

CLUB TORQUE

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

WINTER 2011

Great Escapes

Kuntry Kuzzin's Armidale Adventure
BreakFast Club MX2500
Mudgee Weekend
Tassie Targa Adventure



How to Host a Supersprint

We show them
how it's done!







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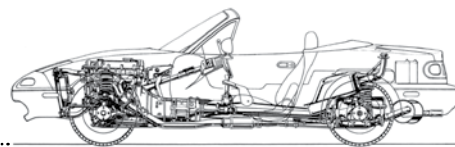
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Main Cover Image: Autumn colours and delightful country lanes were the order of the day on Kuntry Kuzzin's Armidale Adventure. (Peter Hilkmann)

CLUB TORQUE - WINTER 2011



From the Editor



Membership in the MX-5 Club opens the door to a rich variety of friendships. Perhaps the most enduring way to meet fellow members is to join one of our weekend or multi-day trips, and during the last three months, there have been *four* to chose from! Naturally, selecting the theme of this Autumn issue of **Club Torque** was an easy choice ... *Great Escapes*.

At one end of the spectrum, we have the *Mudgee Weekend*, which was an overnight run to the "nest in the hills", and return to Sydney via the delightful Bylong Valley Way. The Hunter Chapter stepped up with *Kuntry Kuzzin's Armidale Adventures*, spending four days exploring the Northern Tablelands district, united with members from the Queensland club. Fans of our BreakFast Club were treated to four days of roadster nirvana on the MX2500, savouring most of the best driving roads on the southern end of the Great Dividing Range. Finally, a small contingent from the Canberra Chapter boarded the ferry for a fortnight in MX-5 Mecca for the *Tassie Targa Adventure*. Through each of these Great Escapes, many new friendships were forged, old ones were reinforced, and some great stories emerged.

The pinnacle of *Great Escapes* for MX-5 Club members must surely be the biannual Natmeet. With nine months to go before we assemble in Canberra, 137 people have already registered and there is room for many more. Don't miss out on what will be a truly special experience - register today!

The last few months were also notable for motor sport competition in our club, including hosting a round of the NSW Supersprint Championship, competing in three other Supersprint rounds, and two club track days to finish the 2010/11 Competition Year. And of course this issue includes reports on several Cruiser Runs, Chapter Runs and BreakFast Club Runs for you to enjoy.

Lastly, by popular request, you will find a "*Torque Back*" letters column on page 5. Please write in with your feedback, suggestions or observations. Just remember to keep it short & sweet!



Bryan Shedden #68

The President's Brief

• Words: Glenn Thomas

• Photos: Bryan Shedden, Peter Hilkmann



It's been another very busy quarter which I suppose should not be unexpected for a club that has such diverse and varied range of interests. Indeed, when a club evolves around a car that appeals to so many people for so many reasons, it is only logical that there will be a lot going on at any point in time.

Another competition year has come to a close with the reputation of your Club's capacity to manage such events being the envy of other Clubs. Of course these things do not happen by accident but are the result of the dedicated commitment of a band of people who work tirelessly to constantly improve on their already excellent performance. While I cannot capture all of those who contribute to this result, I would like to publicly thank: Mike & Cobie, Zan & Rod, Kevin & Jenny, Phil, Narelle & Chris, Robert, Pam, Jean, Judy, Joe, Bill & Val, Kevin and the Battisson Team.



Continuing along the "busy" segue, I unfortunately had to pass the honour of presenting the **New Member Of The Year** award to Mick Hicks. Mike had the pleasure of being able to present the NMOTY award to Roger Palfreyman at the club track day in May. Roger, often accompanied by the lovely Judy, brought the little NC along to all sorts of events. Whether it be at the restaurant or the track, if there was fun to be had, Roger would be there (and collecting MOTY points at the same time!).

While taking this opportunity to thank people, I would also like to thank Stephen Carter for his long term contribution as Membership Database Secretary. Stephen is stepping back for a well earned rest and handing the reigns over to Keith Monaghan who will now look after and further develop



the on-line aspects of the Membership Database. Similarly, I would like to thank Keith for this and numerous other contributions that he makes for the betterment of our club.

Another group who have been working very hard is our **Natmeet X** team headed up by Peter & Jill Feutrill. The team includes Keith & Sue Monaghan, Philip & Cheryl Ashton, Paul & Margaret Beerworth.

For those who have not previously experienced the Natmeets; they are the premier national MX-5 event that is held every second year at a hosting location. 2012 sees Natmeet X being hosted by our (NSW) club and appropriately being held over the Easter long weekend at the national capital – Canberra. To see the range of activities, please have a look at the web site <http://www.mx5.com.au/Natmeet2012>



Natmeet X organisers Phil Ashton, Keith Monaghan and Peter Feutrill redefine the three wise monkeys.

Being a motoring club, a fundamental area of interest has to revolve around how we drive; particularly when a good part of our life is had enjoying pursuits associated with driving. To that end, Club Captain Mark Garven is developing a **Code of Conduct** for our club runs. The details will be published in the next issue of **Club Torque**. The underlying principles are to drive within the limits of your abilities and the constraints of the law as applicable for the conditions. Further to this, we also require our members to drive in a manner that will encourage courteous and respectful driving for all road users.

Lastly, I would like to thank all members for their ongoing participation and enjoyment of the club before recommending the rest of this issue of **Club Torque** for your ongoing enjoyment. I look forward to seeing more of you at our events. ■

Membership News

• Words: Keith Monaghan

Introductions

G'day all. I am Keith Monaghan and I have taken over the role of Membership Database Secretary. My first priority was to process all the new applications for membership. This has been completed. The next part of the process is, with Ken Liston, to develop the membership packs, which will include your badges and membership cards, and Ken will send these out. Hopefully by the time you read this you will have them in your possession.



Our current membership count is 566

New Members

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

Danny Baldwin	Angela Moran
Joe Barker	John Munro
Mitchell Bennett	David Neely
Mark Brunacci	Matthew O'Neal
Daniel Carpenter	Peter Oppert
Phil Cosstick	Gregory Perry
Sue Cosstick	Colin Roberts
Stephen Delaney	Mike Roberts
Peter Gorman	Robert Skerman
Hugh Hollier	Geoff Slender
James Horne	Kim Slender
Bernadette Hunt	Bryan Teo
Nicola King	Hayden Tilley
Gaynor Lawler	Bernard Tresidder
David Lawler	Pat Tuckey
Christine Lemon	Ken Tuckey
Nick Lemon	Det Voges
Eamonn Matthews	Hemmi Voges
Vanessa McBride	Gary White
Marion McNeill	Christopher White

Moving Forward

My next project will be to look at the option of changing the membership renewal date to a common date each year. This will help with our current IMG system and will take us back to the method previously used. As this is developed I will email details of the proposal.

Hope to see you on the runs. ■

Torque Back

• email: publications@mx5.com.au

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

Loving the new Club Torque

Have just finished reading the Autumn edition of Club Torque. Well, you've done it again! A most interesting and informative issue. Well done and please keep it up! Please also pass on my appreciation to all who helped make it such a great club magazine. It reinforces to us all what a great club we have. It is a privilege to be a member.

Bill Dougall, Cherrybrook, Member #833

And some more love

I have to personally congratulate you on the Autumn issue. It was not long ago we that we looked in awe at the MG Car club and other car club mags that Mike Hicks brought to the committee meetings. This latest edition is the most professionally presented and visually appealing document I have ever seen. We now must be the envy of other car clubs.

Bob Gage, Castle Hill, Member #1003

Copping a face full

Thank you very much for the article you printed in the Autumn 2011 **Club Torque** titled "Techtalk: Check those drainage holes!" I did check my drainage holes and found that one of them was absolutely chock-o-block full of crap. Didn't I get a surprise when I pushed an 8mm soft plastic tube up the drain from below the car? Yes I did, and a face full of water and mud. This may also explain the water in the sills that I had to drain some months ago. All in all, I'm glad I am now aware of this issue. Thanks again for bringing it to my attention.

Scott McGarry, New Lambton, Member #2056

Thankyou to Murray Finlay, MX-5 Club of Victoria for giving permission to reprint the article. -Ed

Test Driving the MX-5 Club

Our names are Bob & Anne Quinlan and we drove the Suzuki on the Kurri Kurri run on 27th March. We had a great time and as we intend to buy an MX-5 when we get home from Europe on the 13th July. Both Anne and I found the members very friendly and helpful in regards to buying an MX-5. We hope to meet you when we join the club and get the MX-5.

Bob & Anne Quinlan, via email

Kuntry Kuzzin's Armidale Adventure

• Words & Photos: Peter Hilkmann

• 22-25 April 2011

It has become customary, each non-Natmeet Easter weekend for a get together to occur between NSW Hunter Chapter and QLD clubs. This year "Kuntry Kuzzin" – Stephen Carter once again organised a fantastic weekend, with plenty of *Good MX-5 Drives*, fantastic food, wine and accommodation. And what more could you ask for on an Easter Long Weekend, than driving your MX-5 on some great roads, and sharing the weekend with great company and fellow members from the MX-5 Club.

So before we get too far into this story, lets give our host and organiser Stephen Carter a very big **THANK YOU** on behalf of the attending members – **a FANTASTIC EFFORT Stephen!**

The Hunter contingent started from our usual spot at the end of the F3, and headed north toward Gloucester via Clarencetown for our first stop, Morning Tea. Then along Bucketts Way where we rejoin the Pacific Highway at Nabad, for a brisk run up to Wauchope for our Lunch stop. If you are in the Wauchope area and would like a good meal we recommend the **RSL Club**; they won't let you go hungry.

The real FUN started after lunch though. With our MX-5s and our tummies fueled, we were ready to tackle the Oxley Highway, and what a fabulous road this is (*As featured in Autumn 2011 issue. -Ed*). The bends just keep on coming one after the other for over 40km. The MX-5s and their drivers were having the time of their lives, although the same could not be said for all the co-drivers. After all it is a bit different sitting in the passenger seat! Nonetheless we all got through the esses with tummies intake, and with the incentive of Double Demerit Points, none of us were out to set any records on the weekend.

After regrouping at Walcha, we headed straight for the motel at Armidale, and after a good day of driving, we arrived at the **Deer Park Motor Inn**, just in time for Happy Hour. This of course set the scene for every subsequent night of our stay: Happy Hour followed by a three-course dinner. I must say that the staff at the

motel looked after us very well, and the dinners were all just great.

On Easter Saturday, Stephen had organised a guided tour and morning tea at the historic **Saumarez Homestead** now owned by the National Trust. Our group was split up into three smaller groups, and we all set off in different directions with our own tour guides. The tour proved to be very informative and interesting, with many of us surprised to see the homestead in remarkable condition and pretty well as it would have been a century ago. The tour was followed by the obligatory Morning Tea and of course a photo opportunity in front of the old homestead, in an area not normally open to cars.

We were soon on our way again, this time to Bendemeer, via Kentucky and Wollun, for our lunch stop. Keeping in mind that we were due to have



another three-course dinner in the evening, back at the Motel. Maureen and I opted to share a lunchtime meal between the two of us; after all we still wanted to fit into the MX-5 on the way home!

After lunch some of the group decided to see if they could find a winery and do some wine tasting

... they failed miserably, because not only could they not find the winery, but it was *closed*. They had better luck on the Sunday however. Meanwhile the others headed further south to find "Gravity Hill" at **Moonbi Lookout**. It is so called because a slight downhill slope appears to be an uphill slope due the layout of the surrounding land, creating the optical illusion that a car left out of gear will roll uphill! After a brief and relaxing stop at the lookout, it was decided not to go to the vineyards (because they were closed anyway) and head straight back to the motel for our Happy Hour, and got everyone involved in hand-feeding the deer kept at the motel.

Sunday, and Stephen Carter was going to put us all to the test, in more ways than one. Can you imagine how quickly a loving relationship can deteriorate

whilst taking part in a wild goose chase called an “**Observation Run**”? Most of us (but not all) got through the first one OK. But just when we thought it was all over and we could breathe easy again, Stephen handed everyone another set of “*Cryptic Instructions*”. Well, I think the whole experience must have been a little overwhelming for the participants as most decided after a short try to opt out and drive directly to the lunch destination.

We did however manage to come up with an overall winning team. They were Deb (from Weston) and Aaron (from Tamworth). Note these were just two people who teamed up together for the day to compete in the observation run. So there is a lot to be said for doing such an event with a total stranger. And that has the potential to save lots of marriages!

As it was Easter Sunday, Stephen took us for a visit to **Gostwyck Church**, not far from Uralla, (where we had Lunch). A lovely little church in the middle of a farming area, surrounded by avenues of deciduous trees. A beautiful sight in autumn with all the leaves starting to change colours.



It was now time for our Baccanalian friends to quickly head off to the winery for some wine tasting and purchasing, before closing time. Whilst the remainder lingered for a while to enjoy the surroundings of Gostwyck Church, before returning to our motel where we enjoyed another Happy Hour and a fantastic meal was once again put on by the wonderful staff at the motel restaurant.

As this was our final night together with our friends from Queensland, it was time to hand out the various awards on offer the weekend. Awards for the “**Cryptic Observation Trail**” were handed out to members from both NSW and Queensland. But the prize for the “**Turtle Races**” went to the Queenslanders, even though it was initiated by the New South Welsh(wo) men. A great night was had by all, indeed a great weekend was had by all.

On the Monday morning, we bid farewell to our friends from across the border, as we headed south to our beloved Hunter Valley. But it’s not over yet, as we still have our journey home, and getting there is half the fun. Thanks to the generosity of Wendy and Bruce we were treated to Morning Tea at Bruce’s farm on the outskirts of Tamworth. After morning tea Bruce very kindly showed us around the property, and we saw some of the improvements he had already made in his short time of ownership.

We all arrived home safe with plenty of happy memories of a great weekend away in our MX-5s. The weather couldn’t have been better, with a little fog in the morning and clear skies during the day. And not a drop of rain, until we got to Broke, about 30km from home. It was just enough to rinse off the dust. ■



The MX2500

• Words: Michael Soulos & participants

• Photos: Gavin Cross, Allan Cruz, Deen Hameed

• 28 April - 1 May 2011

The MX2500, a consummate run, a pleasure to plan, execute and reminisce. This report is a compilation of short grabs from the people who were there from start to finish for your enjoyment as we had ours on the run.

Opening with David Spankie, who said *"It had been raining and cold for days. I told Michael to go without me. I went and found myself driving quiet back roads winding through farms and forest with some of the most challenging and exhilarating climbs and descents I have ever experienced. How good is Elliott Way and Tawonga Gap?! The MX2500 were some of the best days I have ever experienced behind the wheel. When you have a great car, roads, weather and company, you get a sensational road trip."*

Allan Cruz our photographer/poet laureate was wax lyrical in describing the MX2500 as *"a gathering of kindred souls smitten by the intimate confines and sublime handling responses of the Mazda MX-5. BreakFast Club multi-day events cater to members who want more than a social day cruise to fully experience the pure driving pleasures of their MX-5. We got drenched on the Hume Hwy, blanketed by fog along the Murray and accompanied by chilly conditions on a clear cloudless days through the twisty mountain roads of the Snowy Mountains and Victorian Alps. It was simply priceless when with people bonded by the Mazda MX-5."*

Victor Lee reported that *"the MX2500 was the long,*

winding and open roads that allowed us to roam freely over mountains and through valleys for what seemed to go on indefinitely. Trees of all shapes, colours and sizes passed us by and for the whole time, I would question whether I was awake ... dreaming ... or somewhere in between."

People ask *"What is a BreakFast Club Run all about?"* **Robert Forsyth** wrote in his grab *"It is the fun of getting up very early; creeping around the house in the dark being careful to not wake up the rest of the family; stumbling over the dog who thinks it's even too early*

for her walk. It is to drive a roadster built for a fun run with the wind in my hair and the freedom of MX-5 motoring on the open road. The MX2500, is about a "mateship" and everyone enjoying themselves in safety."



A highlight was the 250km Great Alpine Road and **Barry Byerley** recorded his recollection in these words *"I led the Great Alpine Road section in perfect weather with few cars going south. The sector up to Mt Hotham was challenging (reputedly 450 corners in a 50km climb) and reminiscent of a neverending ski slalom. This magnificent MX-5 road snakes its way up to **Danny's Lookout** where John had a flat battery. There were waves and smiles all around on hiding the jumper leads as some MG TCs crested the mountain. The downhill is characterised by undulating stretches with sweeping corners on a beautifully surfaced road that warranted a stop for a coffee and reflection at Omeo. A fabulous*



50km section followed, not unlike the Putty Road gorges but three time longer, then lunch on a floating seafood restaurant at Lakes Entrance. A truly great morning's drive."



John Petrich avoided talking about his battery, putting in his own words the tempo of countless twisty mountain sections we drove "BLACK ICE WARNING, ohh great. Never driven on black ice before – this is going to be fun. 'Keep four seconds distance between each car' – wonder why – we head up the first hill – first gear – second gear – turn tight right hander, turn tight left hander, straight 50, tight turn left hander, tight turn right hander, straight 60. Pull over and let the two guys behind me pass – ah, clean air and road – turn left tightens tightens – tightens – downhill straight – 70, 80, 90 – sweeping left hander – very very tight – hard on the brakes – harder on the brakes – back end wiggles – wiggles – first gear – neutral – rolling stop – WOW. Only another 140km to go to the next stop – first gear – second gear – third gear – sweeping left hander tightens tightens ..."



Deen Hameed who captured one of the great MX-5 road shots over his windscreen wrote "To have a wife that is happy to tag along on some of the best roads I've ever driven, in a car so communicative and involving is something I will cherish for the rest of my life. To share a road with amazing individuals made this an incomparable experience. The four days rushed by as we chewed up the kilometres. In a single stroke, every single experience that one dreams of when buying a MX-5 came together and alive!"

Russ Maxwell was short and to the point "Great weather & people. Great roads & people. Great

driving & people.

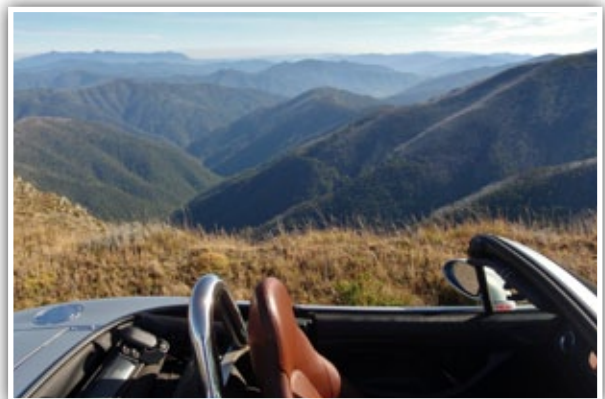
Great scenery & people.

Great organisation & people.

Great places & people. Did I mention

people!!! Summary "The best four days I've ever had PERIOD. Thanks Mike."

I leave the last words to our new old friend, **Melvyn Lyle** who could not be discouraged: "What were we doing in this movie? Child bride, geriatric NA and I (ages totalling over 160 years) – breakfast run indeed – put ourselves in the middle of the pack at the off just to watch the lads disappear over the first hill in a nanosecond – POOF – vanished (real **Wizard of Id** stuff). The start and pattern setter for the rest of the run, – friendly buggers! We loved it and want our characters back in the sequel MXwhatever."



I wish to thank Barry for our accommodation, Victor and Robert for organising the seafood restaurants. Our fuel finder Russ for his boot full of tools, fuel and emergency additives. Deen for the safety camera software. Allan, Deen, Gavin and Mark for their fabulous images posted on the Forum and to everyone for leading their sections, their great company and contribution in making my life a little easier. Lastly thank you Mazda and the MX-5 Club of NSW for being there, without them there could not be an MX2500. ■

For details of the route, reports by the participants, and photos galore, visit the [mx5cartalk forum](http://mx5cartalk.com/forum/viewtopic.php?f=63&t=45903).

<http://mx5cartalk.com/forum/viewtopic.php?f=63&t=45903>

MX2500 ROUTE SYNOPSIS

Day 1: Pheasants Nest - Breadalbane - Cullerin - Gunning - Gundagai - Wondalga - Tumbarumba - Jingellic - Kiewa - Beechworth

Day 2: Beechworth - Lake Hume - Jingellic - Khancoban - Thredbo - Jindabyne - Rocky Plain - Adaminaby - Kiandra - Cabramurra - Tooma - Corryong - Kiewa - Bright

Day 3: Bright - Mt Hotham - Omeo - Lakes Entrance - Cann River - Bombala - Wyndham - Pambula - Merimbula

Day 4: Merimbula - Tathra - Bermagui - Central Tilba - Narooma - Moruya - Malua Bay - Batemans Bay - Nowra - Shoalhaven Heads - Gerringong - Home

Mudgee Weekend

• Words: Lesa Bunn

• Photos: Peter Howe & Keith Monaghan

• 16-17 April 2011

Mudgee was the destination for a weekend away in April. 43 MX-5 members took to the roads heading for the wineries, sights and the chance to see some of the countryside around the back of Mudgee.

It was quite a sight for the early morning McMuffin crowd at McDonalds McGraths Hill to see so many MX-5s lined up. From this starting point the group headed up the Bells Line of Road to our morning tea stop at **Secret Creek Cafe**, a beautiful rustic restaurant located within an endangered native wildlife sanctuary in the back of Lithgow - some may even call it a hidden location - those that were there will know what I mean. Nothing like a little challenge along the way!

Onwards to Mudgee and lunch at **Di Lusso Estate** followed by an afternoon of visiting the wineries and the local area. It seems everybody has a favourite Mudgee winery and there is an evergrowing list to choose from.



The **Wanderlight Motel** was a welcome sight at the end of the day and an impromptu pre-dinner "debriefing" quickly gathered momentum giving all a chance to recharge before the long walk next door to

the **Courthouse Hotel** for dinner – a brilliant idea from Kim and Julie. After dinner we had the pleasure of being entertained by Allan Caswell, a six time Golden Guitar winner and composer of "On the Inside", the theme to the *Prisoner* TV series. Word quickly spread that we were in the presence of a songwriting legend and I don't believe Allan or the locals could get over being descended upon by those strange city folk driving MX-what?

On Sunday morning it was off via some great MX-5 roads via Bylong, where unfortunately it was the wrong time of year for the annual mouse races, and on to Aberdeen and **Pukara Estate** with the chance for morning tea and sampling of their award winning oils. From Aberdeen we travelled the Golden Highway through small country towns across to the Putty Road.

Lunch was held at the new **Halfway House** along the Putty Road. Thanks to all who joined in and made this a great weekend. ■



We are off to do it all again in October so why not join us for the next MX-5 weekend away to Young on the Labour Day long weekend. Bookings are now open - check the club website for details.



Tassie Targa Adventure

• Words & Photos: Tony McDonald

• 7-22 May 2011

Eleven members of the Canberra Chapter recently undertook a two-week tour of Tasmania with their beloved MX-5s ... and in most cases with their beloved partners too!

As many of the group had toured Tassie at various times in the past, there was a great deal of experience to draw on, and this ensured the group maximised its experience on this trip.

Our route around the island was generally dictated by the location of our overnight accommodation, but otherwise there was flexibility in choosing a route from A to B. The group's focus was on seeing and experiencing as much as possible in the time available, but without having to rush each day's activities. A great deal of travel was on B and C class roads (all bitumen), which gave access to the *real* Tasmania as well as taking us on the best MX-5 roads and through the best scenery each area had to offer.

We travelled through some truly wonderful scenery and visited some interesting (and historic) sites. Both Hobart and Launceston have their fair share of historic buildings – but our visits to **Woolmers Estate** and **Clarendon House** in the north of the island were particularly rewarding to those with an interest in the island's history. Our time at Hobart saw most of the group visit the **Salamanca Markets** (twice) and the **Mona Gallery**. The Mona Gallery has some exhibits that may not be everyone's cup-of-tea, but it is definitely an experience not to be missed. The building alone is worth seeing!



Away from Hobart and Launceston, we criss-crossed the island and travelled through a variety of towns like Scottsdale, Bicheno, Richmond, Ross, Evandale, Deloraine and Queenstown etc savouring the delights each had to offer. Most of the group travelled together except for two cars that

ventured to Stanley in the north-west for an overnight stay before rejoining the group in Strahan.

Overnight stays were spent at Freycinet and Cradle Mountain/ Lake St Clair National Parks to allow those interested time to explore the natural attractions.



The wine connoisseurs in the group were catered for with visits to **Pipers Brook**, **Jansz**, and **Freycinet** wineries. Our varied gastronomic interests were also satisfied through visits to a raspberry farm, cheese shops, and purveyors of the island's finest scallop pies. The need for a daily caffeine fix was well met as great coffee shops were found in even out-of-the-way townships. As was the group's adopted tradition, each evening a 'wine and cheese' session was held to savour some of the island's gourmet offerings. These were supposed to be modest pre-dinner "drinks and nibbles" but grew substantially over time to challenge the need for dinner at all!

No car-based tour would be complete without some form of mechanical mishap along the way (despite the legendary reliability of the MX-5), so the first challenge (day 2) was to re-attach Bob's air-conditioning compressor that had come adrift from its mountings. Fortunately this was achieved with limited tools and a great deal of humour by Peter, our group's qualified mechanic. Peter's expertise was also offered later in the trip to replace a failed clutch master cylinder on Ken's car. A sincere *group thanks* to Peter for his generosity and expertise!!

So, after two weeks in Tassie and many hundreds of kilometres added to our cars' odometers, we made our way back to Devonport for the return ferry trip to the mainland. A full final day's driving from Hobart (via Poatina and Sheffield) and some medicinal reds with dinner ensured a sound night's sleep on the ferry.

Friendships – both new and old – benefited from the camaraderie only a small touring group can engender. So much so that the next venture (a cruise around NZ in a luxury liner) will involve many from the same group, eager to enjoy each other's company yet again! ■

Club Track Days

• Words: Mike Hicks

• Photos: DGB Photography



Since the Autumn edition of **Club Torque** the club has conducted two track days at Wakefield Park to wrap up the 2010/2011 Competition Year.

Round 6 – 9th May 2011

On the Monday following our Supersprint round, 75 club members and visitors competed. A number of club members took advantage of the 50% discount on their entry fee as they had acted as officials on the previous day.

Fastest Time of the Day and first in Class 9 was once again Val Stewart in “Archie” her Mazda RX7 with a time of 1:07.10. Second was visitor Barry Rees in a Subaru WRX with a time of 1:08.08, whilst Patrick Bramston in his recently acquired ex-Shane Otten ex-Renny Roden turbo-NA was third outright and first in Class 7 with a time of 1:08.44.

Class winners on the day were Bryan Shedden (1), Keith Monaghan (2), Roger Palfreyman (3), Ian Vickers (4), Tony Williams (5), Mark Hellmund (6), Dennis Brady (8) and Keith Bridgement (10). Mark Hellmund’s new class record time of 1:09.35 for a naturally aspirated road registered car was exceptional. Other class records were set by Val, Patrick, Tony and two of our

lady competitors Lesa Bunn and Lea Farrell. The “Old and Bold Award” was won for the second time by Ian Vickers from Phil Mayo and Lindsay Burke.

Round 7 – 3rd July 2011

The final round for the year had 80 competitors, which was a *record turnout for one of our club track days*. Fastest Time of the Day was recorded by Patrick Bramston, this time running with slicks in Class 9 with a time of 1:07.03. In second place, just 0.01s behind Patrick was Robert O’Young in his Nissan S14A (Class 11), and third was Val Stewart with a time of 1:08.15 (Class 9).

Class winners were Bryan Shedden (1), Glenn Thomas (2), Roger Palfreyman (3), Ian Vickers (4), Peter Browning (5), Mark Hellmund (6), Craig Gartlacher (7), Dennis Brady (8), and Nigel Bryan in Steven Pender’s Widebody PRB (10). Apart from Patrick Bramston’s new record in Class 9, the only other records broken were to our two ladies, Lesa Bunn who further lowered her best time in Class 6 to 1:21.19, and in Class 10 Lea Farrell who swapped her Honda S2000 for her NSX - they say you can never have enough Hondas - to record a time of 1:19.52. The “Old and Bold Award” went to our newest member of the over-sixty club in Phil Ashton who won from Ian Vickers and Lindsay Burke.

Thank you to all those club members who have helped out in an official capacity at our track days during the past 12 months, without your assistance it would not be possible to run these days. Particular thanks to Zan Menzel for her work as Event Secretary and Chief Timekeeper.

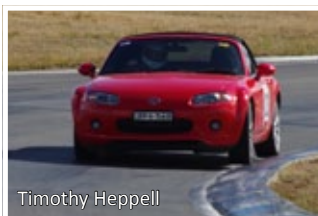
The **Competition Presentation Evening** will be held at the **Ryde Eastwood Leagues Club** on Wednesday 26th October. Trophies are awarded to class winners for best laps and pointscore, regularity winners, encouragement awards as well as recognising those regular officials. I look forward to a healthy turn out of members.

Our next track day, the first for the new-year, will be on Sunday 4th September. Refer to the Motor Sport page of the club website for details of the **revised classes for next year**. ■

MX-5 Club Track Day First-Timers - 3rd July



Danny Baldwin



Timothy Heppell



Peter Oppert



Michael Soulos



David Spankie



Bryan Teo



Hayden Tilley



Bernie Tresidder



2010/11 Pointscores by Class

Class	Sex	Driver	Points
1	M	Bryan Shedden	95
	M	Allan Cruz	50
	M	Peter Battisson	16
	M	Fred Robertson	14
	M	David Kent	14
	M	Peter Carpenter	12
	M	Phillip Lea	12
	M	Phillip Christie	10
	M	Clive Jones	9
	M	Tommy Chui	7
	M	David Rigby	5
	M	Damian Shaw	4
	M	Paul Byers	3
	F	Dianne Byers	2
	M	Hilton Pollard	1
2	M	Glenn Thomas	72
	M	Brad Carpenter	50
	M	John McKenzie	33
	M	Keith Monaghan	26
	M	Peter Carpenter	22
	M	Kevin Tuckerman	16
	M	Brendan Thomas	15
	M	Barry Jones	14
	M	Brandon Clark	10
	F	Dominique Spoelder	5
	M	Ken Tuckey	4
	M	Eamonn Mathews	3
	M	Mitchell Bennett	2
	M	Bob Gaunson	2
3	M	Roger Palfreyman	65
	M	Robert Pimm	43
	M	Ian Miller	42
	M	Jason Atkins	22
	M	Stuart James	15
	M	Cameron Macarthur	15
	M	Bruce Davies	15
	M	Howard Fleming	7
	F	Jacqui Christie	7
	M	Paul Wynard	5
	M	Geoff Dillenbeck	5
	M	Bill Dougall	4
	M	Gary Moss	2
4	M	Ian Vickers	85
	M	Lindsay Burke	25
	M	Barry Jones	20
	M	Rohan Matthews	17
	M	Paul Byers	14
	F	Michelle Matthews	12
	M	Rod Menzel	7
	M	Alexander Reid	5
5	M	Peter Browning	60
	M	Phil Mayo	34

Class	Sex	Driver	Points
	M	Tony Williams	30
	M	Stewart Clode	25
	M	Keith Monaghan	22
	M	Lindsay Burke	19
	M	Geoff Hempself	15
	M	Rod Menzel	12
	M	Joe Craddy	10
	M	Mitchell Mathieson	10
	M	Jason Atkins	10
	M	Robert Gage	7
	M	Ross Mundy	7
	M	Bernie Tresidder	5
	M	Nemo Lwin	5
	M	Alex Reid	5
	M	Fred Robertson	4
	M	Tommy Chiu	3
	M	Col Stephenson	3
	M	Brad Johnson	1
6	M	Mark Hellmund	105
	M	Steve Green	59
	M	Peter Feutrill	30
	M	Ralph Thompson	29
	M	Phil Ashton	27
	M	Phil Munnings	17
	M	Robert Young	13
	M	Stuart McFadyen	11
	M	Chris Gough	7
	M	Mike Hicks	7
	M	Russell Maxwell	5
	M	Stuart James	4
	M	Paul Byers	4
	M	Tony King	3
	M	Stewart Clode	2
	M	Greg Bunn	2
	M	Peter Stevens	2
	M	Guy Coles	1
	M	Bill Dougall	1
7	M	Patrick Bramston	60
	M	Luke Kovacic	49
	M	Craig Gartlacher	35
	M	Ray Estreich	33
	M	Russell Battisson	20
	M	Brett Lansley	15
	M	Alan Townsley	14
	M	Ron Tito	10
	M	Karl Battisson	7
	M	Rob Erskine	7
	M	Danny Baldwin	5
	M	Malcolm Cancian	4
	F	Olympia Erskine	2
8	M	Dennis Brady	45
	M	Chris Ballard	35

Class	Sex	Driver	Points
	M	Allan Rewell	30
	M	Donovan Battisson	22
	M	Will Rugg	20
	M	Colin Moore	15
	M	Daniel Deckers	15
	M	Bill Rugg	14
	M	Kevin Addison	10
	M	Wade Rewell	4
9	F	Val Stewart	55
	M	Patrick Bramston	15
10	M	Keith Bridgement	65
	M	Lance McGrath	58
	M	Craig Hasler	37
	M	Nigel Bryan	32
	M	Phil Abraham	24
	M	Leigh Hemmings	15
	M	David Hilling	11
	M	Robert Williams	10
	M	Drew Rodwell	9
	M	Stephen Delaney	7
	M	Adam Callender	6
	F	Lea Farell	6
	M	David Battisson	5
	M	David Hammon	4
	M	John Lamond	4
	M	Matthew Hilling	3
	M	Stewart Grigg	3
	M	Chris Combes	3
	M	Col Stephenson	2
	M	Ian Combes	2

2010/11 Class Records

Class	Driver	Time	Date
1M	Allan Cruz	1:17.10	24/10/10
1F	Dianne Byers	1:29.88	20/2/11
2M	Glenn Thomas	1:16.22	24/10/10
2F	Dominique Spoelder	1:24.63	5/12/10
3M	Roger Palfreyman	1:15.64	24/10/10
4M	Ian Vickers	1:15.84	24/10/10
4F	Michelle Matthews	1:22.37	24/10/10
5M	Tony Williams	1:12.80	9/5/11
5F	Pamela Collom	1:27.95	5/12/10
6M	Mark Hellmund	1:09.35	9/5/11
6F	Lesa Bunn	1:21.19	3/7/11
7M	Patrick Bramston	1:08.44	9/5/11
7F	Olympia Erskine	1:25.15	5/9/10
8M	Colin Moore	1:10.81	24/10/10
9M	Patrick Bramston	1:07.03	3/7/11
9F	Val Stewart	1:07.11	9/5/11
10M	Leigh Hemmings	1:07.47	24/10/10
10F	Lea Farrell	1:19.52	3/7/11

NSW Supersprint Championship

• Words: Mike Hicks

• Photos: DGB Photography

Round 3 Hosted by MX-5 Club

Hosting a round of the State Supersprint Championship is our Club's premier open competition event of the year. Sunday 8th May was Mother's Day and on reflection not the best day of the year for attracting entrants. Unfortunately with only Wakefield Park and Eastern Creek available for motor sport activities one cannot pick and choose dates for events. With work starting on the upgrade of Eastern Creek, scheduled to be completed for the beginning of next year, an extra circuit will become available.

Whilst Club Track Days allows club members the opportunity to drive their cars at a race track, the hosting of a round of the State Championship allows the club to put back into the sport that many of our members enjoy so much. In addition it allows our club the opportunity to showcase our ability to run such an event and as in previous years, our club once again excelled. Thank you to the many club members who gave up their time to act as officials thus contributing to the success of the event.

The following is an extract from an email received from one of our members after the event. *"I'd like to thank all the organisers and volunteers who prepared and ran the event. It was the best run supersprint that I have attended. Special thanks to the grid marshalls who sent the cars out based on their times, as a result I had more clear runs than at any other supersprint. The weather was great and the few minor incidents that occurred were well handled by the officials. All round it was a great day and I feel honoured to be a member of such a well run club. Thanks to all."*

After a few drop outs, a field of 71 drivers competed on the day, well down on last year's field of 95. The competitors were given the opportunity to complete eight runs of four timed laps. Fastest time of the day was recorded by Andrie Tan in his Radical Supersports V8 with a time of 0:57.906. Second was Stuart Inwood driving an ex Stone Brothers EA Falcon with a time of 1:00.955, and third in his Nissan GTR R35 was Marek Tomaszewski in a time of 1:02.062. Fastest club member was Allan Bugh in his PRB Clubman who recorded fifth fastest time of 1:03.561. Club members to win their Class were Bryan Shedden 1A in 1:15.977, Stewart Temesvary 1B in 1:14.716, Phil Abraham 3B in 1:13.343, Robert Kai 3C in 1:19.137 and Allan Bugh in Class SVC.

The other club members who competed and



Phil Abraham



Chris Ballard



Patrick Bramston



Allan Bugh



Ray Estreich



Steve Green



Robert Kai



Tony King



John Lamond



Scott McGarry



Rod Menzel



Keith Monaghan



Steven Pender



Peter Price



Bryan Shedden



Stewart Temesvary



Ralph Thompson



Tony Williams

Our Supersprint Team in Action at Round 3

contributed to the club's narrow lead in the Club Championship included Tony Williams, Keith Monaghan, Steve Green, Scott McGarry, Ralph Thompson, John Lamond, Steven Pender, Chris Ballard, Patrick Bramston and Tony King. After Round 3 the MX-5 Club (360) had a narrow lead over the NSWRRRC (353) and the ARDC (352).

Summary of Rounds 2-5

Over the past three months there have been four rounds contested in the **2011 Kumho Tyres New South Wales Supersprint Championship**. Two rounds were at Eastern Creek hosted by the ARDC, and two rounds at Wakefield Park, one hosted by our club, and the last round hosted by the Mini Car Club.

Over the past four rounds Bryan Shedden (1A), Stewart Temesvary (1B) and Allan Bugh (SVC) have won their class at each round. At Round 2 Drew Rodwell (3A) and Phil Abraham (3B) also won their class. At Round 4 Drew Rodwell won his class again, and Kevin Addison (3B) won his class at Round 5.

Allan Bugh set Supersprint records in Class SVC at *every round this year*, with Eastern Creek times of 1:39.930 on 10th April and 1:39.138 on 22nd May, and Wakefield Park times of 1:03.561 on 8th May and 1:02.905 on 19th June. Additionally, Bryan Shedden set Supersprint records in Class 1A at Eastern Creek on 22nd May (1:59.813), and at Wakefield Park on 19th June (1:15.702).

In the Type Championships, Stewart Temesvary is tied in the lead in Type 1 on 46 points whilst Allan Bugh leads Type SV also on 46 points. In the classes, Bryan Shedden leads 1A on 50 points; Stewart Temesvary leads 1B on 49 points with Keith Monaghan second on 38 points. Tony Williams is second in 2A on 43 points; Drew Rodwell and Adam Callender are first and second respectively on 30 and 27 points in 3A. Phil Abraham leads 3B on 37 points whilst Robert Kai is third in 3C and Allan Bugh leads SVC on 50 points.

After the completion of Round 5, the MX-5 Club has 559 points in the Club Pointscore to be in second place behind the NSWRRRC on 589, and in front of the ARDC on 524 points. The club had 19 members competing in Round 2, 15 at Round 3, 13 at Round 4 and 12 at Round 5. Full results from each round plus progressive pointscores in addition to Supplementary Regulations and Entry Forms for future rounds can be found on the Supersprint website:

<http://www.supersprints.com.au>.

Round 6 of the Championship is at Wakefield Park on Saturday 30th July followed by Round 7 at Eastern Creek on 14th August. There is then a two month gap

before Round 8 at Wakefield Park on 16th October with the final round, which also combines as the Australian Supersprint Championship, on 13th and 14th November at Eastern Creek. If we can field an average of fifteen competitors over the remaining four rounds we will stand a good chance of retaining the Club Championship that we have won *seven times* since joining the series in 1999. ■



Peter Feutrill



Scott McGarry



Allan Bugh set a Class SVC record (1:39.138)



Bryan Shedden set a Class 1A record (1:59.813)

Eastern Creek Action

Midweek Mystery Run

• Words & Photo: Sean MacCormaic

• 31 May 2011

There is no mystery about the contention that when the weather turns wet and wintry there is nothing more convivial than sitting around a fire, especially if you are sharing a meal and lively conversation in the quaint atmosphere of a restored period pub. The final destination of the May midweek run certainly provided that kind of ambience.

The weather on the day only added to the challenge of completing the run without missing too many answers to the quiz or finding oneself up a dead end road. If you bypassed this run because you were doubtful that it would be held in wet weather, the resolution of your dilemma was at your fingertips, up to the minute and accessible. All you had to do was to get onto the internet, go to the Club's Events Calendar, scroll down to the event and there it was;

"Weather forecast may not be perfect but we will still go."

In fact, the turnout of seven cars proved that one should not be deterred from participating in events by gloomy weather predictions - the company over a McGraths Hill McCafe soon dispelled the gloom! After a briefing from Peter and Cathie Curran we headed west at intervals, the first stage of the drive taking us through familiar Windsor and Richmond roads to Agnes Banks. Familiar though they were it was far from casual as the run sheet was already peppered with questions about local landmarks.

At Agnes Banks we turned off onto the Springwood Road and manipulated the twisting MX-5 style climb up to the Hawkesbury Lookout at a good pace in wet conditions. The run sheet suggested a pause at the lookout to admire the view – and collect some vital clues. The real question became whether one should venture out into the rain to secure the clues or forfeit a valuable point. Life is full of critical decisions and we settled for the view, which would have been great if it were not for the mist. That's the other thing about life, you can't have everything.

On the road again towards Springwood, speculation

centered on the final destination. Well it was obvious that it was somewhere in the Mountains – Leura perhaps? Wrong! At Springwood we veered off down the Western Highway, eyes peeled all the time for quiz clues, until we reached the foothills and turned off to join the Mulgoa Road and this time headed south. Speculation now centered on Camden as the destination – or even Picton. Maybe not, because the run sheet took us off on a tangent through back roads we did not know existed towards Badgerys Creek, passing the Sydney Olympics Shooting venue (make a note for the quiz) until we arrived at the Eastern Creek Raceway – "No," the run sheet informed us – *"we are not going to the Raceway today!"*

Yet another diversion took us onto a back road, passing through uncultivated fields until a turn through

a blind corner brought us suddenly, and in the most unexpected location, upon the refurbished relic of the past which was the lunch time destination. Everybody completed the run without getting lost on the way and we were greeted on arrival by Peter and Cathie who had gone ahead and already had the



fire going in the grate. Great is indeed the appropriate descriptive word for the day too. Exceptional detail in the run sheets with a potpourri of driving experiences and even variations in weather which cleared when we reached the pub.

With more drinks on the table and meals under the belt, Cathie collated the results of the quiz and announced Brad and Carmen Robinson as the winners of the mystery prize – what else but an unidentifiable bottle of wine tied up neatly in a brown paper bag? Jean Cook deserves special mention for coming in second as she had to follow the run sheet and check for clues without the assistance of a navigator. What powers of concentration and observation!

The destination will remain a secret. It was a mystery run after all and, if you would like to experience the atmosphere of this delightful little hostelry, you will have to do the run! ■

Breakie in Gaol Run

• Words: Robert Forsyth

• Words: Timothy Heppell & Stuart King

• 10 April 2011

BREAKFAST CLUB

I like the concept of the MX-5 time “stupid o’clock” that makes an event an adventure. I have no problem with getting up in the dark before most people start their day. I look forward to putting the roof down, cranking up the four cylinders, hearing the snarl of the exhaust and the crunching of the gravel as the tyres bite into the driveway before the tacho dances as I hit the road.

With the cool morning air brushing my face I turn up the Bose and drive into the breaking dawn. The morning and thought of no other cars interrupting my first run as leader, brings that MX-5 smile to my face.



Sofala and the gold rush along the Turon River was very kind to my forefathers. If you have not been to Sofala in recent years make a day of it and visit the Old Sofala Gaol and take the time to walk around the village that is part of all our past.

We had a few new members join the run,

including Stuart King who wrote in his post on the Forum what my Breakfast Club Run to Sofala was all about: *“The run up from Richmond was superb, a dozen or so 5s tops down, and a crisp Autumn morning was a perfect recipe for a spirited run over the Hawkesbury and on to Kurrajong. Rob, Victor and myself just squeezed by a ute, giving us a clear run at the mountains. The run across Bells Line was magic. Regrouped at Lithgow. The run through Tarana, O’Connell, The Lagoon and Bathurst was great fun. At the Old Sofala Gaol the breakfast and banter was great, and made me and a few other newbies feel right at home.”* ■

More information and photos from the run are at <http://mx5cartalk.com/forum/viewtopic.php?f=63&t=45831>



Bulga Breakie & Eaglereach Encounter

• Words: Michael Soulos & Phil Mayo

• Photos: Peter Hilkmann

• 15 May 2011

BreakFast Club

A reasonably mild autumn morning greeted some 34 cars at McGraths Hill for an early run up the ever popular Putty Road to meet up with the Hunter Chapter at the **Bulga Cafe** for a light breakfast. It is not every day that we are joined by a Ferrari 328 but on that day we were. Deen Hameed was leading his first club run followed by 18 club cars and 11 guests including six members of the Sasso Family, and 4 cars that rolled up as we were leaving McDonalds.

It was an *interesting* run up the Putty Road to Bulga where after a break the run proceeded under the leadership of Phil Mayo to our lunch venue at **Eaglereach Wilderness Resort** near Vacy in the Hunter Valley to meet up with the Sydney Cruiser Run. ■ MS



and turned left to follow the rolling hills to Gresford and then Vacy. There is a narrow windy road, which would make a great hillclimb, leading up to the **Eaglereach Wilderness Resort** where we had lunch at the restaurant, perched on the edge of a precipice, allowing sweeping views to the south eastern Hunter Valley.

After lunch the Hunter group went to the **Paterson Cafe** for Coffee & Lies. ■ PM



Hunter Chapter

The contingent from the Hunter had an early start at Beresfield and proceeded towards Bulga on an 80km route via Sawyers Gully, Lovedale Road and then through Broke to the **Bulga Bridge Cafe**. Getting there before the Sydney group allowed us to get our B&E rolls and coffee before the rush. After a brief briefing, the combined group of over 40 cars headed to Singleton and then north along 35km of MX-5 road to Lake St Clair. The lake was at its best - dead calm and reflecting the hills.

After regrouping, which took up the length of the camping area loop road, we returned back to just north of Singleton



AHOC Brass Monkey

• Words: Michael Soulos

• Photos: Timothy Heppell

• 5 June 2011

BREAKFAST CLUB

In most societies New Year celebrations are held in the depth of winter. For me our Roadster Year starts with the Brass Monkey, an annual event organised by the Austin Healey Owners Club (AHOC), transporting the participant from the dark into the light of a good MX-5 day. Like Easter, the date moves around an equinox with sceptics questioning the spirituality of the MX-5.

Unannounced and before first light a single Austin Healey sallied forth and a multitude followed, the Brass Monkey 2011 was away. MX-5s start chasing the red tail-lights. Three drivers without a GPS put their faith in the stars they said pointed to the breakfast venue whilst nonbelievers relied on road signs to get to Mudgee. There may not be any rules or a designated pacemaker but there were many with the desire to be the spearhead of this point-to-point run.

This year the Brass Monkey weaved its way over the Blue Mountains; dropped down Victoria Pass; whipped past the heritage listed Hartley Court House and slipped by Lithgow without incident onto the Castlereagh Highway. The flashing "ICE WARNING" signs were ignored through Cullen Bullen and Capertee as the road

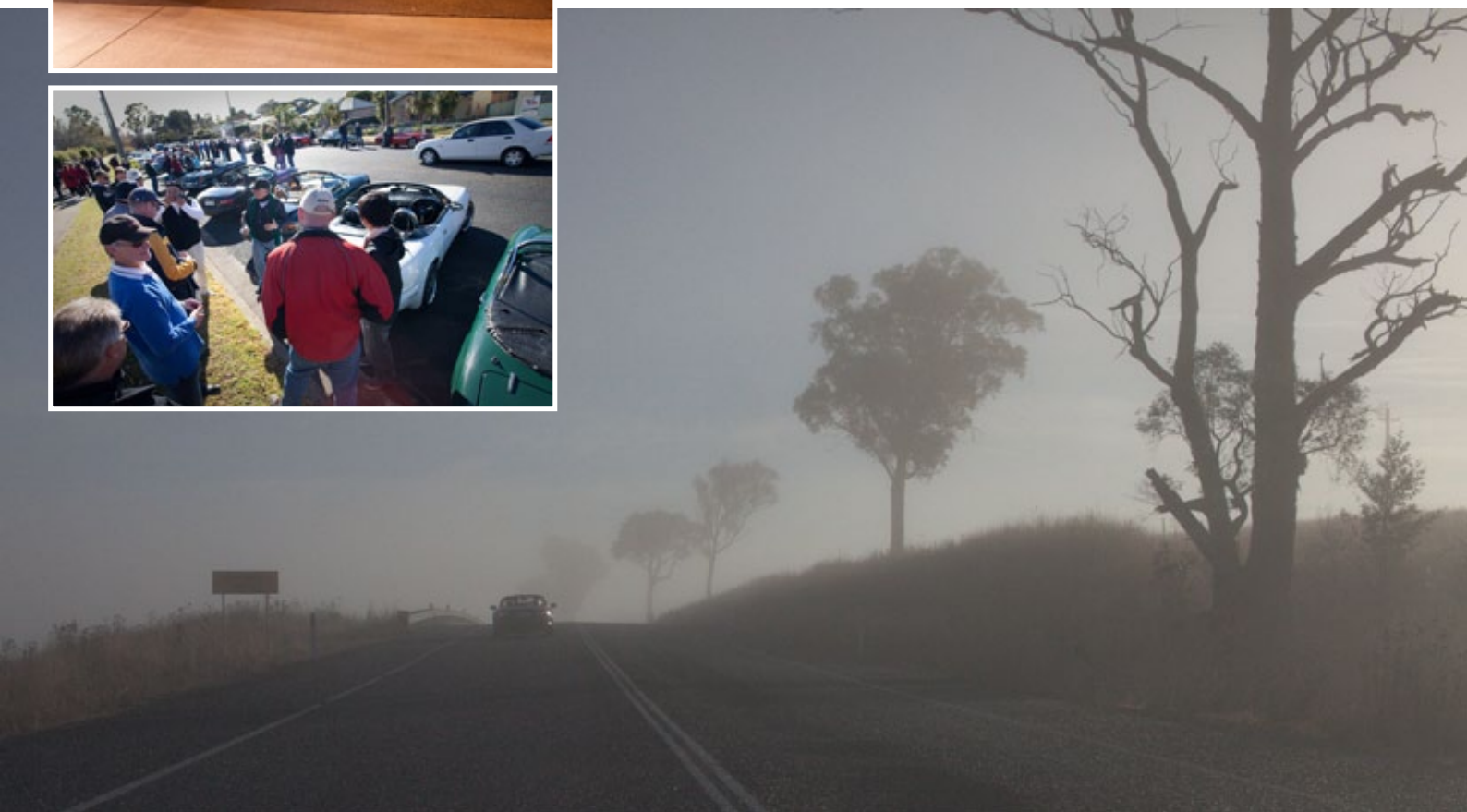
was clear and opened up into long sweeping curves and ever lengthening straights

up hill and down dale past Ilford and Lake Cudgegong where the road was blanketed by a series of low fog banks breaking up in the strengthening morning sun.

Out of the fog and into a bright crisp and cloudless morning the MX-5s emerged near Mudgee and were the first ten cars to park at the breakfast destination for the third year in a row. Another humiliating day for British metal, reminiscent of the fall of Singapore, with wild rice roadsters lined up to greet them. To further unsettle the Establishment, one guess at which marque was the most numerous? Zoom, Zoom, Zoom!

After a hearty breakfast 15 cars signed on to the *MX-5 Return Run* which grew as we drove through town. The run along the almost deserted Lue Road through Rylstone and Kandos was a delight on a well surfaced road that meandered over the rolling countryside. Part of the run to Sofala was spent crawling behind an inconsiderate driver in an old truck belching smoke, followed gratefully by an uninterrupted dash from Sofala to Bathurst.

The MX-5 Return Run was like a cycling elimination scratch race. Cars dropped out for the city at Ilford and Bathurst. More cars drove on home after an exciting run over the O'Connell-Tarana Road when six cars stopped for refreshments at the **Tarana Hotel** and a later drive home along the Bells Line of Road. Congratulations on a job well done to the AHOC and all who took part in the 2011 Brass Monkey. ■



Breakie in Berrima / Lunch at Cambewarra

• Words: Bryan Shedden, Mark Garven, Damon Muller

• Photos: Bryan Shedden, Timothy Heppell • 26 June 2011

BreakFast Club

After a chilly meet-up at Heathcote, the early starters hit the road at 7:30am. 19 MX-5s enjoyed a decent run through the Royal to Bald Hill. We then cruised along the coast and the spectacular Sea Cliff Bridge. We climbed Bulli Pass and detoured via Picton Road, Mt Keira Road and Harry Graham Drive. The latter is a gorgeous road through rainforest and eucalypt forest, with the odd lyrebird taking evasive manoeuvres. Macquarie Pass was next on the hitlist and started with promise ... until we reached a slothful Camry. At the top, we took Tourist Road for a great run to Glenquarry. Finally, there was the run over Oxleys Hill to Berrima. Several more starters joined us at the **Magpie Cafe** for a late breakfast, and the staff coped admirably with close to 30 people instead of the expected 20.

Only 10 MX-5s in our party were continuing on to Cambewarra for lunch. Our route took in Sutton Forest, Exeter and Fitzroy Falls, before the descent into Kangaroo Valley. Crossing Kangaroo Valley provided spectacular views, before the final climb and descent of Cambewarra Mountain. We were last to arrive for lunch at **Cambewarra Estate**, converging with the Cruiser and Canberra runs. A total of 59 people and 33 MX-5s parked up in front of the vines. The staff treated us to winetasting, followed by cheese and nibbles, and a delicious main of lamb shanks or beer-battered fish. Dessert took it's time arriving and unfortunately some had to leave before it did - more for everyone else! It was worth the wait though, and capped a fantastic and successful day spent in glorious winter sunshine. ■ BS

Cruiser Run

At 9am, 19 MX-5s lined up in the Subway carpark at Heathcote for the run down to Cambewarra on what was looking like a perfect winter's day. After a quick run down the highway, we headed off through Royal National Park and enjoyed a great run without any cyclists or Sunday drivers! The view down the Illawarra coast from

Bald Hill was absolutely stunning as we continued down to Stanwell Park and across the Sea Cliff Bridge. We departed from the early run route at this point, cruised down the Northern Distributer and rejoined the freeway for the run down to Albion Park. Then it was across to Jamberoo, where we stopped for a leg stretch.

The run from Jamberoo across to Kiama is always enjoyable, and from there it was around the "Kiama Bends" and down the highway to Berry. We took the "scenic route" to Cambewarra via Kangaroo Valley. A great drive, but the road is a bit narrow in places and those of us in front almost collected a 4WD ute who decided to cut one of the hairpins. It's good to have your headlights on when driving narrow country roads! After that little heart-starter, we had a nice run over Cambewarra Mountain and down to the vineyard where we met up with the Canberra and BreakFast Club runs. ■ MG

Canberra Chapter

Leaving Canberra, it was hard to believe we were in for a nice day. Four MX-5s met in fog and sub-zero temperatures – so sub-zero, in fact, the door of mine was frozen shut! But the fog (if not the chill) rapidly dissipated, and we made short work of the run to Braidwood. We stopped at the bakery for coffee and cake, then headed up the eponymous Nerriga Road to Nerriga. We had been warned that there was about 20km of dirt road, and there was, but it wasn't too bad – a bit corrugated in spots, but mostly pretty smooth. Once we hit Nerriga, however, we were on fresh bitumen through to Nowra, and what a nice road it was: broad sweeping bends with fantastic views on fresh new bitumen – the sort of road the MX-5 is made for. Being a bit ahead of time we stopped briefly to check out the spectacular Tianjara Falls, but we still managed to beat the rest of the club to the vineyard. By this point the promised nice day had eventuated, and we spent an enjoyable couple of hours with our fellow MX5ers. ■ DM



Canberra Chapter

• Words & Photos: Ed Cory, Damon Muller

Goulburn Railway Museum 17 April 2011

14 members of the Canberra Chapter travelled to Goulburn via Bungendore, Tarago, and Windellama. From Tarago we travelled on the new roads which were purpose-built for the MX-5, or so it seemed. A little bit narrow, but nice and winding and with very little traffic (except for the BBQ at the Windellama fire shed!)

Arriving in Goulburn, we travelled via the main street to the **Greengrocer Cafe**, where we had a very enjoyable lunch. After lunch, we travelled out on the Braidwood Road to the **Goulburn Roundhouse** where the local Rail Heritage Society has its premises. There we were met by Col Grose and his colleagues, who showed us around with great enthusiasm and knowledge. The Roundhouse is much reduced from its glory days during the steam era, with only one half remaining, plus a small part of the second half. The Society leases part of the Roundhouse for the locomotives and rolling stock it owns or has custody, and we had a tour which encompassed carriages, locos and a big (70 ton lift) crane used to recover locomotives that had derailed. This was a fascinating insight into the way the railways used to operate, and how they have changed and the way the changes have impacted on places like Goulburn. Many Club members will have passed the Roundhouse on their way to Wakefield Park (opposite Mike's Manor), and I recommend it to anyone who has a few hours to spare in Goulburn. ■ EC



Araluen Run – 15 May 2011

Araluen is a small township about 30km due south of Braidwood. If it's famous for anything, it's famous for its orchards and produce. But, let's face it, it isn't actually famous. You'd never heard of it before you started reading this page, had you?

If you had heard of it, it's probably for the same reason we were there, and it doesn't have anything to do with fruit. Araluen is in a valley, and where there are valleys there are roads that wind down mountains into valleys. These are the sorts of roads we own MX-5s for. Such roads are also popular with motorbike riders. And whilst the map will tell you it keeps going, for drivers, all roads effectively lead to the **Araluen Pub**.

Our run to Araluen, organised by Paul Beerworth, commenced at the stately hour of 10am. We gathered in the warm embrace of the defense bureaucracy in Russell and the 17 or so of us made our way through Bungendore and toward Braidwood. In Braidwood we scattered through the main street in search of sustenance in the form of coffee and cake, and gathered half an hour later to head south.

The road south to Araluen, as alluded to, was a nice windy mountain road. Not a long drive, but a good one, with the odd hairpin to keep you on your toes. And mercifully free of the scourges of such roads – slow vehicles.

When we got to the bottom we heeded the call of the **Araluen Pub**, arguably the only sign of civilisation for miles around (ignoring, for a moment, things like houses and shops and the odd bit of livestock). The pub was, for want of a better paragraph or two, rustic. The "for sale" sign out the front, I was informed, was something of a permanent fixture. The worst that could be said about the food was that it was leisurely. Lunch was actually quite good, when it arrived. Between ordering the food and having it actually arrive you could have quite easily have read *War and Peace*. Twice. In the original Russian. But lunch did eventually arrive, and if nothing else it gave us a chance to enjoy the sunshine and natter with our fellow drivers.

After we'd all eaten, the sun was threatening to sink below some of the spectacular surrounding hills, so we headed back home to Canberra. ■ DM



JDM Parts for Your NC

• Words & Photos: Guy Coles

There seems to be mixed feelings in MX-5 circles around keeping the car standard versus modifications in their various styles. The purists certainly go to incredible lengths to maintain the originality and Mazda's "spirit" of the MX-5, while others go down the modification path either for function, raceworthiness or personal expression.

My NC rolled out of Brookvale Mazda's showroom in January 2007 as it's maker intended. However it's intent to imitate the appearance of a RAV4 quickly got the better of me and I fitted a set of lowered springs from H&R in Germany, and here is where my obsession began.

After researching the many MX-5 forums to make an advised decision for my spring purchase, I rapidly discovered the Pandora's Box that was about to consume me. So many options in



found that illusive part but seem unable to procure it. Fortunately there are a number of international Internet-based companies that, for a fee, will source these for you.



suspension parts, body kits, interior parts and others that had me spending many a late night exploring opportunities for improvements, and I had to make a conscious decision for the overall look and theme that I was trying to achieve.

I decided to go down the JDM or "Japanese Domestic Market" theme for my car which can be a street racer style, much like the movie *The Fast and the Furious*. However I wanted to be a little more understated so not to attract attention from the authorities but at the same time create a unique statement for my car that would occasionally make an appearance at Wakefield Park as well as the odd show and shine.

Fortunately, my job gave me the benefit of regular trips to Tokyo which allowed me to source unique parts that were not available in Australia or were very difficult or expensive to obtain from overseas. I chose

to compliment my black car with a carbon fibre look for the body and additional leather enhancements for the interior.

My experiences in sourcing parts from Japan have been many and varied and have covered a broad spectrum. Firstly, not all Japanese companies will deal with you or take foreign credit cards, which can be frustrating as you may have

The second trap for young players is around shipping and handling. Shipping from Japan, particularly for larger parts, can be obscenely expensive and if there is any fault with the part, some of the larger stores will expect you to pay for the shipping of the replacement part as well as the return shipping of the faulty part, which can be cost prohibitive.

Finally, there are a rare number of Japanese stores that have a wonderful sense of honor in their trading. One store sent me a spoiler for an NC hardtop rather than the softtop version I'd ordered (the boot shape is very different). When I raised this we realised that the cost of return shipping to Japan was greater than what I had paid for the goods. So they asked me to sell the spoiler locally for whatever price I could get and they refunded me the difference within 24 hours.

Should you decide to individualise your MX-5, there are a plethora of options available and the Internet will provide you endless hours of enjoyment finding a style that suits your taste. With a little research and after checking the many forums you'll be well advised as to the best paths to source what you're looking for to make your own statement. But be warned: once you open Pandora's Box it cannot be closed! ■

Club Regalia

• Words & Photos: Pam & Ray Estreich

So you have bought the car, joined the Club, gone on the runs as well as the great weekend trips away and attended Club events. Now it's time to wear the great MX-5 Club merchandise! Our current offering ranges from mens or ladies shirts, caps and shirts. The range of merchandise changes from time to time depending on the season, and a selection of some of the latest stock is featured below.

Where do you get it?

Come on a Club Run or Club Event – details are posted on the website in the Events Calendar OR

Download the Regalia order form from the club website for postal orders.

	<p>Caps One size fits all Black/Tan Natural/Navy Navy/Tan</p> <p>\$15</p>		<p>Three-way Jacket (hood, vest, reversible) S/M/L/XL/XXL/XXXL Red/Black Sand/Black Black/Red</p> <p>\$68</p>
	<p>Broad Brim Hats Heavy brushed cotton with cord with slide toggle S/M/L (sizing is small) Blue, Beige</p> <p>\$15</p>		<p>Mens & Ladies Polo Short Sleeve Shirt S/M/L Plain white, Khaki/Navy trim, Blue, Black</p> <p>\$36</p>
	<p>Bucket Hats Various sizes (sizing is small) Red, Blue, Green, Cream</p> <p>\$15</p>		<p>Long Sleeve UV Protection Shirt Various sizes White, Blue, Red</p> <p>\$40</p>
	<p>Polar Fleece Beanie Warm as toast! One size fits all</p> <p>\$15</p>		<p>T-shirt with NC on back Black, Blue, White</p> <p>\$15</p>
	<p>Sew-on Patch</p> <p>\$10</p>		<p>Long Sleeve Polo with "TEAMX5 Racing" on back and MX5 logo on front 100% Cotton S/M/L/XL Black, White, Grey</p> <p>\$40</p>



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