



20th Anniversary Edition 3, 2010

CLUB TORQUE

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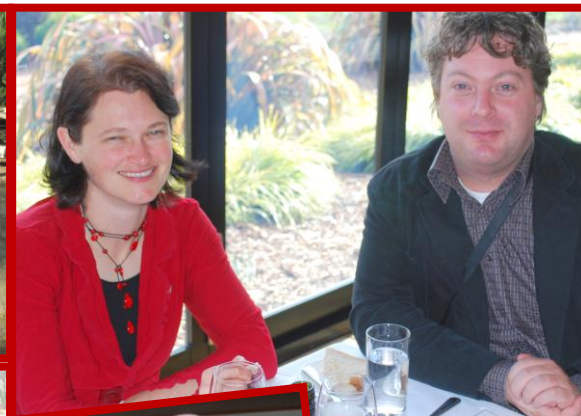
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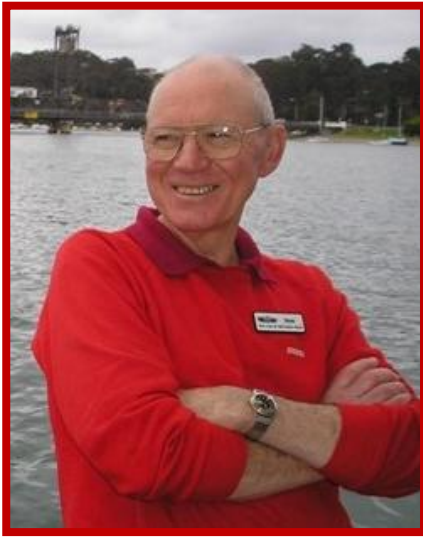
Drawing courtesy of QLD's Frank Cooper

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CHANGING TIMES – COMPUTER SYSTEMS, EVENTS & AWARDS



Beginning this month you will see progressive changes in a number of areas of Club administration.

ON-LINE MEMBERSHIP SYSTEM

Your introduction to the on-line system will begin with the change in the presentation of the monthly Events Calendar. Cathie Curran, our Events Calendar Coordinator, has been working over past months with the gurus at IMG Sports Technology Group to translate our old calendar into a style compatible with their system. You may have already noticed that the old format is on the way out.

The original monthly schedule, which comprises the first page, is being retained, but expanded to contain short details of each event. A click on the info box for a selected item will take you to a more detailed description of the event where that is available. If the event requires making a booking, a further click will take you to a booking form to insert your details before proceeding to the payment page to complete a credit card transaction. This is secured by encryption at point of entry and the Thawte security system. The system will then give you a receipt number

and confirm your payment by email.

You can still download a copy of the calendar, but I suggest you develop a practice of checking the Club website periodically as *updates to reflect changes in event arrangements etc. can be made on a daily basis or as often as necessary*. Your downloaded version may be outdated. Check!

An on-line facility for Club Regalia purchases is also coming up shortly, using the same credit card payment system, and will operate in the same way as a shopping cart on any other internet site.

Payment of membership subscription will be ready in time for renewals at the end of the Club membership year.

COMBINED CONCOURS AND PRESIDENT'S BBQ DAY

We have also changed the format for the President's BBQ and the Concours. The BBQ day has been rescheduled for springtime to avoid the midsummer heat and afternoon thunderstorms and will be held in conjunction with the Concours on Sunday, September 19. Combining the events should bring a carnival air to the Concours, provide a better cross section of members and generate a very convivial Club day. Just enjoy the BBQ or, if you wish to exhibit your car, enter the Concours or Show and Shine. The event will also be held at a very special location, the Australian Motorlife Museum at Kembla Grange – see the calendar for details.

TRACK EVENT PRESENTATION NIGHT AND AGM

The program for the Club's October 20 Annual General Meeting has been changed from past practice. The presentation of the awards for success in the Club's track events will take precedence over the AGM in format for the conduct of the evening. Concours awards are presented at the Christmas Party, but this is the big night for the track enthusiasts and ***expect you guys to turn up in force*** to demonstrate your appreciation for the effort that Mike Hicks and Zan Menzel put into providing you with what are widely acknowledged as the best track events in the State.

The AGM will follow the awards and conclude with supper provided by our Club.

Sean MacCormaic



Mazda Motorsport

Hey everyone, You may be interested to see our new motorsport website for all the latest Targa Tasmania news, videos, cool pictures, and all things Mazda and motorsport.

www.mazdamotorsport.com.au



NATMEET 2010

NATMEET 2010

**Wineries,
Winding roads,
Whining engines and transmissions,
Women with winning ways,
Wonderful weather,
Welcome to McLaren Vale, S.A.**

A contingent of 70 cars and 137 participants from every State and the ACT made up the contingent for the event, staged with the focal point for activity in the *McLarens on the Lake* resort, just a stone's throw from the town centre.

Registrations complete, people were busy prepping cars for the Concours next morning - or just getting them clean - as those crossing through central NSW were bombarded with swarms of locusts. Although they did not reach plague proportion, getting rid of the beasties from grilles and radiators before the Concours was quite an achievement.



The welcome BBQ was held in the grounds of the local Tourist Centre and most were pleased to fall into bed, but someone – unnamed to protect us from a civil action – was up most of the night, still cleaning and polishing. No, it was *not* who you think!

The resort was an ideal location with the Concours held on the grassed area between the lake and the complex while an



adjoining paddock was used for the run assembly area and the Funkhana. Whether you were competitive or not, the display prompted plenty of discussion on merits and mods – and your next option!



Concours over, it was run time. Wow! A few kilometers up the road from the resort and we were driving at high speed on one of the best climbing, twisting, gear stick flicking MX-5 rides you are likely to get anywhere. Absolutely fantastic! No wonder the South Australians know this road backwards!

That was just the beginning. Day by day we were in fast touring mode in and around wine country back roads, a couple of fast runs down the coast, one to Victor Harbour to see the mouth of the Murray and in between we even managed to visit wine cellars and olive groves - they were convenient pit stops on the daily drives.



The Willunga Hill Climb provided a photo shoot opportunity with everyone gathering for a photo shoot at the foot of the climb which had been closed to the public for

the event. Then we got a run at the hill before the competition began. Charging up the hill, giving the car the gun and the gears a workout through the tight corners was a buzz! After a midway stop for another group photo, it was off again to complete the climb, only slowing when the road barriers were reached.

Here people split into the serious hill climbers and spectators and the funkhana competitors who returned to McLarens for the lakeside event.

It was a busy weekend, but the evening dining and entertainment allowed people to relax, tell a few lies about their car's performance – not to mention the driver's unequalled skills - and enjoy some convivial catch-up time.

The awards were presented at the final dinner. Queensland won the State Shield, but NSW fared very well in the overall results as indicated below;

Concours

Best NA- Colin & Elaine Caldwell

Best modified NB Riko Rubin –

Willunga hill climb

Phil Ashton – 2000 modified.

1st - Time: 1.41.815

Dave Perrin – 1600 modified

2nd - Time: 1.47.905

Peter Feutrill – 2000 modified

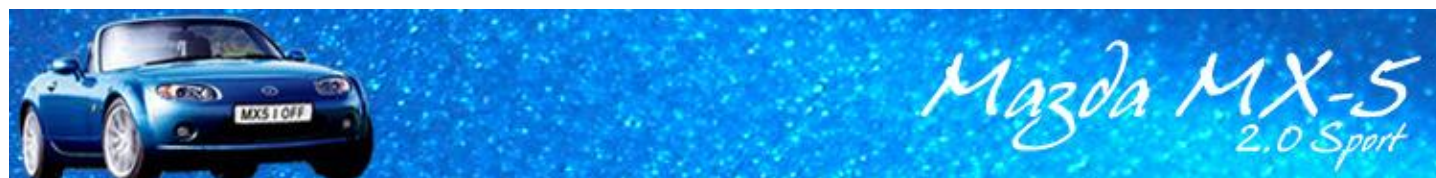
3rd -Time: 1.49.992

Keith Monaghan – 1600 modified

5th - Time: 1.52.529

Phil Ashton – Also the award for *Best consistent time over all attempts.*

Congratulations on your performances!



人馬一体 *Jinba Ittai* - "rider and horse as one"

In Japanese, the exceptional soul of the Mazda MX-5 is described by the expression Jinba-Ittai. The direct translation of this is "rider and horse as one". "Yabusame", a longstanding artistic ritual ceremony in Japan, truly embodies the essence of *Jinba Ittai*. An Archer mounted on horseback gallops past a target and shoots an arrow. To achieve a bull's eye, the archer and horse must move as one. There must be a natural two-way communication and a high degree of synergy in their alliance. This oneness of



motion between rider and horse was selected as the most apt analogy depicting the relationship between the driver and a Mazda MX-5. *Jinba-Ittai* is the essence of the soul of Mazda.

The rider-and-horse idiom and the effort to create a car universally seen as "lots of fun" served as the focal point around which the original and the all-new Mazda MX-5 were designed and engineered. While most sports cars manufacturers aim for specific performance targets - such as the time required to accelerate from 0 to 60 mph, huge bhp levels or cornering G's provided by the chassis - Mazda engineers established goals to reinvigorate the car. In essence, they became a celebration of the simple delights of driving an open roadster. The "fun" was designed for anyone and any location during sports driving or the daily commute.

Sourced from; <http://www.mazdamx5.co.uk/jinbaittai.htm>

What am I?

I can be quick and then I'm deadly,

I am a rock, shell and bone medley,

If I was made into a man, I'd make people dream,

I gather in my millions by ocean, sea, and stream. (Answers on 3rd last page)

Spinning Wheel Alignment Day

*There was movement in the car park 'cause the word had got around,
That the MX5's were gathered for the fray,
Muted horses under bonnets, drivers' viewpoints made the sound,
At the MX5 Club wheel alignment day.*

Spinning Wheel Tyres on the corner of Bourke and McEvoy Streets at Waterloo

hosted this event for the Club (make a note that the entry to the workshop is from Young Street).

The Saturday morning was fully booked with MX5 Club members and the shortfall after last minute cancellations was overcome by inducting a visitor who had dropped in to chat and watch and by "selling off" one of our booking spaces to someone who arrived at the workshop with a steering problem. It was also very pleasing to see the very good response from the young guys on the Forum, so there was a good cross section of the membership on the day- and plenty of MX5 talk between alignments.



Fulvio, Stu and the other guys at Spinning Wheel were cheery, very helpful and nothing was too much trouble. They took time out to talk one on one about every aspect of wheels, steering and tyres, even though that extended the time to work through the jobs and worked them beyond the regular finishing time.

Stu is something of a legend when it comes to MX5s and his approach justifies that reputation. Having had wheel alignments before I expected the usual routine. Most places run the car up onto the hoist, check the computer for the standard settings, make the adjustments, roll the car off and give you your key in exchange for your cash. I liked the way Stu took the car for a run to get the feel of it before he did any work. By the time he got back he had worked out what he needed to do to improve the handling of your car.



Listen to his commentary and you know that the cars talk to him!

Before he starts on the car he checks out your requirements. "What kind of driving do you do? On the track? Spirited driving down through the National Park? Did you say shopping??? In an MX5? Pull the other leg, I don't do shopping trolleys!

He was also happy to discuss your car while he tweaked the settings, talk about options for the next alignment or answer questions on suspension and tyres. He wasn't finished with your car until he took the car for another run. He was not satisfied with a couple of the cars after the second run, so they went back on



the hoist and he did some more tweaking and then another run to make sure it was right. He is totally committed to getting it just right and wants your feedback after driving the car too.



asked him if he had standard set ups because he had a number of MX5s of the same model. He doesn't believe in that concept, he said every car is an individual and he never does two the same way.

The same service and attention to detail was afforded by everyone in the workshop. To give an example, between them Stu and Fulvio spent about an hour on Noel Larose's NA chasing down a couple of issues detected during the alignment process, but it cost the same discount price of \$77 paid by everyone else. Just part of the service at Spinning Wheel!



I think everyone who did a trial drive on the street afterwards was surprised at the difference in their car. Two of them swapped cars afterwards to compare. Jeff Swords took me for a test run in his NB and he was over the top with the difference in handling. That car really came to life and I reckon he is *still* smiling! As for me, I should never have got in the car with him. Now I want another NB!

Just joking! On my trip home I found a series of roundabouts on the back roads where I was able to push the car hard and it was much more sure footed. I'm looking forward to a drive on some winding roads to give it a proper test.

What did the others think? This comment on the Forum comes from 'Hamster' and is a useful insight;

"My car feels a LOT better, the turn-in is excellent and the steering has simply come alive. Well worth the money and the awful long weekend traffic to get there. It's a relief to know there's nothing broken down under too.

Fulvio certainly knows his way around tyres and I'll be in

touch with him after the next track day when I'll be shopping for my next set."



Wollongong Sporting Car Club
Huntley Hillclimb
since 1953



After two and a half years absence, Huntley Hillclimb is back. We will be holding our first event on 6th June 2010. Huntley Hillclimb has undergone significant safety improvements in recent months. The hill itself is a little over 700m in length and is about as steep as they come. Its a challenging mix of two high speed sweeper bends followed by a slower esses section leading to the one of the steepest parts of the track for a blast to the finish. Supplementary Regulations and entry forms can be downloaded from our website at www.wscc.org.au. All of our multi club events are open to members of any CAMS affiliated car club.

As we have been out of action for some time it is anticipated that this mailing list is a bit out of date. If any changes are needed or you wish to unsubscribe, please reply to chris@wscc.org.au.

You can also follow Wollongong Sporting Car Club on [Facebook](https://www.facebook.com/wscc.org.au)

Who am I?

The following anagram is a natural enemy of the Breakfast club. Rearrange the phrase to discover the related word or phrase. **Alas, no more Zs** Look to your committee for the answers (3rd last page)

20TH ANNIVERSARY WEEKEND



THE CLUB'S 20TH ANNIVERSARY WEEKEND 1990 - 2010

Over the weekend of June 19-21, the MX5 Club of New South Wales celebrated its 20th Anniversary in stunning style with a weekend of events based on the concept of a mini NatMeet, in fact a trial test of organizational skill for the 2012 NatMeet event which our Club will conduct in Canberra over the Easter weekend of that year.

Around 200 members, past Presidents, Foundation and Life Members converged on the Centennial Winery at Bowral for lunch on the Saturday. Michael Soulos led an early spirited run from Heathcote via the Cambewarra lookout. Kim and Peter Ranger led the split late run from Heathcote via Jamberoo with Keith Monaghan at the head of group two of that contingent. Hunter Chapter members joined at Heathcote while Canberra Chapter members avoided the highway and enjoyed a lively run north on back roads to the venue.



The winery's parking area was stretched to capacity, but marshals Ken Liston and Glenn Thomas somehow massaged them into place between the front and rear car parks. The total number of MX5's was in the

vicinity of 90, so the combined number of persons and vehicles exceeded the figures set at the 15th anniversary event comfortably.

All were greeted with a glass of wine on arrival and once seated, proceedings began with some brief remarks by Foundation member and past President Lea Turner.



The restaurateur at the Centennial Winery laid on a wonderful three course lunch and the staff did a superb job of supplying meals on time and at perfect temperature. Quite an achievement considering the large number of guests. The meal was interspersed with lucky door prizes and the winery offered an MX5 special on purchases from the cellar. The meal concluded with a cutting the birthday cake by the Club's first President Peter Versluis who closed proceedings with a short congratulatory speech.



The Club's patron Bob Hall was involved in the development of the MX5 and now works in Malaysia with Proton. He forwarded an apology for his inability to attend the lunch and this was read to the members and guests. The contents warrant recording in this issue of Club Torque and appear below;

Hi Everyone,

It is with extreme regret that Karen and I are unable to join you today. Australia is and always will be in our hearts and the place that we wish we could always call home. It may not be Heaven, but it is the best place on Earth to be.

Similarly, when I am driving, in my mind I am always driving an MX-5. Believe me in some cars that I drive that takes a WHOLE LOT of imagination!

The fact the MX-5 has existed and evolved over the past 20 years is testimony to the people at Mazda who understand what it is all about. I get a lot of joy knowing that Toyota – with all the resources at its disposal – tried three shots at offing the MX-5 and NONE of them managed to unseat it. Does anyone know when the MR2 club is holding its 20th anniversary party?

But the important thing is today the MX-5 club is having the 20th anniversary. You as members have carried the flame in an even more critical manner than the Mazda engineers. After all, developing a car is one thing, but without the car having a body of supporters it is little more than a technical exercise and a drain on the company's financial resources.

That description does not fit the MX-5, but it may apply if your choice was an MR2!

Karen and I hope that everyone at the lunch has a really great time together, and that you also get many more years of enjoyment from your MX-5s and from the Club that you all so ably support.

See you all again sometime soon.

Bob and Karen

– HIGHLANDS RUN TO BURRAWANG PUB

The day dawned with cool air and bright skies as those who stayed overnight mingled in the car park of the Mittagong RSL Club for the Sunday run. Canberra Chapter members had made the return trip and others were organizing their arrangement to attend the track day at Wakefield Park on the Monday, but the Hunter Chapter were well represented with the residue of the Sydney based members.

Cool air is ideal for engine performance and around 30 cars set off for a brisk run through the back country, skirting Mittagong and Bowral on undulating and winding roads, eventually reaching Kangaloon and continuing on more great roads to Robertson.

The Hunter contingent hived off with a quick stop at the famous pie shop before returning home while others who intended to attend the Wakefield event diverted to ensure adequate preparations for the track. The remainder turned onto Jamberoo Road to reach the Illawarra Fly Lookout for views and a coffee stop before descending Jamberoo Pass and looping back up Macquarie Pass to the Burrawang pub for lunch.

SUNDAY

In an experience unlikely to be repeated for a very long time, we had an unimpeded run down Jamberoo Pass and an unobstructed ascent of Macquarie. All in all, it was a really great MX5 style driving day and lunch in perfect sunshine at the old village pub in Burrawang the perfect finish.

From that point the greater majority of the members set off in all directions; North, South, East, and West, on a leisurely return journey and prepare for the return to the daily grind. Some lucky people now headed to Goulburn to participate in the final Anniversary Weekend Event - the Track Day!

MONDAY – WAKEFIELD PARK ANNIVERSARY TRACK DAY

The event held at Wakefield Park brought a fitting end to the 20th Anniversary celebrations. For the thirty-six members who competed on the day, the track is where the MX5 excels as a sports car and drivers develop and then fine-tune their driving skills. It is also highly infectious and Mike Hicks is ever ready to introduce tyro track drivers to the experience.

The success of the day was guaranteed in the capable



hands of Mike and Comp/Event Secretary Zan Menzel and that may account for the fact that quite a number of participants achieved their personal best times on the circuit. Congratulations, that is a day to remember.

It will be five years before we have another Anniversary track day so there is plenty of time to try a different driving experience, get the feel of the track, get to know your car's capabilities and see whether you can be one of those who manage a personal best on such a special occasion.

ACKNOWLEDGEMENTS

The Committee and ancillary officers behind the success of the day - in particular; Greg & Lesa Bunn, Ray & Pam Estreich, Cathie Curran, Glenn Thomas, Ken & Maggie Liston, Mike Hicks, Zan Menzel and non-committee members Cheryl Ashton and Elaine Caldwell.

And those whose attendance ensured an historic and memorable three day Anniversary celebration in the runs, at the lunch and at the track - the Sydney resident group and the Canberra and Hunter Chapter members, all of whom travelled significant distances to participate.

Sean MacCormaic
President

Gramps

Mt Victoria Mid-Week Run

Tuesday 11 May McDonalds Windsor Rd ; Mt Victoria via Freeman's Reach, Kurrajong & Bell's Line of Road

THE AUTUMN MIDWEEK MOUNTAIN RUN 11 May 2010

This autumn run took us through the foothills of the Blue Mountains and via the Bells Line of Road to the peak at Mt. Victoria with views of apple orchards and the seasonal changing colours on the way.

The roll-up of fifteen cars brought with it some first-timers for the event as we gathered at the Macca's McGrath's Hill rendezvous for coffee and the briefing.

The weather was ideal in the foothills, but we expected strong wind on the exposed mountain tops. However there was never a question about leaving tops up, they came down right away and we were off on the way to Windsor.

Crossing the river there took as along the Freeman's Reach Road river flats, up through the village and then along Terrace Rd. to the intersection with the Bell's Line of Rd at North Richmond.



We crossed to the Grose Vale Rd which sweeps around in a loop so that we came into Kurrajong Village from the south to make a short stop in the rural fire brigade's convenient parking area. This section of road has some picturesque views of the countryside and there is a series of tight bends on the narrow road coming off the slope into the village.

We then joined the Bell's Line of Rd. to head up the mountain. The first part of the uphill run went well and traffic was very light until we caught up with a single vehicle that was going nowhere in a hurry. There is not much can be done about this situation on this road because passing opportunities are limited and it is not possible to get the full contingent of MX-5s past an obstruction with safety.



However, once we reached the long passing lane we managed to get the whole contingent through and continued the run without incident until reaching Bell where we turned off onto the Darling Causeway. As we expected, there was a strong south west wind blowing across the tops and it the wind driven cold was quite penetrating. The drive across the Causeway to Mt. Victoria is relatively short and we soon reached our lunch destination, the Imperial Hotel on the intersection of the Great Western Highway

Mine host had been advised of our visit and surprised us with a special lunch deal. For around \$16 a head he supplied a welcome glass of champagne, a roast and veggie meal and topped it off with apple pie and ice cream.



He would obviously like us to come again. After a great day's run and that kind of a reception, he is very likely to see us next year!

Options for the home run varied, major construction works on the highway and associated congestion and delays being a deterrent, so a return run down the Bell's Line of Road was a popular choice. There was little traffic on the way down and it was a nice MX5 drive on the way back travelling in smaller groups.

MX5 Club at Wakefield Park

Wakefield Park Track Days.

Two successful club track days have been conducted at Wakefield Park since the publication of the last edition of "Club Torque".

Monday 3rd May. The beautiful May weather that was experienced during Sunday's Supersprint continued through to Monday's MX5 Club's track day. The day enabled the club to say thank you to the members who helped as officials on the previous day and, as it was Mother's Day on the following Sunday, also provided an opportunity to encourage some of our lady members to have a run.

Fifty eight competitors took advantage of the ideal conditions; they included four of our lady members and a number of visitors from the Honda S2000 Club.

Fastest Time of the Day and winner of class 7 appropriately went to Pat Rooke (1.09.66) who gave "Turbo Girl" her first run in quite some time. Melissa, Pat's daughter shared the car with mum. Well done also to Narelle Roberts and Lesa Bunn our other two lady

competitors.

David Hammon (1.09.81) and Cameron Macarthur (1.09.94) whose times were close all day took out second and third in their modified SEs (class 6).

Allan Cruz established the fastest time for a class 1 car this year in winning that class.

Other class winners were; Glenn Thomas (class 2), Robert Pimm (class 3), Stewart Clode (class 4), Mark Hellmund (class 5) and Lance McGrath (class 8).



The "Old and Bold"

trophy at this meeting was won by Phil Mayo making it a successful day for the Chapter conveners.

In addition to the "Supersprint" runs we conducted 5-lap "Regularity" after lunch. The winner was Roger Palfreyman in his NC with relatively newcomers John Karayannis and David Kent taking the minor placings.



Monday 21st June – The 20th Anniversary Track Day.

A special day to celebrate the Twentieth Anniversary of our club, in fact it was the club's eighty-first track day at Wakefield Park.

The first day was held on the 3rd March 1997 that day attracting twenty-one entrants and was run under the direction of Ed Chivers who now resides in Queensland and unfortunately could not join us for the occasion. Subsequent Competition Secretaries Carlos Albornoz and David Raddatz did join us as did Colin Caldwell and Jean Cook who competed on that first day back in March 1997.



David takes out the day!

by David Raddatz in his gold naturally aspirated car in a time of 1.09.26.

Second went to Mark Hellmund in his road going NB 8B in 1.09.68, this was Mark's first time below the 1.10, well done Mark.

The duelling 'SE's' of David Hammon (1.09.98) and Cameron Macarthur

(1.10.55) were third and fourth quickest. Cameron's day was unfortunately cut short by an electrical



Mark Hellmund's new class record

problem when a con-rod came through the block knocking out the alternator.

Class winners were:

Class 1 -Bryan Shedden (new record of 1:17.00),
Class 2 -Glenn Thomas (new record of 1:16.04),
Class 3 -Roger Palfreyman (new record of 1: 16.23),
Class 4 - Stewart Clode,
Class 5 -Mark Hellmund (new record of 1:09.68),
Class 6 -David Hammon,
Class 7 -David Raddatz (new record of 1:09.26) and
Class 9 -Lance McGrath with Carlos Albornoz winning the visitors class.

In the regularity event Glenn Thomas continued on his successful day with Phil Ashton and Keith Monaghan taking the minor placings. The "Phil Roberts Old and Bold Award" was taken out by Mike Hicks, having a rare run at a club day thanks to Rod Menzel's assistance in running the day, with Phil Ashton was once again the bridesmaid by a narrow margin.



Lesla burning up the track

Not content with arranging a very successful Twentieth Anniversary Luncheon on the Saturday, Social Secretary Lesla Bunn was the big improver taking over four seconds off her previous best lap time and just missing the ladies class record by 0.08, well done Lesla.



Dominique Snoelder on her way to a new

That brings to a close another successful Club Competition Year. All

that remains is to reward the various class winners and to thank the many club members who have supported our Track Days in their roles as officials. This will be done at the Presentation Evening which is to be followed by the club's Annual General Meeting at Ryde Eastwood Leagues Club on the 20th October. I look forward to your support at that event. Next Club Track Day will be on Sunday 5th September.

Mike Hicks.

NSW SuperSprint

New South Wales Supersprint Championship.

A very busy period for supersprinting with four rounds of this year's nine round State Championship being run in May and June. Three were held at Wakefield Park and one at Eastern Creek.

Round 3 Wakefield Park – 2nd May. The Mazda MX-5 Club hosted this round of the Championship. First I must thank the club members who acted as officials on that day, your contributions ensured the days success. The weather was extremely kind to us and the day ran extremely well with no stoppages for damaged or broken cars, oil spills etc. All competitors in the 94 car field had the opportunity to complete 6 runs of 4 timed laps.

Fastest time of the day was set by Andrie Tan in his

new Supersprint lap record for Wakefield Park. Second was Duncan Forrest in his Nissan GTR R35



in a time of 1.02.440 with Rama Higgins third in his BMW 323 Sports Sedan in 1.02.794. Club members to perform well included Bryan Shedden first in class 1a, Stewart Temesvary in his new NC, first in 1b, Tony Williams first in 2a, Mark Hellmund second in 2b Bradley Cecil second in 2d, Kevin Addison and Phil Abraham second and third in 3b.

Round 4 Eastern Creek – 16th May. A strong line up of MX-5 Club Members at this event helped to maintain the clubs lead in the 2010 Club Pointscore, although the New South Wales Road Racing Club are still breathing down our necks. In class 1b Stuart Temesvary reverted to his NB for this round only to be beaten by a Fiesta XR4, will the NC return for the next round?

They were followed home by Bryan Shedden and Glenn Thomas. Tony Williams continued on his winning ways in class 2a supported by Scott McGarry and Keith Monaghan. Mark Hellmund was second in 2b with Phil Ashton third, yours truly, Steve Green and Phil Munnings filling minor places. Bradley Cecil returned to his winning ways in 2d and Phil Abraham was second in 3b. Chris Gough in his BMW 130i was third in 3c but does not score points as he is not registered in the Championship, Lindsay Burke was fifth in Robert Kai's RX 7. Leigh Hemmings was fourth in



Radical Supersports V8 with a time of 0.57.736 a

his PRB and Faye Diven was tenth in SVA. Steven Pender was third in SVB and Allan Bugh sixth in SVD. Oil spills and accidents restricted competitors to just four runs.

Round 5 Wakefield Park – 5th June. A good day weather wise and once the track gained a little temperature it was ideal for quick lap times. Fourteen members entered including first time supersprinter Mark Palmer, welcome Mark. In class 1b Bryan Shedden was third and established a new supersprint lap record for a class 1a car, well done Bryan. Tony Williams continued to win in class 2a, Mark Hellmund was third in 2b and Bradley Cecil won class 2d in his Mark IX EVO Mitsubishi. Leigh Hemmings won class SVA and last but not least Steven Pender was third in class SVB. The NSWRRRC adopted many MX-5 Club practices and procedures to run a great day with 7

Saturday and our track day on the Monday. Never the less eighteen MX-5 members entered; unfortunately Phil Abraham was a late withdrawal following car problems.

Class winners were Bradley Cecil and Tony Williams. Second in their respective classes were Mark Hellmund, Kevin Addison and Leigh Hemmings who briefly held the SVA class record before being beaten by another competitor. Thirds went to Stewart Temesvary, yours truly and Steven Pender. It was good to see Matthew and Robert Guyder competing for the first time this year. After six rounds the MX-5 club is in first place in the Club Championship on 671 points with the NSWRRRC second on 600 points and the ARDC third on 497 points, a great effort by all those competing. In the individual standings Stewart Temesvary leads class 1B with Ian Vickers third, Tony Williams heads 2A, whilst in 2B Mark Hellmund is second and yours truly third, Bradley Cecil leads 2D, Phil Abrahams is second in 3B, Leigh Hemmings leads SVA and Steven Pender is third in SVB



runs of four laps being offered to competitors. They say imitation is the highest form of flattery.

Round 6 Wakefield Park – 20th June. This event conducted by the Mini Car Club nestled between our two Twentieth Anniversary events, the Luncheon on

Next round of the Championship returns to Eastern Creek on Sunday the 8th of August followed by round 8 also at Eastern Creek on the 29th August. The final round will be at Wakefield Park on the 26th September.

Following the completion of the State Championship the year will conclude with the Australian Championship that will be held at Morgan Park in Warwick, Queensland on the 13th & 14th November.

Mike Hicks.

No - This wasn't part of the Supersprint day but it was sought of related (using a very long bow). So who is this person trialing the latest aero kits?



Lavender Gate Run

There were three club runs meticulously planned to finish up together for a great, if not somewhat late, breakfast. Up the Putty Road for Sydney siders who were able to rise early and enjoy clear open roads and kilometers of tight twisty bits. A second later run, for those who prefer to get a bit more sleep on a Sunday morning or a more leisurely traditional club run to the Hunter Valley on back roads to breakfast. A third run was organised by the Hunter Chapter.

Good planning ensured that each starting venue has clean toilets, tea & coffee and light refreshments as breakfast would be late at 10.00 am. Thanks to everyone who rolled up to make the event a success (it was my credit card on the line if we cancelled). It is pleasing to see that people have gone to the trouble of expressing their appreciation. I hope everyone enjoyed their run option.



For those who got up before sparrow's fart to run the Putty Road, I know how cold it was but the Putty Road early in the morning is worth it every time. For the people who joined from the Hunter your timing to arrive at Broke was spot on. For those on the Club Cruiser Run I am told you enjoyed your drive up the back to meet the main group at Wollombi. BreakFast Club Runs are organised to be as inclusive as possible and for everyone to enjoy the type of run that best enables them to enjoy the fun and capabilities of their MX5 with a breakfast thrown in.



Congratulations go to Alan and George for some really great photos with a few included in this article; have a look at the rest on the forum. It was suggested that maybe in future a poll might be conducted with a prize (a roll of 35mm film or whatever is most appropriate) for the best pictorial and art image taken during an event. Why not go full hog with a permanent thread with the best shots in an Events Gallery to give some

lasting credit to those who go to the trouble and have the necessary skill to compose a good photo.

In the absence of any formal write-ups, my thanks go to the Forum participants who writings and pictures were shamelessly plagiarised to create this report



FOSC at Bathurst

Festival of Sporting Cars at Bathurst over Easter and Production Sports One-Hour and MX-5s at the Eastern Creek Sports Car Carnival.



Whilst many club members ventured to McLaren Vale in South Australia for Natmeet over the Easter long weekend a few chose to travel to Mount Panorama Bathurst to compete in the third Festival of Sporting Cars race meeting.

This year the meeting was spread over five days and was broken into two parts. The first was the traditional race meeting and regularities on Friday, Saturday and Sunday morning. The second was a Regularity Event conducted over the Sunday afternoon, Monday and Tuesday. The latter was originally planned as a six-hour relay but because of the large speed differentials of the cars entered it was changed back to the more conventional regularities. The meeting was then split into two with Porsches in one group and Festival cars in the other.

Entrants in the Marque and Production Sports Cars included Steve Head, Nick Martinenko and Matilda Mravicic who were joined by a contingent of Queensland MX-5 racers. Qualifying and one four-lap race were held on Friday, two five-lappers on Saturday and one five lapper on Sunday. Matilda was the quickest of the MX-5s recording a best lap of 2 minutes 34 seconds on her way to a seventh,

eighth, twelfth and a DNF on Sunday. Nick suffered gearbox failure during Friday's race resulting in a DNF. The gearbox was changed on Saturday morning allowing him to compete on Saturday and Sunday. Unfortunately an incident in Caltex Chase on Sunday saw Nick's car against the wall, Nick was uninjured but the car requires some work before it will be back on track again. Steve Head had a consistent weekend finishing all races after dicing with a number of the Queensland MX-5s; his best finish was twelfth on Sunday.



Chris Gough's MX-5 had a rest over Easter when he entered his BMW 130i in the Improved Production and Combined Touring Car races. Chris recorded a very respectable best lap of 2 minutes and 43 seconds to run mid field in all four races.

In the regularities Stewart Temesvary, Bradley Cecil and yours truly competed in qualifying and four events. Stewart pushing his NB 8A around in a best time of 3 minutes 2 seconds, an amazing time for a standard MX-5.





For the second event Teamx5 entered four cars, Stewart Temesvary who went even quicker, Kevin Addison, John Burgess and Robert Gage. Tuesday's activities were cut short when rain arrived mid-afternoon and few competitors wished to venture out on the wet track.

One of the high lights of the second event was to see the two Porsche Museum cars circulating on the mountain. These cars had been brought out from Germany by Porsche Cars Australia. The first was the ex Jacky Ickx and Jochen Mass Porsche 935



built in 1976 and painted in its original "Martini" livery. This car took Porsche to victory in the 1976 Manufacturers World Championship. The second was a "Street Version" the only one in existence of the Porsche 911 GT1 that won the Le Mans 24-hour race in 1998, two truly great cars.

Hopefully the Festival of Sporting Cars Bathurst Meeting will return in Easter 2011 and with no Natmeet more MX-5s competing.

On the last weekend in May the ARDC hosted a successful Sports Car Carnival at Eastern Creek. The program included a one-hour race for Production Sports Cars as well as races for the MX-5 Challenge Series. The weekend's weather forecast was not good with torrential rain forecast for both Saturday and Sunday. Fortunately the forecasters were not accurate and although the track was wet

on Saturday it was dry for Sunday's races.

A strong field of twenty three cars entered the MX-5 races. The local entry being boosted by a number of Queensland MX-5s who were also entered in the one-hour race, Lou Iezzi was the winner of three races including the ten-lap feature race and was second to David Raddatz in the last race on Sunday. Other strong performers included Anthony Robson, Nicholas Cancaín, Daniel Deckers and Chris Gough.

Best placed club member in the one-hour race was Chris Gough who co-drove Brian Anderson's yellow BMW Coupe; they completed 33 laps the same number as the winners Ian Pretty and John Bowe in a Roaring Forties GT40. Brian and Chris were fifth outright and second in class B, they were followed home in sixth place on 31 laps by Anthony Robson in Lou Iezzi's SE with Matilda Mravicic and Nick Martinenko finishing ninth outright and fifth in class B in Nick's recently repaired 'SP'. The meeting overall was a great success with strong entries in all categories ensuring that the ARDC will repeat the event next year.

Mike Hicks.



The MX-5 and Me

No doubt most of you have heard the story how our cherished little roadster came to life. How a big American convinced a Mazda Japanese executive to re-invent the lightweight 2-seater sports car convertible market. A market once dominated by the British marks such as MG, Lotus, Austin et al.

But I bet only a few are aware of your own personal history with this trend setting automobile. With this in mind, I decided to recount and share how I got into the MX-5 scene. And I encourage others to put pen to paper and share their own MX-5 story.

For me the journey started in 1997. A colleague, having won a large sum of money playing Black Jack at Star City for nearly three days straight, decided to spend his winnings on a new MX-5. He spent a whole day ringing Mazda dealers around Sydney in search for one with stock of a brand new NA8 Limited Edition (British Racing Green) MX-5. His plan was to pick it up and drive it home that very day. He eventually tracked one, but wasn't too happy when informed it will take a few days to complete the dealer delivery preparation and registration requirements.

On the very day he took delivery, he proudly showed his new baby at work amidst jealous and envious audience. He took a few of us for a quick spin around the block. The car had less than 300kms when I hopped

– lay idle and unnoticed by me from the brief drive I had as a passenger. Yet, it made enough impression on me to recall the experience, even months after the fact.

Later that same year my girlfriend and I went to Hawaii and as you do, hired a Mustang convertible. The open top motoring was a thrill, but the car didn't excite like it did the MX-5. The Mustang was akin to driving an ordinary sedan without a roof. This substantiated for me that not all convertible were created equal. This made me appreciate the MX-5's dynamic qualities even more.

A year later, a different colleague bought a very tired 1967 MG B Roadster as a project car that looked like



Stan's "Patchy". Restoration was badly needed. We went for a long drive after work and the real appeal of open top motoring started to grow on me. This brought back memories of my NA8 LE experience the year before.

Weeks after the experience, I kept recollecting the combined sensation of driving roofless and being low to the ground. So I hired an MX-5 for a weekend. The car was a Grace Green NB8A. I can still remember how excited I was when I picked it up. I had the MX-5 ear to ear grin.

That weekend, Saturday was spent driving up North to Port Stephens and surrounding areas, followed by a drive to the Blue Mountains on Sunday. This gave me real appreciation of its great handling characteristics which eluded me earlier. Power was one thing I wish I had more of, but the rest of the package was spot on. Furthermore, the weekend long drive emphasised the insignificance of the scarcity of luggage space compared to what it gave in return. The Pros unquestionably outweighed the Cons in my book. My Girlfriend fell in love with topless motoring (car not her) and I fell in love with the MX-5. After that weekend, I wanted one. You could say I got the MX-5 bug.



in. The experience was captivating and utterly enjoyable. Marvelling how low it was to the ground. The new car smell combined with the smell of the tan leather seats just added to the experience.

While impressive was the perception I had of the car, it wasn't perfect. The aesthetics was too cute for my liking, and found it pint-size compared to cars I liked at the time. I also sneezed at the asthmatic 98KW engine, but was amazed by its 980kg weight. Its greatest and would be signature trait – exceptional handling and grip

It was obvious the world was still in-love with the MX-5. This observation was founded on articles written about it, and its continued soaring sales success worldwide. For me, its vibrant handling positively exceeded all the hype. But its average power output wasn't winning me over. I promised myself the next car I'll get will have above average performance that will allow it to hold its own at the top of the power food chain even years after its release. On top of this, we decided to buy a house which killed any notion of MX-5 ownership. The dream is dead – or so I thought.

Then in 2000, in-between supporting the Aussies and chanting the very familiar “Aussie, Aussie, Aussie, Oi, Oi, Oi” war cry at the Sydney Olympics, I heard whispers that Mazda Australia was working at adding more power to MX-5 for local release. This captured my attention in a big way. I started searching for more information. Not an easy feat before the days of Google and Bing. Every article written about it was eagerly read.

Finally in 2001, the Mazda MX-5 SP was released. I was invited by my local Mazda dealer for its launch amidst small fanfare, drinks and canapés. It's amusing to recall



it now, but seeing that carbon fibre airbox and Garrett turbo in the flesh for the first time was stimulating to the senses.

With the SP, the MX5 now met all my criteria – quality, reliability, pleasing aesthetics, handling and performance. But it wasn't until 2002 when I decided to stop procrastinating. It was then when I bit the bullet and ordered one.

To this day I still have the SP. Its been affectionally named “SPorty Spice” (emphasis on the SP in the name), and it's been a love affair ever since.

In December 2008, I added “Ginger Spice” – a Classic Red 1994 NA8 Clubman – into the fold. I flew all the way to Queensland catching a “red-eye” flight to pick her up. Then immediately drove her back to NSW the same day. During that 12-13 hour trip, we got to know each other. Ginger's in mint condition and mostly gets used for track days. It's remarkable too how perceptions change. The NA was a car I once



considered too cute. But now what I see are timeless clean elegant lines – a classic in the making.

I plan to keep both indefinitely, and will keep them true to their original form with only complementary add-ons to personalise them a little. Each has their unique personalities and strengths. And to this day, both continue to stir my soul and energise the spirit. And leaves me with an MX-5 grin after each drive. Jinba Ittai indeed.

The journey continues...

Safe motoring

Hammer (aka Al Cruz) 🇮🇹



And here she is again but you will note the special aero device is now retracted to reduce drag!!!

The ND MX-5?

Next Mazda MX-5 to twin with RX-9 Mazda developing a lighter, more radical MX-5 alongside an RX-7 'replacement'

MAZDA'S post-modern take on the original 1960s Lotus Elan – the MX-5 – will take a decidedly post post-modern turn when the next all-new model arrives in 2012.

While the classic front-engine and rear-wheel drive proportions will carry through, the fourth-generation roadster will introduce smaller and far more efficient engine choices, lighter running gear and even electric power steering, to make the MX-5 the greenest – as well as the most controversial – convertible in Mazda's history.

A sub-1000kg (2200 lb) kerb weight is the target, compared to the latest MX-5's 1129kg to 1177kg (2483 lb to 2589 lb) mass.

Overseas reports suggest that the 2012 MX-5 is being developed alongside a secret new 2+2-seater coupe that will both replace and undercut the pricey RX-8 as Mazda's flagship, and is deliberately being devised to evoke memories of the first RX-7 of 1978.

But while both Mazda sports cars will share the same underbody architecture, the MX-5 will boast a far bolder visage in both soft-top and retractable hardtop configurations than any of the three previous generations since 1989.

The company is said to be developing a range of light and compact 1.4-litre and 1.6-litre direct-injection petrol (gasoline) engines that will use forced induction such as a turbocharger to achieve performance levels equal to or better than the 1.8 and 2.0-litre four-cylinder units offered today.

Fuel consumption and emissions outputs that are a fraction of today's MX-5 are central to the small engine cause.

They are also behind the dropping of the lauded hydraulic powered rack and pinion steering system, for an electric unit.

Our source is also pessimistic about the MX-5's chances of gaining Mazda's upcoming dual-clutch manual gearbox that is slated for the RX-9, on the grounds of both price and

complexity.

Meanwhile, while today's MX-5 and RX-9 share suspension modules, Mazda's concerted push to regain the lightness and liteness of the first-generation NA MX-5 model means the bulky double wishbone front end is expected to give way to a lighter set-up on both models.

Whether the next MX-5 and RX-8 adopt similarly sophisticated front wishbones and rear multi-link arrangements remains to be seen.

However, it is likely that the front-midship drivetrain layout that sees the current MX-5's engine located just behind the front axle will again be used, to help it and the RX-9 achieve the desired 50/50 front-to-rear weight distribution.



GoAuto has learned that, when development of the existing NC-series MX-5 commenced in 2002, Mazda was constrained by its previous overlords Ford to keep costs down by using the heavy RX-8 hardware, and this created many headaches for the engineers. "This mistake will not be repeated," our source promised.

Incredibly, considering the strong following the MX-5 has had over the past 20 years, the NC soft-top almost never made it to production for the same

reason, as Ford was keen to replicate the success of the Peugeot 206 CC with a retractable folding hard-top design.

Mazda's engineers in Japan, in strong favour of continuing with the light fabric roof, devised two NC MX-5 prototypes, but the soft-top was initially knocked back because it required different – and prohibitively expensive – rear-quarter sheetmetal to the signed-off folding hardtop model.

"But once Ford design boss J. Mays saw how good the soft-top MX-5 looked against the retractable hard-top version, he convinced Ford's hierarchy to invest in both roof options," our source revealed.

Sourced from:

<http://www.goauto.com.au/mellor/mell...257582007A7CB2>

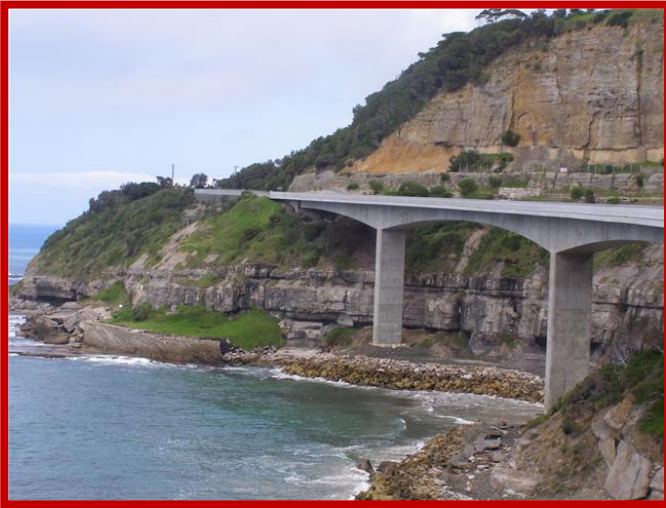
Byron Mathioudakis - GoAuto

Hunter Chapter

The Hunter Chapter run to the 20th Anniversary of the MX5

Club of NSW celebration lunch in Bowral started early on Saturday morning. We were to meet the Sydney siders at 10am at Sutherland. Half the crew set off from Beresfield BP service station at 7.00am. Down the F3 Freeway to pick up the rest of the crew at the Morisset off ramp. Then on to meet the Sydney siders before joining them to journey on to Bowral.

Great run through the National park down the south coast before climbing up through some fabulous roads for lunch at Bowral.



And what a lunch! A great venue, good food and fine company and enough MX5s to fill two car parks.



Sunday morning saw us gathering at a more respectable hour than the day before. A good sleep and breakfast had us all ready for the run back to Newcastle. On down the mountain to the Robertson pie shop. Some of us needed more food! Then on to the coast with a rest stop at Wollongong's main beach. Then on to the famous road out over the sea. We traversed this piece of road in both directions for a good view. Then on through Sydney to finally meet the F3 for the run home to the Hunter.

Thanks to the organizers for a great weekend.

Canberra Chapter

Crookwell Cruise - Sunday 16 May 2010

Due to unavoidable circumstances, Roger – who had done all the planning and made the bookings for the Crookwell Cruise – was unable to lead the run and so it was handed over to Tony to fill in on the day. Roger, hope you are 100% fit again very soon.

An enthusiastic group rolled up for the day's outing. Some new faces, some not-so-new, and some old ones – so a nice mix of members. Nine cars (16 members) departed the Hall layoff right on time, and the convoy picked up Jill and Dennis as it passed through Murrumbateman. Although it was a cool morning, we travelled with the tops down – hardy souls all!

First stop was Binalong at the café for a well-earned coffee and freshly-baked scones etc, then on to Crookwell via Boorowa, Rugby, and Narrawa. We arrived a little later than expected at the Crookwell Hotel, but at least we had a little more time to build up an appetite for lunch. Great food, and huge serves as usual – the bistro was doing a roaring trade while we were there. Lots of interesting discussions were had over lunch, and our newer members were given some insight into trips planned for the future.

The run back to Canberra was via Gunning and Gundaroo. A short stop was made at Gundaroo to farewell the newbies and those travelling straight through to Sutton. From all accounts, a good day was had by all, so many thanks Roger for all the excellent prep work for the run.

Tony & Iris

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Welcome to our New Members

Jill Hurcombe
Andrew Nelson
Maria Nelson
Peter Lobach
Sue Lind
Ken Croskell
Jim Richmond
Deanne Richmond
Peter Le
Jennifer Le
Tony King
Bottch Bottcher
Robyn Bottcher
Jeff Nott

Julie Cox
Karl Gilbert
Ken Tuckey
Danny Milan
Rohan McCarthy
Kavi Gowrishankar
Karen Crawley
Craig Crawley
Mark Sando
Julie Sando
Alan Townsley
Paul Wynand
Fee Wynand
Barry Byerley

Nerida Byerley
John Little
Tony West
Michael Wilcock
Linda Boge
Judy Weldon
Charles Chan
Irene Chan
Ian Caldwell
Lil Caldwell
Lex Addison
Carole Addison

Special Thanks To:

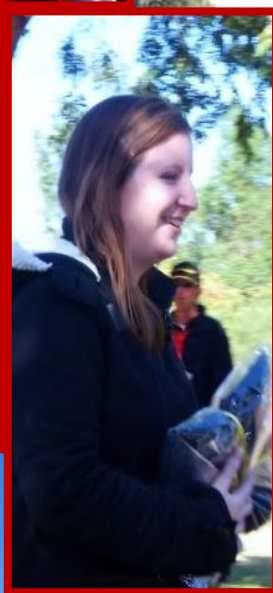
Russell Windebank – Look for Russell's great work on www.rswphotos.net

And



BTW, answers are:

- Snooze Alarms
- Sand



MX-5 CLUB of NSW



That's all folks!!!

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