

club

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

TORQUE



Silver Anniversary

PHOTO GALLERY OF OUR 25TH ANNIVERSARY CELEBRATION

Because Pie Chart

A WRAP UP OF THE AGM

MX-5 Cup

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Mel Keller

"The Devil Wears Puma."

PHOTO ANDREW EDGAR

club TORQUE

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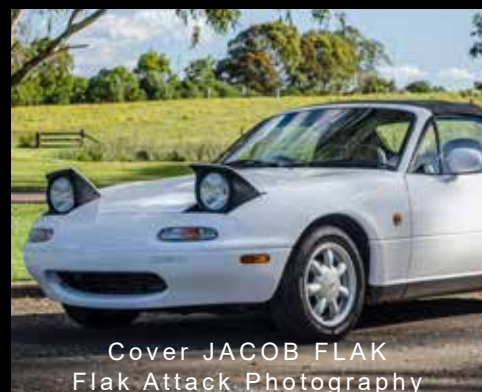
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Editorial

Following our successful 25th Anniversary celebration, the Committee would like to share this letter from founding member and Club Historian Elaine Caldwell.

"Congratulations to the Committee and everyone involved for putting their hands up for extra work before the event and also on the day. Ok.....we did have some early showers, and our amazing cars did arrive with that extra splash of mud, that needed to be dealt with efficiently and quickly....

Thank you to the many other club members, from other chapters as well as Sydney, who gave of their precious time to make the day what it was, spectacular.

The venue worked so well, the string quartet was a nice touch...the coffee machine and pastries, was so well received and delicious.

I loved the gifts, one to eat and one to keep....the candy with MX-5 Club 25 years printed inside how cool was that...

The lunch menu was imaginative and delicious.

The staff coped so well with such a huge crowd..

The cake was a masterpiece, and also delicious.

Now, Club Torque magazine, what a great edition, and I loved the silver cover...

I spent several hours examining and reading every word....well done what a great issue, from such humble beginnings!

Colin and I were made to feel very special as honoured guests, and feel very fortunate that we were able to be at the very first event at Luddenham, and in a position to buy OUR REV...

Please thank the Committee for the invitation, which we were very happy to accept.

We wish the club all the very best for the next 25 years and hopefully forever..."

Elaine and Colin Caldwell.

Ps.....what a wonderful added extragiving Bryan a Life Membership."

There are no better words to describe the day so we've let the pictures do the talking. I hope you enjoy our "Off to Ottimo" photo gallery on page 10.

*NEW & USED MX5 SPECIALISTS FOR NEARLY 25 YEARS
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The MX-5 Club of NSW Committee
wish you a wonderful holiday
season filled with family, friends
and laughter.

CURRENT MEMBERSHIP

TOTAL

792

NEW
MEMBERS

44

Our current membership is down due to a large number of renewals that happen at this time of year and those that have yet to renew. Please check your membership card to make sure your membership is current. If you have any problems please contact me Keith Monaghan - membership@mx5.com.au

NEW MEMBERS

Welcome!

Tom Ballard
Lily Buining
John Bracks
Mark Brown
James Burke
Susan Burns
Bob Burns
Richard Carey
Chris Clark
Robin Russell-Cook
James Russell-Cook
Annette Coulter
James Crabtree-Morton
Melissa Dafo
Daniel Dafo
Jonathon Davies
Marc Gibson
Steve Hamblyn
Trevan Johns
Stephen Knight
Ian Kilpatrick
Michael Lago

Brendan McLauchlan
Eric McNicholas
Cristina Murphy
Natasha Neill
Cameron Neill
Edwin Paull
John Plumidis
Andreas Purnomo
Chris Roach
Graham Rochester
Giulia Schiemer
James Schiemer
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Stephen Wallbank
Helene Walsh
Alan Walsh
Annabel Webster
Jenny Westwood
Michael Westwood

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"I'm very proud to see that we have the people, resources and commitment to succeed with such an amazing event."

Bryan Shedden



President's Brief

We did it! After months of careful planning and preparation, on 27 September we celebrated our Club's 25th Anniversary with the single biggest event in our history. Ottimo House at Denham Court provided the perfect venue for Club Captain Michael Soulos to direct the ambitious show, with over 140 MX-5s on display, more than 300 people attending in the morning, and 234 staying for the formal lunch. Michael was assisted by the entire Club Committee, and I particularly highlight the amazing efforts of Lesa Bunn and Guy Coles for turning plans into reality. I'm very proud to see that we have the people, resources and commitment to succeed with such an amazing event.

All this can't happen without the dedicated efforts of our enthusiastic Committee. The strength of that commitment was perfectly demonstrated at the 25th Anniversary Celebration, with every single Committee member present, including Greg Cox standing in for Peter Rodgers from the Mid North Coast Chapter.

Our 2015 AGM was held on 21 October, and nearly all of our 2015 Committee are returning for more in 2016. Pam Estreich has retired from the Committee after nine years of exemplary service, and our new Regalia Officer is Alan

Townsley. Adam Walker also leaves the Committee after a sterling job with the BreakFast Club over the last two years, and is replaced by Peter Battisson. We also have new Convenors for Sydney Chapter (Ed Crowley), and Hunter Chapter (Lindsay Green & Josh Fitzgerald), who have accepted the challenge to raise the bar set by Guy Coles and Mark Gray.

Our event calendar for 2016 has now been carefully mapped out at the Convenors Conference, held on 21 November at Camden Valley Inn. February will see 64 Club members in 39 MX-5s head to Tasmania for NatMeet. The five day biennial event is fully booked with our members accounting for one third of the National attendance. We have two important milestones to celebrate in 2016 with the 20th Anniversary of the Canberra Chapter and the 10th Anniversary of the Hunter Chapter – some special plans are underway which will be revealed in due course.

On the motorsport front, times are tough with track bookings and we are responding with novelty. One Club track day will be held at Marulan with laptiming for the first time, and in November we will host our first event in another state with a Club track day

at Winton. There will also be three motorkhana dates at Sydney Motorsport Park and three driver training days at Marulan. Yes, we're up for a challenge!

Finally, I must express my heartfelt thanks to the Club Committee for granting me Life Membership at the 25th Anniversary Lunch. It came as an enormous surprise as the machinations were exceptionally well concealed. You have allowed me to join a group of very special people, all of whom I deeply admire for their selfless efforts to make this Club the best it can possibly be. I feel incredibly honoured to have my own contribution acknowledged as worthy of that recognition and I hope that I can inspire others to join me in making our Club even better.

And so with 2015 drawing to a close, I wish all Club members a very Merry Christmas and thank you for participating in our Club's activities this year. When you're out and about on the roads, be mindful that Double Demerits operate in NSW and ACT from 24 December 2015 to 3 January 2016. Statistics show that the roads are no more dangerous in holiday periods than at other times of the year, but double demerits remind us to take extra care. Please drive safe!

Congratulations Bryan Shedden Honorary Life Member



“The best way of keeping a secret is to pretend there isn’t one.” Margaret Atwood

To spring a surprise on our famously well-organised President is no mean feat and so the presentation of Bryan’s Honorary Life Membership at the Club’s 25th Anniversary celebration was planned in the deepest secrecy. Vice-President Glenn Thomas prepared the motion in confidence and the Committee deliberated in hushed tones by phone and e-mail. The unanimous decision was quickly reached and kept well under wraps. Bryan joins our esteemed group of Life Members - Peter and Ruth Simpson, Jean Cook, Zan and Rod Menzel, Jeff Gehrig, Mike and Cobie Hicks and Paul Beerworth.

By Glenn Thomas - Vice President

The Club’s constitution, paragraph 5.2, sub-paragraph (c), empowers the committee to bestow Honorary Life Membership.

Honorary Life Memberships are an exceptional award that has been used to recognise significant contributions to the MX-5 Club of NSW by individuals that even surpasses the those contributions made by the Club’s volunteer workforce.

Bryan Shedden joined the Club as an ordinary member and immediately and consistently distinguished himself. As an ordinary member, Bryan made regular contributions on the “Car Talk” forum that were aligned with the values of the Club and empathetic with the Committee efforts. Similarly, Bryan also carried these values and camaraderie into his participation within motorsport and social events.

Bryan joined the Committee as Publications Officer and realised further evolution of Club Torque magazine; raising the quality of the magazine to an exceptionally high standard while concurrently reducing many of the costs associated with the production. The magazine has further evolved under Bryan’s leadership to the standard where it is regularly recognised as potentially the best product produced by any comparable club.

Bryan progressed into the President position and built on the efforts of Past Presidents by evolving the management of the club. Under Bryan’s leadership and support, the Committee has further developed detailed budgeting and planning of expenditure so as to maximise the benefits delivered to the membership.

To list just some of the achievements realised under Bryan’s leadership include: the realisation of the new club web site, introduction of “Club News” e-mails, restructuring the Club to facilitate the evolution of “Chapters”, effective handover of the motorsports management upon retirement of the previous brilliant team, the refinement of Committee role definitions and the instigation of a more co-ordinated approach to Club Regalia.

While the preceding information outlines some of Bryan’s achievements, I am aware of many more of Bryan’s activities that continually set the Club on a constant path to improvement and growth while remaining consistent with the Goals, Values and Mission of the Club.

Annual General Meeting

President's Award 2015

By Bryan Shedden - President

The AGM of the MX-5 Club of NSW was held on Wednesday 21 October 2015 at Ryde-Eastwood Leagues Club. 44 members and two guests were present for the meeting, which was an excellent turn-out.

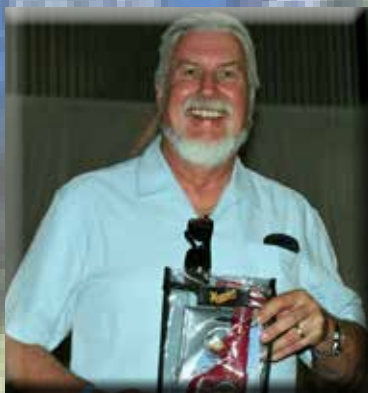
In my President's report, I highlighted the massive growth in membership over the last year and in particular since the ND launch in August - and yes, there was a pie chart or two on display. With the reports from Michael Soulos, David Lawler and Julie Sando accepted, we then elected our new Committee. First there was a fond farewell and presentation of flowers to Pam Estreich who retired from the Committee after nine years of dedicated service. Adam Walker also leaves the Committee after a sterling job with the BreakFast Club over the last two years. Welcome to Alan Townsley (Regalia Officer) and Peter Battisson (BreakFast Club Coordinator) who have joined the Committee. The final formality was the approval of some minor changes to the Constitution, which were accepted.

With the AGM officially closed, we then moved on to our Awards Presentation. This commenced with the presentation of Certificates of Appreciation to our sponsors. Peter Battisson (ACDC) was present to receive his certificate from Vice President Glenn Thomas. The certificates for Mazda Australia, Deckspeed Racing, Blue Mountains Mazda, MX5 Solutions, and an anonymous sponsor will be presented elsewhere.

Next up, Membership Tenure Award badges - sponsored by Peter Battisson from ACDC - were presented by Keith Monaghan and Ken & Maggie Liston to those members who had achieved milestones of continuous membership in the Club during 2015. It was wonderful to have Foundation Member Jim Hull attend to receive his 25 Year badge, and listen to his recollections of the Club's formation. This year there will be 56 recipients of 5 Year badges, 19 for 10 Year badges, 5 for 15 Year badges, 4 for 20 Year badges and 4 for 25 Year badges. The final announcement was for the recipient of the President's Award in recognition of Extraordinary Service to the Mazda MX-5 Club of NSW. The highly deserving winner was Keith Monaghan.



Keith joined the Committee in May 2011 and has been our Membership Database Officer since then. This is a demanding role that requires daily confirmation of membership records and problem solving. Keith has also assumed the role of Team Manager for the Nulon Nationals. Keith has built an excellent relationship with Nulon, and organised the Nulon Tech Night that is a strongly supported event. Keith also produces the membership tenure badges and the Club 25th Anniversary key-rings. And finally, who could forget the enormous contribution Keith made as a committee member for NatMeet 2012 in Canberra. Truly he has contributed an extraordinary service to the MX-5 Club of NSW. Thank you and congratulations Keith!



Off to Ottimo

*The MX-5 Club of NSW celebrates it's
25th Anniversary in grand style*

PHOTOS MEL KELLER JACOB FLAK GRANT WEBBER







Fashion Forward

We chat to our new Regalia Officer Alan Townsley about his debut MX-5 Collection.

STORY MEL KELLER ALAN TOWNSLEY
PHOTO ALAN TOWNSLEY



How long have you owned your MX-5?

About 10 years. I bought my first White NA in 1998, then upgraded to a NB SP in 2002 and went back to the Red NA in 2006. I grew up with a car mad father who had MGs and when I finally had enough money buy a nice car, this was the obvious choice.

What modifications have you made?

The car is pretty standard inside except for the Brown Davis roll bar. I like how the interior is simplistic & functional. There is a long list of performance add-ons including a Garrett 2871 turbo with forged internals running through a heavy duty Exedy clutch, NB 6spd gear box and Torsen differential with yellow speed coil over shocks. NB8A front brakes using street pads for the street and competition pads for the track. The car is pretty much the way I want it now although it would benefit from a respray in the future.

What is your favourite MX-5 Club event?

I love the track days but I don't get out to them often enough. I only seem to make 2 to 3 a year.

What is your fashion philosophy?

I think it's important to be dressed. Always keep a cap handy for when you run out of hair product.

Style and quality are Regalia trademarks, what can we look forward to in future regalia collections?

I like the designs and quality of the clothing that the high end racing teams wear and would like to try & bring some of that to our Regalia range in the future.

What is your favourite MX-5 road trip?

Cant go past a quick trip to the Hunter Valley via some back roads.

What is on your ultimate driving mix-tape?

If I want to lose my licence it's Jamiroquai. But to keep my points, it's The Eagles or Fleetwood Mac.

You have a choice of any celebrity, politician, musician or family member in the world but only 1 passenger seat. Who would be your ultimate passenger?

It wouldn't matter who I chose, Claudine would kick them out of her seat!



It's all in the detail

Getting ready for a special occasion? We ask People's Choice Award winner Gary Nobrega for all his MX-5 beauty tips and tricks.

STORY MEL KELLER GARY NOBREGA
PHOTO JACOB FLAK

There is a big difference between a clean car and a detailed car. Where do you start?

I always start at the Interior. I begin by removing dust from all vents and crevices with a detailing brush, I then use a non-silicon based trim rejuvenator that I spray onto a rag before applying. This avoids over-spray onto windows and everything else. Apart from that - just a vacuum.

What are the essentials of an exterior detail?

The exterior detail all starts with care to avoid damage, at no point should you touch your cars paint finish even right after a wash! A scratch free wash is also important. I start with a quality snow foam pre wash. Once I've finished applying the foam and hose it all off I give my MX-5 a hand wash. General sponges are great but I use a microfibre sponge or wash mitt as it will reduce scratches and swirl marks. I use a pH-neutral wash detergent and ultimately when washing you want 3 buckets. One is the wash bucket, one is the rinse bucket, and one is dedicated for wheel cleaning.

I use Grit Guards in both my rinse bucket and my wash bucket. Grit Guards help dislodge dirt and debris from the wash mitt, and then keeps the abrasive sediment at the bottom where it is away from the cleaner water at the top. The reason you need a rinse bucket is because you want the water in your wash bucket to remain clean throughout the entire process. If you use just one bucket that means you're introducing dirt into your wash water, then using that same dirt to wash your car! I wash a panel at a time, I dip my dirty mitt into the rinse bucket, after rinsing I dip it back into the wash bucket to start the process all over again.

I rinse the vehicle frequently and I don't allow soap to dry on the surface. After I wash my MX-5, I use a drying towel using a blotting method. I never use a Chamois, they trap dirt.

Was there anything that needed more work when you prepared for Concours at he 25th Anniversary celebration?

My MX-5 gets used frequently so there was a lot that needed more work than I expected. From paint touch up on the front nose cone and around the under sills, to suspension and exhaust detailing. All chrome work in the engine bay had to be polished up and anything that was black had to be semi glossed. When I got to the event, I applied the tyre gloss to avoid it going allover the car prior. Throughout the day, I was lightly dusting the car.

Do you prefer to do everything by hand or do you get out the power tools?

Apart from a random orbital polisher and a cordless drill everything is done by hand.

Did you have any help?

Nope but the dog kept me company for most of it.

Any hints or suggestions for a first-timer going into Concours or Show n'Shine?

Think of a Show n'Shine or Concours as a good excuse to really clean your car. Concentrate on areas that you think others won't - door jambs, under bonnet skins, firewalls, spare wheel wells. The smallest detail makes a huge difference and just have fun.

And the winner is Sydney

When it comes to drive days and social events, he's a man with a plan. Meet our new Sydney Chapter Convenor Ed Crowley.

STORY MEL KELLER ED CROWLEY
PHOTOS ED CROWLEY GUY COLES



How long have you owned your MX-5?

Just over one fun filled year. I like the handling that it offers straight from the factory. Plus all of the aftermarket support to modify it in any way you wish. There are so many options to allow you to create a car very personal to you.

How long have you been in the Sydney Chapter?

I have been in the Sydney Chapter for about a year now. I joined because I was so impressed by the openness of the community. Also how well organised everything is.

What sort of events are you planning for the Sydney Chapter?

I am looking to plan a whole load of drives and a few social events such as a car wash day. Fish and chip runs will still be a common occurrence. Social media will be important to keeping in touch so I will post all events on the Club website and share the link to the event on the Sydney Chapter Facebook Group to ensure everyone has the best chance of seeing it.

What is your favourite Sydney Chapter event?

I honestly enjoy all of them, simply because I just enjoy talking to so many like minded enthusiasts who have the same passion for their car as I do.

What is your favourite MX-5 road trip?

My personal favourite is the drive up Bobbin head, onto the Old Pacific Highway. Heading all the way up past the reptile park through Somersby and into Peats Ridge where there is a charming little Café named "Corrugated Café". It is a fantastic top down drive with many great turns to enjoy the car for what it's built for.

What is on your ultimate driving mix-tape?

Usually I enjoy old rock, Metallica, John Farnham, Skid Row, a bit of Queen. It's a real mix up. One day I'm planning to drive the Old Pacific Highway with "On days like these" (from Italian Job) playing loud and clear.

My MX-5

Shift Extender with chrome knob
RC wheels as air vents
Silver A/C vent surround
Blue L.E.D dash lights
Gauges
Sparco racing pedals
Sparco Sprint V Bucket seat.
Fire extinguisher
JVC head unit
SE racing hart 17" wheels
Hot air intake (pod next to exhaust)
Fab 9 coil over plug kit
52mm Alloy radiator, with fans wired to a switch for manual control
RT615K Falken Tyres for grip.
By time of publication, MCA Type XR coil overs and corner weighted.



2016 Jinba Ittai Go Kart Challenge

So what corners at high speed, rides on rails and handles like a go-kart? For those who answered 'an MX-5', not so fast buddy!

20 SEPTEMBER WORDS KERRI LANGWORTHY-WARD
PHOTOS GRANT WEBBER MEL KELLER BRYAN SHEDDEN



On this day, the fastest male & female drivers from five chapters of the MX-5 Club of NSW went head-to-head, butt-to-the-floor on Sydney's best kart track, with each region vying for the illustrious glory of having their chapter name engraved on the "Jinba Ittai" Challenge perpetual trophy. Qualifying rounds were held at each chapter earlier in the year. The fastest, least crashed drivers were chosen as chapter representatives for the title. Their slower, grass and dust stained comrades falling in behind them wielding pom-poms, mascots and megaphones.

The likes of Lewis Hamilton, Sebastian Vettel and the dearly departed Ayrton Senna all started their careers in karting. The bulk of the club drivers were clearly channelling these racing heroes as the CAMS stickered helmets started to appear from bags and track-day boots were revealed - previously hidden under jeans.

"Carnage" would be the key theme of the men's first race. With more testosterone than an NRL grand final, karts smacked against karts and angry tyres nudged competing teams off their best lines. There were spins so graceful Torvill and Dean would be proud and, off-road antics reminiscent of the Leyland Brothers.

When I think of women driving, I think consideration, empathy and courtesy. Clearly those thoughts were delusional as the women's race started with the same hellish fervour that reminded me of the Boxing Day Sale at DJ's - only louder, angrier and on wheels. As the rampage ramped up, so the times fell. Nothing was off limits as one enthusiastic overtaking move saw a large slice of the plastic Armco dragged alongside the track for a bit, a wild few seconds of entertainment.

In both subsequent races, lap times dropped like falling share prices and the electronic scoreboard went wild. When the final race was over, the support crews hoarse and the pompoms put aside, the results were in.

A big shout out to all chapters that took part the day, some people travelling hours to come and enthusiastically take part in what could only be described, from now on, as 'The Festival of Red Mist'.

Thank you to Guy Coles for organising the day and for the electronic score-keeping, supported by the wonderful Stephanie Katz. Thanks also to Luddenham Raceway for their slick organization and the excellent quality of their track and karts. Due to their generosity, 20% of all profits were donated to Westmead Hospital.





RACE RESULTS

CHAPTER	DRIVER	AVG TIME	POSITION	SCORE
MEN				
Sydney	James Horne	35.902	1	48
Sydney	Richard Jamie	36.295	2	36
Illawarra	Bryan Shedden	36.411	3	33
WOMEN				
RPM	Tammie Hotz	36.241	1	48
Hunter	Anna Fraser	37.461	2	42
Sydney	Kerri L-Ward	38.047	3	36
OVERALL				
1 Sydney 188	2 Illawarra 125	3 Hunter 122		
4 RPM 114	5 Canberra 20 (Men only)	Club 1		



Riverina Ramble

CANBERRA 21-23 August STORY and PHOTOS **KEN KEELING**

Early on a chilly Canberra winter morning, 18 Canberra MX-5s headed west for a "history and wineries" weekend run to the Murrumbidgee Irrigation Areas (MIA). Leaving the Hume Highway at Jugiong, we took some reasonably interesting by-ways to Cootamundra, then to Junee for coffee and rendezvous with our two Riverina cars, before turning west, into straight road territory, to the MIA.

Leaving Narrandera, we crossed the Main Canal which feeds Murrumbidgee waters from Burrinjuck Dam to provide irrigated life to the MIA. A stop at McCaughey House, home of Sir Samuel McCaughey, allowed an introduction to the local history of irrigation and McCaughey's role in establishing the MIA.

When McCaughey died in 1919 the last of his Yanco property reverted to government and became YAHs in 1921. We said farewell to Sir Samuel at Yanco village, where he stands in bronze splendour by a lake filled with irrigation water. From Yanco, it was 60 kilometres of straight-ish road to Griffith where we detoured to stop at The Hermit's Cave Lookout. On Scenic Hill, the Hermit's cave complex was once home to the reclusive Valeri Ricetti who arrived virtually destitute, sheltered in a cave on Scenic Hill, stayed there and laboured for 10 years (1929 to 1939) to create 16 hectares of stone structures. - The Hermit's Cave. Interned during WW2, on release Ricetti returned to continue work on "la mia sacra collina", his Sacred Hill.

Valeri Ricetti, the 'hermit of Scenic Hill' was, unfortunately, much less successful than McCaughey, but each in his own unique way contributed significantly to history in the MIA. Our first day's convoy had worked remarkably well for over 400 kilometres, and Friday finished on a convivial note over an Italian meal.

Saturday started with an informative presentation on Griffith and its origins by a local historian - the MIA, reportedly the largest gravity fed irrigation scheme in the world, is one of Australia's most productive agricultural regions and an important viticultural area - the Riverina's wine makers produce one in every four glasses of Australian Wine. With their passion for food and wine, gli Italiani have influenced Griffith evolving into today's cosmopolitan community with 70% now having some Italian heritage.

With one local MX-5 added, our 21 cars made an impromptu visit to the local Mazda dealer, much to his pleasant surprise! Our MX-5s embodied all models - early through

late NAs, NBs, all three NC series, and the new ND, were all represented.

Our next stop was Codemo's, makers of air-dried fermented salami, for a most informative tour and tasting of an excellent range of local salamis. A short drive delivered us to Calabria's Wines, to sample their range of very palatable wines. Naturally, adequate wine was procured for later consideration and evaluation.

From one winery to another - this one McWilliam's Hanwood Barrel, for lunch, but not before yet another history lesson – after all it was a "History and Wineries Run"!

At Hanwood we were guided through the wines sampled during our antipasti lunch and also shared the history of Riverina viticulture through 138 years and seven generations of McWilliam winemakers. The McWilliam's story traces winemaking in the Riverina, starting near Corowa in 1877, through Junee in 1895 to arrival of J.J. McWilliam in Hanwood in 1913, shortly after irrigated land became available. He brought vine cuttings and established vineyards, and by commissioning Hanwood Estate in 1917, established the family as pioneers of MIA wine making.

Our first stop on Sunday was the Rotary Lookout for a last

view of Griffith before visiting the Pioneer Park Museum, a historic collection of buildings and pictorial presentations telling Griffith's story.

Our final stop was De Bortoli's original winery at Bilbul, founded by Vittorio De Bortoli, another of those young men who came to the Riverina and, in their individual ways, became integral parts of its history. Vittorio arrived with little, but worked hard, and clearly succeeded in his ambitions. Apart from establishing a dynasty of wine makers, Vittorio started experimenting with grapes attacked by the botrytis fungus - De Bortoli's spectacular sweet wines, Botrytis Semillon "Noble One" and "Black Noble" are the culminations of those endeavours.

Amongst De Bortoli's Bilbul products are their Sacred Hill varietal wines – maybe "uno saluto" to Valeri Ricetti and "la mia sacra collina" – his Sacred Hill.

Because it closed my circle of Griffith's history from one Sacred Hill to another, I chose Bilbul as the place to end our "ramble" and let people find their own way home.

I hope everyone else found our 800+ kilometres of Riverina Ramble an interesting way to experience some of the "History of and Wineries in the Murrumbidgee Irrigation Areas".





Hills of Hall

CANBERRA 18 October STORY **KEN KEELING** PHOTOS **KEN KEELING TONY McDONALD**

This year our "Gourmet Gallop in Spring" moved to The Hills of Hall with the Vineyard Café at Brindabella Hills Winery the venue. As we neither wanted to hire the venue or have an "alternate serve" menu, a limit of 25 diners was agreed with café management. To provide at least some car time, a short pre-lunch run with sufficient time for product evaluation was planned.

Notwithstanding last minute cancellations and additions, 10 MX-5s plus 2 "other" cars and 23 people were ready to leave our assembly point on time at 10.30 sharp! Departure northwards via the new Majura Parkway to skirt around ever-expanding Gungahlin added only some 15 kilometres to the most direct route and had us at the venue on time, remarkably without losing anyone en-route through the suburbs. The winery at Brindabella Hills provides a modern wine making facility for small local vineyards and a tour and very informative and interesting talk on grape varieties and modern techniques was provided by oenologist (wine maker) Brian Sinclair.

Brian's talk was accompanied by ample opportunity to taste palate-pleasing examples of his current and past products for various local vineyards, which was not only well received by our group but also well demonstrated our eagerness to learn.....

Somewhat later than scheduled, we were all seated in the attractive Vineyard Café overlooking the Murrumbidgee Valley back-dropped against the impressive Brindabella Hills - what an appropriately named venue! The Café's a la carte menu offered something to tempt everyone and dining was soon under-way, accompanied by the vineyard's wines - very palate pleasing.

As some had afternoon commitments, it was decided that the "run" would finish after lunch and it would be a laissez faire return home. A modicum of negotiation about just which partner would be the "designated responsible adult" for the trip home was noted. Fortunately, everyone seemed to reach an amicable outcome.

Feedback received post-run indicates that our Lunch in the Hills of Hall has been yet another very enjoyable outing in great cars and company by the Canberra Chapter.



Peat and Jill's Breakout

ILLAWARRA 17 OCTOBER STORY **BRIAN CLAYTON KEN TUCKEY**
PHOTOS **BRENDAN BARR BRYAN SHEDDEN**

Saturday morning dawned bright and clear, despite pessimistic predictions from the weather bureau. The crews of 34 people in 17 cars met the leader for our briefing where it was decided, in the interests of safety, to split the group into two sections, Pete to lead the first group and Mark to lead the second group a few minutes behind.

All set, odometers set to zero, CB set to channel 13 and off we go, everyone expecting a magical weekend. While we have done the first part of the trip many times, it is always exhilarating having a brisk run up Macquarie Pass, notwithstanding the brief slow down caused by a vintage car half way up. On through Robertson and out through Bundanoon, how wonderful to be free of the polluted city air. A brief few kilometres on the highway then off at Marulan for morning tea and coffee. The café took our orders at the tables and most of us received our orders of coffee, milk shakes. Next it was off down the road to Goulburn then out the back and on to our lunch stop at Crookwell via, well, now the route to the lunch stop was open for debate ...

After missing the first turn in Goulburn, soon corrected with a U-turn, there were some mutterings about the navigator. Shortly afterwards, another intersection, another pause for consultation, a quick U-turn and on again. Were we concerned? Not at all, we were still in NSW after all! This trip was turning into quite an adventure and with the top down, the sun shining, the air fresh with all those country smells, all we needed to do was sit back and admire the magnificent views which seemed to appear at every crest in the road. With only a few kilometres to go to lunch we find another intersection whose road signs did not match the instructions. To make

matters worse it seems there is a typo in the odometer instructions.

Which way to go? "Left" says our fearless navigator and off we go. It becomes apparent that "right" was probably the correct answer but, Hella, (pun intended) this is a magical mystery tour. As doubt begins to mount and mutterings become louder, we come to an intersection with the direction to Crookwell clearly marked.

We drive into town to meet up with group 1, outside the pub ready for lunch. Hey guys, what did you do to your nice clean shiny cars? Oh, I see, you took the right turn at 162 kilometres, and what's that you say, 15 kilometres of dirt and dust, what a shame! After thanking Hella, our navigator for choosing the clean route, we proceeded to enjoy one of those great lunches for which country pubs are famous.

After lunch we mount up for the next phase of our trip, on to Cowra for dinner and our overnight stop. Compared to the morning, the afternoon trip was relatively uneventful, passing through towns like Rugby, Hovell's Creek and Darby's Falls. Uneventful, of course, if you ignore Ken's attempt to pass his Akubra through the air into the following car, or Gary disappearing to do a driver change (Car 54 where are you?). Some of the scenery along the way was truly spectacular and the granite formations on the hills at Darby's Falls are worth the trip to see. And all the way the friendly banter on the CB. Magical!

Into Cowra, a quick check in at the hotel and off to the Japanese Gardens (well, for some of us). The Japanese



Gardens have a well-earned reputation for their beauty and their tranquillity. This was well worth the price of admission even if we only had an hour to enjoy the experience. For the others who had seen the gardens, pre-dinner drinks and a dip in the pool for some intrepid souls. Then it was time to put on the dress up stubbies and the formal thongs and into Pete and Jill's trivia competition. What a great time with the highlight being the "Heads or Tails" competition.



Commentary for Day One would not be complete without some mention of dinner. The restaurant was run by some very nice and hardworking staff but their system was straight out of Fawlty Towers. All of our orders were assigned the same table number but when we came in for dinner we sat at a number of different tables. Then the staff had the job of finding owners for the dishes they had prepared. An order of curried chicken came and went three times before somebody put their hand up and claimed it. Needless to say some of us got approximately what we ordered very late in the evening.

But nothing could spoil what was a fantastic first day. There was just enough time for an after dinner party around the pool and a few hours' sleep.



After a relaxed breakfast (some were maybe a little slow after a late night chatting around the pool), a quick stroll for many to view the beautiful gardens throughout the town, a friendly chat and final briefing, we headed off in two convoys, towards Bathurst. All cars surprisingly clean. The road was narrow, twisty and sometimes rough but wasn't it fun. We passed through several small but gorgeous towns like Neville, where there were railway carriages set up as a bed and breakfast and Blayney, with its wonderful old houses. We stopped at Millthorpe for morning tea. A quaint and touristy old town, with the best lolly shop plus other interesting shops. We arrived Bathurst and did the obligatory lap. Even at 60 it is exciting. We pulled over on the esses run off area and took photos. What an awesome spot with such awesome views.



Next stop was lunch at O'Connell pub. "Dusty" Feutrill got lost (again) but Mark took team clean straight there. The food was slow but well worth the weight. We were entertained by an Elvis tribute artist and he was really good. The group split up with some heading towards Lithgow while the rest sprinted towards Goulburn, on some of the best MX-5 roads anywhere and then sadly we were homeward bound. An absolutely delightful couple of days.

A big THANKYOU to Peter and Jill for a truly great weekend.



Not the Hoover Dam

ILLAWARRA 16 AUGUST STORY AND PHOTOS **BRENDAN BARR**

The safety talk confirmed our suspicions that the Hoover Dam was out of the question, however we might make it to Warragamba.

So we headed for Picton's sunny but cold climate. The cold had two fairly immediate effects. Firstly a beautiful blue MX-5 developed a serious gear lever wobble, and went into the pits for repairs. Secondly some bladders experienced serious tightening, causing another early pit stop. Perhaps the tops should have been up with heaters on?

We wound up Barker's Lodge Road and fired up the after burners to head across from Picton to Warragamba via The Oaks.

Morning tea was a feast of beautifully cooked slices and biscuits that may have had origins from supermarkets. Then off to the dam wall to take in the sights and check the visitor's centre. The observant amongst us found out which dam supplies our Wollongong water, there may be a question on this next dinner meeting!

Our next stop was to be Cataract Dam. Many pleasant kilometres were spent winding across to this destination via Douglas Park, down a narrow road with huge overhanging sandstone rocks, to the causeway where Brendan attempted to snap photos of the crossing. Then up to Appin via the next crossing of the Cataract River. The picnic area was crowded and positions on the BBQs were scarce. Where is Paul Byers when you need him? Luckily a handy BBQ was produced from the depths of an MX-5 boot and, presto we were off and cooking!

Sumptuous meals were prepared and devoured, stories swapped, brags enhanced, and before long it was time to hit the road for home.

A truly enjoyable day, thanks to Barry for organising it.





Luttrell's Historic Valley Experience

HUNTER 18 OCTOBER STORY **BARRY AND JENNY LUTTRELL**
PHOTOS **GRANT WEBBER JOSH FITZGERALD**

Twenty seven members and visitors and 14 cars met at Beresfield Hungry Jacks on Sunday morning confronted with our normal car park populated with modified Holden Commodores and their drivers. The weather did not look promising with low cloud and the occasional shower. Not the best conditions for a 250 kilometre run through the foot hills of the Barrington Ranges. Fortunately the Commodores soon left and we were ready to roll. Roofs up or down? Decisions, decisions!! Great, the rain had stopped so roofs came down. We headed out on the back roads through scenic farms and historical villages of Morpeth (a 1820's frontier town and busy river port), Largs, Patterson (another old river port), Vacy, and Gresford (birthplace of Lindermans Wines). Jenny provided a summary via CB as we passed various historic locations of interest.

We were now on Bungleburra Rd with its tight corners, climbs and drops through the foot hills of the Barrington mountains to take us through to Chichester Dam. Oh it's wet, additional care needed here!! These are great MX-5 roads of mostly good surface (despite a number of minor road works) with great sightseeing from the ridges and valleys. Goody it's a wet day with minimal traffic.

A welcomed morning tea was had at Chichester Dam with no rain and some sunshine and we shared yummy goodies. This

provided an opportunity to catch up, discuss the cars, take photos and check out the dam and its environs.

M'mm unpredictable weather, and insufficient time ended a planned run up Salisbury Road. Now it's a direct run from Chichester to Dungog (dodging the tourist bus along the way) for lunch at the Dungog RSL Club located in Dungog's historic Memorial Hall. We shared lunch and many stories and a birthday for one of our members all at dedicated tables in the dining room.

Our afternoon return run started with a convoy along Dungog's main street (Dowling St) and out to Clarence Town (another old river port), and then on to Morpeth via Seaham, Walllong and Hinton. Although we had occasional showers this was a nice country drive through historic towns and great scenery with stops to put our roofs up.

Our finish at Morpeth provided time for us to do some sightseeing of the old river port town centre, visit historic hotels or drink coffee at one of the many coffee shops along the main street and take some photos.

Many thanks to all members and visitors who contributed to making this a most successful and fun run.



Phil's Cheese and Horses Run

HUNTER 23 AUGUST STORY **RACHEL CRAWFORD**
PHOTOS **JOSH FITZGERALD**

What a difference a day makes, with the Hunter temperatures reaching a very warm 28+ degrees on Saturday we knew that it could not last and Sunday dawned to a rain system that stretched the length and breadth of the region. As a dedicated group of members assembled at BP Beresfield, the conversation focused on the BOM radar and if there was any hope of some lids off driving during the day. Mark Gray's inspirational comment was "there's not much rain - you'll be fine", as he headed off home to look after the sick Lynda.

With 10 members, 2 prospective members (Steve and Trish who deserve special mention for making the effort on such an inclement day) and a visitor, we headed off up the Hunter Express way to Lovedale and on to the scenic hunter roads around the wineries. One up side of the rain was the Pokolbin traffic was much lighter than normal and the group was easily able to stay together as we made our way to our first stop at Broke.

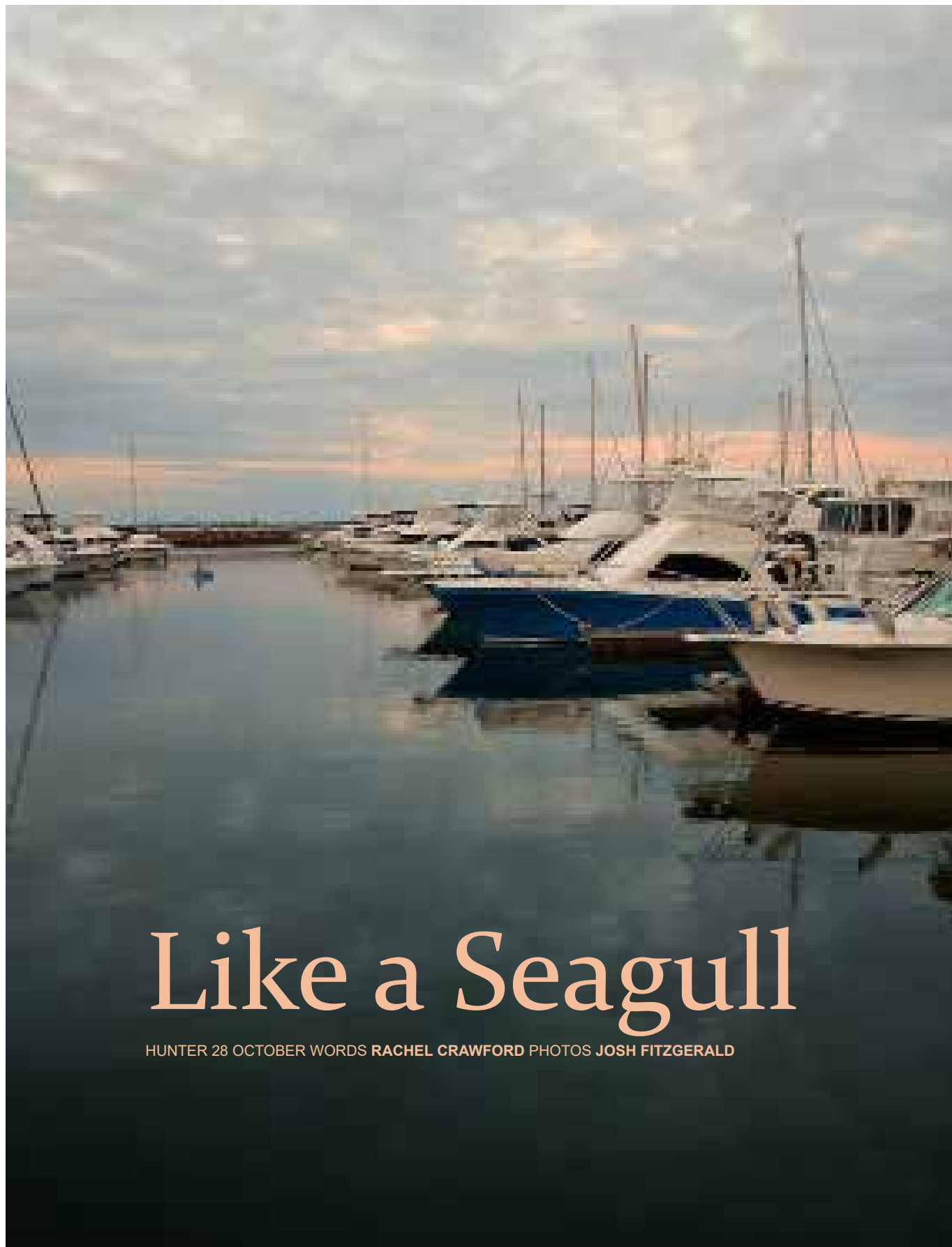
With "Standing water on left edge of road" claiming the prize as the most repeated phrase over the radio for the day. It was decided at Broke that it was not worth the risk of potentially closed causeway and the route from Jerries Plans via Bureen to Denman was dropped for the, less interesting but guaranteed open Golden Highway to Denman for morning tea. More viewing of the BOM radar was had, with the 128 kilometres loop looking promising and the ability to walk back to our cars without a umbrella, there was some hope of the roofs coming down.

The dark clouds over the Barrington Tops, put an end to that thought and we took off towards our lunch stop at Gundy. We turned off the Golden Highway on to Mangoola Road and did the railway line zig zag. With great views across the middle of the Hunter and definitely a road less travelled, it was a pity that the wipers were running almost all of the time.

The stretch along Kayuga Road, producing great water displays as the MX-5s crossed the multiple causeways along this road.

We crossed over the New England Highway and on to Segenhoe Road. The lovely cherry blossom trees that line this road, made it feel that spring might possibly be in the air, it was just a shame that the continued rain made them hard to appreciate.

Traversing the many water logged spots and some pretty poor road surface, we finally made it to the Linga Longa Inn at Gundy for a hearty pub lunch. The weather having make the trip out significantly longer than normal and lunch concluding at about 2:45pm, the group decided that making your own way home via the highway was the best way forward. Saying goodbye to hopefully two new members we all made our own way back home. I'm hoping to be able to do this run again in the future, but on a much sunnier day.



Like a Seagull

HUNTER 28 OCTOBER WORDS **RACHEL CRAWFORD** PHOTOS **JOSH FITZGERALD**

Yes it is official, Hunter Chapter has now had an ND in attendance for one of our runs. With some pre-event Facebook trash talk, the pole position went to our new member Jonathon Davies with a very attractive Soul Red Roadster GT. We also welcomed new members Susan & Bob Burns in Susan's Red NC, along with long time member Peter McAulay, whom has struggled to get to many run's due to work commitments.

Given the time of day and the expected peak hour traffic, the run was declared a way point event with run sheets provided to all 8 cars. A good thing too, as the run leader got distracted by the maniac 4WD drivers and the massive B-double in the middle of our pack and proceeded to miss the Hexham turn, oops!

In some respects the B-double was a good thing, as not being able to see me, the majority of the cars successfully made it over the bridge and onwards to Nelson Bay. Run leader and the couple of cars behind made the course correct courtesy of the RMS turn bay designed for this eventuality (so nice of them to build it for me) and we were over the bridge and back on track. Josh & Lindsay spotted and caught us up along the way, joining our merry band of MX-5s.

In spite of Rachel's propensity of rain, it stayed dry all the way and the full complement made it to Nelson Bay to meet up with more Club Members. John & Gaye Morgan in the company of Max & Shan Kelly had a more leisurely run out to the bay, whilst Ray & Heather Noonan from Fingal Bay, having been a member for 2 years, meet us there for their first ever club event.

Having pried everyone away from the ND, we wandered on down to Sandbar Seafood on the d'Albora Marina for dinner. At first it looked like the Fish & Chip shop was closing but was soon swamped and made look lively by our large group of members hungry for deep fried goodness and a cheeky glass of wine by the harbour. Soon it was dark and people started to make their own way home in the still (slightly) warm afternoon air. Jonathon, being the proud ND owner, gave everyone another good look and touch of his pride and joy leaving a lot of members envious.

There were a lot of new faces on the night suggesting that more Hunter evening midweek runs and social events will be on the cards.





Willwarrin Pub Run

MID NORTH COAST 14 OCTOBER STORY **GREG COX** PHOTOS **KEIRAN RODGERS**

As the year draws nearer to a close, I thought we should try a new destination for our October run, and what better than an historic 1890's bush pub in the heart of Slim Dusty country.

After a quick coffee at the Rivermark Café in Port Macquarie, our five MX-5s drove north through the never ending and frustrating road works that is the M1 freeway to Kempsey. As we drove into Kempsey for morning tea at the River Cafe, we met Mike Walken-Brown who had driven down from Nambucca Heads to join us. We enjoyed a sumptuous snack while overlooking the Macleay River in a beautiful garden setting with the township of Kempsey in the background. Prior to departing the car park, we had the pleasure of comparing the sound from new Roadster Sport mufflers recently fitted to Peter and Kevin's MX-5s. The jury is still out, but I still prefer mine!

Crossing the Kempsey bridge, we then drove west on the Armidale Kempsey road to where the fun really began on this quiet, winding stretch of road, ideally suited to our MX-5s. We soon passed the original home of Slim Dusty and followed the Macleay river flats out to the small village of Bellbrook. After a short break we drove back to our lunch destination, the Willawarrin Hotel.

We arrived to some initial confusion over our lunch booking, which they had recorded as dinner, however, the Chef soon managed to satisfy most of our orders. Carole and Keiran then hit the snooker table for some high stakes pool, while Mike W and Peter McD discussed the finer points of wine and other expensive beverages, which Mike later displayed from the boot of his MX-5.

As we were saying our goodbyes, we noticed a young boy drooling over our collection of MX-5s, so Kevin took him for a short ride while his Mum stood by with her camera. We may have a new club member in around 10 years.

We then said our farewells and agreed the Willwarrin Pub should become an annual feature on our run calendar.



Port to Dorrigo Run

MID NORTH COAST 12-13 SEPTEMBER STORY **GREG COX** PHOTOS **KEIRAN RODGERS**

It was a perfect Mid North Coast Spring morning as 5 cars assembled at the Port Macquarie Service Centre for our annual weekend run to Dorrigo. We started our drive west through the old timber town of Wauchope, and then climbed the winding Oxley highway into the mountains, where a recent resurfacing of the road further improved the enjoyment of driving this twisty stretch of bitumen.

Our first stop was at Gingers Creek Roadhouse for morning tea, which for some including Carol, consisted of a more-ish Banana Smoothie, while listening to a caged Cocky trying to talk over the roar of super bikes passing in the background. Feeling refreshed, we then continued north west along the Oxley highway through to Walcha, passing through picturesque merino sheep and cattle properties, to our lunch stop at historic Uralla.

We enjoyed a leisurely lunch at the Coachwood Hotel, before heading north on the New England highway passing through Armidale and Guyra on our way to the small village of Ebor, stopping briefly to view the 100 metre water fall in the Guy Fawkes National Park.

A further 40K drive brought us to our destination for the night at the Heritage Hotel in Dorrigo. Heritage listed, and still owned by the original family that built the property in 1925, it offers comfortable accommodation and great food at a reasonable price. We were joined here by Nambucca Heads

member Mike Walkden-Brown, who was unable to join the run at Port Macquarie.

During dinner that night, it was decided that rather than taking our usual return route home on Sunday, we should drive further North along the "Corkscrew" road to Nymboida, then down the mountain range to Coffs Harbour and South along the coast road home.

Next morning, after a hearty breakfast, and for some a brief visit to the Dorrigo Rainforest Centre and Skywalk lookout, our now 6 car contingent drove North along the amazing and twisty "Corkscrew" up to Nymboida, with a brief rest stop en route. We then travelled down the mountain range to Coffs Harbour encountering a few of the World Rally Championship cars on their way to compete in the Australian round outside Coffs Harbour.

The freeway drive south was uninspiring but unavoidable as there are no alternatives in this area. Our next and final stop was at Macksville for lunch at the Star Hotel, before saying our goodbyes and agreeing that this is one of our favourite runs for the year, and all looking forward to next time.

Our thanks to Mike Walkden-Brown for organizing the run, and Peter and Keiran Rogers for leading us on the 750 kilometres round trip.

NULON Nationals

26 SEPTEMBER STORY KEITH MONAGHAN PHOTOS BC PHOTOGRAPHY





Well we come to the last round of the year for the Nulon Nationals. This is the most difficult event for the MX-5s with straight-line, standing start runs.

We attacked the event with a team of:-

Verne Johnson
 Todd Herring
 Glenn Thomas
 Scotty Gibbs
 Andrew Lawler
 Keith Monaghan (Team Manager)
 David Lawler (Support and Photography)

We all headed down on the Friday and met at the motel. The trip proved interesting for Verne following his GPS and a meeting with a Kangaroo. Both car and roo slightly damaged.

Saturday arrived bright and sunny and arriving at the airport it was surprising the large variety of car attending the event.

We signed in and prepared for the day and what an interesting day.

As a team we did well for our cars with times in the 13 & 14 second area. This must be put in perspective with comparison to cars built for this type of running. The fastest car was a road registered Nissan Skyline which did a 9.375 seconds for the 400 metres and went through the speed trap at the 500 meter mark at 166.05 MPH (267.2KPH).

After a great day we retired to the Pub for a meal, some drinks and the presentations. Well done to RTDC for their overall win.

I would like to thank Nulon for their organisation and the running of this championship. We as a club punched well above our weight with 3 drivers in the top 20 after 4 events. (see below)

Bring on next year. It starts on the 16th January with a motorkhana.

MOTORSPORT PRESENTATION

POINTSCORE TROPHIES



1

Luke Kovacic

Class 3

Fastest Lap

WPR 1:12.99

SMSP 1:06.25



2

Gus Elias

Class 4

Fastest Lap

WPR 1:14.53

SMSP 1:07.81



3

Tristan Rappo

Class 6

Fastest Lap

WPR 1:11.59

SMSP 1:04.72



4

Daniel Gardner

Class 7

Fastest Lap

WPR 1:09.87

SMSP 1:04.87



5

Tony King

Class 8

Fastest Lap

WPR 1:09.11

SMSP 1:05.28



6

Mel Keller

Ladies' Champion

Fastest Lap

WPR 1:14.02

SMSP 1:10.89



7

Mark Palmer

Class 5

Fastest Lap

WPR 1:12.58



8

Phil Ashton

Class 9

Fastest Lap

WPR 1:09.13

SMSP 1:07.81



9

Mitchell Bennett

Class 2



10

Keith Bridgement

Class 11

Fastest Lap

WPR 1:10.10



11

Todd Herring

Class 10

Fastest Lap

WPR 1:05.03

ENCOURAGEMENT AWARDS

Wade Jenkins

Jason Atkins

Ian Mash

Graham Fletcher

Dan Szwaj

Justin Ibrahim

Ian Combes

Alan Barclay



FASTEST LAP OF THE DAY

Todd Herring

Wakefield Park 31.05.15

1:05.13

Patrick Bramston

Wakefield Park 08.02.15

1:08.21

Daniel Deckers

SMSP South 12.04.15

1:00.23

Matilda Mravcic

Wakefield Park 07.12.14

1:05.57

LAP RECORDS - SMSP South

LAP RECORDS - WAKEFIELD

Class 2 Keith Monaghan 1:15.50
Jeanine Pickford 1:30.26

Class 3 Luke Kovacic 1:12.99
Kim Jacobs 1:18.56

Class 4 Gus Elias 1:14.53
Alex Breitsameter 1:20.59

Class 5 Mark Palmer 1:12.58
Tammie Hotz 1:19.16

Class 6 Tristan Rappo 1:11.59
Lesa Bunn 1:18.45

Class 7 Daniel Gardner 1:09.87
Jill Feutrill 1:27.90

Class 8 Tony King 1:09.11
Mel Keller 1:14.02

Class 9 Phil Ashton 1:09.13
Kristy Herring 1:18.30

Class 10 Todd Herring 1:05.03
Matilda Mravcic 1:05.57

Class 11 Keith Bridgement 1:10.10

Class 2 Keith Monaghan 1:09.79
Jeanine Pickford 1:25.28

Class 3 Luke Kovacic 1:06.25
Kim Jacobs 1:12.40

Class 4 Gus Elias 1:07.81

Class 5 Warren Hotz 1:08.28
Tammie Hotz 1:09.75

Class 6 Tristan Rappo 1:04.72
Heather May Koorey 1:21.80

Class 7 Daniel Gardner 1:04.87

Class 8 Tony King 1:05.20
Mel Keller 1:10.89

Class 9 Ralph Thompson 1:02.71

Class 10 Daniel Deckers 1:00.23

Class 11 Peter Barnwell 1:04.03





On Track for a Good Time

25 OCTOBER STORY AND PHOTOS **GRANT WEBBER**

Is there a better way to spend a beautiful Spring day? Joined by over fifty-five fellow MX-5 enthusiasts to embrace the spirit of Jinba Ittai and put drivers and cars through their paces at the ever challenging Marulan Driver Training Centre? Thought not.

Sunday 25th October was the third visit of the MX-5 Club of NSW to the MDTC facility in the NSW Southern Tablelands, just north of Goulburn. The crisp, foggy springtime morning was quickly replaced by crystal clear skies and the smell of bacon and coffee. We were soon on the track for a walking reconnaissance lap; Geoff and Scott from MDTC providing enough guidance to soothe first-time nerves and assist more experienced drivers looking to hone their road and track skills. Early runners reported a very "green" track that offered little in corner grip. Thankfully cool heads prevailed and the track cleaned up nicely for the first group of first-timers.

In all there were 14 first-timers across two groups, each with an assigned advisor to demonstrate the capabilities of their MX-5 and to teach safe and effective driving techniques. A massive thanks must be given here to the advisors for the day; Bryan Shedden, Melissa Keller, David Lawler, Keith Monaghan, Luke Kovacic, Guy Coles, Gustavo Elias, Russ Maxwell and Steve Green. A special mention for Phil Ashton who was drafted in two days prior and spent all day running between vehicles. Without the willing assistance of our advisors the driver training days would not be the success they are. Pleasingly, a large proportion of the first-timers were also new Club members.

Our first pre-planned Juniors group, for drivers under the age of 17, was on track next. Again, each young-driver was assigned an advisor for the day and it was pleasing to see the increasing confidence of each driver throughout the day. The group was a huge success and hopefully experiences such as these develop safe road-users and establish long-term relationships with the Club and MX-5s. Sunday also saw the Marulan debut of the new ND MX-5. Four ND's made it on track throughout the day, and all appeared right at home. Kudos to Bryan Shedden for testing the efficacy of the anti-lock braking system at every possible opportunity.

Overall the day was a massive success, with all drivers getting nearly an hour of on-track fun. The huge grins and constant pit-lane chatter was a clear demonstration that all drivers enjoyed the day immensely and gained invaluable experience of "spirited" driving in a safe and supportive environment. Finally a huge shout out to the organisers of the day; Steve Fisher, Lindsay Green, Josh Fitzgerald, Helen Green and overseer David Lawler. Without the tireless efforts of these guys days such as these would not happen. Innovations such as the Junior group and online registration/payment undoubtedly improved the overall experience, and feedback is always sought to make the day better. The fact drivers were seeking entry right up to the day before is a testament to the continued success of the driver training days. See you all next year for more fun!!

ALFA Club 10 Hour

17-18 October STORY **STEWART TEMESVARY** PHOTOS **STEWART TEMESVARY GRAHAM FLETCHER**

Not content with a second place at the Phillip Island 6 Hour Regularity Relay, those mad-keen motoring men at the RPM chapter have taken on The Alfa Club 10 Hour Relay held at Winton Raceway on the weekend of 17th and 18th October 2015.

The 2015 event was the 10th anniversary of the Alfa Club Regularity Relay and to celebrate the milestone the event was run as a 10 hour relay having the following format:

- a 3 hour practice / qualifying session on Saturday morning 9.30am to 12.30pm;
- The first 4 hours of the event starting at 2pm Saturday afternoon;
- The final 6 hours of the event on the Sunday.

RPM Chapter entered a team for this year's event comprising Tony King, Stewart Temesvary, Glenn Thomas and Greg Bunn as the drivers. Graham Fletcher volunteered to be the team manager and he was very capably assisted by Phil Munnings and Ray Estreich. With all drivers except Tony having no previous experience this was going to be a tough event to perform well in.

The 10 hour event started with our team converging on Winton Raceway on Friday afternoon, where all our cars were scrutinised. Phil got there early and was helping the officials with the checking in procedure. We also set up our garage, which was being shared with the MX-5 Club of Victoria and Tasmania. It was then back to the Wangaratta Caravan Park for the night. Saturday morning saw an early start to the day, getting to the track at about 7am. Following a drivers briefing it was soon time to start the practice session. With Tony already familiar with the track it was decided to split the 3 hour practice session into half hour sessions, with Glenn and Greg getting 2 sessions each and Tony and Stewart getting one session each. Practice went well and

Glenn and Greg quickly got familiar with the track.

As Tony had previously competed in the event our team decided he would start the event. The start of the event involved one lap under safety car and then the green flagged dropped. Tony then settled into a rhythm. The plan was that Tony and Stewart would do a 30 minute session each, then the team would run 45 minute sessions for the rest of the event. This went according to plan for the first hour, but during Glenn's first session on Saturday he pitted early with a slipping clutch. Greg took the track under the first safety car of the event, which lasted about 15 minutes. Greg then ran his scheduled 45 minute session under green flag to get the team back on schedule.

At 6pm the checkered flag dropped on the first 4 hours of the event. The team then considered contingency plans for the next day if Glenn's supercharged NB8B was unable to continue in the event. Glenn decided to drive it back to Wangaratta to see if the clutch was still slipping.

Sunday saw another drivers briefing with the start grid published. We were starting second last. Tony was concerned that this indicated our placing in the field after the first 4 hours, but his fears were allayed when it was explained that the start order for Sunday was the order in which the teams crossed the finish line after 6pm the previous evening.

The restart of the event was simply the cars being released from pit lane at 2 second intervals from 9.30am. Glenn was first on the track and the problem of the previous day did not reoccur, which was a relief to the whole team. Glenn handed over to Greg who then ran most of his 45 minute session before the event was red flagged. There had been an incident on the second last corner where a Peugeot appeared to have brake failure and rolled and ended



r Relay

up on its side. Two Alfas receiving significant damage by just being in the wrong place at the wrong time. The Peugeot and one of the Alfas were probably write offs, while the second Alfa was probably repairable. It certainly reiterated to us all that this sort of thing could happen at any time and that it was not just a Sunday afternoon drive through the countryside.

As Greg was fairly close to the end of his session Graham decided to change drivers and Tony took over from Greg. The 20 minutes under red flag meant the track time would be shorter than planned, so the team adjusted the allocation to each driver for the rest of the day.

The scoring for the event is similar to the Phillip Island event if you are slower than your nominated time, in that you receive bonuses if you are close to your time. Unlike the Phillip Island event, if you break your time at the Alfa Club event then that lap does not count in the tally of total laps covered by the team (whereas at Phillip Island the team get heavily penalised if you break your nominated time).

The presentation ceremony started with an announcement by the Clerk of the Course that the Porsche team had been disqualified from the event for significant variation in speed and that they would not be invited back.

With the disqualification of the Porsche team there were only 39 teams left.

The Secretary of the meeting read out the results in reverse order. It was not until the Secretary read the 14th place finisher that we heard the words "Team RPM". We were elated with our finish in the top third of the field. The MX-5 Club of Victoria ended up with its teams finishing 4th, 5th and 7th.

A big thank you to all the support crew for their efforts. It was a great event and Team RPM will definitely be back there next year to try and improve on this year's fantastic result.

What is Regularity?

In the past the club has included a regularity event as part of the club track days. For those not familiar with these events, they involve each competitor nominating a time that they believe they can drive consistently to. Penalties are imposed for being faster or slower than the nominated time. At the end of the event the person with the lowest number of penalties is the winner.

A feature of this style of event is that the fastest competitor is not the winner, it is the most consistent competitor. Therefore, the slowest competitor has the same chance of winning as the fastest competitor.

For about the last 10 years some of our club's members have been involved in regularity events run by the Festival of Sporting Cars at Wakefield Park, Easter Creek and Mount Panorama. These events were a step up from club track days, where the added complication of traffic and changing weather conditions made it harder to maintain the nominated times.

For the last 5 years our club has entered teams for the Victorian 6 Hour Regularity Relay run at Phillip Island, hosted by the Phillip Island Auto Racing Club Ltd. These events are specifically designed to give club members the chance to form teams of drivers and pit crew to compete against other teams. Each team usually consists of 4 to 6 drivers and their cars. Note, each driver drives their own car.

It is not a race but rather a Regularity event and as such does not just involve outright speed. Each driver nominates a target lap time which they believe can be consistently maintained. If you:-

- go quicker than your time the lap doesn't count,
- hit your target time then you get the lap plus a bonus,
- if you are slower than your target time then you get only the lap.

Each team is only allowed one vehicle on the track at any one time and each driver drives their own car.

The Phillip Island event, run on the first weekend in August, has been one of the premier events in our clubs motorsport calendar for a number of years. This year the clubs commitment to the event involved 20 drivers and 18 support crew devoting at least 4 days to the event and the travel to and from Phillip Island. In 2014 the Phillip Island event was awarded the CAMS event of the year in Victoria, a very prestigious award.

The weekend of 17th and 18th October 2015 saw our club's first foray into the Alfa Club 10 Hour Relay at Winton, with great success and overwhelming enthusiasm for the event. RPM Chapter will certainly be back to Winton next year.

Club Trackday & Ir



Interstate Challenge

29 AUGUST STORY **DAVID LAWLER** PHOTOS **ANDREW EDGAR** andrewedgar.com

The first club track day of the 2015/2016 competition year was run at Sydney Motor Sport Park South Circuit on Saturday 29th August 2015. This track day was also the annual Interstate Challenge event between teams representing the MX-5 Club of Victoria and Tasmania, and the MX-5 Club of NSW. With 78 drivers organised into 7 run groups, it was going to be a very busy day.

Conditions were almost ideal, with a prediction of no rain and a top of 20 degrees. To assist the visiting drivers from the Vic&Tas club, they were given a 3 lap familiarisation run behind a course car, with each having an experienced NSW driver in the passenger seat to give some track tips.

Starting from 9:30am, drivers had the opportunity for 5 runs before the day concluded just after 4pm. Greg Bunn managed to squeeze in 32 timed laps, one more than anyone else. Did you sneak in a few extras Greg? This is the first MX-5 Club track where we used on-car timing transponders, and although there were a few units that were found to be faulty during the first session, the system proved to be effective over the day.

Fastest on the day was Daniel Aplin in his Nissan-engined MX-5, with a best time of 58.8615 seconds and a new record

for an MX-5 on this circuit. Cameron Macarthur caused some crowd excitement late in the day when he took his new and unmodified MX-5 ND for a run. It wasn't as fast as his turbo race car, but with a lap time of just over 1:10, it compared well against the typical times of the standard NA, NB and NC MX-5s in classes 1 & 2. There were no major incidents, although Gus Elias did provide some entertainment with a very spectacular spin right in front of the control tower. Unfortunately it resulted in some suspension issues which caused him problems for the remainder of the day.

The Vic & Tas drivers had never driven on the South Circuit before, and they found it very challenging. That probably helped contribute to a handy win by the NSW team with 140 points, while the Vic&Tas team scored 94 points. Thanks to all the officials who contributed to the day. Organising and running our South Circuit track days requires lots of people, and we are lucky that so many members of our club are so generous with their time. A special thanks to Ian Williams and Lester Gough. They are not MX-5 Club members, but they came along and lent their expertise to help make the day a success.





Supersprints Rounds 6 & 7

29 AUGUST STORY **DAVID LAWLER PHILLIP DONNELLY** PHOTOS **GAIL PALMER**

The 6th round of the 2015 CAMS NSW Supersprint Championship was run by the MX-5 Club at Wakefield Park on Sunday 13th September. I can report it was a well organised and run event and I want to thank Brett Gilles for his assistance as Clerk-of-Course for the day. The MX-5 Club was represented by 21 drivers and although this was the smallest turnout at a Supersprint this year, we were the best represented club at the event. Drivers had up to 7 runs, and could have had more, but the day finished a little early due to a lack of cars fronting to the grid.

Tony King set a new class 6C record of 1:09.732, beating his own record from Round 2 by just over .25 of a second. However, probably due to conditions, this doesn't match his PB at the club track day in May, so I reckon there is a chance he will lower the record again at the November Supersprint. No pressure Tony!

Ed Cory set a PB at this event, breaking into the 1:09s for the first time. Congratulations Ed.

The MX-5 Club drivers again prevailed to win the round, scoring 481 points, 145 more than the ARDC. In the club championship, the MX-5 Club has 3.418 points, leading the ARDC by over 1,000 points. While this a formidable lead, with 2 rounds remaining it is not unbeatable.

Class results for MX-5 Club drivers:

1B	Bryan Shedden 2nd Keith Monaghan 3rd
1C	Philip Donnelley 3rd
2B	Daniel Gardner 2nd John Karayanis 4th
	Derek Mock 5th Jon Fox 6th
2C	Luke Kovacic 3rd
3A	Mark Palmer 2nd
3B	Ralph Thompson 1st Cameron Williams 2nd
	Steven Williams 3rd Phil Abraham 4th
4B	Ed Cory 2nd Ian Combes 3rd
4D	Matt & Greg Perry were 5th and 6th
6A	Tony King 1st with a class lap record
SVB	Greg Bunn 2nd Gus Elias 3rd
SVC	Russ Maxwell 3rd

40 Club Torque

Round 7 of the CAMS NSW Supersprint Championship was held at Sydney Motorsport Park, South Circuit on Saturday 3rd October.

There was a much smaller than usual entry list with only about 70 cars entered, including 13 hardy MX-5 Club members who must have missed the weather report! With temperatures at over 30°C by 11am it was not a comfortable day to be inside a track car with the (compulsory) windows closed - who thought that was a good idea?!

The smaller groups meant there were more runs than usual available, though not many cars did more than four or five runs, with overheated cars and drivers!

As usual the MX-5 Club was well organised with a large marquee and we set up camp in a group. The MX-5 Club won the pointscore on the day from the ARDC by 334 points to 260 points. This gives the club an almost unbeatable lead with one round to go at the Australian Supersprint Championship round at Wakefield Park in November. This was another good effort by our supersprint drivers in very difficult conditions.

Class 1B	Keith Monaghan 3rd
Class 1C	Phil Donnelley 2nd
Class 2A	Scott McGarry 1st
	Tony Williams 2nd
Class 2B	Daniel Gardner 1st Jon Fox 2nd
Class 2C	Luke Kovacic 3rd
Class 4B	Chris White 1st David Lawler 2nd
	Ian Combes 3rd
SVB	Mike Hicks 2nd
SVC	Russell Maxwell 3rd
	Craig Gartlacher 4th



MX-5 Cup Final Round

01 November WORDS **STUART McFADYEN** PHOTOS **STUART McFADYEN** **STEVE GREEN**



2015 MX-5 Cup

STORY **STUART McFADYEN** PHOTOS **STUART McFADYEN GRAHAM MISON**

It was a scorcher of a day out at Sydney Motor Sport Park on Sunday. There was talk of showers and thunderstorms throughout the day and after a couple of sessions out on track, we would have given anything to have them, just to take the temperature down a notch. But some sunburn and sweat patches weren't going to distract us from the fact that there was a title show down to be had!

The November meet is always difficult to get numbers to and with the Winton 300 the following weekend it was a reduced field, but provisional first, second and third in the championship were there to see the season through, Scott Walker leading, Stuart McFadyen second and Steve Green lurking ominously in third. There were only 5 starters in the Cup, so out of necessity we were rolled into the Historic and Invited Sports Cars race, an interesting and diverse field from Mini's to Galaxies. There were some early concerns that the MX-5's and the Historic's might be a bit of a mis-match, but it actually made for some great racing! The MX-5's all qualified at the front and scampered away early having their hard fought battles, then with the short track and the speed differential; started lapping the back markers. Negotiating lapped traffic whilst still keeping up your hammer and tongs scrap was like condensing a 1 hour race into 12 minutes (and with the heat a 12 minute race felt like an hour!)

Scott Walker took pole after a greasy qualifying, but David Stone made the most of the rolling start in race one and put an immediate move on Scott going up the hill after the start line. Scott and David diced it out for the rest of the race with Scott along side at several occasions into one hairpin then the next. David put his 35 years experience to good use and had an answer for each attempt, eventually winning by just 0.1 seconds in the scamper across the line.

Race 2 sadly had David and Ian Caldwell missing so it was left to the three title contenders to battle it out. Scott lead us away, with Stuart McFadyen on his tail and Steve Green staying in touch behind a moonlighting John Anastas. Scott held the lead until about 5 laps in when he missed a gear coming up the hill from the second hairpin letting Stuart through. Then the tables were turned with Scott all over the back of Stuart as the predictably unpredictable lapped traffic came into play. Some tight but clean racing later Stuart took the flag in front of Scott and Steve.

The trophy race had more of the same, Stuart getting a narrow early lead that Scott challenged hard, but in the end it was Stuart first, Scott second and Steve third. So who was going to take home the Cup? Scott had come into the weekend with a nice lead in the points and after a good solid performance had enough to be crowned 2015 MX-5 Cup Champion with 115 points. Steve with a class win and nice boost from the dropped round grabbed second place with 107 points and Stuart came in third with 99 points.

A massive thank you to everyone who participated the the 2015 MX-5 Cup, there was some fantastic hard, but most importantly fair racing this year, everyone keeping the spirit in which the MX-5 Cup was founded. A big thanks also to our sponsors Audio Technica and Deckspeed Racing and the Cup committee who put in the time to make sure these events happen. See you in 2016!



Steve Green Scott Walker and Stuart McFadyen



"It's time to challenge yourself and take your driving to the next level"

The MX-5 Cup Team would like to invite all those budding racers to come join us for the 2016 season. Join the whole series or dip your toe in the water for a one off event. Provided you have gained sufficient experience like MX-5 Club of NSW Track Days or CAMS NSW Supersprint events, we can provide the support to take you to the grid for the first time.

We provide competitive but sporting racing, with consideration for new entrants to the sport.

Just visit the MX-5 Cup page on the MX-5 Club of NSW website to see the Rules, Regulations and Eligibility and most importantly; Committee contacts who can help answer any questions you may have.



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