

*club*

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

# TORQUE



## NSW SUPERSPRINTS

DETAILED REPORT FOR ROUNDS ONE AND TWO

## A NIGHT AT THE OPERA

34 LUCKY MEMBERS RECEIVE A GIFT FROM MAZDA AUSTRALIA

**AUTUMN 2013**

Print Post Publication: PP381712/02600



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# club TORQUE

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

## AUTUMN 2013



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The cricket players have bowled their last over. The only surfers left in the water are depraved individuals, covered in wetsuits with only their feet and hands visible, searching for that perfect barrel ride. Tracksuits are now more commonplace across the shopping malls of the state where once before singlets, boardies and thongs reigned supreme. It's autumn folks. It's here in all its leaf shedding, wind blowing nastiness. Even nature is depressed at the mere thought of autumn. Trees shed their garments in disgust. Lawn refuses to grow at the rapid rate it did but a few weeks before. Birds begin the process of stockpiling for the winter ahead. Amid the doom and gloom of the impending abyss that we slide into for six months of the year, there is one species that refuses to heed the news. They are the MX-5ers!

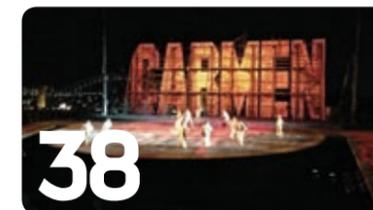
They maraud across alpine regions, tops down, thumbing their noses at the chilly winds. They dine arrogantly outdoors at idyllic coastal locations, enjoying ocean views and braving the sea breeze whilst sipping a latte after a cruise along one of the state's many seaside highways. They attack motorsport tracks of varying difficulty, paying scant regard to the cool track conditions that can make optimum tyre temperature so difficult to achieve. They're a hardy breed. They're out almost every weekend. And they're driving on roads near you.

Still need more motivation to join this intrepid band of adventurers? We've got you covered. Read of trips to the south coast in fancy dress. Marvel at the driving skill that a trip to the Bathurst 12hour can only provide. Be drawn in by the suspense that a Canberra Mystery Tour can bring. Let your cultural instincts be inspired by the wonder of Opera by the Harbour.

So tell autumn to stick its cold winds and nude trees well and truly up its jumper. Jump in your MX-5, lower that roof and blast off to your favourite twisty road.

Best,  
*The Torque Team.*

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# PRESIDENT'S BRIEF

BY BRYAN SHEDDEN

Welcome to another edition of Club Torque. When I first sat down to write this article, I was struggling to think what I'd cover – it's been such a busy few months. The words flowed freely after that, so please bear with me.

## NEW CLUB WEBSITE

I'm very pleased to report that we are very close to launching our brand new, professionally designed website. The Committee has chosen to invest a significant portion of the Club's equity into this project, and after a rigorous selection process we awarded the work to the Sydney web developer Daemon, using the FarCry content management system. They commenced working on the designs in early March, and I gave a sneak preview at the recent Sydney Members Night. Here is an outline of what you can expect from the new website when it launches within the next month or two:

- A powerful content management system will make it simple and easy for all Committee members and their helpers to add new content to the site.
- Club events are the most important thing we do and the Event Calendar will be featured more prominently with a clean and easy-to-read design. Users will be able to filter the list by category (Motorsport, Sydney, Canberra, Hunter, etc), so that they can easily see the events that interest them. Individual event pages will feature an embedded Google map of the starting point or route. A "Book Now" button will

allow users to notify of their intention to attend an event.

- Reports, photos and videos from recent events will be featured in a News section so that members can get more immediate feedback on what the Club has been up to.
- Chapters will have their own section of the website, which will be automatically fed with an Events Calendar and News relevant to each Chapter. The look and feel of these Chapter sections will be retained across the entire site, encouraging a sense of unity for the Club.
- The Buy & Sell section will feature a facility where members can submit the words and photos for their ads directly, and manage updates themselves. It will look like a cut-down version of carsales.com.au, and ad placement will be free to members.
- Club regalia will be available to preview and order directly through a shopping cart facility.
- A Gallery section will enable us to display photos and videos hosted on sites such as Flickr and YouTube. Members can share their photos much more easily through this service.

- A "Talking Technical" section will provide a variety of tricks and tips for your MX-5.

- A complete library of all Club magazines since 1990 will be available to download.

- We will continue to utilise IMG Sporting Technology for the management of our membership system and accepting payments for Club events.

## CLUB RUNS AND THE RUBBER BAND EFFECT

The Mazda MX-5 Club of NSW tries to offer different styles of events that will appeal to a broad range of our membership. However, it's not always clear to members what they should expect when they join a run. To help address this, we have recently begun to assign each individual Sydney or BreakFast run with a rating according to a grading scale, so that members have an idea of whether it's likely to be the style of run that they enjoy.

An ongoing challenge we face is managing Club runs which may involve 20 or more cars. Traditionally, we've tended to operate runs in "convoy",

where the participants follow along behind a leader and the group is kept together as best as possible. An issue with any convoy is that the "rubber band effect" comes into play - even though the leader is maintaining an even pace at or around the speed limit, those further back in the group find themselves compressed at one moment, then the next there is a large gap and they feel compelled to catch up.

The rubber band effect tends to be more pronounced on BreakFast Club runs, where more technically challenging routes and higher corner speeds tend to spread the group even further. Therefore, we have decided to discontinue use of "convoy rules" for BreakFast Club events, and are trialling the use of "waypoint rules" instead. That is, each member will follow a pre-determined route at their own pace, regrouping at waypoints along the way and then at the breakfast venue at the end. Our feeling is that eliminating the convoy should reduce the chance of speeding on these runs, as there will be no compulsion to keep together as a convoy.

The MX-5 Club of Western Australia has been a strong advocate of waypoint rules for many years, and the MX-5 Club of Queensland has recently adopted them too. At present, we feel that convoy rules are still appropriate for all other Club runs. Dependent on the outcome of our trial of the waypoint rules at BreakFast Club runs, we may reconsider this policy in future. Where possible, a slower group will be set up within convoy runs, especially if longer distances are involved.

Detailed route descriptions are usually provided for all Club events - often well in advance of the run. We encourage members to study these route descriptions in advance, and utilise a SatNav if they have one, pre-programmed with the entire route, or just the regrouping points, depending on their preference. The run leader's mobile phone number is also provided if members become lost. The point is that members should not feel pressured to drive at a pace they are not comfortable with.

## MEMBER OF THE YEAR

Have you ever wondered why you are required to sign-on at the start of a Club run? The first reason is a legal one: to acknowledge that you have a registered and insured car, hold a current and valid drivers licence, and that you have received and will abide by our Club's Code of Conduct. Secondly, providing your mobile phone number allows the run leader to track you down if you get lost on the road. Thirdly, participants accumulate points towards the **Member of the Year (MOTY)** and **New Member of the Year (NMOTY)** awards. The awards are aimed at acknowledging and further encouraging individual member involvement in Club activities. Those who organise, assist or officiate in events accumulate even more points, while those who provide articles or photos for **Club Torque** or the website are also rewarded. The MOTY and NMOTY awards have previously been limited to those events organised from the Sydney region. However, the Committee has decided that in future this award would recognise participation in ALL events organised within the Club, including track days and Chapter runs. The full details of these awards can be read in By-Law No.3 of our Constitution, which is available on the Club website. Starting with the 2012/13 Club year concluding on 31st October, MOTY and NMOTY will be a truly prestigious Club-wide award!

## COMMITTEE CHANGES

David Lawler has volunteered to fill a renamed role of Website Coordinator, replacing the Events Calendar Coordinator. David will be responsible for managing the hosting and technical support relationship with Daemon; coordinating training and instruction on the use of the website for other committee members and volunteers who will submit content; and managing the IMG payment system for events. Thank you David, volunteering to take on this important job is greatly appreciated.

I was sad to hear that Neil Hamilton-Ritchie has decided to sell his MX-5 and travel the world next year in pursuit of his interest in photography. Neil has done a wonderful job on refreshing the

look and feel of Club Torque, and I wish him well in his adventures. Timothy Heppell is quite keen to learn some graphic design and has volunteered to take over as Publications Officer after the winter issue. Neil will be helping him get accustomed to Adobe InDesign for the spring issue. So in future, Timothy will be designing the magazine and Andrew will be assisting with proofing.



It has taken us a while, but we have finally launched an official Facebook Page to promote our Club activities. The page provides a place for ALL members to receive the latest MX-5 news items, communicate with each other, and be aware of what is happening in the Club. It's a different experience to what the new website will deliver, and provides us with another level of communication. If you're registered with Facebook, please visit and LIKE us. We encourage all members to get involved by posting some photos, giving feedback on events, or just asking a question. If Facebook has not entered your life until now, why not use this opportunity to give it a try!

[www.facebook.com/MX5ClubNSW](http://www.facebook.com/MX5ClubNSW)

Most of our regional Chapters already have Facebook Groups. There will inevitably be some overlap between the Facebook Page which represents the entire Club, and the Facebook Groups that focus on regional areas, but there's no harm in that. Join them all and you won't miss a thing! Just search Facebook for the following group names and send a request to join.

- MX-5 Club – Canberra Chapter**
- MX-5 Club – Hunter Chapter**
- MX-5 Club – Illawarra Chapter**
- MX-5 Club – RPM Chapter**

# NSW MEMBERSHIP REPORT

## CURRENT MEMBERSHIP

**TOTAL**  
**621**  
[FINANCIAL]

**NEW MEMBERS**  
**45**

Please check your membership card to check if you are financial. If you are unfinancial you should have received a renewal reminder via email. If you didn't receive this your email address is incorrect on the system. Please contact membership and give them your new email address. If you are unfinancial and don't want to re-join please contact us so we can adjust the system.

### NEW MEMBERS

*Welcome!*

Rosemary Aldred	Wayne Hunt
Tony Aldred	Andrew Jeffery
Hendy Atmaja	Christine Jeffery
Kevin Attrill	Martin Lanza
Josephine Bartlett	Doris Louie
Curran Brennan	Timothy Louie
Stephen Brennan	Anne Lukasiak
Winton Brocklebank	Ed Lukasiak
Jason Brown	Gordon Mackenzie
Grant Bunn	Jocelyn Mackenzie
Jodie Carty	John Makris
Robert Clarke	Mark Mansell
Amanda Considine	Sheila Montgomery
Steven Considine	Ian Napier
Phillip Donnelley	Alex Shedden
Michael Dunning	Mary Stewart
Laurie Gallagher	Paul Stuart
Garry Gibson	Christopher Tiffany
Janis Gibson	Robert Tito
Margaret Hamilton	Peter Ward
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Sue Hunt	

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SYDNEY



## MIDWEEK PATONGA

5<sup>TH</sup> FEBRUARY 2013 // REPORT BY NOEL LA ROSE  
PHOTOS BY ROBERT QUINLAN & CATHIE CURRAN

The 5th of February 2013 was the first Cruiser run for the year, and also my first experience as run leader. On the morning of the run the first thing I did was to look up at the skies to see if it was going to be a top down affair. We were in luck! Patonga is one of the more popular runs as the Old Pacific High way doesn't get used as much these days since the F3 was born!

The meeting venue was Maccas Mt Colah. There was an excellent turn up of 15 cars, who all had a very early start to get through the morning traffic. We

all had a cuppa, signed on, had short briefing and then we were off. Apart from slowing a few times to regroup after traffic lights, we formed a wonderful convoy of clean, colourful MX-5's. As there wasn't much traffic on the road we could keep to the upper speed limits, winding our way up the magnificent Pacific Highway around the roundabouts at Woy Woy to arrive at Patonga.

The overwhelming decision was to go to the "Chip Shop" instead of the Pub for lunch, so we pulled all the tables together and spent the next hour or so talking

and lunching. We all got a shock when Brad said he had bought a Mercedes, but assured us it was only his "other car." Jean was still lamenting her old Heritage NB, while Ken, Maggie, Franck & Marg were planning their next overseas cruise. After lunch everybody started to leave. Shaun was going north to his boat "Old Salt." Norm & Roz were off to Canberra, Astrid & Aileen off to the Hunter. A few of us made our way back to the "Pie." The road from Somersby to Calga must rate as one of the better MX-5 roads around. I was able to give my new Pirelli P7s a good workout.

# WHAT ARE YOU WEARING TO BERRY?!

10<sup>TH</sup> FEBRUARY 2013 // REPORT BY ANDREW LORD & PHOTOS BY KAITLIN WEST



On a murky February morning, several shadowy figures emerged from Heathcote McDonalds. Children scurried back into the safety of their booster seats, ensconced in the security of their Kia Carnivals. Cyclists quickly donned their helmets and left their double shot espressos still steaming in their mugs to make a hasty getaway. Weary truck drivers scrambled back into their sweet smelling cabs and taxied out onto the Princess Highway.



Into a waiting cache of superbly presented MX-5's strode Sir Les Patterson, The Man from Snowy River, Pele, Osama Bin Laden, Mario and Luigi and a trio of dapper gentleman among a gaggle of other well-known identities. What does a gathering of esteemed international celebrities do on a misty Sunday morning? Embark on a morning of spirited driving and indulge in a gourmet breakfast on the south coast of NSW of course!

The celebrity motorcade took in the delights of the Princess Highway before heading back inland to sample the



Wollondilly hamlets of Appin, Douglas Park, Picton, Thirlmere and Couridjah where the straights are long and corners fast flowing. Motoring into the Southern Highlands the famous faces were recognised in Aylmerton and Kanglloon before stopping to meet with fans at the famous Robertson Pie Shop. The roads through the Southern Highlands were a hit with the celebs due to the picturesque country landscape that borders the tight, undulating tarmac. After numerous autographs the mob marauded down the mountain to Jamberoo and onwards to Kiama, wowing the café set with their meticulous Mazdas.

Finally the tour came to rest in Berry at the Sourdough Café to enjoy breakfast and swap tales regarding the perils of international first class travel and narrow escapes from the paparazzi. With the bellies full, the adoring fans sated and the staff at the Sourdough breathless after their brush with fame, the intrepid celebrities again boarded their chariots and headed back to their mansions, private jets and publicists. All agreed to meet again next year – busy schedules allowing!



# APPLE ORCHARD RUN

17<sup>TH</sup> MARCH 2013 // REPORT BY CHRIS RHODES  
& PHOTOS BY TIMOTHY HEPPELL, JULIE SANDO & ROBERT QUINLAN

Sunday brought a crisp 7am meet at Macca's Eastern Creek for my maiden BreakFast Club Run. After a coffee & a briefing we donned jackets and buffs to ward off the dropping temperatures, and off we went. About a dozen MX-5s including a beautifully restored yellow NB and one MR2.

Thanks to the marvels of modern technology I was able to download the Google map with all the waypoints emailed to the GPS, so no chance of getting lost here. Recalculate, do a U turn, recalculate do a U turn. After 5 minutes of this Matilda, the voice of Garmin Australia has an ovarian moment and shuts down. What to do now? What ever did we do in the good old days? Matilda and I kept up so we weren't left behind, so that's how we managed. Wonderful rural back roads led us to our first stop, time to regroup and admire accessories, then off again, no time for idle chit chat here.

Over hills and down dales, valleys filled with sporty roadster exhaust echoes. Down gears, down to a really tight curved section, what a great little car! Why do I like this car so much? Is it the sweet gear change, the soft clutch, the responsive steering or the supple active suspension? This thing is stock standard, it shouldn't be this good.

Whew! Did someone up front burn some rubber? Surely not an NC with factory fitted ABS & traction control. It must have been one of the NAs leading the pack. No, our next stop at Robertson revealed the truth. It was the inattentive driver of the Excel coming in the other direction, obviously playing with his phone, when a dozen MX-5s came around the corner. You just don't see that every day! How quickly can you text "I just burnt a hole in my underpants?" Robertson Pie Shop was another quick pit-stop, so many cars amongst so few motorbikes, this is how it should be.

More glorious highland back roads with twists and turns until our breakfast stop at Sutton Forest. Now its time to talk, cars of course. Then it's off to Yerrinbool. Driving around the Southern Highlands is always a delight especially with the roof down, just in time to meet the Sydney Cruisers and buy some apples. Let's get down to some serious business, admire cars and take a good look at all that we have been listening to and looking at the last couple of hours.

Well done to the Breakfast Club organisers for the challenging drive. A good turnout, great company and fine food. Count me in as a regular from now on.



POEM BY JULIE & MARK SANDO

It was a bright but cool morning when at Heathcote we met,  
We were trusting it wouldn't rain so we don't all get wet!  
We left right on time heading south to the Park,  
All together except the lead car with Julie & Mark.  
With Pete on the radio, "How can you lead from behind?"  
We finally regrouped at Waterfall into one line.  
The park was brilliant with light filtering through the trees,  
In an MX-5 we all took the tight turns with the greatest of ease.  
Then down the old highway to the turnoff for Appin,  
With 17 cars, let's hope nothing happens.  
Broughton Pass, a one lane bridge, we're forced to stop & stay,  
for a group of at least 20 learners who would not give way!  
When we finally got over the bridge, the road was quite clear,  
up the other side we drove in top gear.  
Lesa & 4 RPMers were waiting at Picton with coffee in hand,  
with the Cruisers we headed to the Orchard as planned.  
Meeting up with the Breakfast club meant 30 cars in all,  
we all bought and taste tested at the vegetable stall.  
We said goodbye to a few who then headed home,  
or maybe they had other plans and were off for a roam.  
It was then off to Lake Alexandra for a great picnic lunch,  
We had a great afternoon because we are such a good bunch!!

# SAINTS & SINNERS

13<sup>TH</sup> APRIL 2013 // REPORT BY ADAM WALKER & PHOTOS BY VICTOR LEE

Autumn has to be the best time of the year for an early morning top down drive. Myself along with 11 fellow members and 5 potential future members rolled into the Westbound McDonalds on the M4 Motorway. As the morning fog cleared, the sun came out and we were greeted with a sensational cloudless day.

After a quick coffee and briefing outlining our new Waypoint system we all clambered into our cars, dropped the roof and headed west on the Great Western Highway. A quick left turn had us moving along the escarpment and down towards Richmond.

After a brief stop on the outskirts of Richmond it was back in the driver's seat for a back road run along Grose Vale Road crossing the Bell's Line. A blast through Blaxland Ridge Road had us greeting the old MX-5 friendly, Putty Road.

A left turn off the Putty had us headed down to our first ferry crossing at Lower Portland. With the amount of cars on the run, the ferry had to do a second trip to get us to the other side and for a run along the narrow twisty River Road hugging the Hawkesbury.

Time was getting on and we were all feeling a bit peckish. It was time for the final stage and the second ferry crossing for the day at Webb's Creek and to head up to the historic Settlers Arms Hotel at St Albans to meet up with the later departing Cruiser run for lunch and some much needed caffeine.

No better way to spend a Saturday morning and everyone had a great time!



REPORT BY RAY JOWETT FROM SYDNEY RUN

Wow, what a great route starting at St Ives and 135kms later finishing up at St Albans but it wasn't without its problems.

So as the run suggests there's a lot of Saints around, however, amongst them was a novice, yours truly ZZ00MX. Just when you think that you've got all the bases covered, you begin to realise that even the smallest oversights can have an impact and for me it was not double-checking the instructions. So we started off by having two meeting places at St Ives, at both the Maccas and the designated carpark, however, we did manage to get everyone together before setting off a bit late. It was great to see a few new faces, new members and others that came along to see what all the fun was about.

So off we go, six cars in convoy heading for Bobbin Head Road and the winding downhill to the marina and picnic area. As luck would have it we copped a cyclist and a more "conservative" driver; a heavy sigh of relief was drawn when they turned off at the picnic spot which left us with a clear run up the Ku-Ring-Gai Chase Road.

Now we were heading for the next great

stretch of road going down the Galston pass which again if you are lucky you have as a clear road ahead for some great bends and turns, unfortunately, this was not to be. So a leisurely drive and a rare opportunity to take in the fantastic scenery and then onto the next pick up point; this would be the first time the Cruisers had arranged two start points (maybe a lesson learned). Enter stage right the next oversight, as the Google map had a different pick-up point to that in the instructions – luckily we got a phone call telling us where another seven cars were waiting for us just as we were approaching the Galston roundabout, so we could make a route change.

So the word luck has been used a few times but up until that point we didn't feel too lucky and now we had thirteen cars in our little troupe!!!

Once we had all managed the right turn onto Old Northern Road we were back in the zone of adventure with a great, long run along Cattai Ridge Road which we had all to ourselves. The problems at the start were beginning to fade as we headed for the next piece of interesting road, down the Sackville Ferry Road and right into River Road, a hectic 15km run which started to separate the men from

the boys. Unfortunately, a gap started to grow between the front cars and the rest of the pack and so we found ourselves travelling sedately along Cliftonville Road hoping that the others would catch up. Alas the road behind remained empty and so we assumed that they had continued along River Road to the ferry crossing.

All was not lost for at the ferry crossing we all managed to get back together, that's when the novice managed to upset the ferry captain by trying to queue in the wrong lane; the little prima donna wasn't having a bar of it and he made me reverse the length of the ferry to join at the back. At this point the end was in sight, albeit 20kms away, and we saw several of the Breakfast Club members coming back, they must have wondered what had taken us so long, which I'm sure would not have dispelled any of the myths surrounding the speed of the Cruisers!

Finally arriving at the Settlers Arms Inn, it was time to relax in the garden, eating a pub lunch and sipping a cold beer and most of all exchanging stories, all of which helped to turn this novice into a sinner.





# SHOW & SHINE

17<sup>th</sup> MARCH 2013 // REPORT BY MARK GRAY & PHOTOS BY BRYAN SHEDDEN

Our weekend started on Saturday when our club president, Bryan Shedden, arrived to join a Hunter run to experience firsthand how much fun we have. Numbers unfortunately were down on our usual runs with many regulars away due to work and personal commitments.

Sunday started out fine and sunny and by the look of some of the cars, the show and shine had started early. There were 9 vehicles (including a 2008 BMW 335i convertible) in the run which started at our usual meeting point of BP Beresfield. We headed out for a short run over some new MX-5 roads and managed to reach our destination without losing any cars!

Wyndham Estate Vineyard was our destination for a BBQ lunch and judging of our MX-5s. The cars were lined up in

model category, NA-NB-NC and didn't they look awesome! Even the owners of the "daily drivers" had given their cars a "spit and polish".

Judging was done by our president and Mark's mate, Anthony Van Der Vliet, owner of the BMW, who is a serious detailer of cars. Bribery and corruption was all in good fun while the lunch was being cooked on a couple of dodgy electric BBQs.

After our lovely lunch the presentation of prizes was made;

NA – John and Gaye Morgan  
 NB – Mark and Lynda Gray  
 NC – Max and Shan Kelly  
 2013 Overall Winner –  
 John and Gaye Morgan in their NA

A reverse show n shine was awarded to Deborah Webb for her daily driven NB.

Lots of fun and friendly banter was had regarding how the awards were decided and Bryan gave an insight into the MX-5 Club and ideas for expansion.

After the awards some sampled and purchased the local vino before bidding farewell to everyone. I'm sure 2013 entrants will be thinking up tactics for the 2014 Hunter Show n Shine and those that missed it will be kicking themselves and waiting for their turn in 2014.

In the words of Max Kelly, "it was the absolute best run".

Keep on cruising in the Hunter,  
 Your run leader Mark!





# A RUN TO GLOUCESTER

9<sup>TH</sup> FEBRUARY 2013 // REPORT BY PETER RODGERS PHOTOS BY KEIRAN RODGERS

On a fine Saturday morning we set off for our run to Gloucester via Port Macquarie, Landsdown and Taree.

Six cars, including Patrick who drove up from Buladelah set off from Port Macquarie to take the long and not so direct road to Maccas at Glenthorne, south of Taree where we were to meet the rest of our contingent for the drive to Gloucester.

Waiting for us at Maccas were another nine cars from as far afield as Armidale and Newcastle as well as some from the southern areas of our chapter. So after

partaking in some tucker from Maccas, 15 cars with 25 onboard set off down the beautiful (though potholed) Bucketts Way to Gloucester. Even with the potholes and questionable road surface, the Bucketts Way is a great drive through some beautiful countryside with the required winding roads.

The next stop was at the Lions Lookout above Gloucester where MX-5's totally dominated the parking area. In fact we were stretched out so far that it was quite a challenge getting all the cars into the photo shoot.

Then it was off to the Hillview Herb Farm for a superb home cooked lunch sitting on the verandah. After lunch, Karen gave us a very interesting talk on herbs and the history of her herb farm, we then had the opportunity to check out the gardens and purchase some tasty supplies. It was then time to go home with some heading south and some north.

A big thanks to Zan Menzel for selecting and organising our lunch venue and to Keiran for the photos.

# SOUTH WEST ROCKS RUN TO ARAKOON

13<sup>TH</sup> APRIL 2013 // REPORT & PHOTOS BY PETER RODGERS

The weather forecast was for rain but we set off from home with the roof down, wondering whether we would get to the Rivermark Café in Port Macquarie without having to put the roof up - we didn't! As we were out having the morning cuppa, Mark the local Mazda Dealer Principal took a call on his mobile, then turned around to tell us that we are about to get another new club member. Mark just sold a blue NB8B and he gives away a club membership with each MX-5 sold. We're looking forward to meeting our newest member! We had nine for our morning cuppa including new members Kevin and Carole who drove up from Wingham to join us.

As it still hadn't rained we set off for Arakoon along the Pacific Highway but detoured onto the old highway at Telegraph Point so that we could get a few kilometres of winding roads in before rejoining the highway to travel to Kempsey. At Kempsey we turned off the highway to follow the Macleay River most of the way to the sea, slowing down at Gladstone to allow Leon and Jill from Bellingen to join the convoy. Now we had six cars with eleven onboard. We managed to travel all the way to our lunch stop at Arakoon with the tops down and had just set out for a walk when the rain came down. Fortunately all the roofs were up, but as few of us had

wet weather gear, the walk was cancelled in favour of an early lunch.

Lunch was the usual convivial affair with conversation ranging from cars to the afterlife! Then we drove up to Smoky Cape Lighthouse - another great MX-5 road and then tackled the hill up to the lighthouse on foot. Apart from the amazing view, we had the pleasure of watching an osprey glide low overhead for a few minutes.

All good things must come to an end, so it was time to say farewell to new and old friends and head for home - with the roof down!



# JENOLAN RUN

24<sup>TH</sup> FEBRUARY 2013 // REPORT BY LESA BUNN PHOTOS BY CHRIS FLAK

This was the first combined run for RPM and Sydney chapters. Leading up to the weekend there were many emails flying around. The main point of discussion? "What will the weather be doing?" With the great storms and heavy rains resulting in flooding in country NSW and Sydney, contingency talks were held. The question to be answered? "Where would we be having morning tea and meeting up with the upper Blue Mountains members?" As we are not clairvoyants it was decided that if worst came to the worst we would have to have our cup of tea in the car.

The day came, the sun was out and with cars packed with rain coats and umbrellas we set off. With the new NC3s (had to get that in) we led the group up and over the mountain for morning tea at Little Hartley Court House. There we were met by fellow MX-5ers who were awaiting our arrival.

As usual over a cup of tea or coffee with cakes and slices being handed to anyone who felt hungry, photos were taken, great yarns were told about our driving skills and the performance of cars and so on. No rain, so off we went for the drive down through the caves and then up the other side to Oberon. The caves. Mmmmmmm. The sound of the engine roar through the cave arch was a magnificent mmmmmmm. With that little extra rev of the engine just to make sure that the mmmmmmm sound was as it should be, we were satisfied that the engine was OK so we slowly mmmmmmed through the cave.

The drive up out of the caves was quite a challenge with the driving skills of many drivers tested. After the storms the road was full of tree branches, leaves and rubbish but the MX-5s did not miss a beat and met this challenge head on and

without any hesitation. We drove up the winding road to come out to sunshine and beautiful, fresh countryside. At the Oberon Information Centre we meet up with Tony and Moira King who took us on a back road drive to our lunch destination. After a scrumptious lunch small groups joined like minded drivers to take varied drives back to Sydney. Another good day was had by all.

Thanks to all and special thanks to Franck & Marg Verheyen for leading the Sydney group, Ray & Pam Estreich for leading the group over the mountain and through the caves, Tony & Moira taking us on new roads that had not been experienced before and of course Lesa Bunn for making all the arrangements which allowed us to enjoy our day.



# BATHURST 12HR WEEKEND RUN

9-10<sup>TH</sup> FEBRUARY 2013 // REPORT & PHOTOS BY JOE KOVACIC

An enticing sunny morning greeted 6 enthusiastic MX-5 club cars for our run to the legendary Mt Panorama, Bathurst 12hr weekend. Considering the short notice and the number of other events over the weekend, to meet an additional 6 MX-5s in Bathurst was a credible effort and saw our number soar to 12. Upon arrival we were inundated by the excited Toyota 86 club who shared the club car park with us.

We all enjoyed the morning festivities while anxiously awaiting our parade lap around the legendary Mt Panorama circuit. Unfortunately we had to follow

the pace car and the Toyotas around the circuit doing only 60km/h, but nevertheless we enjoyed the moment on the mountain and at least we could drive with our tops down. Most of us had dinner that night at the old Kelso Hotel to exchange stories on a most exciting day.

Sunday morning was an early 7am start for the 12hr race. The full grid of 55 exotic international race cars was spectacular. There were some of the world's best production cars in attendance including a Ferrari 458, Lamborghini LP560, Aston Martin

Vantage, Mercedes SLS AMG, Audi R8, Porsche GT3 and many more cars all lined up on the starting grid. The Team Erebus Mercedes won the event followed by the Ferrari 458 and the Porsche GT3.

This was my first club event that I had organised. I would like to thank Lesa Bunn from the RPM chapter for all her help. Next year, I will endeavour to organise this exciting weekend of Motorsport earlier, giving us the opportunity to out number the Toyota 86ers! Diarise this event as a must do on the weekend of 8/9th Feb 2014.



# A WEEKEND AT ORANGE

20-21<sup>ST</sup> APRIL 2013 // REPORT BY LESA BUNN PHOTOS BY JULIE SANDO



Pouring rain up to an hour before set off time from Glenbrook as well as cold, fog and wind cutting to the bone threatened to ruin a good weekend for 35 MX-5ers from the Sydney and RPM chapters heading to Orange for an overnight stay. Thankfully, it only got better from there. As we headed off from Glenbrook, the outlook was not good and we were left wondering how we were going to manage the weekend when mostly outdoor activities were planned. Passing through Blackheath, we caught a glimpse through the fog of MX54PE's twin sister heading off to her temporary foster home at Blue Mountains Mazda. Yes, the RPM sponsor does have Pam's twin as a demonstrator for anybody wanting to adopt the other sister.

Morning tea at Lake Wallace near Wallerawang was cold and windy with everybody reaching for their MX-5 jackets. We were joined at the park by MX-5 club newcomers Wesley and

Lena Hill who were on their first MX-5 club event, a chilly cold introduction to convertibles. Club members Tony and Moira King took the lead and led us through some great back roads into Orange. The weather improved immensely as we headed west of Wallerawang and past the oddly named Sunny Corner.

Autumn is definitely a wonderful time to be out in your MX-5 in the countryside. Roofs off, the sun shining on your face whilst the trees are in full colour and gorgeous. Into Orange and it was lunch at Orange Highlands Wine and Gardens followed by a quick check in at our motel and then off to sample some ciders and apple wines at Small Acres Cider. We were amazed to see the huge crowds at Canonwindra for the balloon glow festival, a night of lighting up the hot air balloons against the night sky. Some people opted for dinner in Canonwindra, others were encouraged



by the local publican to eat at the festival. A short debrief occurred back at the ex-servicemen's club adjacent to our motel before retiring for the evening.

Following breakfast most people took advantage of the great weather and headed in to the very pretty Cook Park to sample and stock up on some of Orange's finest foods. Time for a quick run up Mt Canobolas before heading out to Gnoo Blas circuit, a street circuit set on rural roads. When Gnoo Blas was opened in 1953, it was 6.03km long and in its time was established as the fastest circuit in Australia with a lap record of 105mph. The group were again joined by Tony King who led us through some fabulous roads that led to his property at Perthville where he and Moira provided a fabulous feast for us all. Much appreciation goes to Tony and Moira for their contribution to the success of the weekend.





# HAYWARDS TO HUSKY

10<sup>TH</sup> FEBRUARY 2013 // REPORT BY BRENDAN BARR  
PHOTOS BY BRENDAN BARR & BRYAN SHEDDEN

After the Christmas break it was clear that many wanted to dust the cobwebs off the MX-5 and get back on the road. Twenty eight at the start line with two more to pick up at morning tea!

Coffee & breakfast were consumed, a look at the sky confirmed that sunblock was necessary. The run sheet was explained, with some reaching for glasses to adjust to a smaller font size than expected. Rules and regulations were covered, shiny new CB radios

installed in front, middle and end cars and we headed off in a well ordered line. Nothing could go wrong.

Five hundred metres into the run the CB crackled into life to report our first lost car! Anna in the lead car dispatched Peter from the rear to round up the bolter. Peter utilised all his sheep corralling skills gained from driving old Toranas around his Dad's Wagga Wagga farm, but the wool was firmly pulled over his eyes.

For the rest of us a smooth ride brought us to the Macquarie Rd causeway where a beautiful covering of water ensured that the strategically placed photographer with a high speed digital SLR took many beautiful shots of all the cars crossings.

The CB radios were a great tool for keeping cars connected and also gave an insight into Peter's command of the musical technology in his car. After wrestling with his iPod controls to stop Coldplay continually playing, he

discovered he had a CD on repeat.....

So we meandered from the heat of Albion Park, up picturesque Macquarie Pass to the cool of Robertson, where Bryan Shedden was dispatched to round up more 'escaped sheep'. Then we wound down to the warmth of Kangaroo Valley via Pearson's Lane, before ascending to the misty freeze of Cambewarra Mountain lookout for morning tea. We met Wayne & Sue, Huskisson residents who had driven up to join the run.

Morning tea and chats over, we headed down to Nowra, over the bridge and left into Moss Street to wind around the back roads of Culburra. Soon, strikingly tall old trees matched the charming old houses that bordered the wonderfully christened 'Jindy Andy Lane', named after the flour mill built there by convicts in 1830.

My favourite pieces of bitumen were next, Forest Rd, which wound through the trees for 13 breezy kilometres back

up to the Princes Highway, followed by Jervis Bay Rd, twisting and turning its way to Huskisson.

Lunch at the RSL overlooking the Dolphin & Whale boats was enjoyed by all. Some lingered to shop and then Wayne (who joined us at Cambewarra Lookout) mentioned that he actually captained the dolphin watch ship. Would we like a short trip 'up the creek', to enjoy the scenery? Why not? A relaxing way of digesting lunch before heading home.



# BREAKFAST NEAR THE CLOUDS

3<sup>RD</sup> MARCH 2013 // REPORT & PHOTOS BY KIEREN HEIKKINEN

With dark clouds looming overhead and hopes for rain to hold off, it seemed a less than ideal start for the run from Haywards Bay to Kangaroo Valley. Perhaps due to this, only 4 cars showed up at Hungry Jacks ready to go, however spirits were not dampened. In an effort to stave off the rain, my passenger and I departed topless, however the other 3 cars weren't quite so silly. After a quarter of an hour's drive and whilst descending Saddleback Mountain, our luck turned for the worse and the heavens opened up. Windows were raised and we endeavoured to stay above the 60km/h sweet spot, but our hopeful efforts were soon proved futile. After a nice soaking,

the roof was raised whilst travelling at 50km/h thanks to a herculean effort by my passenger, leading to a great deal of surprise voiced over the CB radios and much relief in the cabin at finally drying off.

After heading through Gerringong and Gerroa, our little convoy made our way inland to Berry and up Woodhill Mountain Road, taking a nice winding detour through some fog (which provided a beautiful setting and made the drive a bit more "interesting") and past Cambewarra Mountain Lookout for breakfast at Jing Jo Café in Kangaroo Valley. After refuelling the people, a

comedic raffle and a nice little photo opportunity, we continued on up the highly enjoyable and twisty (and very wet) Moss Vale Road and through Avoca and Burrawang. After descending the always brilliant Macquarie Pass, we stopped to say our goodbyes in Albion Park.

Despite the shoddy weather, the great roads and company made for an enjoyable drive, even with the small turnout. Thanks to all who came along, with the run proving that the Southern Highlands always make for an enjoyable and picturesque outing.



# BOB'S LONG WAY ROUND

21<sup>ST</sup> APRIL 2013 // REPORT BY ROBERT COLLINS  
PHOTOS BY ROBERT COLLINS & BRYAN SHEDDEN

This was the first run to Nerriga held by the Illawarra Chapter and was held on Sunday, 21st April 2013. On a glorious day with blue skies we met at Hungry Jacks, Macquarie Place, Haywards Bay at 8.30am ready for our start at 9.00am.

Fourteen people and nine MX-5 cars registered on the run sheet, which included four new members, who were participating on their first run with the MX-5 Club. After a brief introduction by Bob & Bryan, we headed south to our first rest room and catch up stop at Mark Radium Park, Berry. It was a great drive with tops down and followed the Princes Highway to Berry for 44 klms.

We then left Berry and travelled south on the Princes Highway to South Nowra and then turned off onto Albatross Road and then Braidwood Road, past HMAS Albatross, and headed south west to

Nerriga. This is a great stretch of sealed road for a distance of about 67 klms and we all travelled it at a relaxed pace arriving at Nerriga at about 11.30am.

On arriving in Nerriga we travelled on to the Old Nerriga Public School Museum where we were all welcomed by the President of the Museum. It was a gold coin donation and they only open the Museum on request. It was very interesting to see the old artifacts and antiques of the area going back to the early days of Nerriga.

We all then travelled back to Nerriga Hotel for lunch and refreshments at 12.00 noon and we had travelled 130klm from Haywards Bay. We all enjoyed the country atmosphere of the old country hotel and the meals provided at a reasonable price.

At 1.00pm, we zeroed our odometers, and continued south west on the main Braidwood Road, and at 3klms, turned west on Oallan Ford Road heading towards Marulan. We travelled along this road for 73 klms, crossing the Shoalhaven River, then through the town of Bungonia and back onto the Hume highway at Marulan. North of Marulan we turned off to Tallong and then down to the Bundanoon Hotel for adequate parking. We all then went across to Ye Old Bicycle Shop in Bundanoon for afternoon tea. Also the Bundanoon Sunday Markets were still open and some members had a browse.

After an enjoyable day had by all, we left Bundanoon at 3.30pm and travelled back to Haywards Bay, via Sutton Forest, Moss Vale, Robertson and down Macquarie Pass. We travelled a total of 309klms. *A great day was had by all.*



# DAVE'S 'HOW TO' DAY & SHANNONS WHEELS DAY

16-17<sup>TH</sup> MARCH 2013 // REPORT BY BOB JUDD PHOTOS BY BOB JUDD & JOE CRADDY

Each year, the Council of ACT Motor Clubs arranges a show and shine day for its member clubs to raise money for a local charity. This year, the 'Technical Aids for the Disabled, ACT' group were the beneficiaries of the profits from the Shannons Wheels Exhibition. The Canberra chapter of the Mazda MX-5 Club has traditionally supported this day. Apart from the purpose of fund raising, it is usually a great day to be seen with the members of the other 60 or so clubs in the Canberra region that make up the diverse community that is the local group of specialised Car Clubs.

We thought that to make the day a little more interesting, we would run a fun Concours d'Elegance. However, as very few of us had any experience in this field, our Chapter sponsor, Dave Battison of MX-5 Solutions (Carco), opened up his shop for us on the Saturday to come

and see how it is done. Those who came along enjoyed a good chin-wag and had the opportunity to get out their cleaning cloths and spruce up the toy to the level of showroom magnificence.

As I peered out the window of my humble abode on the Sunday morning, the weather looked sunny and, therefore, must be warm. Wrong! Sunny, it was. Windy, it was also. Unfortunately the wind was with us all day. 900 + cars, bikes, trucks, fire engines and radio controlled model cars came along to Wheels and braved the windy conditions. Hot coffee and egg and bacon rolls were the order of the morning whilst our 10 or so club cars gathered in our rather dusty corner of what is usually the home of the local equine establishment, the Canberra Racecourse. Long-time club member, John Brown ("Mr Bling" to his friends), gracefully accepted the role of Concours

judge for the day. Judging wasn't easy as the cars were slowly disappearing into the dusty environment. However, after due consideration with the assistance of fellow member John Broughton, John announced the winners as:

- Best NA - Dave Bolton
- Best NB - John Brown (*it helps when you're the only NB there!*)
- Best NC - Paul Beerworth

As the afternoon progressed a brand new McLaren MP4-12C burbled into the display area. After a good perv, and the realisation that it was worth more than all our cars put together, we decided that an early mark was warranted. As we headed home, the wind was still blowing. Next year, I'm sure the weather will be better.



# LAKE GEORGE & GUNDAROO RUN

21<sup>ST</sup> APRIL 2013 // REPORT & PHOTOS BY MALCOLM BERNHARDT

If the truth be known, I'm a geriatric hoon. Oddly, when leading a run I taper right off – I want to protect my 'charges' you see. Well, that's what I mumbled to the Mex anyway, which otherwise would have been wondering to itself, "What the hell is going on? Ambling along at well below the speed limit!"

That's a bit of backdrop to the April run which was an easy country drive to Lake George followed by a lunch at the Gundaroo Wine Bar. The other background was using Murphy's Law to determine the weather, because this run was originally intended to finish with an outdoor picnic. Knowing full well that Canberra weather at the end of April would be sleet, hail and general cold misery, I changed it to an indoor lunch. So what did we get on the day? Magnificent soft sunshine with a calm wind, just ideal to be outdoors and having a picnic!

In the event, 18 happy people started with hot coffee and good conversation at the Gold Creek Café. Then, having cleared the cobwebs out of our eyes, we jumped in the shiny carriages and headed north east towards Lake George.

The route we took was via the Old Federal Highway. While this is a single lane each way, the undulating road offers a pleasant windy drive with good views of the surrounding countryside and is mostly free of traffic. Cyclists use the road as a training route for the same reason and I came upon three such riders going the same way, happily spread out across of the road. While they politely moved into single file as I came close to them, they must have taken my thank you wave as being it, because they then moved back out across the road again, not realising that there were eight more cars up their tails. Ahh, the pleasures of motoring!

Lake George has near but dried up now, with possibly a smidgen of water out in the centre but that's about all. Interesting to contemplate that at one time this was a full lake with small waves lapping up against the built up road!

From the lake, it was a short journey via Shingle Hill Way to connect with the road to Gundaroo. The Max Crow Wine Bar at Gundaroo has recently extended it's facilities and it's become a popular family venue. So we finished our run here, consuming good food, in pleasant company and then walking around the village (enjoying sunny weather that would have been ideal for a picnic).



# CONVENORS' BBQ AND MYSTERY RUN

10<sup>TH</sup> FEBRUARY 2013 // REPORT BY BOB JUDD PHOTOS BY BOB JUDD & JILL WICKLANDER

So what does a paper hat, a picture of a Queen, an ice cream wrapper and a feather have in common? They were all 'treasures' that needed to be found on the Mystery Run that took 26 members and a guest on a 70 km run through the suburbs and surrounding countryside of Canberra on their way to an unknown BBQ site. Along the way, there were 20 questions that needed to be answered and an 'artwork' that needed to be completed.

On their roundabout trip, our trekkers were questioned about Billy Hughes, photographed with an 'iron lady', encouraged to make and wear a paper hat, and directed to visit and artistically

interpret the new ACT Bushfire Memorial. The puzzled trekkers ended up at fellow members Jill and Dennis Wicklander's country home at Murrumbateman. Here the treasures were evaluated, the answers toted and the artistic interpretations, er, interpreted. The winners were David Goble and Sue Finn, largely on the strength of their magnificent stylised rendering of Canberra's most recent Memorial. The wooden spoon (courtesy of the ACT Emergency Services) was awarded to new members Michael and Rosemary Dunning, who promised that divorce proceedings were not on the cards.

The participants then became the honoured luncheon guests of their Co-convenors. As a ferocious storm battered the house, our guests settled safely indoors for a BBQ lunch of gourmet sausages, hot potatoes and mixed salads, topped up with fresh homemade pavlova, tea and coffee.

As the weather cleared, our 15 or so cars departed for home. Major thanks go to Jill and Dennis Wicklander for the use of their lovely home.

Next year, we'll have to make the questions a little harder...



# A MONARO MEANDER

16-17<sup>TH</sup> FEBRUARY 2013 // REPORT BY KEN KEELING PHOTOS BY ROGER TEXTOR

Following our meeting up with the N. E. Vic (NEV) Chapter Captain, Ron Gillick, and several other NEV members at Corowa during our October 2012 Riverina Run, it was decided to do a run somewhere, sometime to meet up with our southern MX-5 cousins.

The NEV Snowy Run over 16th & 17th Feb 2013 presented us an excellent opportunity. Jindabyne provided a mutually convenient location and an overnight stay and joint dinner was planned for the Saturday night. So far, so good! But, who (and how many) would want to come?

Despite a slow initial response we had an explosion of RSVPs which resulted in a final group of 13 MX-5s and 25 people registered for the joint dinner a la Italiano in Jindabyne. We secured the necessary accommodation at the Lake Jindabyne Hotel - with rooms immediately adjacent to and overlooking the lake.

The departure point at the Hume Caltex Servo provided a central rendezvous and briefing point plus opportunity to ensure we all left with full tanks. Once on the road, the steady run down the

Monaro Hwy to Cooma was, of course, a time of temptation and stress - good but boring road, heavily policed and with the accursed point-to-point devices. However, almost back on schedule, 9.45am saw us at the Nimmitabel Pie Shop for coffee and from there it was a slow run, intermingled with other traffic, down the Brown Mountain to Bemboka to regroup. Once under way, it was a pedestrian ramble to Bega and on to the Tathra Pub for our al fresco lunch by the sea. Fortunately, the forecast rain had stayed away and 15 of us enjoyed a dry run down the mountain and balmy, sunny weather for lunch.

The afternoon started down the coastal road to pretty Merimbula for a refuel. We then split into two groups of varying pace for the next section. A few extra kms of freedom - and mobile phone comms - saw them regroup with us at Wolumla before running as a group to Candelo. From Candelo we gave those so inclined "free rein" over the Myrtle Mountain Road to Wyndham and thence through more twisties up the range to Bombala - for another caffeine fix. I was not quite sure what to make of the gurgling sounds coming from the one of the "quicker cars" - to me it means they

were "hot", or had been up the mountain.

After Bombala coffee it was a more gentle (but not slow) meander over the Monaro High Plains to Dalgety and Jindabyne. By the run leader's marvellous anticipation and timing, after 485 enjoyable kms, we entered into Jindabyne just after 5pm, exactly as the NEV contingent arrived from the opposite direction - so exact that we cut right through the middle of their chain of cars as they gave way to turn right into their ski lodge. And who should be the car that had to stop and wait to turn right? None but our very own member, "Annie from Wagga", who had sensibly elected to commence her weekend of MX-5ing by starting with the NEV group on their Snowy Run.

After hotel checking in formalities and a freshen up, there was unfortunately little time for a pre-dinner get together with the NEV contingent, but I did manage to find their key players - at the restaurant, setting out name tags. However, quite a few Canberrans managed to gather on the Lake Jindabyne Hotel's deck for a few convivial refreshers and to take in the pleasant view out over the lake as evening approached.



# NURBUSHRING RUN

21<sup>ST</sup> APRIL 2013 // REPORT & PHOTOS BY PETER HILKMANN

What a weekend this was. The contrasting weather between Saturday and Sunday was unbelievable. It was bucketing down and blowing a gale all day on Saturday, and the weather for the Nurbushring on the Sunday wasn't looking very promising. With a wet and slippery road it was going to be a very interesting Sunday. But... Sunday morning has arrived, not a cloud in the sky, a beautiful clear April morning greets us, and we had the tops down for the rest of the day. So what had been a miserable Saturday, had turned into a perfect MX-5 day on the Sunday.

We departed our usual meeting point at 9am with 11 MX-5s, for a leisurely drive up to Bulahdelah, via the Buckets Way turning right at Booral, to follow Booral Road back to the Pacific Highway, just south of Bulahdelah.

Arriving at Mount View Motel in

Bulahdelah, we were greeted by Patrick Bramston and his family, who had prepared a delicious morning tea for us all. And on behalf of all those present I would like to thank the Bramston family for their hospitality and organising a great morning tea for everyone.

We were also fortunate to have a couple of cars from the Mid North Coast Chapter joining us at the morning tea and for the rest of the day. This gave both chapter members a chance for some social inter-mingling.

During morning tea there was talk of the Nurbushring still being wet after all that rain on the Saturday, so with morning tea finished, we were all eager to find out just how wet the road still was. Well it was perfect for a casual MX-5 Sunday drive. Everyone thoroughly enjoyed driving it at their own casual (and some not so casual) pace.

After a regroup at Wootton, we turned around and did it all again. After all, you can't have too much fun on such a great day. Then across the Pacific Highway to give The Lakes Way a go to Forster for lunch. The Lakes Way is also classified as a 'must do road' MX-5 Road, particularly the first stage near the Pacific Highway. So by the time we got to Forster, we were all ready for lunch, which was at Club Forster. This is a large Memorial Service Club, able to cater for large groups, no bookings required. After everyone had enjoyed their lunch and a good social chat with members from different MX-5 Chapters, it was time to bid farewell to our friends from the Mid North Coast Chapter, and head back for Newcastle. And as has now become a tradition, stop at Heatherbrae Pies (just south of Raymond Terrace), for afternoon tea. What a great way to finish off a, 'Perfect MX-5 Day'.

# PISSers WEEKEND AT WINTON

9-10<sup>TH</sup> FEBRUARY 2013 // REPORT & PHOTOS BY KEITH MONAGHAN



**PISSers:** Phillip Island Supersprinters - a group of club members who have been going to Phillip Island to race over the last few years.

**AROCA:** Alfa Romeo Owners Club of Australia

**KEEF:** Keith **FILL:** Phil **PORL:** Paul **STEEV:** Steve **RALF:** Ralph **BRIRON:** Bryan

AROCA in conjunction with the MX-5 Club of VIC, were running a Supersprint at Winton on 10th February, so it was decided that the PISSers should attack Winton. The call went out and a number of the PISSers answered but as we got closer to the date some dropped out. The final attack team was to be KEEF, FILL, PORL, STEEV, RALF and BRYONN. Plans were made to tour back through the Snowy Mountains.

So KEEF, FILL and PORL met by the Holbrook submarine and spent an evening in that town. The morning came with the realisation that cheap local red wine is not that good. We ventured towards the Hume Hwy, most boring road in Australia. This arrived mid-morning but we were lucky as we only had to put up with it for a short period of time as the turn off to Winton soon arrived along with a savage downpour

that proved that the best roof on an MX-5 is the soft top as both the cars with the soft tops were dry in a small number of seconds. Sorry PORL.

As it was the first time on the track we did a test run in the afternoon with the mad men from VIC. We also learned that BRYONN would not make the start as his car refused to go more than 3 turns from home. The evening meal was taken with the members of the VIC MX-5 club at a nice pub near the railway.

We woke bright and early for the big day and were told that the temperature was to reach 40C. We were graded into groups and attacked the track. Winton short circuit is an interesting track but not great. In my group there was a 1930's GP car which won the Australian GP in the 30's. We were told that it was worth over \$1,000,000 so be careful. Due to its pace (or lack thereof) we

overtook it at least 10 times in the day. RALF's car had a wheel that decided not to bear up and run true so he had to retire. By the end of the melting hot day the PISSers had held up the MX-5 Club of NSW high standard with FILL being the fastest modified NC on the day and the other members of the team performing very well.

At the end of the day we parted ways, with KEEF, FILL and PORL heading to Albury so we could trip back through the Snowy Mountains the next day and stay off the Hume Hwy.

What a trip! Along the Murray River, through stock grazing along the road, then up through the high country over some great mountain roads to Cabramurra and finally ending at Gundagai before the run up the Hume Hwy home. What a weekend. When's the next attack?



# DRIVER TRAINING AT MARULAN DTC

10<sup>TH</sup> MARCH 2013 // REPORT BY MIKE HICKS PHOTOS BY SPENCER HULME

On Sunday 10th March, 38 competitors along with 8 trainers attended a drive day at the Marulan Driver Training Centre. This was the club's second visit to the facility, the first being in March 2011.

Following on from registration, Val Stewart gave an introductory talk on driving philosophy and attitude to competition driving. We then did a track walk to familiarise all with the layout of the tight 1 kilometre circuit, suggested braking and turn-in points as well as

apexes. Competitors were broken up into groups of 6 or 7 of similar experience and ability. The groups then went out for sessions of 10 minutes on the track.

A big thank you to the trainers on the day including Bryan Shedden, Lindsay Burke, Steve Green, Peter Feutrill, Keith Monaghan, Glenn Thomas, Luke Kovacic and Tony Williams. They sat in with the competitors when requested, giving them useful hints on how best to drive the circuit.

An enjoyable day was had by all, the weather was great and members who had not driven on a track previously were able to enjoy the experience without the added pressures of timing. We hope to see you take the next step and enter one of our Track Days at Wakefield Park or the South Circuit at Sydney Motorsport Park.



# MG CAR CLUB CANBERRA MOTORKHANA

24<sup>TH</sup> APRIL 2013 // REPORT BY JOE CRADDY PHOTOS BY EIJI WAKAMATSU

Another quarter, another perfect day for a motorkhana in beautiful sunny Canberra and boy were the roadsters out in force! An assortment of MG's (funnily enough), an s2000, Cappuccino, and of course a solid representation of MX-5's were all in attendance. This round even saw a complete history of MX-5 models.

As would be expected from a club devoted to light and nimble sports cars, the MX-5 Club of NSW was fairly prominent at the top end of the field with two NA's in the top 10 outright. Regular competitors Ian and Matthew were as enthusiastic as always in their NB, Paul got to unleash the power of the NC in some longer than usual tests, and Joe got busy trying to repair his alternator in the pits yet again.

All in all a fun day was had, enjoying our cars the way they were designed to be enjoyed. If you haven't had a go at a motorkhana yet, I thoroughly recommend you do. Not sure about competing yourself? Come along and watch and find out what it's all about. The next MGCCC event is at the Sutton Road Driver Training Centre on Sunday the 26th of May.





**CHAMPIONSHIP**

**SUPER SPRINTS**

# NEW SOUTH WALES CHAMPIONSHIP SUPERSPRINTS

24<sup>TH</sup> MARCH & 14<sup>TH</sup> APRIL 2013 // REPORT BY MIKE HICKS  
PHOTOS [BELOW] BY TIIT SAUL // PHOTOS [RIGHT] BY ROB ANNESLEY



## ROUND ONE WAKEFIELD PARK

The Mini Car Club played host for the opening round of the 2013 NSW CAMS Supersprint Championship at Wakefield Park. In a field of 91 our club provided 26 entries which is a record number of entries for our club at a Supersprint round. Despite the large field the Mini Club ran a good meeting giving competitors the opportunity to complete 5 runs of 6 minutes. With the large number of entries our club has a commanding lead in the defence of the Club Championship won last year. The MX-5 Club totalled 180 points to the Australian Racing Drivers Club's 116 points with the New South Wales Road Racing Club third on 66.

Glenn Thomas was our only class winner in class 1b, second in class went to Bryan Shedden, also in 1b, Ralph Thompson

2b, Peter Browning 3a, David Lawler 3b, Phil Abraham 5b and Mike Hicks SVb. Third in class went to Mitchell Bennett 1b, Phil Ashton 2b, Kevin Addison 3b, Ray Estreich 3c and Stewart Temesvary SVb. It was great to see first timers David Lawler and Mitchell Bennett amongst the class place getters. Other first timers on the day were Chris Flak, Melissa Keller, Guy Coles, Greg Bunn, Elias Gustavo and Joel Garrigues who all contributed to the club's great result on the day. It was also good to see Ed Cory back behind the wheel after an absence of a year or two. Ed was driving his old road car cum supersprint car whilst the rebuild of his race car is nearing completion. Good also to see Lindsay Burke and Robert Kai back behind the wheel of Robert's new RX 7. Ian Caldwell's NA is now sporting a turbo with great results, cutting over 5 seconds from his previous best time at Wakefield Park.



## ROUND TWO SYDNEY MOTORSPORT PARK

The Australian Racing Drivers Club were the hosts for this event and once again there was a record number of competitors, 125 in all. Of these there were 24 MX-5 Club members entered, Chris Ballard in his SE, Adam Callendar in his NC, James Glissan in his NA and Steven and Cameron Williams in their NA were all having their first runs in the championship this year. Adam is new to MX-5s on track having previously driven a Daihatsu Charade at club days.

Although the weather was fine, a number of serious mechanical failures including two major oil spills seriously affected the running of the day. Most competitors had the opportunity to complete 4 runs of 8 minutes duration. Unfortunately the official championship results were not available at the time of writing this report so I will have to report on results next time.

At the conclusion of round 2 the type and class winners for the 2012 championship were presented with their trophies. The presentation function was held in the "Garage", the ARDC's club rooms/function area. This is the same venue where the MX-5 Club will hold the 2012/2013 Competition Trophy Presentation Function at the conclusion of our supersprint at Sydney Motorsport Park on Saturday 6th July. Please put this date in your diary.

Round 3 of the championship will again be at Sydney Motorsport Park on Sunday the 2nd of June. This will be hosted by the New South Wales Road Racing Club on the North or Druitt Circuit. Two weeks later, Round 4 will be on the Brabham or extended circuit, hosted by the ADRC.

Entries for both events are on the Supersprint website at [www.supersprints.com.au](http://www.supersprints.com.au)

# CARMEN

## A NIGHT AT THE OPERA

11<sup>TH</sup> APRIL 2013 // REPORT BY VARIOUS PEOPLE

PHOTOS BY GUY COLES, BRICET KLOREN, JUDITH BROOKS, SUE LITT & KEITH PENFOLD

In April, Mazda Australia was kind enough to offer the MX-5 Club of NSW tickets to Carmen, being shown at Fleet Steps in the Domain. Offered on first in first served basis, 34 lucky club members snapped up the tickets in less than 4 hours with a waiting list for any cancellations.

Vice President Rob Forsyth kindly organised the collection of the tickets and arrived early to allow the members to collect the tickets from a central point.

With everyone frocked up (it was the first time I'd ever seen Russ Maxwell not wearing a racing suit), we proceeded down to the foreshore only to realise that these were no ordinary general admission tickets but the premier tickets directly in front of the stage giving us a commanding view of the performance with Sydney Harbour as the backdrop.

The sets were also spectacular with tanks, trucks and shipping containers being lowered onto the stage by crane and then moved within seconds for the next scene. The costumes and performance were

equally as polished and the attention to detail in every area was clearly obvious.

The Opera itself was of epic proportions. Sung in French with English subtitles, it tells the story of the naive soldier Don José who abandons his childhood sweetheart and deserts the army when he falls under the alluring gypsy's spell. When he loses her love to the dashing toreador Escamillo, the scene is set for jealousy and vengeance.

An added bonus to the evening was admission to the Platinum lounge where we were given wine, beer and canapé's and had the opportunity to also take in the view of Sydney Harbour whilst rubbing shoulders with Sydney's opera elite.

Overall it was an experience that I am sure we will all remember for quite some time and huge thank you goes to Mazda Australia for their generosity.

GUY COLES

Wow! You can have the Colosseum and Pyramids. Farm Cove on Sydney harbour at night – with the Harbour, Opera House, bridge and city lights as the backdrop – has to top them all.

Although a complete opera newbie, the performance was an absolute spectacle with an enormous cast and sets with two cranes dropping in props such as a full size tank and truck. Amazing colours, music and singing with the climax being the fireworks going off on the water around us. Truly spectacular. Scuba divers were on hand to scoop up any members of the cast who inadvertently stepped off the edge of the stage to fall 30 feet or more into the harbour below (luckily they all stayed dry!).

CRAIG DURRANT



Magic came into our lives last night. We were transported to a country of fun and fiesta, of song and dance and colour. In a bullring in Spain we learned of the lives and loves of gypsies and soldiers and smugglers and toreadors all told through the wonderful music of Bizet's 'Carmen'.

The show itself is an engineering miracle with the sloping stage out on the water, dressing rooms under the audience seating, orchestra below the stage, not to mention the two giant cranes, unobserved by the audience, which lifted trucks and containers and a tank on and off the stage. The eating and drinking areas were decorated in the Spanish style, the food was hot and spicy and the drink was sangria—nothing had been omitted in bringing a touch of Spain to Sydney.

We were lucky to have the most perfect of Sydney autumn evenings, clear, balmy and still with the city, bridge and the Opera House in the background from our position at Fleet Steps in the Botanic Gardens. But we were in Spain, watching a tale of love lost and won, on the edge of a bloodred bullfighting ring.

Our sincere thanks to Mazda for its generosity in providing some tickets to the MX-5 Club. A wonderful experience.

JUDY PALFREYMAN





*—DRIVER TORQUE—*

*Interview and photos by Neil Hamilton-Ritchie and Timothy Heppell*



# SPENCER HULME

## '02 Classic Red NB8C

- 15x7 949 Racing 6UL
- Dunlop Direzza Z1 Star Specs 205/50/15
- Hawk HP+ brake pads
- Braided steel brake lines
- Yellow Speed Racing coilovers
- Sparco Sprint V seat
- 6 point harness
- ProjectG G-vents
- DDMworks Stage 2 intake
- Autoex muffler
- Brown Davis rollbar

### How did you get into cars?

I loved watching motorsport as a kid and watched more and more as I got older, particularly Formula 1. I moved closer to work a couple of years ago and didn't need to drive each day so I bought the MX-5 for the weekend and track.

### What is your favourite performance modification to date and why?

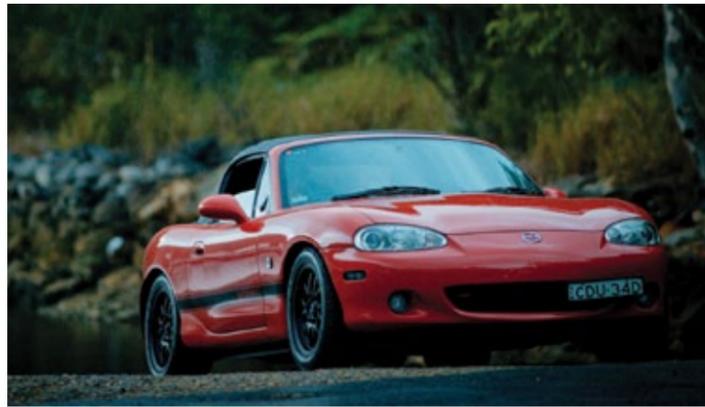
The Sparco bucket seat. Everything I've done with the car has put a smile on my face but the seat was the one that really sealed the feeling of being connected to the car. The intake is a close second just for the growl.

### What did you used to drive and how does it compare to your MX-5?

2003 Mazda 323 Protegé - with the 'power' pack! The MX-5 was a big change of pace to say the least. The greatest change was going from an "A to B" car to one that was about so much more than the destination.

### What is your goal for the next track day and how do you plan to accomplish it?

Faster times are always the target but ultimately it's about having fun and enjoying the day with friends. If I can't go faster the next best thing would be setting times as consistent as possible and then learning from those who are going quicker than me.



### If you could drive any track or road in the world what would it be?

Suzuka in Japan. I went to the Formula 1 Japanese Grand Prix in 2010 and would love to go back to be behind the wheel. It's got a lot to offer as a driver's circuit with long straights, sweeping high speed corners like 130R and technical parts like Spoon and Degner. There's also a lot of history there for an F1 fan so it'd be great to be amongst that on the right side of the barriers.

### Which aspect of being a car enthusiast do you enjoy the most - Modifying, Driving or Socialising?

Driving is the whole point of it, but a few modifications here and there can enhance that experience and it's the social aspect that brings it all together. I've met some great people at various club activities. Track days in particular are just as much about banging in that quick time as talking to the other competitors, learning how they approach the lap or generally having a good chat!

### What is the most awkward object you have transported in your MX-5?

4 wheels and 4 tyres separately to get them fitted. 1 tyre in the boot, 2 tyres on the passenger seat, 1 tyre behind the passenger seat, 1 wheel in the passenger footwell and 3 wheels strapped behind the rollbar. Thankfully it was a very short trip around the block.



# VICTOR LEE

## '02 Brilliant Black NB SP

- Garage Vary front lip
- Garage Vary eye lids
- Custom red headlight casing with LED halo lights
- Lockwood front grill painted in black
- Custom bonnet scoop
- Garage Vary rear lip
- Mazda small side skirts
- 949 Racing 6ULs 15x7 wrapped in Bridgestone RE002s
- Art Works Dewa full instrument cluster
- MX5 Plus twin-hoop roll bar
- Full leather interior with matching seats, doorcards, gear boots and steering wheel
- Voodoo gear knob in textured black
- Bilstein PSS9 coilovers with FCM bushes
- Flyin Miata frame rails

### How did you get into cars?

Like all other teenagers with an Asian upbringing, my appreciation with cars started with car magazines and the popular Gran Turismo gaming series on PlayStation. Given the fact that my family garage consisted of a Camry, Volvo and a Pajero, I'm glad that I've developed the same appreciation for cars like other fellow enthusiasts.

### Could you tell us about your most exciting drive or moment in your car?

The best experience I've had in my car, Diablo, is when I've momentarily achieved 'Jinba Ittai' with it whilst driving uphill from Mooney Mooney to Pie In The Sky. The feeling of planning, performing and completing manoeuvres in the exact way that I wanted was a mind-blowing experience and I have been continuously trying to refine my skills to re-enact that since.

### What is your favourite aesthetic modification to date and why?

Art Works Dewa full instrument gauge - it was a special treat for myself for getting a new job a few years back. Although it has little to no practical use, I figured that it was the one thing that I would personally look at all the time and I believed it was money well spent. The craftsmanship of each individual

part is the best I've seen of any car part and it really completes the interior colour scheme.

### What did you used to drive and how does it compare to your MX-5?

Prior to Diablo, I owned NiMo, a Black & Gold NB8A. It was a solid and reliable car. In comparison to the SP model, the standard NB8A was much easier to drive.

### Which aspect of being a car enthusiast do you enjoy the most - Modifying, Driving or Socialising?

We all know that MX-5s are a beautifully balanced piece of machinery and it may tickle each owner in a different way. Some people enjoy modifying it, detailing it, racing it or just experiencing the 'wind in the hair' moments on a cool winter morning. I think the fact that we're presented with a socialising platform in the form of our MX-5 Club takes our appreciation for the 5 to another level. Just as you think that you know everything there is to your car - your pride and joy, someone in the wood work will present him/herself with a wealth of knowledge in an area that you had no idea about. That is the biggest reason why I love my car so much more compared to other great sports cars like the Toyota 86 or Honda S2000.



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