Paul Byers – encouragement award  
Keith Monaghan – encouragement award  
Peter Carpenter – encouragement award

### Canberra Chapter Award

Lance McGrath

### Hunter Chapter Award

Robert Pimm

### Fastest Time of the Day

Mark Hellmund, 5 Sep 2010 (1:12.81 wet)  
Leigh Hemmings, 24 Oct 2010 (1:07.47)  
Val Stewart, 5 Dec 2010 (1:08.36), 20 Feb 2011 (1:08.36), 9 May 2011 (1:07.11)  
Patrick Bramston, 3 Jul 2011 (1:07.03) - Fastest for the Year

### Regularity Winners

Kevin Addison, 30 Oct 2010 MX-5 Nationals (407 points)  
Bryan Shedden, 5 Dec 2010 (1.59 variation on 1:18.90)

# Long Weekend Run to Young

• Words: Mark Garven

• Photos: Bruce Davies, Cathie Curran, Mark Garven

• 1-3 October 2011

Nine MX-5s met at McGraths Hill for a long weekend run to Young. We headed west and had a good run over the Bells Line of Road. The sky was getting darker and before we made it to Tarana for morning tea, the rain was getting too heavy to ignore. Nothing for it but to pull over and put the tops up. To add to the fun, the council had dug up a number of sections of the road, so we had some muddy MX-5s parked up outside the **Tarana Hotel** (we complain about the potholes, then complain when council works on the road). After coffee and home-made cakes, we followed the backroads across to Blayney. It might have been wet, but the country was looking quite green (by Central West standards) and we largely had the road to ourselves.

Lunch was at Carcoar, which is a nice little time-capsule village just off the Mid-Western Highway. Well worth a visit if you're passing by. Continuing down the Highway, we stopped in at Cowra to visit the **Japanese Gardens**. The rain had eased off, and the Gardens were looking fresh and green. If you enjoy gardening and haven't been to the Japanese Gardens in Cowra, make sure you add it to your bucket list!

We arrived in Young late afternoon and checked in at the motel. After some reconnaissance of the local eateries, we opted for dinner at one of the pubs. Good food and good company, but some of our "city-slicker" requests created a bit of confusion. Anyone for a short black? I guess you had to be there ...

The weather report on Sunday morning said that it was still raining in Sydney, but there was a big blue sky over Young as we jumped in the cars to head over

to Temora. We were booked in to visit the **Aviation Museum**, and had our own guided tour with a very knowledgeable and enthusiastic volunteer. What a great facility! The Museum aims to preserve Australia's "warbird" heritage, and have flying restorations of many of the key aircraft in the RAAF's history. Most of us had lunch in Temora and a wander round town afterwards. People made their own way back to Young, with a few

taking the scenic route via Cootamundra. Sunday night was the NRL Grand Final, so the **Young Services Club** was the appropriate venue. We also had Ireland playing Italy in the Rugby World Cup, with a small but (very) vocal group supporting the men in green.

Monday dawned fresh and clear as we started our trip home. The "B" roads from Young down to Harden were spectacular. Not only great roads for an MX-5, but stunning scenery with rolling hills of golden canola. Someone said that it was like driving through a postcard! Unfortunately,

this bucolic section was followed by a less-than-exciting run along the Hume Highway. But it wasn't long before we pulled into Gunning for morning tea sitting outside the cafe in the spring sunshine. That was the end of the "official" run, with people then making their own way home. Without a leader to follow, some missed that great drive along the Old Hume Highway to Breadalbane, but never mind. We'd all still had an excellent weekend way. ■





# There and Back Again

• Words: Jean Cook

• Photos: Pammy Clerici, Mark Garven

• 29 October 2011

That is exactly what we did! We went there and then came back. The day started dull and cloudy, but quite warm. By the time we met the sun had broken through, and the clouds had cleared for us. We took over the parking lot at **Mount Colah McDonalds** and then some!



There were 22 cars and 37 members, with a pair of newcomers that came along to see what we were like. We made sure they enjoyed themselves and hope that they have now joined.

When we set off, we made the usual colourful parade of MX-5s, heading up the Old Pacific Highway towards Gosford. I am sure that most of us have been up and down that road so many times, but each time it seems to be that little bit different. It is such a picturesque road, we all enjoyed the scenery as we drove through Mooney Mooney, Mount White and Calga. After a short time on the Central Coast highway,

we then took the road to Woy Woy, ending up in a lovely park on the water. We passed some wildlife on the way, a long snake was noticed sunning itself on the side of the road, and at one point the leaders had to stop for a family of ducks. Why did the ducks cross the road? To admire all the MX-5s of course!

A few of us had brought a thermos of hot water to make tea or coffee, so we all sat around the picnic tables enjoying a cup of tea and a chat. We welcomed our visitors and enjoyed the warm sunshine for about

half an hour. Then we returned to our cars and headed back the same way. It was the same route back along the Old Pacific Highway as far as Brooklyn. The road always looks a bit different in the other direction, and we enjoyed the curves and corners one more time. It was a lovely evening for a drive, with the sun setting over the horizon making it very pleasant.

We arrived at the Hotel in Brooklyn just as the sun was setting. Mark had arranged for some tables to be set aside for us, and we sat and enjoyed a lovely evening of dinner, drinks and great conversation. It was such a perfect evening, that a few of us hung on enjoying it before setting off for home.

Thanks to Mark for a superb run on a perfect evening. ■





# Midweek Run: Round the Racetracks

• Words: Ken Liston

• Photos: Chris Flak, Cathie Curran

• 29 November 2011

It had been raining all week but as good luck would have it the weather gods smiled on us and 16 MX-5s all with their hoods down left **McGraths Hill McDonalds** and snaked their way along Windsor Road. We turned left into Annangrove Road, then left into Joylyn Road and a right into Amaroo Park Drive, down the hill and we arrived at the site of the defunct **Amaroo Park** motor racing circuit. The circuit opened in 1967 was 1.93 km long and eventually closed in 1998. The official reason given for its closure was because of complaints of noise from neighbours. It was eventually sold for housing development by the ARDC.



The circuit itself, control tower and pit area have completely disappeared but with the assistance of old photos, maps and memories it was easy to visualize where the track once ran. Apart from a number of large houses which now stand on the infield of the up hill side of the circuit and a tennis court complex on the lower end of the circuit, little development has happened. The whole lower area of the circuit is overgrown with long grass and looked very neglected.

We then drove through some pretty rural back roads to Windsor and just short of Richmond we and other motorists were diverted by the police for reasons unknown along roads at the rear of the RAAF Base. So much for the accuracy of the run sheet for the rest of the drive! Regardless nobody got lost and we continued to Richmond and traveled along Springwood Road over the river and up the steep and winding ascent to the Hawkesbury lookout. This section of road in the 50s and 60s was officially closed to traffic on a number of occasions to host "Hill Climbs" and I have heard that on this section of road Sir Jack Brabham in a speed-

way midget won his first motoring event on a sealed surface.

We then travelled up the Great Western Highway to Katoombah to have a look at and a leisurely walk around the old 2.09 km

**Catalina Park Circuit**. It was ironic that this year was the 50th anniversary of its opening. A few of our more senior members recalled watching all sorts of cars racing at this circuit, including Standard Production Sedans, Sports Cars and Open Wheeler Racing Cars – some were F1s of the time.

The track opened in 1961 and was officially closed to "Open Racing" in 1969. The nearest it got to reopening was during the short lived "TV Rallycross" rage of

the early 1970s but the rallycross star faded and the track remained idle until it hosted a meeting for historic cars in 1994. There have been reports of a few car club sprint days since, but from looking at the state of the fencing and the surface of the track in



many places and how overgrown it has become, it was evident that anything faster than a bicycle has not travelled around this circuit for many years.



We then travelled further west and lunched on arguably the best meat pies in the Blue Mountains at the **New Ivanhoe Hotel** at Blackheath.

Despite these old circuits now being only shadows of their former glory, visiting them again brought back happy and exciting memories to a number of our club members of watching – and in some cases participating in – motor racing at these circuits all those years ago. ■





# Woronora Dam Run

• Words: Mark Garven

• Photos: Keith Monaghan

• 17 December 2011

After the coolest start to summer for 50 years, things weren't looking too good for our final run of 2011. But after a damp week in Sydney, the sun was shining over "The Shire" on the afternoon of 17th December. Just lucky, or does Keith Monaghan really have contacts in high places?



Anyway, we escaped the pre-Christmas shopping crowds and headed down through Royal National Park. For the most part, we had the road to ourselves, and were all reminded what a great drive it is. The view down the coast from Bald Hill looked as spectacular as ever, and there were plenty of hang-gliders aloft making the most of the conditions. We crossed Sea Cliff Bridge and continued down past the beaches before pulling into the cafe at Bulli Beach for refreshments.

Then it was back in the cars to continue south towards Wollongong, before leaving the main drag and climbing the road up Mt Kiera. This is a road

made for MX-5s, and we were lucky again in having an uninterrupted run up the mountain. From the top, we headed across to Appin, and then over to the Old Princes Highway for the run up to Woronora Dam. From the turn-off, it's 7 km in to the picnic area at the dam.



The road can be a bit bumpy in places, but it's a good fun drive - especially for those who don't have their suspension screwed down too tightly!

We had 15 MX-5s parked up in the picnic area, and inexplicably had the place to ourselves. Where was everyone? It was hard to imagine a nicer place to be on an early summer afternoon, and the snags were soon sizzling on the BBQs.

Many thanks to Keith for organising a really nice run. It was a great way to wrap up the Sydney events calendar for 2011. ■





# Wee Jasper Big Run

• Words: Michael Soulos

• Photos: Deen Hameed, James Manion

• 30 October 2011

BREAKFAST CLUB

The only small thing about a day run to Wee Jasper is the destination itself. The only good thing about the Hume Highway is its smooth surface but when you leave the highway then there is much fun to be had.

Why anyone who is not strapped for time would miss the Bungonia Triangle from Marulan is a mystery to me. The narrow road to Bungonia is a never ending series of sweeping turns and short straights past isolated hobby farms which is great fun without ignoring the speed limit. On the run up to Goulburn, to meet the ACT early risers, the driving experience gets even better as the road widens with lazy bends but longer straights.

When it comes to great roads, by-passed national highways are up there with the best. The quick dash through Breadalbane to Gunning is worth a visit. Past Breadalbane you have the 2km straight lined by poplar trees where the imperfections of the surface greatly add to the excitement. In proceeding on to Gunning, old Highway 1 tests your reflexes as it snakes its way across the Monaro Plains to the **Do Duck Inn**, our breakfast venue, where we met the rest of the

contingent from Canberra.

After breakfast we continued through Dalton and Jerrawa traversing winding "B" and narrow "C" roads with ease to rejoin the Hume Highway. We then diverged onto another section of by-passed highway, the Yass Valley Way, for a stress free sprint through some of the best sheep country in Australia. We drove through Yass to our quaint turnaround stop, the **Wee Jasper Pub** in the old police lockup overlooking the reservoir.

There were reports of dangerous sections of road. We found a sensational route for a spirited run whilst driving to the conditions. An exhilarating jaunt over lengthy straights interspersed with ridges and relaxed curves and as we progressed, the straights shortened and the corners tightened. The best sections were a series of tight corners on a twisting road descending without barriers to spoil the view of the valleys, with a steep drop off into the abyss for the unwary.

There is nothing to report on the mind-numbing drive back on the dual carriageway where the boredom and monotony was only broken by the antics of people licenced to test the patience and reflexes of other road users, and our coffee break in historic Berrima.

A special thanks to John Petrich on leading his maiden run, Barry Byerley for recommending Wee Jasper and the members from the ACT. More images of the Wee Jasper run can be found on the mx5cartalk forum. ■

<http://mx5cartalk.com/forum/viewtopic.php?f=63&t=48985>





# Christmas BreakFast Run

• Words: Grant Freeman, Chris White, Bryan Shedden • Photos: Neil-Hamilton Ritchie, Gavin Cross

It has been a little while since I have been on a BreakFast run but I thought I would be able to get to this one despite my daughter's wedding being only a week away! So when Michael asked if I would lead the first section of the run from Heathcote to Wilton via The Royal, I was more than happy to help out as this is one of my favourite pieces of road, and a good one as I knew I couldn't lose anyone!

Being at the front is very different from being buried in the pack. You spend a lot of time looking in the mirror and hoping that you are not losing any of the back markers. We had a relatively traffic free run, apart from the usual bike riders in the National Park.

Probably the best part of this stretch is Broughton Pass with the two hairpins and a one lane bridge. A quick drive to the first hairpin and a sprint to the bridge, we are in luck as there was no oncoming traffic. Once across the bridge it is another sprint up the short hill to the second hairpin which is so tight that there is a mirror for approaching traffic. Around the corner and up the hill and there is a truck coming the other way ... everyone makes it around OK. The estimated 45 minutes for this section is completed in only 44 minutes – one minute to spare. I love it when a plan comes together! ■ GF



It's always a buzz to see a conga-line of MX-5s approaching, and so it was when I spotted the line of shiny machines approaching me at Wilton for the start of my section of the run – Wilton to Robertson, via the picturesque Southern Highlands.

After a brief run down the Hume Highway to Bargo, the route took the group down Remembrance Drive through Yanderra and Yerrinbool, past the famous Tennessee Orchard, though I'm sure few were paying much attention considering the great roads on offer!

After a quick blast up the hill into Alpine – yours truly was having so much fun he nearly missed the turn onto Old South Road – the run continued through green pastures of sheep and dairy country, past Aylmerton and the flying club, and on to Range Road where the glorious scenery continued. Our pace was tempered somewhat by an errant L-plater, but thankfully the vistas were sufficient to take one's mind off the frustration.

From there onto Kangaloon Road, and the drive into Robertson – a stretch of road that was enjoyed by just about everyone. Bumpy in places, but a good mix of tight curves and sweeping bends, no traffic, and still more of the panoramic greenery for which the Southern Highlands is known.

Thank you to everyone for driving safely and being great ambassadors for the Club, and to Michael Soulos for giving me the opportunity to lead – and for being fast on the brakes! ■ CW

After a brief stop at the **Robertson Pie Shop** for a pie and use of the facilities, it was my turn to take the baton and lead the final stage of the run through my "backyard". We cruised slowly out of Robertson, hoping to create a bit of space ahead of us, and then dived into the sinuous descending blacktop through lush rainforest that is Macquarie Pass. We caught slow traffic about halfway down and settled into a relaxing cruise and enjoyed the sights, sounds and smells.

Turning left at the bottom, we cooled off with a cold shower when fording Macquarie Rivulet, and snaked through the pockmarked and cow-pat-encrusted lanes of Calderwood, Marshall Mount and Yallah before joining the freeway north. Well, most of us did! A few cars missed the turn-off for Yallah and we waited at Unanderra to regroup before climbing to Mount Kembla.

Our last bit of fun road was Harry Graham Drive crossing through rainforest along the edge of the escarpment to Mount Keira. Finally, we rolled into the carpark at Bulli Tops' **Cliffhanger Cafe** for a hot breakfast and a yack with the *Coffee & Lies* gang.

Did I mention that everyone on the run was adorned with Santa hats? Michael levied a \$5 donation from everyone with proceeds donated to **CareFlight**. ■ BS



# Canberra Chapter - Beechworth Weekend

• Words: Dennis Wicklander

• Photos: Damon Muller, Dennis Wicklander, Tony Maxwell

• 1-3 October 2011

Saturday morning was not promising weather-wise as light rain was the order of the day. Members were due to meet at the **Murrumbateman Pub** at 8:15am for an 8:30 start. We arrived at 8.15 to find most of the members sheltering under the veranda. Keen!

Route maps and paperwork were distributed and Jill gave a debriefing on the route for the day. After the few remaining members arrived we managed to leave on schedule. Malcolm was going to catch up with us at Tumbarumba.

First stop was morning coffee break at Gundagai where the patrons cleared the coffee shop as soon as they saw us coming. Everybody ordered their coffee and cakes while others joined the queue for the little room. The coffee and cakes were delicious.

The next stop was Tumbarumba for lunch and a catch up with Malcolm. Everyone parked where they could on the main street and made for the **4 Bears Café** for lunch and coffee. What a café. I was in bear heaven. It had the most incredible selection of stuffed bears as well as odd tables, chairs and cutlery. The atmosphere was unbearable as everyone tried to challenge the master (yours truly) with bear puns.

The weather started to cloud over and the rain settled in as we made our way along some very exciting MX-5 roads along with the magnificent scenery. A stop was scheduled at the Southern Cloud disaster lookout, the

clouds had rolled in together with the rain and we were unable to see anything. Some decided to take another look on their way home, as the day was perfect. We stopped for afternoon tea at Tallangatta. However it was VFL Grand Final day. All the shops were closed for Victoria's religious festival and were congregated at the local pub and glued to the big screens.

So we moved onto Beechworth and settled into our rooms. We arrived at half time for the footy and everyone settled into their rooms and watched the

second half. It was rather gruesome viewing for Jill (Collingwood supporter). However, things improved vastly as we settled into a really enjoyable meal at the Motel's restaurant and celebrated or drowned our sorrows over the footy. This night was a great mixer opportunity for the oldies as well as the new members.

The next morning proved to be a ripper. The skies cleared to produce sunshine for our first morning coffee break at **Gapsted Wines**. We had the place to ourselves. The wines are truly magnificent as some taste tested while others sat outside and enjoyed coffee (to Malcolm's standard) and cakes while they took in the magnificent scenery.

The next stop was the butter factory at Myrtleford (more coffee and cake). Life was not meant to be easy. The drive onto Bright (lunch stop) was really beautiful with the green fields, old tobacco kilns and snow







capped mountains. I feel like singing the hills are alive. You can just imagine me in a Julie Andrew's outfit ... or perhaps not.

Lunch in Bright was a do your own thing. We met back in the car park and continued on the run. The next stop was the Kiewa Valley lookout. Some decided to take an energetic pace up the mountain while others took a more sedate pace. I think that everyone was really impressed by the view of the snow laid mountains of the Victoria Alps.

We ventured down the other side and made our way onto Yackandandah. The weather started to turn, however, so we pursued with our tops down. We passed through a small town and I noticed a police car parked on the right hand side. After a while we noticed that as tour leaders there was not anyone behind us. Jill popped the boot as her mobile phone was in her purse and as she started getting out of the car my phone rang and we didn't think anymore about the boot. It appears that the police took an interest in Bricet and Bob's rego. Thankfully it was a case of mistaken identity as a similar car was reported as stolen in Victoria.

As everyone caught up, the weather turned nasty and heavy rain set in. We decided to put our NC Roadster Coupe's roof up but it refused to respond. I chose that moment to read the manual on how to close the roof while Jill kept up the pace to keep the rain out. Not a pretty sight.

Murphy's Law decided to take over in the form of roadside works controlled by traffic lights. Then Rob and Jill called us on the CB and asked about our roof problems. He suggested that it might work if we closed our boot lid. Magic things happened! It was around this area that Malcolm went off in search of a short cut home. Lia knew that this was not a good idea. Trying to catch up to the Supercharger (Malcolm) was not an option. So a phone call to Malcolm did the trick.

That night was a free do your own dinner. Half the group went to the brewery where Malcolm bought a six pack, which he didn't really want as he dropped it as he came out the door. The rest of us ended up at the local pub listening to some good and not so good local talent. Those who wanted to do the ghost tour met at the designated spot at 9pm. The tour took an hour and a half and the guide was most entertaining with stories



from the goldfields up to Ned Kelly period. It was a mixture of murder, mishaps and ghostly encounters as we walked the township. It was so cold that I am sure the ghosts decided to go on strike (a cold snap strike?).

The next morning everyone had a really good breakfast and decided to make their own way home either via wineries or relatives or friends. From the feedback we have received, it appears to have been a really relaxing and enjoyable weekend in some of Victoria's highlands. ■



# Canberra Chapter - Macquarie Pass Run

• Words: Bryan Shedden

• Photos: Bryan Shedden, Damon Muller

• 27 November 2011

It may seem a bit strange that a resident of the Illawarra has been tasked with leading a Canberra Chapter run *and* writing the magazine report ... but it's weirdly appropriate in the circumstances.

Ian Leighton-Grant's original plan was to lead his fellow Canberrans on a pilgrimage to worship the fabulous Macquarie Pass on the Illawarra escarpment. I offered to help with route, morning tea, and lunch recommendations, which morphed into leading the run from Robertson, gathering a group of locals to join in, and booking a gourmet BBQ lunch at my favourite **Ravensthorpe Restaurant** in Albion Park. With Christmas on the doorstep, we sadly couldn't attract sufficient numbers, so I was forced to cancel our lunch booking a week out. Then the day before the run, we learnt that the police had *closed Macquarie Pass for the entire weekend*. Gaaah!!! Apparently a convicted drug dealer had gone missing months ago and his car was found abandoned on the Pass, so they were scouring the bush for "evidence." Ian suggested cancelling the run, but I assured him that alternative roads would make the trip worthwhile. Soldier on!

I can't speak for the trip from Canberra to Robertson, but safely assume the combination of Federal Bedway and Hume Snoreway it was boring as bat guano. At least it was a quick drive. 11 Canberrans united with 4 locals at **Robertson Cheese Factory Cafe** for morning tea. After introductions and caffeine ingestion, we mounted our steeds and set off for *jinba ittai*.

Our route followed Jamberoo Mountain Road to Barren Grounds and the steep and twisty descent of Jamberoo Pass. After crossing Jamberoo, we turned onto Fountaindale Road and climbed Saddleback

Mountain to enjoy the superb view from the lookout. Minutes later, we were united with an informal group from the mx5cartalk forum – led by club member Adam "Regie" Walker – who were returning from an early breakfast at Berry. Group photo!

We then descended towards Kiama on Old Saddleback Mountain Road. Having heard of the Canberran penchant for roundabouts and U-turns, I "missed" the intended left onto Long Brush Road, and treated the group to a brief loop of Kiama suburbia. Anything to make these Canberrans feel at home. Returning to Long Brush Road, we wound our way down the hill on tight lanes, and rejoined Jamberoo Road at Jerrara Creek. One final taste of sweeping bends led us to the highway and our last leg to Shellharbour Village for lunch.

**Santorini By the Sea** served up the fish & chips, and we consumed them while sitting on the grass overlooking the boat harbour, in the welcome shade of Norfolk Island pines.

Everyone seemed to enjoy the day and I trust that the Illawarra has made enough of an impression to inspire future visits from the Canberra Chapter. Next time, I *promise* Macquarie Pass will be open! ■





# Canberra Chapter - Christmas Party

• Words: Damon Muller, Rachael Eggins

• Photos: Ed Cory

• 11 December 2011

'Tis the season to be jolly, as the song says, and jolly we were for the Canberra Chapter Christmas Party. This year it was held at the **Lerida Estate Winery**, overlooking our very own waterless lake, Lake George.

A revellous rabble of rabble-rousers gathered in Russell for the short drive to the venue. Despite the fact that we had 20 or so cars and Lerida Estate doesn't actually have a street address or an entry in the GPS, we made it there without losing anyone, and even managed to pick up a couple of stragglers on the way. Upon arrival we were greeted by an appropriately



festive set of red and green MX-5s, so at least we knew we were in the right place.



The assembled party goers were treated to a glass of sparkling rosé in the courtyard, where we enjoyed some canapés, before a surprise visit from Father Christmas. Santa had a sack full of presents for all the good boys and girls, so naturally no-one in attendance received any (which is probably just as well, as you can't fit all that many presents in an MX-5).



After Santa had his chance to shake the hands of the women and give the men a kiss (or was it the other way around?), we all moved inside to the cellars for a wine tasting and lunch amongst the wine barrels. Judging by the decibel level, everyone was having a great time - and perhaps appreciating a tipple or two of the winery's finest.

When we were all suitably stuffed with roast lamb or roast pork, it was time for the awards presentation. Unlike a primary school sports carnival, everyone doesn't go home with a prize just for showing up, but we had so many members contribute this year it felt like that. Thanks again to all the members who volunteered to organise an event or a run this year - we just wouldn't be the club we are without you and your fantastic efforts. In no particular order, these members were:

- Malcolm Bernhardt
- Ed Cory

- Paul Beerworth
- Bob Judd
- Norm & Roz Barker
- Lance McGrath
- Lia & Peter Battisson
- Jill & Dennis Wicklander
- Ian Leighton-Grant
- Bob Judd & Bricet Kloren

To conclude the awards was the presentation of the Convenor's awards for **Member of the Year** and **Motorsport Member of the Year**.

This year's Member(s) of the Year were Jill and Dennis Wicklander, who received an attractive trophy (and an unattractive perpetual trophy to complement it). Jill and Dennis have been very active members of the club for some years, and have worked cheerfully and tirelessly, often behind the scenes, to make runs and events happen. They've very regularly participated in all that the club has to offer - runs, Coffee & Lies, overnight trips, social events, track events and more. I'm very pleased that I am able to formally recognise their efforts with this very well deserved prize this year.



The Motorsport Member of the Year was awarded to Peter Browning, also a long-term member and one heavily involved in the motorsport side of the club, who had a pretty good year at the track. Peter has also made a contribution to up-and coming track-goers, having been generous in sharing his knowledge and experience with "track newbies" at driver training days.

Lastly, as Convenor, this lunch (and this report thereof) was a chance to thank all of the people who had contributed to the Chapter in some way this year, by organising an event, coming on a run, or lending their support in some other way. And many, many thanks to Bricet Kloren and Bob Judd who organised the Christmas Party this year - it was a great event and they did an absolutely superb job of organising it. ■

# Hunter Chapter - Patonga Fish & Chips Run

• Words & Photos: Peter Hilkmann

• 23 October 2011

Even though our numbers were down compared to what we are used to, it did make the run a little easier to manage. With the hoods dropped, we started the run a little after 9am with 6 MX-5s. The weather was very kind to us, with light cloud cover, just enough to keep the burning sun off us as we enjoyed a leisurely drive via Lovedale and Cessnock to Wollombi, where we stopped for brunch. Afterwards we had a brief look around the village, finding some interesting sculptures and shops, some even finding time for a quick game of garden chess, before heading off for Patonga.

After a brief stop at one of the original convict culverts and some quick photos, we were off again. Well all except one – we think it's that cam angle sensor overheating again – this time on Bruce's 2001 NB! After a couple of minutes he was off again and soon caught up to the rest of us. Thanks to Wendy for going back to check on Bruce and Gill.

As we drove through Laguna, Bucketty and Kulnura towards Peats Ridge, we picked up all the fragrances of spring. We turned right at Peats Ridge toward Calga, for a bit of fun on the Old Pacific Highway across to Kariong, then down Woy Woy Rd, as we continued on to Patonga.

We arrived at Patonga just in time for lunch, so it

was off to the local takeaway for some chips and an assortment of seafood. Whilst we were there we spotted some of the local wildlife nesting up high in the Norfolk Island Pines — sea eagles.



After lunch we enjoyed a quick beer at the hotel next door. Except for Maureen, who ironically was the only one breathalysed by the local RBT Unit that we encountered upon departure. Not that our single drink would have troubled the officers.

After regrouping, we continued on to **Kooindah Waters Golf Club**, via the Scenic Road and the Scenic Highway through Macmasters Beach, past Terrigal, then along Wyong Road and the Old Pacific Highway to Wyong. When we arrived at the golf club, we were shown around by our hosts Sue and Peter. Our



numbers had dwindled further by this stage (6), so Sue offered to have the BBQ at her place, rather than in the Pavilion. It worked out very nice and cosy indeed. Thanks again Sue, for having us as your guests.

A great day was had by all who attended. Great cars - great roads - great food - great company. ■



# Hunter Chapter - Chichester Dam Run

• Words & Photos: Peter Hilkmann

• 20 November 2011

A dozen MX-5s turned up at the **BP Beresfield**, and after a quick fuel-up we were on our way. As we were travelling to Dungog we passed through the historic villages of Morpeth, Largs and Woodville, all in the Lower Hunter and Maitland area.



With all the good spring rain we have had, the countryside was looking very lush and green, making for a very enjoyable drive through this picturesque countryside.

By the time we arrived in Dungog, the temperature was getting quite high, and it was a bit of a toss up between the Pub and the Cafe. In the end the Cafe won, and we all enjoyed a nice cuppa and some cake from the local bakery. The locals also showed interest in all those “topless cars”.

With morning tea over it was time to continue to our lunch stop at Chichester Dam, which is the main supply of drinking water for the Newcastle, Lake Macquarie and Maitland areas. Chichester Dam is normally very popular with picnickers, however on this day we

virtually had the place to ourselves. Luckily it wasn't very busy, because by the time we had all parked our cars, we had used up most of the places in the bottom car park.

Everyone enjoyed a picnic lunch, fed the local kookaburra and had a relaxed chat, after which we had a short stroll to the river, where some of us cooled off by getting our feet wet. Then for a quick look at the dam wall and to check the level of the dam (100%) before heading off again.

Our return journey took us to the historic town of Paterson, where – because of the HOT spring weather – we needed to stop off at the local watering hole. The publican must have felt the heat too, because he was quickly out of breath from his exertions on the taps.

All in all this was another very successful and enjoyable day for everyone, and thanks to the run organiser Bob Pimm. ■





# Hunter Chapter - Christmas Festivities

• Words & Photos: Peter Hilkmann

• 8 & 18 December 2011

## Twilight Christmas Lights Run

After our dinner and meeting at Club Macquarie on 8th December, Mark and Linda Gray had kindly organised to give us all a guided tour of the best Christmas lights in the area. Taking us for a merry drive around Warners Bay, Macquarie Hills, Cardiff Heights, Cameron Park, and eventually back to their place for a coffee and a chat.

Even though the number of homes lit up with lights seemed to be down a little this year, we did see some beautifully decorated homes with lots of lights and decorations all over their gardens.

So a big thank you to Mark and Linda for organising the drive and also for offering and making us all a cuppa at their place.

## Hunter Christmas Party

We preceded our Christmas Party on 18th December with an early evening run, starting with a 4pm meet at the **BP Beresfield**. Chris and T'ese were the organisers for this event, so they led the procession of 24 members in their MX-5s from Beresfield via some nice roads to Rathmines for our Christmas Dinner. And as they say timing is everything. We had a relaxed drive along some less travelled roads, via Mulbring and Freemans Waterhole, on to Teralba and Barnsley, then back down to Toronto and on to Rathmines, arriving at the **Secret Corner Cafe** right on 6pm, just in time for a Happy Half Hour.

We all enjoyed our three course dinner, and as is always the case after a night of great food and good company with friends, everyone lingered on and we all took a long time to say our farewells, and to wish everyone a Merry Christmas.

Again a BIG thank you to Chris and T'ese for organising a great venue and also a great run to the venue. Well done! ■





# NSW Christmas Party

• Words: Lesa Bunn • Photos: Glenn Thomas

And so this was Christmas. 74 MX-5 enthusiasts donned their party frocks and santa ties for the 2011 MX-5 Club of NSW Christmas Party on 20th November. The event was held at the beautiful **Riverside Oaks Golf Course** at Cattai. The Riverside Oaks staff put on a wonderful feast overlooking the stunning Golf Course.

Following lunch, guests were addressed by Glenn Thomas and prizes were awarded to Concours winners for 2011. And here are the winners ...

## Concours de Elegance

- **Best Car in Show** - Dave Perin
- **Best Standard NA** - Colin & Elaine Caldwell
- **Best Modified NA** - Mark Sando
- **Best NB** - Luke Kovacic
- **Best NC Roadster** - Annette Moss
- **Best NC Roadster Coupe** - Mark Underwood

## Show & Shine

- **Best NB** - Greg Bunn
- **Best NC** - Ken Liston

A reverse auction of club regalia was held to raise funds for **CareFlight**, the club's newly chosen charity recipient for 2011/12. Many club members got into the Christmas spirit by coming forward with generous donations to **CareFlight** in addition to the auction. As such, in excess of \$300 was raised for **CareFlight** at this event. Many thanks to all those who donated.

I would like to take this opportunity to thank all members who have supported events throughout the year and volunteered their time to ensure the ongoing success of club events. Merry Xmas and a Happy New Year to all. ■



***Do you have a great idea for a club event?  
If so we would love to hear from you.***

*Suggestions for future events are always appreciated. Email Lesa at [socialsec@mx5.com.au](mailto:socialsec@mx5.com.au) with your ideas and we will make every effort to make it happen.*





## Wakefield Park 4th December 2011



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