

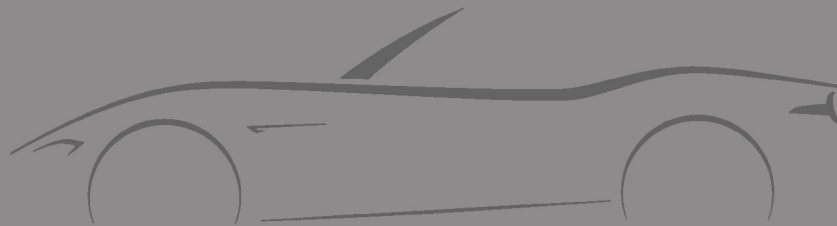
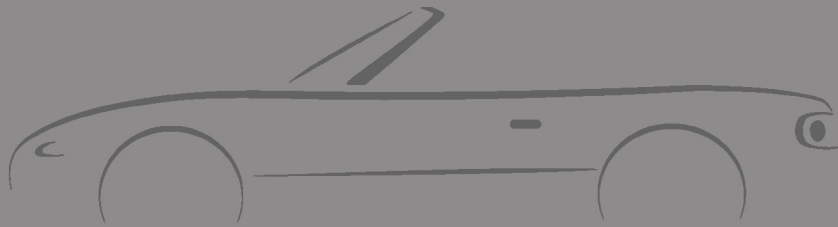
club

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

TORQUE

WINTER 2015

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25 YEARS



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*"There's plenty to celebrate
with 25 years of fun and
friendship and a new
addition to the family."*

Mel Keller

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It's Your Birthday

Welcome to our 25th Anniversary special edition of Club Torque. To celebrate this significant milestone, we have prepared a 10 page special on the history of our Club and our favourite car. I am indebted to Elaine Caldwell, our Club Historian, for her careful archiving of the Club's historical material. Thanks also to Bryan Shedden and Glenn Thomas for providing research, scanning photos and answering many, many questions. Additional material was sourced from Mazda Media Japan with the assistance of Murray Finlay, Vice President/Communications at Mazda Australia and Life Member of the MX-5 Club of Victoria and Tasmania.

A blast of wintery weather tried to play havoc with many of our Club events over the last couple of months. However, East Coast lows and Antarctic vortexes couldn't dampen the spirits of the organisers and members who made the annual Brass Monkey Chase and Christmas in July events a success - see their stories on pages 24 and 28. Some of our motorsport team also packed their beanies and made their annual pilgrimage to Phillip Island for the 6 Hour Relay, their report is on page 47.

We also welcome to the family the long-awaited MX-5 ND. A huge crowd gathered at Blue Mountains Mazda on Saturday 15 August to welcome the new arrival.

With so much to celebrate, I wish you all safe and happy motoring and many happy returns!

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"I couldn't resist doing something to celebrate 25 years on the actual anniversary date so I decided to recreate our Club's first ever run."

Bryan Shedden



President's Brief

Welcome to this very special collectors' edition of Club Torque in which we celebrate the 25th Anniversary of the Mazda MX-5 Club of NSW. This is an amazing milestone and I am confident that our club will see another 25 years of even greater success, such is the level of enthusiasm, friendliness and fun that I witness at all club events.

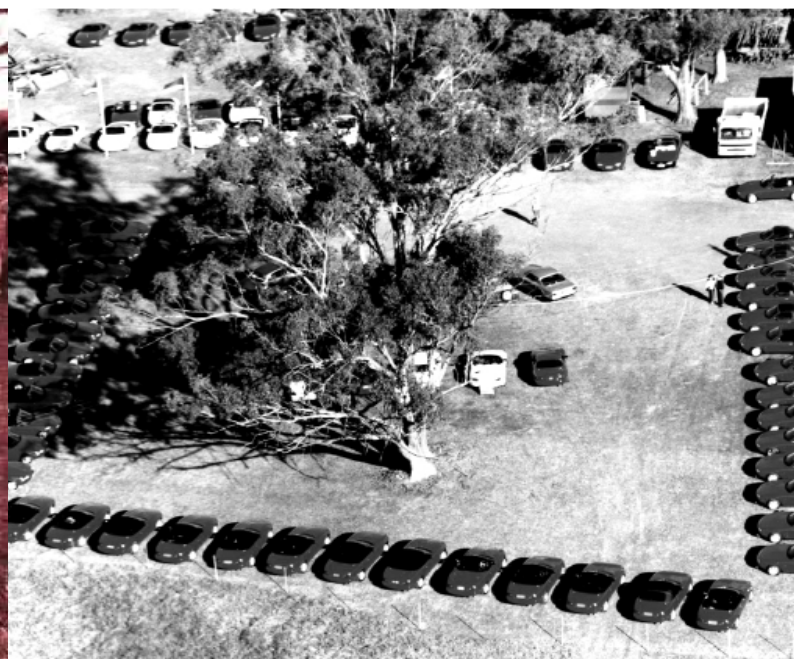
Included in this magazine is a 10 page section in which we delve into the archives and show you a little of our club history. Our last major milestone was our 20th Anniversary at Centennial Vineyard, Bowral in 2010, and you might be surprised that about two thirds of our current membership has joined the club since then. Our numbers have increased by 50% from 533 to 784 in a sustained period of growth since 1998 with the arrival of the NB and our first website. In the last five years, we have restructured the Club Committee, established new regional Chapters for Illawarra, RPM, and Mid North Coast, formally recognised the Sydney Chapter and BreakFast Club, and expanded our motorsport options with motorkhanas, driver training days and the MX-5 Cup. Clearly, we are in a club that undergoes continuous renewal, and so I'm sure that you will all enjoy this look at our past even if most of you may not recognise the people in the photos!

Although our 25th Anniversary fell in June, the Committee decided to delay the celebration until 27th September. We wanted to take advantage of the better weather in Spring; to combine the celebration lunch with our traditional President's Picnic events and include Concours d'Elegance and Show & Shine; and to showcase the brand new ND Mazda MX-5 which arrived in early August. It also allowed us to throw a lot more club funds at this single major event and do something really special for you. Production of this magazine has been timed for delivery at this event, and I imagine many of you will be browsing through it over lunch. Try not to get greasy fingers on your special editions!

Meanwhile, I couldn't resist doing something to celebrate 25 years on the actual anniversary date, and so I decided to recreate our Club's first ever run. It was wonderful to have Foundation Members Colin and Elaine Caldwell on the Red, White & Blue Run on 5th July in their immaculate NA. Colin, Elaine and REV851 were there all those years ago and provided us with some fabulous memories. You can read about the run on page 33.



6 Club Torque



First Generation

1989 - 1993

The initiative to form a club for MX-5 owners was taken by Alan Horsley of Mazda Australia who formed a steering Committee on 15 May, 1990.

The Club's management committee was elected on 25 May and Mazda Australia hosted an open day on 10 June 1990 at Vicary's Winery, Luddenham. 90 MX-5s arrived on a crisp day with tops down and heaters on. Helicopter aerial photos show a proud formation of red, white and blue MX-5s. Guests enjoyed a free lunch and the chance to meet like-minded MX-5 enthusiasts. On that day, 104 people signed on as Foundation Members.

On 10 July 1990, the Committee met to endorse the Club name and draft Constitution as well as finalise CAMS affiliation and the membership rules and fees. For twenty five years, the MX-5 Club of NSW has recognised opportunities for members to have fun, make friendships and develop skills through the medium of MX-5 motoring. A large roster of volunteers work tirelessly to develop and promote social, sporting, technical and educational opportunities for the benefit of Club members. Above all, the stated aim of the Club is safe driving. As our first Club President Pieter Versluis said at the time "this car is designed to enjoy."



Launched in September 1989, as a revival of the lightweight sports car concept, the MX-5 was an instant hit. A sporty performer with looks and class, the MX-5 has a major point of difference; affordability. The NA features a mid mount engine layout and double wishbone suspension to deliver superior handling. The first generation has a 85kW 1.6L twin cam 16 valve engine and 5 speed manual gearbox. The first NAs were available in Classic Red, Crystal White and Mariner Blue and later; limited edition British Racing Green and Sunburst Yellow. The NA has a manual roof but power windows and of course, those iconic pop up headlights.

First Generation Series II

1993 - 1997



The Series II NA arrived in 1993 with a larger engine and more power. The twin cam 16 valve four cylinder engine was now 1.8L with 98kW. The handling was also fine tuned with bigger brakes and a strengthened body. In addition to the 5 speed manual, a 4 speed automatic transmission became available. The colour range was extended to include Chaste White, Classic Red, Laguna Blue and Silver Stone and a limited edition British racing green.

Club Patron

In October 1990, Toshihiko Hirai accepted an offer from President Peter Versluis to become our Club Patron. Hirai san was Mazda's Chief Engineer on the development of the MX-5, and oversaw the entire project. He established "Jinba Ittai" - the oneness between a horse and rider - as an overriding theme for the engineering team. Hirai san retired from Mazda in 1993 and became professor of engineering at Oita University. Upon his retirement from Mazda, Hirai san also resigned from his role as our Patron. Consequently, our Club did not have a Patron between 1993 and 1999.

Our Club Patron is Bob Hall. An American-born journalist, Bob is the visionary credited with coming up with the idea of the Mazda MX-5. His first blackboard sketch of a two-seater convertible car in 1979 for Kenichi Yamamoto (Mazda's head of research and development), led to him being offered a job with the Mazda North America styling department in California in 1981. Bob became the product planner on the American development team who designed the Mazda MX-5. In 1993, Bob emigrated to Australia where he landed a journalism job with Wheels magazine. He joined the MX-5 Club of NSW in February 1994 as a full member, and participated in countless Club events over the years, often as guest speaker at Club meetings where he shared his experiences of working with Mazda. In 1999, it was recognised that the Club was without a Patron and the role was offered to Bob, who gratefully accepted with these words in Club Talk:

"Being asked to be the patron for the New South Wales Club is cream on the cake! Thank you, though I'm still not too sure as to what a patron does. In any case I promise I won't be patronising. Unless you want me to."

Bob and his wife Karen moved to Malaysia for a job with Proton in 2004, and they returned to California in 2011. He is now product director at Geely; splitting his time between Stockholm and California.

"Hirai was the real father of the car," said Bob. "He took my idea, my emotion, and made a car!"





Second Generation

1998 - 2000

Club Trackdays

From 1990 to 1992 Club members participated in various trackdays, supersprints and hillclimbs assisted by the efforts of Alan Greenough. Starting in 1993, Ian Boyd organised the MX-5 Motorkhana Cup; a seven round series held in the carpark of St Marys Leagues Club. The motorkhanas attracted between 8-10 entrants each time (membership was around 100 at the time). There are some current members who competed including Jean Cook, Dave Perin, Colin Caldwell and Lindsay Burke. At the April 1994 general meeting, Mike McCarthy (of Wheels magazine and a long time club member) suggested the new Wakefield Park Raceway as a venue for club motorsport.

WPR opened on 08 May 1994 and a week later on 14th May, Peter Simpson - the then President - arranged for 26 MX-5s from a weekend trip to Canberra to be allowed onto the track for four parade laps. It was our Club's first introduction to Wakefield. A practice day on 12 August 1995 saw 12 MX-5s participating and NatMeet II was held there on 12 August, 1995. Competition Secretary Ed Chivers organised the first of our regular trackdays on 20 January 1997. Trackdays now regularly attract up to 80 entrants and are the foundation of a motorsport calendar that also includes driver training, motorkhana, CAMS NSW Supersprint Championship, Nulon Nationals, Festival of Sports Cars and the MX-5 Cup.

Essential to the success of our motorsport activities is the dedication and generosity of our volunteer officials and helpers. There are up to 50 people involved in running a trackday from the Event Secretary to the driver registration desk, timing staff, equipment transport and management, scrutineers, officials such as the Clerk of Course and Deputy COC, Steward, grid marshal and flag marshals. There are also Firechase and Paramedic crews on standby. Thank you to each and every one.



The MX-5 NB was released with the inclusion of the latest in safety technology - dual front airbags. The manual hard top model also featured central locking and moulded headlights. The NB is slightly heavier with more body stiffness and runs as a 5 speed manual or 4 speed automatic. Dark green, black and gold were added to the colour range. In March 1999 the 10th Anniversary special, limited edition arrived with sports suspension, 6 speed manual gearbox and a limited slip differential. Individually badged and numbered, the NB 10AE was finished in blue mica paintwork.

Second Generation Series II

2000 - 2005



The MX-5 NB Series II arrived in October 2000 with a 113kW 1.8L 4 cylinder engine. Transmission was 6 speed manual or 4 speed automatic. The Australian developed Mazda MX-5 SP was then released with a factory turbo increasing power to 150kW and stiffer suspension. In contrast, the Japanese SE turbo had 121kW.

Past Presidents

Pieter Versluis (1990 - 1991)
 Ron Lyons (1991 - 1992)
 Lea Turner (Findley) (1992 - 1993)
 Peter Simpson (1993 - 1995)
 George Russ (1995 - 1996)
 Tony Buon (1996 - 1998)
 Steve Remington (1998 - 1999)
 Jean Cook (1999 - 2002)
 Arno Boge (2002 - 2004)
 George Benedek (2004 - 2006)
 Jean Cook (2006 - 2008)
 Phil Ashton (2008 - 2009)
 Sean MacCormaic (2009 - 2010)
 Glenn Thomas (2010 - 2012)
 Bryan Shedden (2012 -)

The **President's Award** is presented each year at the AGM in recognition of Extraordinary Service to the Mazda MX-5 Club of NSW.

George Russ	1994	Jan Burgess	2004
George Russ	1995	Craig Berthold	2005
Steve Remington	1996	Committee	2007
Ed Chivers	1997	Pam Estreich	2008
Steve Remington	1998	Sean MacCormaic	2009
Carlos Albornoz	1999	Stephen Carter	2010
Zan Menzel	2000	Bryan Shedden	2011
Jeff Gehrig	2001	Peter Feutrill	2012
Matilda Mravicic	2002	Lesa Bunn	2013
Jan Burgess	2003	David Lawler	2014



The MX-5 Club of NSW 10th anniversary event was organised by Zan Menzel and Elaine Caldwell and was celebrated at Vicary's Winery, Luddenham on 18 June 2000.





140 members attended the Club's 15th Anniversary on the 19th June, 2005 at The Retreat, Wisemans Ferry.



Third Generation

2005 - 2009

Life Members

Peter & Ruth Simpson (awarded 1997) Peter joined the Club in November 1990, was President from 1993 - 1995 and went on to organise NatMeet II in Canberra in 1996. Ruth joined in November 1992 and was Social Secretary from 1994 - 1995. They were recognised for their contributions to the Committee and the first NatMeet held by the Club. Since moving to the Sunshine Coast, they have made valuable contributions to the MX-5 Club of Queensland where they have also been awarded Life Membership. Peter and Ruth are the only Life Members in two different clubs.

Jean Cook (awarded 25 July 2001) Jean joined in March 1992 and has made an enormous contribution to the Committee as a committee member in 1995-1996, Captain 1996 - 1998, NatMeet Liaison 1998 -1999 and President 1999-2002. After receiving Life Membership, Jean returned to the Committee as Vice President in 2005 - 2006 and President (again) in 2006 - 2008. Jean is now an accredited CAMS Bronze Steward and is an invaluable part of the success of our club trackdays.

Zan Menzel (awarded 24 July 2002) Zan joined in January 1997. She took the role of Event Secretary for club trackdays from August 1998 and only recently retired from that role in May 2015 after 17 years of dedicated service. Zan was also Secretary from 1999 - 2001 and filled many Committee roles on an ad hoc basis. Zan's contribution as chief timekeeper at our trackdays has been pivotal to the success of the Club.

Jeff Gehrig (awarded April 2003) Jeff joined the club in May 1992 and was Editor of the Club magazine from 1998 - 2000. He was Vice President from 1998 - 1999, Captain from 2000 - 2001 and chief volunteer from 2001 - 2004, especially as timer at our trackdays. Jeff has retired to Surfers Paradise.

Rod Menzel (awarded January 2005) Rod joined the Club in January 1997. Rod assisted Zan with her timekeeping role by developing a computer-based timing system that is still in use today. The system has underpinned the professionalism and financial success of club trackdays.

Mike and Cobie Hicks (awarded September 2005) Mike and Cobie joined the club in January 2000 and immediately made an impact with Mike accepting the role of Competition Secretary in March 2001; continuing until his retirement in October 2013. Mike also served as Secretary in 2002 - 2003 and chaired the organising Committee for NatMeet 2004. Under Mike's management, the success of our motorsport activities helped the club recover from financial difficulty in 1999 to the present strong position. Mike received a CAMS Service Award in December 2013 for distinguished service to the motorsport community. Cobie has been a fantastic asset to the club both in administration and timekeeping at club trackdays.

Paul Beerworth (awarded December 2013) Paul and Margaret Beerworth joined the Club in July 2002 and have an enormous contribution to the development and success of the Canberra Chapter. Paul was Convenor of the Canberra Chapter from 2005 - 2008 and as a consequence of his sound management, membership grew considerably. Paul was the first member from the Canberra Chapter to serve on the Club Committee, fulfilling the role of Vice President for two years – from October 2006 to October 2008. Paul is also accredited by CAMS as a Bronze Scrutineer, and has often officiated at club track days.



An increase in passenger space and comfort led to the NC being 20mm longer, 40mm wider, 20mm higher and altogether heavier. Modern safety features enhanced the drive with anti-lock brakes and Dynamic Stability and Traction Control. The NC was distinguished by a three piece, electronic hard top. The engine size increased from 1.8L to 2L with either 6 speed manual or a 6 speed automatic transmission.

Third Generation Series II

2009 - 2012

Our Chapters

The **Canberra Chapter** was founded in 1996 following the successful hosting of NatMeet II in Canberra and provides events for members in the ACT, Yass Valley, Queanbeyan, Palerang and Harden. The Canberra Chapter also has members in the South Coast and Riverina.

The **Hunter Chapter** first gathered on 14 October 2006 at Juicy Bean's Cafe, Newcastle. Members hail from Lake Macquarie, Wyong, Gosford, Port Stephens, Maitland, Singleton and Cessnock.

Illawarra members first met as a Chapter on May 2012 at Cliffhanger Cafe, Bulli Tops after a brief run from Nan Tien Temple. Illawarra was formally ratified as a Chapter on 13 June 2012. Areas covered include Illawarra, Shoalhaven, Southern Highlands, Macarthur and Sydney.

RPM Formed on 12 January 2013 at Lake Wallace, Wallerawang after a run from Winmalee and was formally ratified as a Chapter in February 2013. Members hail from the Blue Mountains, Penrith, Blacktown and Hawkesbury to Mudgee, Orange and Cowra.

The **Mid North Coast** Chapter met on 12 January 2013 at Port Macquarie followed by a run to Gingers Creek. The Chapter was formally ratified on 13th February 2013 and covers Port Macquarie, Great Lakes and Gloucester to the south and Bellingen to Coffs Harbour in the north.

Sydney When the club was founded in 1990, the entire club was essentially a Sydney chapter. However, as the regional chapters developed, it came time to formally recognise Sydney as one Chapter among many. The Committee ratified formation on 10 July 2013.

The **BreakFast Club** was established in 2009 to offer experienced MX-5 drivers the opportunity to participate in long distance runs over challenging roads at a time when those roads are mostly free of traffic. The BreakFast Club was formally recognised as a special interest group with a position on the Committee on 14 August 2013

Community Service

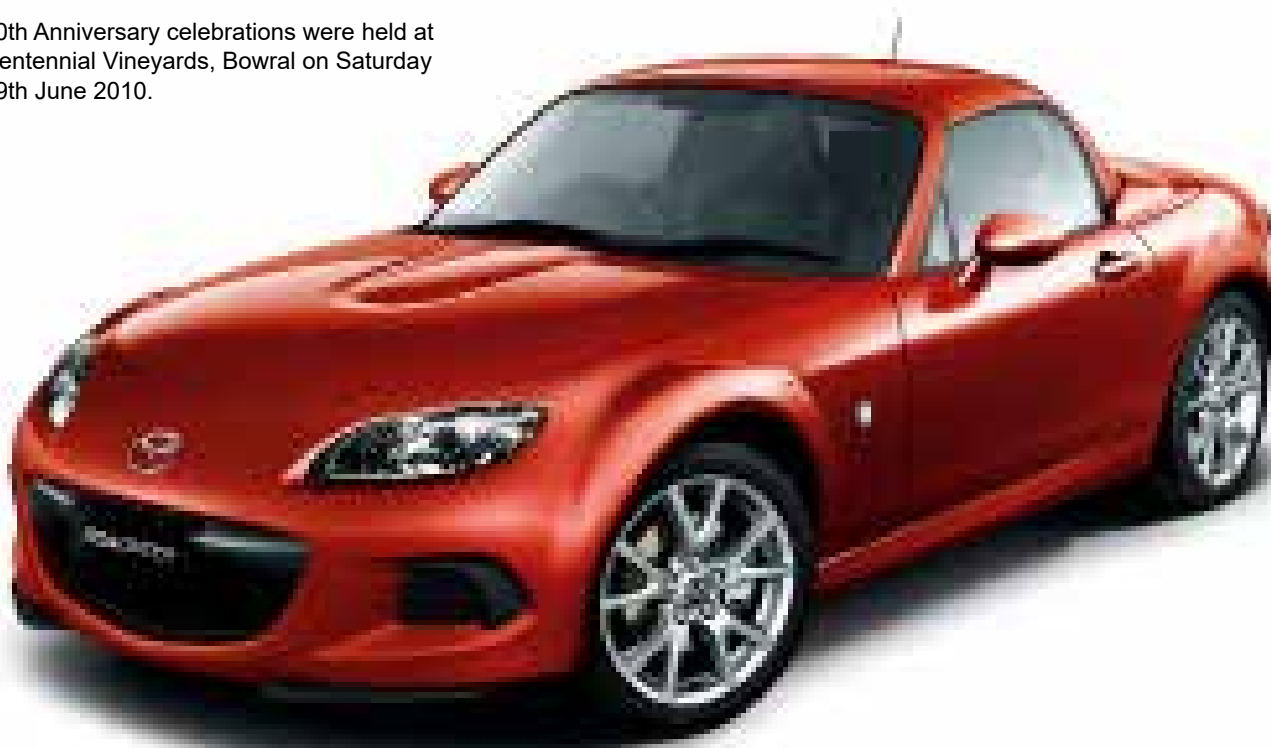
The Club has a long tradition of supporting charity organisations. For many years, until 2008, the Club raised funds for Camp Quality. From 2009 - 2010 the beneficiary was the Prostate Cancer Foundation and following the devastating bushfire season of 2013 - 2014 funds were raised for the Rural Fire Service. The Club supported Careflight between 2009 - 2010 and they are the current beneficiary of our charity efforts.



A styling face lift improved aerodynamics in the Series II NC and resulted in a slight increase in overall weight. The 2L 118kW engine has improved fuel consumption and a 6 speed manual gearbox.



20th Anniversary celebrations were held at Centennial Vineyards, Bowral on Saturday 19th June 2010.



Fourth Generation

2015



The ND has arrived with a naturally aspirated 1.5L 16 valve, 4 cylinder Sky Active - G engine. A 2L 118kW version is in the works. The return to the rag top along with lightweight engineering see the ND shed an amazing 91 kilograms. The ND has undergone a dramatic style overhaul and is, says Bob Hall, "what a sportscar should look like in the 21st century."

Club Torque

Club Torque magazine started life in 1990 as the Newsletter of the Mazda MX-5 Club, which was a simple black & white newsletter published quarterly. The newsletter adopted the name Club Talk from February 1993, shifted to an 8 page A4 booklet format, and briefly dabbled with a monthly schedule in 1993. However, it returned to a quarterly issue in 1994 and increased to 12 pages. From Winter 2000, the magazine was made available to members as a colour PDF download, although the hardcopy continued to be printed in black & white. The newsletter expanded to 16-20 pages for 2001-03, but was published infrequently in 2004-06 due to difficulties in finding a regular Editor.

In 2007, Sandie & Paul Williams accepted the job and undertook the ambitious task of publishing a bimonthly magazine. Most issues ran for 16 pages and saw the welcome introduction of full colour for the covers. The name of the magazine was changed to Club Torque for the July/August 2007 issue. Club Torque reverted to a quarterly publication with 20 pages in late 2008. Glenn Thomas took over the magazine in late 2009 and grew it to 24 pages in our Club's 20th Anniversary Year.

For 2011, Bryan Shedden treated Club Torque to a complete redesign and upgraded to full colour on high quality gloss paper - for no significant change in cost. Neil Hamilton-Ritchie succeeded Bryan from the Spring 2012 edition and utilised his graphic design skills to further improve the magazine, with editorial assistance from Timothy Heppell and Andrew Lord. The launch of three new Chapters in 2012-13 has seen the magazine grow to 44 pages in order to cover all events, and allowing more opportunity for expansive graphic design. Neil, Andrew and Timothy have now moved on and the magazine is now produced by Mel Keller.

From humble beginnings, Club Torque has become a professionally presented glossy magazine that many members and sponsors proudly display on their coffee table.

Editors

- Mark Sweetman (1991)
- Anne Kehl (1992)
- Bryan Wu (1993-94)
- Justin Ooi (1994-95)
- Steve Remington (1996-97)
- Jeff Gehrig (1998-00)
- Greg Yu (2000)
- Zan Menzel (2000-01)
- Daniella Di Giovanni (2001-03)
- Liam O'Hagan (2004)
- Janine Piscopo (2004)
- Jarrod Miller (2005)
- Daniella Di Giovanni (2006)
- Sandie & Paul Williams (2007-09)
- Glenn Thomas (2010)
- Bryan Shedden (2011-12)
- Neil Hamilton-Ritchie, Timothy Heppell, Andrew Lord (2012-13)
- Timothy Heppell, Andrew Lord (2013-14)
- Rod Carter, Mel Keller (2014)
- Mel Keller



CURRENT MEMBERSHIP

804

NEW MEMBERS

80

Welcome!

Daniel Aplin, Julian Ascone, Thomas Barnwell, Anna Biela, Rick Biela, Deborah Bradshaw, Mark Bury, Christopher Buller, Alex Chen, Lee Daniels, Paul Downe, Pauline Drake, Chris Drake, Stephen Doorey, Adriana Elias, John Evans, William Fraser, Joey Fong, Anna Fraser, Mat Fraser, John Fulcher, Miyuki Fujita, Masao Fujita, David Gazzard, Gavin Ger, Gaye Greed, Ian Greed, Stephen Hansen, Brent Hayes, Jane Hick, Wal Hick, Ross Gibson, Kimberley Glissan, Richard Jamie, Ida Jaros, Greg Jones, Helen Johnson, Michael Johnson, Lyell Jenkins, Robert Kaars, Simon Kaars, Paul Kannapinn, Kate Keller, Wayne Lang, Cathy Lang, Andrew Lawler, Colleen Linfoot, Wade Lillington, Liwan Liyanage-Hansen, Marie Lenormand, Malcolm Lewis, Hugh Lillyman, Alec Millett, Llewellyn Mitchell, Peter Morris, Louise Morrison, Craig Morrison, David Neil, Augustine Nguyen, Daniel Outten, Richard Outten, Susan Owen, Damon Owen, Neal Parker, Liam Price, Joshua Potten, Jill Robertson, Martin Robertson, Bowden Salis, Kerry Anne Sheperdson, Julia Steel, Malcolm Steel, Yvonne Stuart, Graeme Stuart, Anup Shrestha, Chris Van Vuuren, Scott Walker, Vikki Warren, Chloe Wilson, David Wilson

Charity Drive

Congratulations to the organisers of the Brass Monkey Run and our Canberra Chapter who along with our members have raised over \$2,500 for Careflight. Careflight relies on such community support to provide rapid response retrieval using helicopters, planes, medi-jets and ambulances and emergency medical care from highly trained aeromedical evacuation specialists.

A letter of thanks has been received from David Jones, Superintendent of the NSW Rural Fire Service Blue Mountains Brigade for the \$2000 raised by members of the MX-5 Club of NSW in 2014. The donation will be used for training, resourcing and community education to minimise the risk and threat of fire emergencies in the Blue Mountains.

Nulon Tech Night

50 members attended the Nulon Tech Night on 16 July. Chris Dawes of the Nulon Tech Team introduced gearbox and diff oils and their effects on the various models of MX-5. The information was set up for each of the MX-5 models and owners of NC were surprised that they could not use the highest spec of the oil in their gearboxes as it did work with their synchromesh system. That is GL4 as opposed to GL5. The discussion included the range of oils suitable for various diffs from standard to competition. A question session ended the information part of the evening then it was off to the pizza's and drinks. Our members were very impressed with the presentation and very happy with sample of the products they received. Our thanks to the Nulon staff for hosting such a great technical night.

We mourn the loss of Alison Kennedy from the Mid North Coast Chapter. Ali passed away in May after a short illness. Our deepest sympathies to Ali's husband Peter Rodgers and son Kieran.

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Confessions of



I have been anticipating the arrival of the ND since mid-2009 when rumours started circulating about an expected launch in 2012. I bought my first MX-5 (Little Reddy - a stock NA6) in January 2009, and a few days later joined the MX-5 Club of NSW. Come 2012, I was desperately hoping that Mazda would tease us at the Sydney Motor Show with an ND reveal, but that wasn't to be and we got the NC3 facelift instead. I got my first sneak peak at the ND via a market research focus group evening on 3 March 2014, and I knew immediately that a 1.5L ND would soon be in my future – it struck me as an ideal reincarnation of the NA6, with low power from a revvy 1.5L engine, minimal weight, and much reduced pricing. The public reveal of the ND came on 4 September 2014, with specifications trickling out in subsequent months.

Pricing for the entry level ND was revealed on 19 May 2015 and it was even cheaper than I was expecting from the focus group night: \$31,990 + on road costs. That night Cameron Macarthur from Blue Mountains Mazda announced at the RPM Chapter meeting that he was taking pre-orders. I phoned Cameron on 23 May and it was clear after our chat that he would have my business. Blue Mountains Mazda has been a generous sponsor of the RPM Chapter since it was launched a few years ago and I was keen to support them. So Roadster or Roadster GT? It would depend on which would get the limited slip differential. Cameron spent a week chasing Mazda Australia for details and was the first in Australia to get a definite answer from their technical department. He phoned me on 29 May and gave me the amazing news that all manual NDs would come standard with an LSD. Perfect! I didn't want leather seats or satnav so my choice was simple: a 1.5L Roadster manual in Soul Red. We agreed on a changeover price for a trade-in on my NC2 and my \$1000 deposit was paid. Bring it on!

Andrew Macarthur worked his magic and confirmed on 2 June that he had come up with a first month production car for me! Our Life Member Jean Cook also had her order in and it would be in the same shipment. The delivery date was uncertain but I was anticipating early August after the



an ND Addict

WORDS AND PHOTOS **BRYAN SHEDDEN**

national dealer launch in Noosa on 5-7 August. On 26 June, Cameron informed me that my ND had been built on 15 June. He gave me my VIN and the estimated transport booking date of 5 August. I was keen to track the shipping from Japan to Australia and subscribed to marinetraffic.com in anticipation. Andrew gave me the good news on 8 July that my ND had been loaded onto the good ship Felicity Ace. Let the stalking begin!

Felicity Ace stopped at Hiroshima on 6 July and departed on 8 July with a full load of Mazdas. She spent the next week teasing the hell out of me by visiting various Japanese ports. Finally, on 15 July she departed for Brisbane with an ETA of 27 July. Felicity Ace arrived in Australian waters at "Yorkeys Knob" (near Cairns) on 22 July and spent a few days resting off the coast. I endured endless teasing from my Facebook "friends" who shared photos of sinking ships and tales of takeover by the Somali pirates and the Peoples Liberation Army of Hamilton Island. Undeterred, she arrived at Brisbane on 27 July to deliver the first Australian NDs, and departed for Port Kembla on

28 July. I work at Port Kembla and on 29 July I watched Felicity Ace come through the harbour at 3pm. I returned later that night to see what was coming off the ship but could only see a bunch of CX-3s and CX-5s. The next day, I went back for another look and got some great photos of about 100 NDs waiting undercover in the north-western corner of the Patricks lot. This was the first time I'd seen the ND in the metal and they were tantalisingly only 100m away. It would have to do for now as the next day I headed to Phillip Island for the weekend.

After a great experience at the Phillip Island 6 Hour Relay, I had a call from Cameron early on 4 August with the great news that Jean's and my NDs had arrived on the truck at Blue Mountains Mazda. He was there with the camera and shared lots of photos with us. A few calls later, and Cameron agreed to deliver both our NDs the very next day – 5 August. The same day as the dealer launch at Noosa! I locked in some leave from work and organised a meet-up with Jean at Wentworth Falls for lunch before arriving together at Medlow Bath in our trade-in NCs. My son Alex tagged along as he was home from school with a cold (seriously!).

The moment we drove into the carpark at Blue Mountains Mazda and spotted our NDs shining in the showroom was truly magical and completely surreal. After years of anticipation, this was the moment I'd get to see an ND up close ... and it was mine to drive home! Reggie and his mate showed up minutes later and shared the moment with us, and snuck in a test drive too. My first ND "test drive" with only 20km on the clock was in icy cold rain and sleet out to Evan's Lookout, and I was delighted with the superb ride quality on a bumpy road. Back in the showroom, Cameron completed my paperwork (including all the shipping papers!), presented a huge bouquet of flowers, helped set my phone's Bluetooth connection, and off we went. We dropped the top once the rain eased and headed for home in the Illawarra via the twisty back roads of Wollondilly. The ND is a superb drive – everything I expected and more. I'm absolutely thrilled with it!

Thanks Cameron and Andrew. It was a pleasure doing business and a wonderful experience buying from dealers who understand the mind of an MX-5 enthusiast – because they share the same passion.

Dashing through the low

An East Coast Low brought freezing temperatures and howling winds to our Christmas in July celebrations. But there was good company and a little zoom-zoom to warm the heart.

CANBERRA It was the making of a white Christmas. Plenty of freezing temperatures, blizzard winds and teeming rain was the order of the day. However, I could not organise any snow. Nevertheless, 41 members and 3 visitors braved the elements and made their way to Lerida Estate Winery next to the dry, well almost, Lake George north of Canberra.

Brollies and quick dashes from the cars was the order of the day. Upon entering through the doors we were greeted with a most pleasant atmosphere of decorated tables, gas heaters, very obliging staff, and most important of all; two walls of wine barrels. Some members decided to sample some wines whilst warming up to next to the gas heaters.

Starters consisted of truffle bread. Main course consisted of roast turkey, ham off the bone, vegetables and gravy. This was washed down with red and white wine provided by the estate. I think that it went down very well. Door prizes consisted of three bottles of wine. Lucky winners were Jill Robertson, Ed Cory and Joyce Woods.

Dessert was Christmas pudding with custard or Chocolate pudding with chocolate sauce with side serves of cream and strawberry. It was most delectable and as a bonus low calorie(as if) food. This was followed by tea and coffee.

The wild and windy weather had eased as members departed for home. Feedback was very good for the food, hospitality from the staff and the hard work put in mainly by my wife, Jill.





Christmas in July
SYDNEY Chapter at Menangle Horse and Jockey Inn
KERRI LANGWORTHY-WARD
CANBERRA Chapter at Lerida Estate Winery
DENNIS WICKLANDER
HUNTER at Tamsins Restaurant Gloucester
JOHN MORGAN
ILLAWARRA Santa Claus' Horse Run **HELLA UNDERWOOD**
PHOTOS **JOHN MORGAN DENNIS WICKLANDER**
HELLA UNDERWOOD KERRI LANGWORTHY-WARD
JOSH FITZGERALD



SYDNEY The irony of having Christmas in July wasn't lost on our mini convoy as we headed off for a Christmas in July on the warmest day we've had this winter. 'Well I guess it beats the Brass Monkey black ice postponement of the fortnight before' I thought to myself.

From Sydney there are a myriad of fun ways to get to Menangle. From a sensible but unchallenging M2/M7 freeway run through to the thrill of either the A9 via Luddenham, Bringelli and Narellan or even longer but more exhilarating scenic run through Wallacia, Warragamba route through to Picton.

Menangle itself is a pretty 'hamlet' near the birthplace of farming in the Campbelltown region of Sydney. The original owners of the land, the Tharwal people, named it Menangle meaning 'place of swamps'. This swamp reference rang true where some of us chose the deceptively soft off-road route to the car park through a wet paddock. A couple of witches hats and we could have had a great gymkhana.

One of the best things about getting together with a load of enthusiastic MX-5 club people is the diversity of people our super sports cars attract. The stock standard aficionados were there early, sensibly lined up and polished. Yep they didn't park anywhere near the slush in the paddock. Sensible jackets and Mazda monogrammed caps adorning their armoured seats. Club racers were there with roofs off, roll cages and cockpits full and customisations so radical that entire new friendships were established on the day by way of mutual admiration of go-faster bits.

The food was traditional pub fare, the banter was lively and entertaining as they are at all club events. Always keen to engage with new people, I asked one guy what made him buy his MX-5, his wife leaned across and smiled 'midlife crisis'. He



replied, 'because I didn't have one'. Well that's as good a reason as any I thought.

Eavesdropping on the racing club guys I noticed they were pouring over a catalogue. Hmm, new ND? Nope, one of them had bought a new stereo and the others were fawning over the huge GPS screen, bluetooth gadgety integration stuff. I suspect the enormous screen was because it was easier to see directions if you can't hear them above your exhaust note.

ILLAWARRA Seven jockeys had their whips out, ready for their Santa Claus Horse Run to the Horse & Jockey Inn for Xmas in July. The Head Jockey had the horses cantering up Mt Keira, they then let loose as they galloped on the straight towards Picton. We hit the hills again on our way to the Oaks, with the horses and jockeys enjoying the view of the hills and valleys in the distance. We then headed up the Razorback to the summit to give the horses a rest and enjoy the panoramic view. Nearing the home run, we went down the hill to Menangle Park, where we tethered the beasts, and joined the Sydney crowd for an enjoyable Xmas in July. A great day was had by man and beast.

HUNTER There is a direct route to Gloucester from our usual meeting place at Beresfield but I decided for this run we would take a longer, more interesting route. So on Sunday 26 July twenty five people in fifteen MX-5s set off under a light cloudy sky to proceed through East Maitland, Clarence Town and Booral to Bulahdelah where we met up with eight people in another four MX-5s from the Mid North Coast Chapter. Some

members from both Chapters had decorated their cars with Christmas decorations and they looked quite festive. Before setting off again all the usual morning tea goodies, including some special Christmas themed cakes and slices, were brought out and enjoyed with a cuppa by all the members. From Bulahdelah we headed north, turning off just out of town to take the Nurbushring of Wootton Way up through the old highway which is now a lot less used by regular traffic and is therefore a lot more suited for a bit of a spirited run.

It was then out on to the highway to head north again until we arrived at Nabitac where we turned off to go west through Krumbach and other little settlements to arrive in Gloucester just before 1 pm; just in time for lunch. By the time we were halfway to Gloucester, the previous clouds had gone making way for a lovely sunny day which was quite warm. Lunch at Gloucester was at Tamsins Restaurant at the Roundabout Inn and consisted of alternate meals of roast lamb and roast pork with the usual vegetables. This was followed by alternate deserts of sticky date pudding and cheesecakes. Everyone agreed lunch was very good and good value as well. The restaurant provided this meal especially for our group and also served us in their function room. The restaurant's normal lunch menu is very extensive and is highly recommended for anyone requiring a meal when in Gloucester. After lunch and a bit of a chat, it was time to hit the road again and head for home, this time it was the short route taken. It appeared that everyone enjoyed the day.

After all, we had good weather, good roads, good friends, good food and of course perfect cars. What more could you want?



"By the way the forecast is minus 4 with snow and ice for Bathurst this Sunday. Let me have final numbers on Friday" were the parting words from the catering manager at the Bathurst RSL four days out from when the Brass Monkey took off from Eastern Creek. Whoops! Should I panic, ignore it or stay calm?

For the next few nights I had horrible visions of NAs, NBs and NCs elegantly pirouetting and spinning as they skated totally out of control on black ice along the Great Western Highway ending up as a pile of multi coloured metal and glass resembling a mega crash on a UK motorway in winter. I had nightmares with 100 members looking a like the chorus line in the Thriller video clip simply singing *"why"*. On my shoulder a leprechaun was whispering in my ear *"So Bangers Bancroft trusted you to carry on his Brass Monkey Run and you want to cancel. Have you become a wuss?"*

In a moment of calm I found a way to save face, the event and a few lives. I postponed the event a week and prayed to the weather gods. I managed to make contact with all but two of the 106 people who had registered or indicated their intention to come to let them know of the changes. In sub zero temperatures, the snow bucketed down on the original Sunday closing the highway between due to ice in a new meteorological phenomenon called the "Antarctic Vortex" previously known as a bloody cold snap. How embarrassed would I have been if the road was open and clear of ice.

On the following Sunday, congregations and day trippers were housebound with the Great Western Highway closed again due to snow and ice. The Brass Monkey hesitated then decided to take off down the Hume Highway for Goulburn chased by around 44 MX-5s from Eastern Creek and a dozen or so from Glenbrook.

Most Brass Monkey runs start under the stars in clear skies before daybreak for everyone to enjoy the gradual emergence of the fields and bush from the darkness of the night as the light increases towards sunrise. The event in 2015 was greeted by dark lifeless skies and mizzle with conditions chilling rapidly on leaving the urban sprawl. The cars from Eastern Creek arrived at the Frank Partridge layby around 6.30am to wait for RPM. With members stamping their feet, gloved hands buried in their armpits and beanies pulled down low it was decided to move off after 20 minutes to meet up with RPM in Goulburn.

Part of the allure of the Brass Monkey is the mid winter morning cold. Properly attired for the conditions the early morning chill is remarkably invigorating and there is no better time to drive your five than early before the roads clog up with bothersome traffic. A very long line of MX-5s set off down the dual carriageway from Wilton to be greeted



CHASING THE BRASS MONKEY

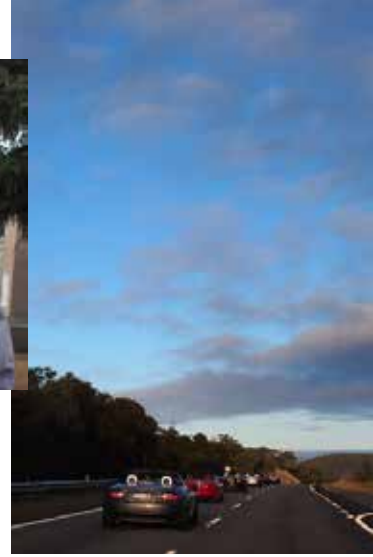
19 JULY STORY **MICHAEL SOULOS** PHOTOS **WAYNE** and **CATHY LANG**





30 Club Torque





by sub zero temperatures for the first time outside Mittagong that never got above zero for hours.

The big convoy broke up as drivers chased the Brass Monkey across the Southern Highlands in ever smaller packs travelling at their own pace down the highway through patches of fog, mizzle and rain. The cars travelled south with their roofs down across the Northern Monaro Plains covered in frost with scattered blocks of dirty ice lying in roadside ditches due to the Antarctic Vortex.

On arrival in Goulburn the temperature was a cozy minus 3.3 degrees Celsius with every one alighting from their cars with a warm smile and in good spirits looking forward to breakfast in the centrally heated Paragon Café or quick turnaround to drive back to the city. As the Eastern Creek mob were finishing their breakfast the RPM members arrived for the second sitting with everyone exchanging stories about the cold, the cold and the fun on the run.

The nominated return run for those not going back home after breakfast or joining the RPM for lunch was a runaround the Wakefield Park Long Circuit. When 28 cars headed off on the Kings Highway the temperature had risen to a tropical minus 1 degree with a light mist in town graduating to a thick fog with visibility down to around 50 metres by the turnoff into Wakefield Park.

All thoughts of running the Long Circuit had to be abandoned with the run re-routed to a drive back along the Highland Way with a refreshment and convenience break in the Sutton Forest Inn, then down the Old South Road and Remembrance Way to Bargo devoid of day trippers and locals to say our farewells. The weather Gods did not really smile on our event but thankfully the road gods did the right thing.

In spite of the weather forcing two abandonments of the run to Bathurst, those who were able to join our postponed event ignored the overcast skies, chill and light rain on their windscreens, all got the chance to chase the Brass Monkey to Goulburn. Hopefully the large contingent of newbies enjoyed the experience and will join all the old hands in 2016 to chase the Brass Monkey to Bathurst under the stars, the rising sun and clear blue skies.

From the generosity of our members \$935 was raised for Care Flight including registration fees received for brekkie in Bathurst. Many members who were to pay on the day donated \$20 each whilst others made an additional contribution with everyone buying their own breakfast at the Paragon Cafe. Everyone's contribution for a good cause is greatly appreciated.



On Sunday 8th July 1990, the MX-5 Club of NSW held its first ever club run. That day was dominated by a sea of NA MX-5s in Classic Red, a few Crystal White and a lonely Mariner Blue. To celebrate the 25th anniversary of this event, we recreated the Red, White & Blue Run.

The original run started at the old F6 tollgates, which are now long gone! Instead, we assembled at Waterfall Station carpark. I arrived to find that Helen, Grant, Lindsay and Josh were already there - from Newcastle! However, the dedication award belonged to Stephen who drove all the way from Tamworth to join the run.

As the MX-5s rolled in, runsheets were handed out in addition to souvenir copies of the first Club Newsletter and the original 1990 run notes. It was a fantastic turn out with 40 MX-5s, a Mini Moke, a Sprite, and 67 people! The weather turned it on for us too, with crystal clear blue skies. Amongst our numbers were Foundation Members Colin & Elaine in their immaculate Classic Red NA. They participated in that first club run in this same MX-5, and so authenticity was assured. Other long-term members included Dave & Amy in his & hers Mariner Blue NAs (with young Romeo in a booster seat), George in his delightfully tatty NA, and Garry and Allan in their SPs. The first leg of our trip was unusually short but consistent with the original. After a short run down the Princes Highway to Bulli Tops, we stopped for coffee and gelato at the Southern Gateway Centre, and luckily the carpark was (barely) large enough to cope. The amazing views of the Illawarra were simply breathtaking and began a theme that would continue throughout the day. We stopped for over an hour, allowing the baristas to cope with the coffee orders, and for everyone to have a good chat.

Back in the cars, we zipped down the motorway to Picton Road and then turned onto Mt Keira Road for a gorgeous descent through the rainforest, before taking the freeway south to Kiama. The North Kiama Bypass was opened in 2005 and skips the original route through Minnamurra and Kiama Downs. Arriving at Coronation Park, parking was at an unexpected premium due to a league match at the

Showground, forcing us to scatter around town. With the broad variety of options available in Kiama, there were no formal lunch arrangements and everyone was left to do their own thing. Many made their way to the RSL Club for a bistro lunch ... which is somewhat perplexing as there is no RSL Club in Kiama! Another group enjoyed fish & chips at the harbour overlooking Black Beach. While another group gorged themselves on the generous servings at The Grand Hotel. With full bellies, a stroll to the blow hole was in order for many.

Everyone trickled back towards Coronation Park at around 2pm, primed for part two of our adventure. Some of our number left early, and we were joined by Jan and David, bringing our net tally to 44 cars and 69 people. It's quite unusual for most club runs to include a return leg, so I gave a quick briefing to explain what would come next.

The first leg of the return trip was another very short one. We ascended the steep ridge to the top of Saddleback Mountain for group photos ... and more time for chit-chat. New barriers around the car park prevented us from recreating the original group photos, but they did stop one of our MX-5s from rolling down the hill when its handbrake failed to hold. Whew!

Then it was a twisty descent to Jamberoo and the dairy country to Albion Park. The group stretched out on the run up the Freeway and Memorial Drive. The original run went up Mt Ousley and down Bulli Pass, but we skipped that in preference for Memorial Drive which opened in 1992 (Bulli extension in 2009). Cruising slowly through the coastal hamlets of Austinmer, Scarborough, etc brought us to the spectacular Sea Cliff Bridge. And finally, with the sun setting behind the escarpment and a ridiculously busy car park at Bald Hill Headland Reserve, we stopped to say our goodbyes. Sadly it was too crowded to replicate the original photo of red NAs parked with their headlights raised.

It was a wonderful day out. Thank you to everyone who came along for the ride and made it very special.



Red, White & Blue

ALL CLUB 06 July WORDS **BRYAN SHEDDEN** PHOTOS **BRYAN SHEDDEN** **KEITH MONAGHAN**



JOADJA CHARITY DRIVE

30 May STORY BRIAN & ANDA CLAYTON NORM & ROZ BARKER LESA BUNN JOSH FITZGERALD
PHOTOS BRIAN CLAYTON ROZ BARKER JOSH FITZGERALD



ILLAWARRA The morning at Mollymook was clear and sunny, if not a little cool. So top down, heater on, and off to Robertson to meet the convoy from Wollongong. There was no traffic on the run out of Nowra and we had a clear run up and over Cambewarra. As we descended into Kangaroo Valley it became a little cloudy and a lot cooler and by the time we climbed up Barrengarry it was not wise to put your hand above the windscreen.

On into Robertson where the sun had disappeared and the wind was blowing cold from the west. We waited outside Chats and, for a while, considered the temptation of a hot coffee and a warm fire. But soon enough we heard on the CB the trip leader announcing that the outside temperature was 8.6 degrees and to turn left at the Pie Shop. The rest

of the gang had arrived. We slotted into the space left for us in the convoy and soon we were on that delightful trip down Pearson's Lane and the back road to Moss Vale. It was a little cool but the air was fresh and clean; what a way to travel. Through Moss Vale and soon we were in Berrima where the groups from Canberra, RPM and Hunter were waiting. It took only a moment of leg stretching in the "fresh" air to realise how warm and comfortable the MX-5 was, even with the top down. Our hosts conducted an entertaining wine tasting session and then it was onto the pizza oven for a scrumptious wood fired pizza. Chairs and tables were located inside the wine making shed and there was a delightful spot outside, sheltered from the breeze and in the sun which was starting to peak through. Lovely!

CANBERRA The day was chilly but the turnout was good from 6 chapters (Canberra 26, Hunter 9, Breakfast Club 5, Sydney 13, Illawarra 19 and RPM 24). Our chosen charity was Careflight. Each club organised a run to the meeting point at Berrima. With over 40 cars, we made quite a sight with a procession through Berrima to Joadja Winery. We raised \$1660 for Careflight thanks to the donations of our members, supporters and sponsors. The Canberra Chapter raffled a hamper of Joadja wines, raising \$463. We had 95 people attending and a further \$730 was raised during our Auction. The range of prizes included:

- Braided Brake Hoses for NA/ NB (Donated by MX5 Solutions, Canberra)
- Caltex Fuel cards (Donated by BreakFast Club) \$100 and \$50
- 2 x \$100 vouchers for mechanical work from Blue Mountains Mazda
- Coffee Appreciation - 4 people (Donated by Forsythe Coffee and Tea)

Many thanks to all who supported the event and made the day a success.

HUNTER Early on a very frosty Saturday morning, 9 Hunter members in 5 MX-5s set off from Edgeworth McDonalds bound for Joadja Winery at Berrima for the annual charity fundraiser. While the Hunter chapter had already held it's fundraising event, the charity lunch was conveniently held the day before a club track day at Wakefield Park, so members attending the track day decided to drop in for lunch on the way to Goulburn, while others used it as an excuse to come along for another social day out.

After navigating through the chaos that is Sydney's motorways we detoured off the Hume Highway at Narellan to shake off the tunnel vision with a nice twisty road through Razorback before arriving at Picton to meet up with the Sydney and RPM chapters.

Arriving at the winery we were certain the mercury had dipped into single digits so quickly found the winery's fireplace

to warm up by while sampling some of the beautiful wines, before enjoying a lovely wood fired pizza for lunch. Shortly after, the obligatory game of heads and tails was held, followed by the raffling off of wine and gift baskets and then an auction with all the proceeds to be donated to Careflight, a very worthy cause.

With those heading home making their own way, the rest of us attending Wakefield headed off to Goulburn to continue the social events including a pre-track dinner that night with around about 50 other club members.

RPM Nine topless MX-5s (and a Lexus), left Mulgoa for a day of wine, pizza and charity. We met up with the Sydney chapter in Picton and all continued the journey to Joadja Winery. Joadja Winery is nestled in the Southern Highlands and the owners, Kim and Frances, are passionate about the area and its 'cool-climate' wine. The Club took up more than half of their large paddock carpark. Once we arrived, we found a nice spot out of the wind and set up our 'camp'. After a few minutes I noticed that there were no other RPMers around. Upon investigation it was discovered they had all headed directly for the cellar door and were in the middle of a tasting session with Frances and Kim. Silly me for not going there first!

The Club were given free run of the vineyard grounds and winery. It wasn't long before we all enjoyed our wood fired pizzas from the outdoor oven. Raffle tickets were sold and the auctioning of the donations took place in the relative warmth of the boutique winery.

Most importantly for me, I was able to buy two bottles of my very favourite Brambelini; a boysenberry liqueur created at Joadja. The most important part of the day, however, was that over \$1600 was raised for Careflight. Many of the RPM chapter headed in to Goulburn for the night to get an early start on the Wakefield Park Track Day on Sunday May 31.





Early on Friday 01 May, eleven Canberra MX-5s and 18 Canberrans departed for our four-day run through the falling leaves to Bright in Autumn. Heading south at the steady pace dictated by the point-to-point cameras along the Monaro Highway, we arrived for the mandatory coffee fix at Jindabyne before taking the Alpine Way to Khancoban. The run through the Kosciusko National Park past Thredbo and over Dead Horse Gap was most enjoyable and thanks to the thoughtful co-operation of several drivers who courteously pulled aside to let our little “*faster in the twisty bits*” convoy pass, we all arrived in good humour to take in the always impressive vista of the Geehi Wall at Scammell’s Ridge Lookout.

Regrouped, we passed through Khancoban to Corryong for refuelling of both people and cars. The afternoon run was via Tallangatta and the eastern side of the lovely Kiewa Valley toward Mt Beauty, before turning off to climb up and over the Tawonga Gap to Bright. Arrival at our motel saw us link up with the two cars of our Canberra Chapter’s “*country cousins*” who had travelled direct to Bright from their Riverina homes.

After settling in, we all headed off for some much-needed exercise after a full day in the cars. A short walk had us arrive at Bright’s boutique brewery for well-deserved refreshment and a very satisfactory meal in good company. A pleasant way to end to a very enjoyable day on interesting roads.

The weekend was the culmination of Bright’s Autumn Festival and Saturday morning saw a “*village market*” in the town centre. Lunch had been arranged at the “*Red Stag*”, at a deer park about 20 minutes drive from Bright and everyone enjoyed the food, wine and the view from the hilltop location up the valley sprinkled with autumn colours.

Our return to Bright coincided with a parade of various floats and vehicles – included amongst which was a solitary MX-5, the driver being quickly made aware of our group’s visit to Bright. The evening was spent *al fresco* sampling red wine, pizzas and port – most enjoyable, despite the crisp evening air.

Sunday morning saw our full complement of 13 cars and 22 people start early to drive, *via the most indirect route*, over the hills and through the fog, via the Kiewa Valley and Yackandandah to Beechworth for breakfast at *The Bakery* – and to take in a show of interesting cars in the main street. Mid-morning our convoy headed over to Milawa to visit the cheese factory and *Brown Bros* winery.

From Milawa it was just a short hop to Oxley for lunch at “*Sam Miranda’s of King Valley*” – a very pleasant winery tasting room/restaurant. The group seemed to consider both the *al fresco* seating in autumn sunshine and our meals to be thoroughly enjoyable.

After lunch, our 13 car convoy headed back toward Bright, stopping at Gapstead for afternoon tea at yet another winery/ café – this one providing a nice elevated view over the different varieties of grape vines, clearly marked by their well differentiated autumn colours.

Monday dawned fine and crisp for our run home. Several cars, including our Riverina cars, left independently and another early start had our residual 9 cars enjoying another foray over the Tawonga Gap, up the western side of the Kiewa Valley and on to Tallangatta for coffee - and where another car dropped off.

The Granya Hills provided an enjoyable run on good roads over to the Murray River valley to Jingellic and on to Tumbarumba for lunch, from where it was direct to Gundagai and on to Jugiong for our final coffee and group farewells before heading home independently.

Our four-day foray through the mountains and amongst the falling leaves was blessed with exceptionally good weather, many beautiful autumn colours and good companionship. We travelled just over 1000kms to and from Bright plus some 300kms amongst the falling leaves.



FALLING LEAVES

CANBERRA 01 - 04 May STORY KEN KEELING
PHOTOS JOHN and CONNIE BROWN BOB JUDD BRICET KLOREN TONY McDONALD



Canberra Jets & Jacks

CANBERRA 20 - 21 June STORY AND PHOTOS BARRY MATSON

My partner, Elfie, and I were taking the lead role for our first time and, after a cold wet week in Canberra, and with the winter solstice almost upon us, we had been anxious about the viability of this run. However, the weather gods were smiling as we led twelve MX-5s, most of them in topless mode, out of the National Capital on the highway north on a fine crisp Saturday Morning. Our plan was for a nautically-flavoured trip through some of Australia's most beautiful scenery to the east coast, taking in the RAN Aviation Museum at HMAS Albatross and the Maritime museum at Huskisson on Jervis Bay. We pulled into the Jumping Rock Café for our morning break. We pressed on through Exeter and then east to intersect the Nowra road running south from the Illawarra Highway. Then our route was south through Fitzroy Falls and Kangaroo Valley. In total, the wombat count for this entire run was eight.

I think that the Kangaroo Valley region has the most beautiful temperate zone Australian scenery on the continent. Those who had seen it all before insisted that we should stop at the Cambewarra Lookout for a majestic view of the coastal plain from Gerringong in the north to Jervis Bay in the south.

With the lunch deadline approaching, we drove quickly down to Bombaderry and around to Shoalhaven Heads for lunch at the hotel by the river. Although the food and service at the Heads Hotel was excellent, (I recommend the barbequed ribs) we feasted too far into the afternoon to give us enough time to properly check out the Jervis Bay Maritime Museum at Huskisson. Nevertheless, they cut the entry fee in half and gave us forty five minutes to explore the place.

We spent the night at the Huskisson Beach Motel which gave a good discount to our MX-5 club and treated us very well. Dinner was in a back room at the Husky Pub, which we had almost to ourselves. Sunday morning, following a quick breakfast, we drove directly to the Albatross Naval Aviation Museum, where a kindly Chief Petty Officer took us under his wing and gave us the guided tour. On the way out of the Navy base there is a sign that says: *to Canberra via Nerriga*. This fine road is a well-kept secret. Our group skipped Nerriga and proceeded directly to Tarago for lunch at the Loaded Dog Pub.

Elfie and I came to the end of our first MX-5 Club run as leaders. We both felt that it was something we would like to do again.



Illawarra Ghostbusters

ILLAWARRA 03 July STORY JULIE FARQUAR PHOTOS BRIAN CLAYTON BRENDAN BARR

It was a clear but quiet night when the intrepid Illawarra gang, plus Steve from Sydney, met in the heart of The Rocks for an appointment with some ghosts. We all felt a little lost without our beloved MX-5s but they would never have managed the narrow Nurses walkway or scaled the Argyle Cut so it was best we left them warm and snug back in the Gong.

The tour was the brainchild of Janet and Peter who felt that we needed to go back in time and catch a glimpse of our rather sorry past. Mark, our guide in black hat, long black coat and carrying an ominous vintage Doctor's bag led the way as we began our tour.

All 22 of us were armed with the best ghost dispeller imaginable; a torch. Starting at Cadman's Cottage we moved to the Orient Hotel and looked to the window where Joseph Silver had severed his own genitals and thrown them to the street below. This was a little disturbing as we had just eaten there. Had we known of its murky past we may not have enjoyed our fish and chips so much. Next we went via the Nurses walkway through areas riddled with smallpox and past a site where an apparition had been sighted with blood on her face. Unfortunately she was not in that night but we were not deterred. From there we continued, still in formation, to Suzanna Place and the site of the bubonic plague in 1844. We learned the gruesome origin of "dead ringers" and "saved by the bell" and that rather than be buried prematurely, it was better to be Irish who were laid out for a week before being interred. At times there are the ghostly screams of a

wife who was strangled nearby but luckily; we heard naught. We passed the Australian Hotel and gazed up at the window where ghosts were apparently seen that liked to keep guests awake all night.

From there to the YHA where over 200 baby skeletons were unearthed and the wife of bigamist George Cribb was often seen clad in white shawl and drifting over the site of the slaughter yard. Many of us were spending the night at the YHA so his descriptions of ghostly activities under our very beds were not conducive to a good night's sleep. We would probably need a nightcap if we were to get through the experience unscathed.

Each place had a tale more macabre than the previous complete with petty crims and innocent children meeting untimely ends. The walk around Observatory Hill had us listening for a voice that whispered "don't leave me". The history of our past was brilliantly told and we were all enthralled at the stories. Observatory Hill was beautiful at night and worth the climb. We stood a while and caught our breath and watched the lights below and thought of the past where life was not so easy or so pleasant.

We then repaired to the Harbour View Hotel to collect our thoughts and recover from the barrage of history and ghoulish happenings that would stay with us for a long time. It was a weekend of fun and history and companionship. A not to be missed event! Thanks to all.



Mid Week Run

HUNTER 31 July STORY **BARRY LUTTRELL** PHOTOS **JENNY LUTTRELL**

Five cars and seven participants gathered at the Beresfield service centre for the second of our midweek adventure runs led by Kaos Kurri on some of the best MX-5 roads in NSW and with perfect weather. We also welcomed our new member John Evans and his beautiful low kms, black NC. First it was over Mt Sugar Loaf with its scenery and twisty road, up one and down the other side. It was then open run along farm land back roads on to the small settlement of Mulbring. Skirting the edges of the Watagans National Park we found more twisty roads on to Quorrobolong and then through Millfield, a small historic settlement South of Cessnock, and on to Wollombi. This is a popular weekend stop off for Sydney and Newcastle day trippers.

Leaving Wollombi we travelled through the hinterland with its farms and orchards to Kulnura and on to Wisemans Ferry Road via Mangrove Mountain. Happy days, more twists and challenges as we travelled towards Wisemans Ferry. We had a short comfort stop and leg stretch at Spencer to take in the scenery across the Hawkesbury River.

The road now followed the northern edge of the Hawkesbury River until we reached the Ferry. Care is needed manoeuvring MX-5s onto the ferry due to steep edges on the ramps. Across the river to our lunch stop at Wisemans Ferry Hotel. Meals

here are good quality and reasonably priced with outdoor eating areas for those beautiful sunny winter's days.

More twisty roads as we climbed out of Wisemans Ferry and on to Maroota. During our run we came across a number of trucks and slower vehicles that magically pulled over and let us pass. Thankyou to those courteous drivers / operators.

We now travelled through Glenorie with its huge houses and acreage properties.

The next twisty section was Galston Gorge. Traffic was heavy so opportunities to use the MX-5 capabilities was limited, but still much fun. I really wanted to turn around and do it all over again. We drove out the other side of Galston Gorge and then through Hornsby and on to the Old Pacific Hwy. This is so much more fun than the M1 freeway even with the 60 km/hr speed limits on many sections. Over the Hawkesbury River and on to Gosford then cruise control via the remainder of the M1 to Newcastle and home.

Thank you Kaos "Karl" Kurri, you took us on a 360 km drive, hundreds of twisty bends and hills, beautiful scenery, good food and great company with common interests.

It doesn't get any better.

Port to Arakoon

MID NORTH COAST 31 July STORY MIKE WALKDEN-BROWN PHOTOS GREG COX



It was a perfect winters day for our Sunday drive to Arakoon with lunch at the Trial Bay Restaurant and Kiosk. Eight keen members in five MX-5s met at the Rivermark Café Port Macquarie at 9:45am, looking forward to another magic MX-5 Club run.

The drive to Kempsey, where we were joined by members Wayne and Cath in their MX-5, was tedious because of constant roadworks, and speed limit variations. However, after turning off to Crescent Head for our morning tea stop, we had a very pleasant drive with little traffic, a few nice curves to remind you of the reason we drive an MX-5, and good scenery.

Although I live in Nambucca Heads, this was my first visit to Crescent Head, and was pleasantly surprised to find it was not over developed, and was reminded of how times were in this area of the coast years ago.

Morning tea at Crescent Head Holiday Park was the usual catch up with lots of chat and good humour. The kiosk has a covered area for patrons and serves good quality food and coffee, almost among the caravans, which is situated close to the beach and gives a real holiday feel.

The drive through the winding Belmore river flats to Gladstone was very enjoyable and scenic.

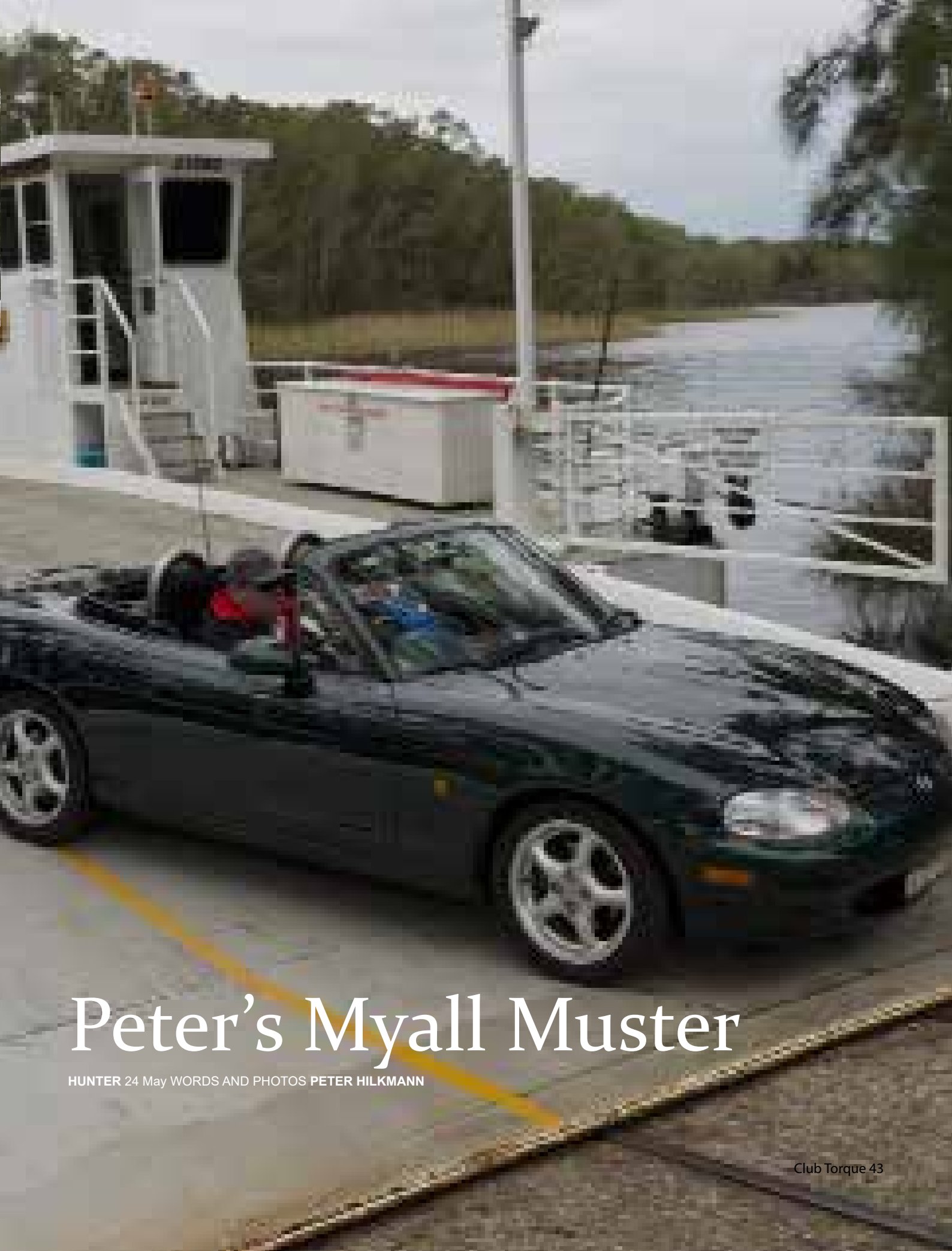
From Gladstone it was a more familiar drive for me to South West Rocks, Arakoon, and our lunch stop at the Trial Bay Restaurant and Kiosk. The drive along the Macleay River is absolutely magic, fabulous scenery and a road which has very little traffic, just perfect in an MX-5 with the roof down. Lunch at Trial Bay Restaurant and Kiosk was very good, well priced and high quality. Without doubt our lunch stops are a highlight on all our runs, where we enjoy a good meal, have a chat and further our friendship.

Thanks to Greg Cox for organising the run, it was a pleasure to be with such a fine group of MX-5 people.



As you may all know, we have had a very wet and stormy Autumn this year. And this was particularly noticeable in the Hunter, with one of our runs having to be cancelled, we were determined that the June run would go ahead. After welcoming new members and visitors, we set off from our usual starting point at the end of the M1 Beresfield. We travelled through the Lower Hunter along roads that had been closed for days just a month earlier. We could see what all those damaging winds had done to areas such as Morpeth, Hilton, Wallalong and Seaham. We arrived at Tea Gardens at around 10:30am; just in time for morning tea on the waterfront. Whilst we were there we were greeted by Helen & Michael Johnson from the Mid North Coast, who decided to come and have a look at what a club run is all about. All of our club ambassadors were hard at work during our morning tea break, as there were more people interested in our little cars and our club, so much so that they are now also

looking to buy an MX-5! With all of our homemade goodies now packed away, it was time to go for another little drive along Mungo Brush Road where the ferry man had all sorts of problems trying to fit 16 MX-5s onto his 6 car ferry. But three ferry crossings later we were all across the water at Bombah Point and on to our lunch destination at Myall Shores. And with such a large group, the staff had their work cut out for them. But they did a wonderful job, fed us all with good tasty food, and for some ice creams for dessert. After a stroll through the resort to check out the facilities and some of the local wildlife (kangaroos and birds) we all made our own way home, with some opting for a quick stop at Hawks Nest. Once again we all had a very enjoyable day, with plenty of time to socialise and catch up with friends, and also make new friends with our visitors, in the hope that they will join our ranks.



Peter's Myall Muster

HUNTER 24 May WORDS AND PHOTOS PETER HILKMANN



Winter Solstice Run

BREAKFAST CLUB 02 JULY WORDS ADAM WALKER PHOTOS BRYAN SHEDDEN ALAN VUONG

7am McDonalds Heathcote and the car park slowly filled with 14 members (some first timers to a Club run) and 2 guests in 13 cars for the BreakFast Club's Winter Solstice Run. The clouds parted their way and the sun was starting to warm up the roads, this was going to be a good day!

We departed after a quick briefing and were met with a plethora of cyclists and trucks along the Old Princes Highway and Appin Road. The first waypoint was in Appin where we all re-gathered for the spirited run down and through Broughton Pass before jumping on the Hume for a quick 10km blast down the highway.

Jumping off the highway landed us in the empty "B" roads running adjacent to the highway. We briskly passed though the small town of Yerrinbool and onto some personal favourites including Old South Road, the Range Road rollercoaster and Tourist Road along the Southern Highlands escarpment to the base of Robertson.

Second waypoint was at the Robertson Pie Shop and everyone jumped out of their cars with a smile ear to ear. After a quick pit stop it was a right turn down towards the coast via the recently resurfaced and challenging Jamberoo Mountain Road through Jamberoo then along and around Saddleback Mountain before entering Kiama from the Southern End.

BreakFast (or Brunch by the time we arrived) was happily hosted by the Milkandhoney Café near the Kiama Lighthouse for a great feed and lots of ND talk.

Everyone departed ways after Brunch in all directions, with some members even doing the reversal of the morning's run.





MOTORSPORT



Club Trackday

TRACKDAY 31 May 2015 WORDS **MIKE HICKS** PHOTOS **MEL KELLER**

Eighty one members including thirteen ladies and two visitors competed at our Track Day at Wakefield Park on the last day of autumn. It may have been the last day of autumn but it felt like the middle of winter. Nevertheless many cars and driver combinations recorded personal best times at Wakefield Park. In fact new class records were recorded in 13 of our 19 classes, a sure indication that it was a good day for quick times.

One of the seven groups was set aside for our ladies who used two of their runs for the purpose of training and coaching. Most competitors completed six runs of six minutes with a few including one particularly keen lady completing eight runs.

Fastest time recorded by a lady went to Club Torque Editor Mel Keller who lowered her best time to a very creditable 1:14.02. Other Ladies to shine on the day included Lesa Bunn 1:18.45, Kim Jacobs 1:18.56, Gaynor Lawler 1:19.13, Tammie Hotz 1:19.16 and first timer Alexandra Breitsameter 1:20.59. Fastest Time of the Day went to Todd Herring driving the car wife Kristy previously drove with a very creditable 1:05.03, this time being the fastest recorded during the 2014/15 Competition Year. Second fastest was Cameron Macarthur from Blue Mountains Mazda, in his road going SE in 1:06.12. Tim Herring was third in 1:08.69. Four other drivers Russ Maxwell, Tony King, Phil Ashton and Daniel Gardner all broke the 1:10 barrier.

New Class records were recorded in:

- Class 2 Keith Monaghan 1:15.50,
- Class 3 Luke Kovacic 1:12.99,
- Class 3 Ladies Kim Jacobs 1:18.56,
- Class 4 Ladies Alexandra Breitsameter 1:20.59,
- Class 5 Mark Palmer 1:12.58,
- Class 5 Ladies Tammie Hotz 1:19.16,
- Class 6 Ladies Lesa Bunn 1:18.45,
- Class 7 Daniel Gardner 1:09.87,
- Class 7 Ladies Jill Feutrell 1:27.90,
- Class 8 Tony King 1:09.11,
- Class 8 Ladies Mel Keller 1:14.02,
- Class 10 Todd Herring 1:05.03 and
- Class 11 Keith Bridgement 1:10.10.

Well done to all.

Thank you to all the members who worked in an official capacity to make the day a great success. To Zan and Rod Menzel and Rod's RTM Timing System, thank you for an incredible seventeen years service to the club. Your efforts have seen our club days grow from 20 to 30 competitors in the late-1990s to the current entry levels that average somewhere in the eighties with over ninety at some events. A truly great service and contribution to the Club that should never be forgotten.



PHILLIP ISLAND 6 HOUR

01 - 02 August STORY GLENN THOMAS PHOTOS GUY COLES KEITH MONAGHAN TONY KING



One of the more notable components of the 10th Anniversary Phillip Island 6 Hour Relay was the tremendous participation of our club. Our five teams of a manager and four drivers were further supported by a bevy of volunteers who worked tirelessly over the hot, freezing, windy and rainy weekend.

The Phillip Island 6 Hour Relay is a prestigious event and the first nine years have seen capacity fields participating at what is arguably one of the best and most exciting tracks in Australia. Being such a popular event means that the entire 50 team grid often fills on the day that entries open. Fortunately for our club, we have Stewart Temesvary in our corner and he has a finely

tuned process for getting the entries submitted.

And what an event it was! Pipers and Pit Girls and Boys lined up with the starting grid while the Royal Australian Air Force's Roulettes flew overhead. Now the goal of the event was to get as close to your nominated lap time without the direct support of any timing device. The only indications drivers have of their times was through the Pit Crew signalling with Pit Boards. Simple - eh? Well there is a further rub to this process.

The teams score one lap each time they pass the start-finish line and score a sliding scale of bonus laps determined by how close they

are to their nominated time with a range of half to two and a half seconds. However, if drivers go faster than their nominated time; then a similar system applies to amassing "penalty" laps. The team's total score is then calculated by multiplying the actual laps covered by one plus the total bonus laps and dividing this by one plus the total of number of penalty laps (i.e. less than half a second too fast can halve your entire team's score!). To further appreciate the challenge; all of this is done at "race" speeds with forty nine other cars of hugely differing speed capacity trying to drive their own race.

At the end of the event, all five teams represented your club



TOP LEFT: Team MX-5 NSW dominate the grid with 5 teams and 20 cars

TOP RIGHT: Phillip Island SuperSprinters Team Manager Jean Cook

LEFT and BELOW: The Phillip Island SuperSprinters; Guy Coles, Paul Byers, Phil Ashton and Keith Monaghan

FAR LEFT: Second place-getters The Panorama Mountain Men; Brendan Thomas, Tony King, Russell Maxwell, Stewart Temesvary and Glenn Thomas

admirably with the highest placed team securing a second position outright. The club's order of finish was: The Panorama Mountain Men (Brendan Thomas, Stewart Temesvary, Tony King, Glenn Thomas, Russell Maxwell); Phillip Island SuperSprinters (Jean Cook, Phil Ashton, Keith Monaghan, Paul Byers, Guy Coles); Just Regular Guys (Bryan Shedden, Kevin Addison, Tony Williams, Peter Feutrill, Gus Elias); Blue Mountains Mazda (Pam Estreich, Ray Estreich, Greg Bunn, Warren Hotz and Tammie Hotz); and MX-5 Club of NSW (Graham Fletcher, Mike Hicks, David Lawler, Ed Cory, Ian Combes).



FRIENDS TO THE END

08 - 09 August STORY AND PHOTOS MEL KELLER

Teammates Daniel Deckers and Luke Otten leave it to the final corner to decide who will be the 2015 MX-5 National Champion



MX-5s from across the country gathered on the weekend 8-9 August for the MX-5 Nationals at Goulburn's Wakefield Park Raceway. The field of 30 cars ranged from an NAs, through NBs to late model NC's lined up for two sprint races on Saturday to set qualifying times for Sunday's one hour endurance race. The driver line up featured many State and National Champions and the hotly contested endurance race culminated in a thrilling final corner overtake to decide the new MX-5 National Champion.

Teams were permitted to use a co-driver for the endurance event with Wayne Cooper signing Scott Bargwanna to share his MX-5 while his son Harrison Cooper shared a drive with Production

Sports champion Jordan Cox. The weather conditions at Wakefield Park were perfect for fast times during Saturday's qualifying sprints with Nick Cancian posting a record breaking 1:04.44 only to be narrowly beaten to pole twenty minutes later by Todd Herring with a 1:04.43. Daniel Deckers maintained a one second lead over teammate Luke Otten during their four outings on the track while Matilda Mravivic showed customary consistency in her MX-5 SP; posting between 1:06.13 and 1:06:41 throughout the day.

Sunday dawned with the track smothered by a thick fog. Organisers and drivers alike looked to the weak sun and willed a breeze into being but after an hour's delay in proceedings, it was time to take matters in hand. A

small army of volunteers drove their utes, 4WDs and camper vans onto the track to stir up some warmth and air flow. As they drove slowly around, waving merrily down the straight, cheers were raised from the pits to the hill. The fog conceded defeat and within twenty minutes, the track was clear for a five minute warm-up session.

The MX-5s lined up for their start minus Nick Cancian who had experienced a frustrating mechanical issue during warm up and was confined to the pits. The race started with cars immediately separating into two tight groups but a spin on Turn 10 brought out the safety car. Jeff Hume from Queensland and Wayne Cooper immediately retired with damaged cars while the rest of



TOP: A Foggy start to race day. MX-5 National Champion Luke Otten (L) with Daniel Deckers and Todd Herring (R)
ABOVE: Jordan Cox (L) and Harrison Cooper (R)
LEFT: Team Otten celebrate
FAR LEFT: All drivers completed a compulsory pit stop

the field circled. The race restarted on lap 5 with Todd Herring working hard to increase his lead from Daniel Deckers and Luke Otten in his 2.5L NC.

Todd would soon have to concede the ground to his friends. "I did my fastest time on lap 7 and then, coming into turn 2, I heard - bang. No third gear." He was determined to try and maintain his lead but there was little he could do. "Well, I've got other gears," he laughed, "but I was losing time coming out of the corners in fourth."

Daniel Deckers took advantage, moving into the lead with Luke Otten following as a close second. The two would go on to trade the lead five times during the race.

The pits were due to open at lap 20 but the safety car had pushed back the pit window to lap 22, causing some rapid recalculations in the pits. Some cars carry an additional fuel tank for endurance events but it is optional. Shortly after the pit window closed, Matilda Mravcic returned with a suspected fuel pump issue and was unable to rejoin the field. Carl Kosutar was also forced to retire his MX-5 NC when his front left wheel bearing failed with only seven laps to go.

With two laps left of the race, Daniel Deckers looked to be heading for first place. Luke Otten made two challenges but encountered traffic on both straights. A final outing around Turn 2 saw a lock up from Daniel and Luke managed to close

the gap to .03 of a second. It wasn't until Turn 9 that there was enough clear air to overtake and with strong encouragement from his team, Luke made his move on the back straight, entering the final corner half a car length in front. "After 55 minutes of racing, it came down to the last corner," said Luke after taking the flag. "That was close."

There a celebratory mood during award presentations for Class winners; Cameron Hallam (Class E), Kerry Finn (Class D), Daniel Reynolds (Class C), Luke Otten (Class B) and Todd Herring (Class A). Todd also took out 3rd place in the championship with Daniel Deckers securing second place. The new MX-5 National Champion is Luke Otten.

Round 4 of the CAMS NSW Supersprint

Championship was held at Sydney Motorsport Park's Grand Prix circuit on Sunday 19th July. 23 MX-5 Club members competed in this round. The weather was good, with everyone getting a respectable number of runs.

In this round, the MX-5s were grouped together into 2 groups (from memory). This seemed to work well with fewer issues with traffic. For some reason in the round after this (round 5), ARDC reverted to mixing the MX-5's in with everyone else, which didn't seem to work that well.

The MX-5 Club came away with 532 points for the round, compared to 392 points for the ARDC. This put the MX-5 Club on 2391 points - 915 points ahead of the ARDC on 1476.

Class 1B - Bryan Shedden 2nd

Stewart Temesvary 3rd Keith Monaghan 4th

Class 1C - Phillip Donnelley 3rd

Class 2A - Scott McGarry 1st Tony Williams 2nd

Class 2B - Daniel Gardner 2nd

John Karayannis 4th Jon Fox 5th

Class 3A - Mark Palmer 2nd

Class 3B - Ralph Thompson 1st

Phil Abraham 3rd Kevin Addison 4th

Class 4B - Chris White 1st David Lawler 3rd

Ian Combes 4th Ed Cory 5th

Class 4D - Matt Perry 3rd

Class 6A - Tony King 1st

Class SVB - Mike Hicks 2nd Gus Elias 3rd

Greg Bunn 4th

Class SVC - Russ Maxwell 4th

Round 5 of the CAMS NSW Supersprint

Championship was held at Sydney Motorsport Park's Grand Prix circuit on Sunday 9th August. Being only a week after the Philip Island 6 hour, it was great to see the MX-5 Club represented by 24 drivers. Conditions were great all day. Some slightly over-exuberant driving by one of our MX-5 pilots neatly distributed cones across the track at turn 6. It was quite entertaining exiting turn 6 to find both possible directions blocked with cones! Fortunately there was a big enough gap to squeeze through. Another MX-5 club member distinguished himself by spinning on the same corner - in a borrowed car. Yes, turn 6 was where the action was that day.

On ARDC's home ground, the MX-5 Club scored 546 points, outscoring ARDC by 38 points bringing our championship total to 2937 points, a massive 930 points ahead of ARDC - a handy lead going into the next round, which is on our home turf at Wakefield Park.

Class 1B - Bryan Shedden 2nd

Class 1C - Mike Kelsey 3rd

Phillip Donnelley 4th

Class 2A - Scott McGarry 1st Tony Williams 2nd

Class 2B - Daniel Gardner 2nd

John Karayannis 4th Derek Mock 5th

Jon Fox 6th

Class 2C - Luke Kovacic 3rd

Class 3A - Mark Palmer 2nd

Class 3B - Ralph Thompson 1st,

Cameron Williams 2nd, Phil Abraham 4th

Steven Williams 5th

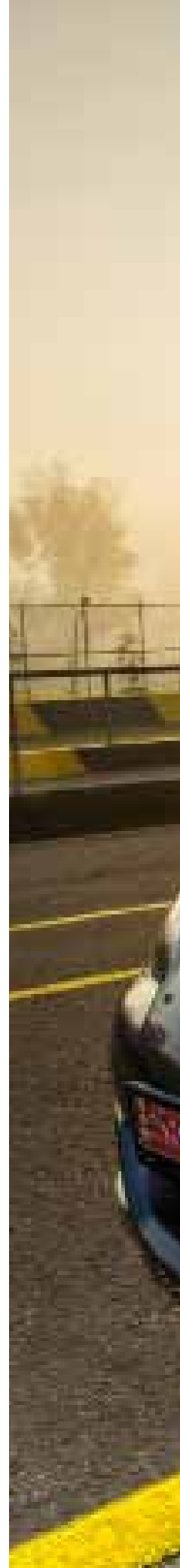
Class 4B - Chris White 2nd, David Lawler 3rd

Ed Cory 4th Ian Combes 5th

Class 4D - Matt Perry 3rd, Greg Perry 4th

Class 6A - Tony King 1st

SVC - Verne Johnson 4th Russ Maxwell 6th



TAKING FLIGHT

*Our MX-5 pilots continue to dominate the
CAMS NSW Supersprint Championships*

WORDS IAN COMBES PHOTO ROB ANNESLEY





MX-5 Cup Round 4

MX-5 CUP 28 June WORDS **LUKE OTTEN** PHOTO **JESSE JACKSON**

Round 4 of the MX-5 Cup was held on Sunday 28 June at Wakefield Park raceway and was fiercely contested. After the ten minute qualifying session Chris Deckers was on pole with Daniel Deckers second and David Stone third, with less than a second separating the top five cars in qualifying it was shaping up to be a very exciting day, especially considering there were 20 cars entered for this round.

When the lights went out for race one, it was David Stone through to the front with Daniel and Chris Deckers trying to answer the age old family question of who's fastest, father or son? After six laps it was David Stone first to the flag with only four tenths separating Daniel Deckers and Luke Otten for second and third place. This sort of close racing was common the whole way through the field with lots of battles taking place. Race two: and once again it was David Stone first to finish line with Luke Otten less than three tenths behind for second place and the battle continued between the father and son duo. This time it was advantage father, with Daniel finishing in third place less than one tenth in front of Chris! And you could have thrown a blanket over the next six places. Did I mention there was a lot of close racing this round?

Race three. We had all mentally decided where in the cabinet, garage or pool room our trophies belonged, now all we had to do was win them! David Stone led early but was eventually passed by a hard charging Chris Deckers for the win, with David for second place and Luke Otten for third. David Stone, Keith Hammond, Scott Walker, Ian Caldwell and Michael Hall all taking home class wins for the round, it's very tight in the points championship. As usual a big thanks goes out to the organisers and competitors of the MX-5 Cup and Wakefield Park for hosting the event. I'd like to take this opportunity to welcome Steve Green to the committee and thank the departing Craig Durrant for all his time and dedication - retired from the committee but never from the track!



Nulon Nationals Round 3

NULON NATIONALS 24 July WORDS **KEITH MONAGHAN** PHOTOS **KEITH MONAGHAN BC PHOTOGRAPHY**

Round 3 was run at Wakefield Park on Friday 24th July. The team of Verne Johnson, Glenn Thomas, Todd Herring, Tim Herring, Scotty Gibbs and myself headed to Wakefield Park on Thursday night for an early start on Friday morning.

After spending a cool night in the cabins we awoke to a very good looking day. We set up in our garage space and set about the banter between the 9 other teams. As always there was a great variety of cars which made for some spectacular sights. The competition was very strong and as always there was a strong inter-club rivalry. Even though the track was slow on the day there were some very good times. With a large number of times from 1:04 to 1:10 the inter-club competition was very good. At the end of round three the club is in 6th place with 2 drivers in the top ten overall. Todd Herring tied for 2nd place and Verne Johnson in 10th place. Also Scotty Gibbs is in 20th. Well done to our team and bring on round 4 at Cootamundra.







GETTING THE DRIFT

28 June STORY JOSH ALLEN PHOTOS GREG UNGER DAVID LAWLER GRANT WEBBER



The excited but bleary eyed Hunter contingent met at the Twin Servos just before 6am for a quick coffee and chat, before heading down to Sydney Motorsport Park at Eastern Creek.

Registration and scrutineering were fairly uneventful, but during the driver briefing there were some frightened looks exchanged when the entrants first saw the test layout sheets. The fear proved to be unfounded, as the courses were relatively easy to navigate after a few minutes of study, especially for those of us with navigators. Marriages were strengthened, as were sibling rivalries, with more than a few involuntary hand brake turns. Those of us with 2 drivers per car had to quickly learn where the high points on the skid pan were, to avoid getting shoes full of water each time we swapped seats.

The other Hunter Josh had to feed his suspension a quick teaspoon of concrete to harden it up, while I ghetto-rolled my arches with a wheel brace in between runs, to provide a little more clearance.

A lot of fun was had by all, and all the cones survived until it was time to leave, despite copping a good beating. One entrant even tried taking his favourite cone home - three times! Thanks to everyone for participating, and for putting in 110% effort. Even though we were only driving for less than a minute at a time, waiting 10 minutes or more between runs, there was never a dull moment. Special thanks to the organisers and officials, especially Scotty Gibbs for preparing the tests; including an especially challenging reversing test. We all really appreciate the effort and dedication it took from Diann, Grant, Andrew and Bowden, among others, to stand out on the shallow concrete waterfall for almost 8 hours. Extra special thanks to the trainers. The verbal training provided was almost as good as seeing them driving other peoples cars like they were stolen.





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