



*20th Anniversary Edition 2, 2010*

# CLUB TORQUE



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# *The President's Brief*

## **GOING TO ON-LINE MEMBERSHIP/EVENTS SYSTEM**



In the last issue of Club Torque I advised of the Committee's decision to change to a new membership database system. This system will provide an on-line payment facility for new members, current membership renewals and incorporate registration for participating in Club social and other events with on-line payment where necessary.

Stephen Carter, our Database Secretary, is deeply involved in setting up the new system with IMG Sports Technology Group and deserves special recognition and commendation for the time and effort he is expending on our behalf.

The IMG system is designed specifically for clubs and is already in use by the MX5 Club of Victoria, the Jaguar Club of Victoria, the MG Car Club of NSW, Cycling NSW, The Sydney Swans and the majority of the Victorian AFL Clubs. The group is international and caters for the likes of Manchester United. We plan to have completed testing and be operating the system in time for membership renewals in October of this year.

There are numerous advantages from the point of improved Club administration, but here are the key benefits as they apply to the members;

- A secure website with separate data security backup
- All data is under the sole ownership and control of the MX-5 Club of NSW. It cannot be "sold on" to third parties.
- Direct access to your personal record by inputting your membership number and a password
- Ability to update personal, car and email details
- Ability to register for events on line without downloading booking forms
- Online credit card payments for membership fees and club social or weekend events
- Credit cards payments are secured by encryption at point of entry and the Thawte security system
- Online refunds can be made directly into the member's credit card account
- Unlike other options examined, there are no set set-up, license, or ongoing hosting fees
- Fees are charged on a transaction based model:

6% for membership fee transactions

\$2.50 plus 1.8% per event registration

- These fees include the gateway and merchant charges which are currently met by the Club
- There will be no increase in membership fees, the Club will accommodate these costs within its budget
- The event calendar will be integrated into the system
- The system provides bulk e-mail to members to advertise runs and other events at no charge
- Unlimited general emails are also included at no charge

This is an overview and we will advise progress on implementation as and when convenient. Use of the new system will soon bring home the convenience and advantages to all of the membership. Of course, you will need computer access and, in that regard, if you have not provided your email address, please update now and directly to Stephen at [membership@mx5.com.au](mailto:membership@mx5.com.au)

*Sean MacCormaic*





Your Club Committee has planned a weekend of events to mark this special occasion, commencing with a celebratory lunch in the delightful atmosphere of Centennial Vineyards' premier restaurant in Bowral. Continuing through to an anniversary track day at Wakefield on the Monday, the program gives you the opportunity to stay over and enjoy the pleasures and hospitality of our Southern Highlands region.

### **SATURDAY 19 JUNE**

#### ***Lunch at the Centennial Vineyards, Centennial Rd., Bowral***

The three course meal in this up-market venue will cost members \$45 pp, non members \$70 pp. Wines/ drinks are purchased separately from the bar. *Note that the discount early bird rate closed on April 1.* Closing date for payment is now 31 May.

#### ***Travel options:***

**BreakFast run group:** 7:00am for 7:30 start Subway car park next to McDonalds at Heathcote (Subway request we support them if using car park), OR 9:00 for a 9:30 departure from Nan Tien Temple. Run travels down the Old Princes Highway, Mt Kiera to the Nan Tien Temple for morning tea then south via back roads to Cambewarra Lookout Café and final dash across the Southern Highlands Centennial Vineyards for the 1:00 pm lunch.

**Late start Group:** 9:30am for 10:00 start Subway car park next to McDonalds at Heathcote (Subway request we support them if using car park). Run diverts through the National Park before joining the freeway to Albion Park, Jamberoo and the mountain pass to reach Centennial Vineyards, for the 1:00 pm lunch.

**Hunter Chapter** members will travel direct or rendezvous to join one of the Sydney groups in the run to the venue.

**Canberra Chapter** members will meet at Kamberra Winery Car Park (Northbourne Ave) at 11:00 am



### **SUNDAY 20 JUNE**

#### ***Sunday morning coffee run & Burrawang Hotel lunch.***

Staying over on Saturday night after the lunch? Great!

The run leaves the Mittagong RSL car park around 9.30 a.m. for coffee at the Illawarra Fly lookout then down Jamberoo Pass returning via Macquarie Pass for lunch at the Hotel. To book the pub we need numbers **NOW!** See contact details in the events calendar.

**Saturday night accommodation options** - all close to the RSL Club which offers breakfast (6.00 and 9 am) as well as other meals:

1. The 4½ star Springs Resort Motel adjoining the Mittagong RSL Club Motel is holding a block of accommodation for Club members (mention this when you contact them), <http://springsresorts.com.au/contact> ,
2. The 4 star Best Western <http://grandcountry.bestwestern.com.au/> ,
3. The 3½ star Poplars <http://www.poplarsmotel.com.au/>

### **MONDAY 21 JUNE –**

#### ***Wakefield Park Anniversary Track Day***

A fitting end to the anniversary weekend, perhaps the cream on the MX-5 cake - one of the ever popular track events run by Mike Hicks and Zan Menzel. See the Competition page in the Events Calendar for booking details

***SEE THE EVENTS CALENDAR FOR BOOKING FORMS***

# The President's Picnic

It was the usual Sydney summer day, hot and sunny, that always reminds me of why I am no longer living in Canada. We met in Hornsby for the short drive to Fagan Park in Galston.



There was a large turnout, with some special guests, our overseas member Russell escaping all the snow in London and one of our founder members,



who maintained his membership, but no longer owned an MX5. At last Ross has seen the light and now has another MX5 and has returned to the fold!

As we sat there enjoying the sunshine, the committee was busy preparing all the delicious food. We started looking back at almost 20 years of picnics, and how they began. The first one happened because that particular year, no one had the time to organize or preview a run for January. The current President said, *lets just have a byo BBQ at our place; a*

became higher, a BBQ at someone's house was no longer an option, unless it was a mansion! We started looking around at the local parks.

We had a few years at Lane Cove Park, and, in those days, we couldn't pre-book our spot. Subsequently, I remember going one year at 9am and sitting at a picnic table to claim the area for us. After that we decided to pay the money & book it for the following few years!

After that area was disrupted by the building of the Lane Cove Tunnel, we moved to Berowra, and had our picnics in the National Park for a few years.

While we went, rain or shine, we were always lucky with the weather but we had a covered area if needed. We used Kernell Point at Botany Bay, one



year, which was very pleasant with the cool breeze from the ocean close by; however, the best spot of all was at Garden Island, courtesy of our President of the day. That was quite spectacular with view of the Harbor Bridge and the Opera house.

I should apologise for the self indulgent reminiscing, but as it is the 20<sup>th</sup> Anniversary of the club, it perhaps is appropriate to look back.

As the afternoon ended, thunderstorms were passing around us, but as always, the sun shines on MX5 runs, and we remained dry!

*Jean Cook*



nd

that's how it all started.

In those early days, membership was low, and so there were just a few people. As membership grew and participation rates



# ***CENTRAL COAST MIDWEEK RUN TO - PATONGA***

February 2<sup>nd</sup> 2010, Twenty two cars met for the morning briefing at Rofe Park before heading off for a fast traffic free run on the old Pacific Highway to Pie in the Sky. A celebrity visitor to this weekday event was past Club Captain and Forum Maestro Craig Berthold who took time out from selling MX-5s for the day to join the group. Craig was sporting his wife on his arm as well as showing off the latest NC – always a ball of style!

We also had an interstate visitor, Ben Sale, a committee member from the MX -5 Club of

Victoria. Another four cars were waiting at the Sky High Pie destination, and after a pause for coffee, twenty six Fives zoomed away down the old road for Gosford, then to Woy Woy by the back road, and on to Patonga just in time for lunch.

A few beers in the Patonga pub and then the group split to eat, some on pub fare, others at the fisho's next door. We had just finished eating when rain swept in from the sea to ring down the curtain on the event. It was top up driving all the way home, but at least a lot of it



Victoria, who was holidaying in Sydney, and made time for a run with his NSW compatriots. He liked the roads, but was not impressed by the speed limits. We have been promised some great drives if we return the visit in

was on the old highway. There's a bright side even when it's raining.

*Gramps*

# Wakefield Park Track Day - Valentine's Day 2010.

We have generally been very lucky with the weather at Wakefield Park Track Days but Valentine's Day 2010 was not one of them. The weather forecast was not good and we awoke on Sunday morning to light rain falling in Goulburn. Once again we had a strong entry list with sixty-nine entrants including nine first timers.

The field was broken into seven groups. With scrutineering and the drivers briefing completed it was time for the first runs.

Since our December meeting Wakefield Park

Management had installed a very effective light system that can be used in lieu of flag marshals. The system can be operated independently from each flag point or via a touch computer screen from the control tower. We chose to operate it from the control tower and found it to be a vast improvement

over our previous single flag point at the start finish line.

The system offers the full range of flags required by

CAMS. Its success on a very difficult day has

convinced us to use it on all future track days. Thank you to Pam Estreich and Robert Kai in enabling us to evaluate the new system. Unfortunately they were forced to activate the red lights on too many occasions.



The first set of runs including the driver training for the first timers was completed under reasonable conditions, although it was necessary to activate the yellow

and red lights on several occasions. From that point on the rain became heavier and rivers began to run across the track in several places, the worst being on the main straight just before the kink resulting in many spins and trips into the gravel trap.



At noon a halt was called to see if conditions would improve. After lunch the meeting resumed without timing and with yellow lights flashing at many points. We ran for a further 30 minutes before the

conditions became un-

driveable and in the interests of safety the

meeting had to be abandoned at 1.30 in the afternoon.

In the limited time available "Fastest Time of the Day" was set by Cameron Macarthur in his modified road S E in a time of



1.28.22, Cameron just shaded Chris Gough in one of his race NCs with a time of 1.28.28. Not far behind was visitor Col Stephenson who used the four wheel drive of his Subaru WRX to great advantage to record a best of 1.28.40 for third outright.

Class winners were Alan Cruz (1.31.91) class1, Brad Carpenter (1.32.25) class 2. Ian

Miller (1.31.48) class 3, Ian edged out Roger Palfreyman by 0.01. Roger's consolation was being a comfortable winner of the "Old and Bold Award". Stewart Clode (1.35.25) won class 4, Paul Byers (1.32.47) won class 5. Class 6, 7 and 9 winners were Cameron Macarthur, Chris Gough and Col Stephenson respectively. Obviously there were no competitors in class 8 (slicks).

They say wet weather is a great leveller; this was certainly true on this occasion when the winners of standard classes 1 & 2 recorded better times than their equivalent modified classes, well done Allan and Brad. Added to that several of the road registered car classes were won by first time winners. We will probably see a number of these guys doing rain dances before our next Club Day on Monday 3<sup>rd</sup> May. This being the Monday prior to Mothers Day we are offering all ladies a 50% discount off their entry fee.

*Mike Hicks.*

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## Who am I?

I was born in Queanbeyan, New South Wales and started my relationship with sport in the 1980s as a ball-boy for the Canberra Raiders.

My driving career began in karting with wins at State and Australian levels. I subsequently moved into Formula Ford, where I scored several victories, including a win in the Formula Ford support race at the final Adelaide Grand Prix in 1995.

On my international racing debut I ran third in the 1995 Duckhams Formula Ford Festival at Brands Hatch. I was snapped up by the world's leading Formula Ford manufacturer, Van Diemen, to race in the 1996 British Formula Ford Championship – but not before I won the Formula Holden support race at the inaugural Melbourne Grand Prix. **Who am I?** ...Don't know? See the last page for another hint.

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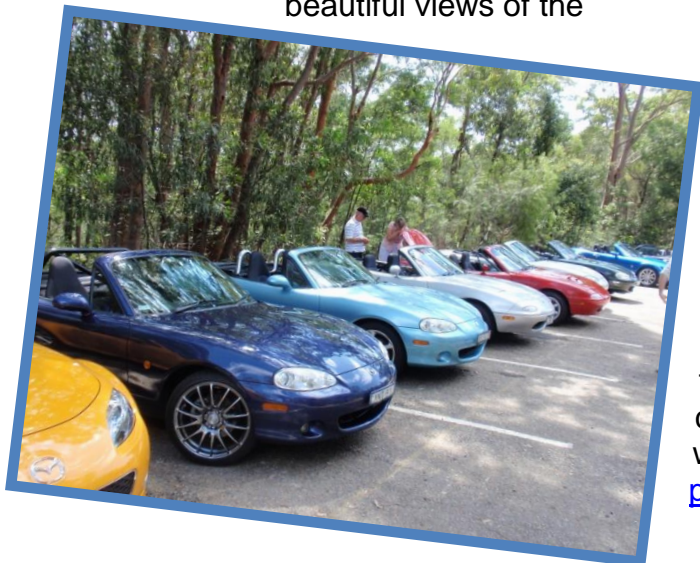
# *The Razorback Run*

SUNDAY 21 FEBRUARY 2010, the day started with promise; the sun was shining



and the weather people had totally ruled out any chance of rain or fog. The combination of good weather, sensational planning by our Club Captain, Paul Byers, combined with the fact that it had been a long time since our last run; led to a great turnout of about thirty six cars at the McDonalds, Eastern Creek Service Centre on the Western Freeway.

The glittering procession of well loved MX-5s headed west on the M4 for a short time before heading off onto some great MX-5 friendly roads of the Hawkesbury valley region. The colorful procession wound its way up hill and through dale experiencing some of the most beautiful views of the



grassed and treed rolling hills with a spectacular back drop of the Blue Mountains

While the views on the drive were great; they were only a taste of the scenic feast that awaited us at our first rest stop. The newly renovated Burragorang lookout provided a great location for a leg stretch and a chance to appreciate the expansive views of Lake Burrarong, which is the lake formed behind the walls of Warragamba Dam.

The run continued south through even more sweeping and tightening curves providing the promised a unique opportunity to drive the original Razorback Range. It was a bit of a shock seeing the reality of the Razorback and how this compared to my memories of driving this road many years ago. In fact, it was a bit scary remembering some of the more exuberant driving done on this sector in cars far less capable than our MX-5s!

The parade then wound its way back to Cambletown Workers Club to enjoy our "reasonably priced meals" and share the company, stories and the occasional exaggeration of past deeds associated with the legendary piece of road. By the end of the day, we had all managed to very much enjoy a wonderful day. Thanks Captain for such a great time!

*Glenn Thomas*

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## CLUB ARCHIVES

During the Club's 20th Anniversary year we are conducting a review of historical Club material. If any former member of the Club's Committee retains the custody of any Club secretarial or editorial archives, would you please advise the President by email to [president@mx5.com.au](mailto:president@mx5.com.au)

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## EXERCISE FOR PEOPLE OVER 50

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-kg potato sack in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax.

Each day you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10-kg potato sacks.

Then try 25-kg potato sacks and then eventually try to get to where you can lift a 50-kg potato sack in each hand and hold your arms straight for more than a full minute. (I'm at this level.)

After you feel confident at that level, put a potato in each sack.

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# THE CAPTAIN'S CORNER

Hello everyone,



Our Runs seem to be going really well.

Apart from some minor errors with a street name, everybody had a great time - fantastic weather, great company and wonderful roads.

Saturday the 13<sup>th</sup> of March saw the celibate, sorry, celebrated Monks working their magic to create a fantastic weekend. Thank you for providing such a wonderful experience.

April 2 to 5 will see a number of our club member's heading to SA for the Natmeet. To all those going, enjoy, and bring plenty of stories.

Remember Sunday the 18<sup>th</sup> of April. This will be Keith's bush and BBQ run; it should be a really good day. Please note it is BRING EVERYTHING, we are having a BBQ lunch at Woronora Dam and there are no shops, hopefully we will have good weather, I enjoy these drives with a long stop and we can all check out the other members cars, modifications etc and indulge in very serious conversations about all things to do with MX-5s'!

Tuesday May 11 will be the Midweek run. Mt Victoria for all of those lucky enough to get out of working.

As per calendar, Sunday 16<sup>th</sup> of May is the MX5 Mania.

Thanks to everyone for all the work to make the runs any other events successful.

*Paul Byers*



# Racing - The MX-5 Challenge and State Championship.

January is normally a quiet month for racing but in 2010 there were two meetings that will

latter being the most memorable as it was the last race held at Oran Park, congratulations to



Steven who goes down in the history books as the last race winner at Oran Park. Daniel Deckers in Michael Hall's car and Rob Hay taking out the minor placing

Two weeks latter ten MX-5s started in four races at Wakefield Park, two five lappers one of six laps and the ten lap feature race.

form part of the MX-5 Challenge Series. The first conducted by iRace at Oran Park on

David Raddatz won all four with Steven Head second in all four. Third placing was shared between Nick Canician, John Methan, Rob Hay and Colon Moore. Fastest lap was recorded by Steven Head with a 1.09.59. Mid-field dices were extremely close with only a couple of seconds covering five or six cars in each race.



15<sup>th</sup> and 16<sup>th</sup> was the last race meeting to be held at Oran Park on the G P Circuit. For three of the races the MX-5s were mixed in with Future Races and Holden Roadsters, Chris Tonna and Nick Martinenko being the best of the MX-5s in those races. Wins in the MX-5 races went to Chris Tonna and Steven Head. The

The MX-5s were also invited to run at Wakefield Park at the Shannon's National Meeting on the first weekend in March. There were seventeen starters for the five races of eight or ten lap duration. Matilda Mravicic won three and Chris Tonna two, place getters included Shane Otten, Lou Lezzi and Brian Ferrabee from Queensland.

On the following weekend the racing moved to Eastern Creek for Round 1 of the Production

Sports Car Championship. Four MX-5s were entered by Matilda Mravicic, Nick Martinenko, Michael Hall and Adam Dodds. Matilda and Nick ran about mid field with the exception of the final race when Matilda lost all but fourth gear and was a DNF. Adam had no opposition in class E, whilst Michael Hall only had to beat one other car which he did to win class D.

Next race meeting is the Festival of Sports Cars Meeting at Mount Panorama, Bathurst

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# *The MXV MMM Tour*

*The MX5 March Magical Mystery Tour,*

*Trials & Tribulations to reach the Mysterious*



A momentous weekend away and a magnificent effort by Peter, Jill, Mark and Hella to create and manage this superb weekend event. More mysterious twists and turns than a Whodunit, great back roads and mountain passes over a regular weekend with none of the long weekend congestion.

It was a bleak start at Bulli Tops which is not a good launching pad when you are going to be flying blind, and Peter and Jill sent us off with cryptic instructions leading us guessing that we would go down the freeway to some nice country roads. First mistake, but no points lost – yet! We went north west to the Appin road, then veered south east until a tricky diversion to Douglas Park took us via Menangle to the Crema Café in Picton where Mark and Hella handled the debriefing and issued fresh instructions while we recuperated over coffee – oh yes and some ate. The sausage rolls (I am told) are gourmet plus.

The trek turned south, but only long enough to get off the man road, and we zipped through Thirlmere, Buxton and Hilltop continuing the

over Easter. This will be followed by Round 2 of Production Sports Cars at Wakefield Park on the following weekend. The fourth round of the MX-5 Challenge returns to Wakefield Park on the 24<sup>th</sup> April.

*/Mike Hicks.*

first section's searches for answers to clues and quibbling (only occasionally mind you) over the interpretation of questions and which were the appropriate answers. The marriage guidance booklet and crisis hotline phone number which were thoughtfully supplied by the organizers were greatly appreciated. The duo male competitors were left to fend for themselves in that regard – macho types you understand.





We broke from cover at Mittagong, but not for long, being sent off on another goose chase in the direction of Wombeyan Caves. Someone hiccupped over the wrong road there, but recovered to tell the tale. A long loop through roads many of us never knew existed brought us to a key quiz question site – the Centennial Vineyards at Bowral. The question was, *What is the significant event which will be held here in June?* Easy, the Club's 20<sup>th</sup> anniversary lunch. People actually gave the wrong answer for this much publicised event! Not only did they lose marks for a wrong answer, the price of their ticket for the day will be increased as an additional penalty. Just kidding folks!

The Alpaca shop at Berrima was the nominated lunch stop and the team was on hand again to collect and reissue forms, but the alpaca steaks were not in great demand, most managing with more conventional fare.

We entered the final stage with renewed energy, determined to beat the organisers to the venue, but they were too smart. We were sent hither and thither around all those gorgeous southern highlands road glimpsing places like Exeter, clever diversions the wrong way up roads like "No. 79", to Burrawang (make a note everyone, we are lunching at the pub on the Sunday after the anniversary lunch!) and finally to Robertson and down the Jamberoo Pass. Never mind the Illawarra Fly, you can fly down

the pass – especially if you overtake the slowpokes as Phil Ashton did. Zoom!

Everyone made it to the mystery venue at Jamberoo Valley Lodge (no points lost for revealing the destination now) although most rocketed past the venue coming at high speed off the mountain. Like everything else on the day, this was foreseen by the organisers who erected the Club banner at the entrance, thus saving many an extra round trip to Kiama!

A few drinks around the pool primed everyone for the three course meal and in the waiting time for entrees our creative team of guys and dolls revealed the results of the en route quiz. Yes, stand up and be counted winners –Kuntry Kuzzin alias Stephen Carter and Navigator Gary Morris took out the prize for top score for the en route quiz. As an offshoot of their success,

Google intend to become permanent sponsors of the Club

After dinner we adjourned to the upstairs gaming room to compete for a range of prizes in a trivia style quiz devised by Machiavelli. Despite the uproar and challenges to Q's & A's, the evening ended peacefully - just as the clock struck 12 - or was it because they closed the

bar?

A fantastic event thoroughly enjoyed by all. In fact there were no losers – it was win, win all the way.

Once again, heartfelt thanks from all of us to Peter, Jill, Mark and Hella for your time, effort and ingenuity which made this such a huge success.



★ ? ★ ? ★ **MXV MMM TOUR MMX** ★ ? ★ ? ★

**MXV MMM TOUR MMX**

(MX-5 March Magical Mystery Tour 2010)

We roll into Panorama House car park (at Bulli Tops) and join a 'mystery of MX-5s' – with a

few more yet to come – and are signed on by a 'parliament of owls' – mostly Jill who gives us a

lucky door prize ticket ... no, it's our order of run start ... and we pay for two clues to be used if needed.

No sign of Mark and Hella.

Peter sends each of us off at timed intervals (when he's not, of course, distracted looking at cars) and gives us a 'sheaf of paper instructions' and we're – zero your odometer – started.

We don't sight another MX-5 until morning tea at ... well, can-probably-tell-you-now ... Picton.

Instead, we spend time spotting the next road signs and driving slowly enough to read them! (No wonder there is talk of marriage counseling).

Alpacas ... green dogs ... fidgety frogs.

We take the completed sheets to "La Crema" and there are Mark and Hella waiting to check us in. Everyone thinks it's a hoot! Coffee and "Did you see the?" "What was the?" "Oh, no, we thought"

On the road again with new instructions ... and we are starting to get into the planners' heads. Just when we think we've missed the clue – regretting that it must have been ages back – it pops into sight! So don't go back and check because the extra K's are being noted.

We coast into Berrima for lunch just as those who left first this morning have eaten and set off again.

And then there's more: emerald pines, mathematical calculation, flying nuns and the four 'big towers' ... no ... you can see the tip of another behind them – it's a trick question!! There are five! Bah Bong! Wrong!

It has been good to see Centennial Vineyards (where the Anniversary Lunch will be) and the

Burrawang pub (Anniversary Sunday lunch).

We arrive in Jamberoo Lodge and hand in the sheets to the 'scratch of markers' sitting in Reception -surrounded by paper and trying to work out who has cheated using Google!

The rest of us find our rooms – there are some great looking cars here! - but are straight out to "kick up our heels" with everyone else on the back lawn – and a 'what (?) of peacocks' (an ostentation!) – and we are soon joined by the

Fab



Four.

Some, who came for the day Run leave for home. Some, who didn't go on the Run turn up for dinner. For the others it's off to well-earned dinner. Well-earned? We must have read just about every farm gate and road sign, counted islands, plaques, silos, even bus shelters since early this morning. Huh! It's not over!? Peter has us at five large tables competing at Trivia, and Heads and Tails, and name that car and like a 'knot of toads' we have to find the answers that are on Hella's teatowel. Jill sings to us!

Brilliantly planned and executed! What a lot of work! Mystery Magic!! What a lot of fun!

Thank you Peter and Jill Feutrill and Mark and Hella Underwood

When's the next one?



### From the Membership Team

- 1) Please make sure the club has your current email address.
- 2) Please ensure that both **membership@mx5.com.au** and **noreply@mx5.com.au** are both allowed by your email scanning programs, and
- 3) If you are not getting at least the monthly email re Club Events, please contact the Membership team.



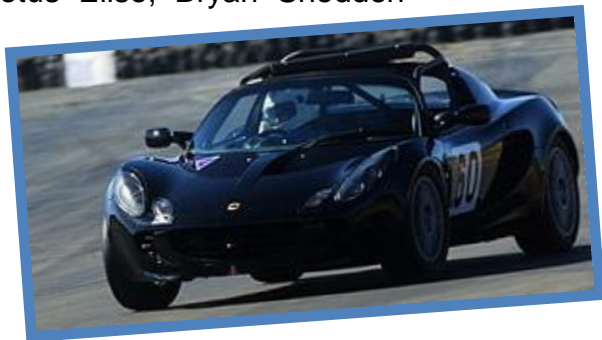
# *Supersprint Championship 2010*

After two rounds of the State Championship our club is leading the Club Pointscore on 208 points to last year's champions and arch rivals the New South Wales Road Racing Club on 200 points. With our nose in front we will be working hard to keep it there for the next seven rounds.

## **ROUND 1**

This year's championship started earlier than normal with the opportunity to compete at Oran Park on the Grand Prix Circuit for one last time. The date was 17<sup>th</sup> January and it was of course a Sunday. The host club the NSWRRRC received over 130 entries, so in order to ensure that all competitors would receive a minimum of five runs the closing time for the meeting was extended to 7.00 pm.

A total of 17 Mazda MX-5 members competed, new faces that were welcomed into the championship fold for this year included Tony Williams in his rapid 1600, Phil Abraham in his Lotus Elise, Bryan Shedden in



his standard 1600, Allan Bugh in his Evo 8 Mitsubishi, Stewart Clode, Keith Monahan and Scott McGarry in modified 1600s.

In class 1b Stewart Temesvary and Ian Vickers continued their on-going battle with Stewart running out the winner, first time out Bryan

Shedden acquitted himself well with third in his 1600. Unfortunately Bryan has no competition in the under 1600 cc class so is competing in the 1601 to 2000cc class.

Tony Williams scored a second in class 2a, Mark Hellmund was first in 2b with Phil Ashton third. Bradley Cecil was the winner in class 2d, whilst Phil Abraham was second in class 3b and Leigh Hemmings was third in SVA in his PRB clubman.

Others who contributed to the club pointscore included Kevin Addison,



Allan Bugh, Stewart Clode, Faye Diven and myself. And so the curtain fell on the last supersprint to be held at Oran Park, we desperately need a new circuit in the Sydney, Central Coast or Hunter region to replace it.

## **ROUND 2**

Sunday 7<sup>th</sup> March was the date for round 2 at Eastern Creek hosted by the Australian Racing Drivers Club. Once again a very strong field with over 120 entries of which 18 were members of our club.

New faces joining us for this round included Wakefield Park regulars Steve Green and Glenn Thomas and Phil Munnings a Victorian

member who recently moved from Melbourne to live on the south coast, welcome guys.

The forecast rain did not eventuate; however, the day was cut short late in the afternoon when a clubman deposited most of his oil on a large section of the track. Class winners on the day were Stewart Temesvary, Bradley Cecil and Leigh Hemmings. Second



in class went to Mark Hellmund, Ian Vickers and Tony Williams with third place getters including Phil Abraham and Phil Ashton.

Other contributors to the Club Pointsco were Bryan Shedden, Steve Green, Kevin Addison, Scott McGarry, Phil Munnings, Robert Gage, Faye Diven and myself. Congratulations to all.

Next round of the Championship is to be hosted by our club at Wakefield Park on Sunday the 2<sup>nd</sup> of May. Early entry numbers indicate that we will have a capacity field which will be good for the club and the championship. Volunteer officials will be needed to assist in the running of this event. Please contact me if you can help out.

*Mike Hicks.*

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## *Targa Wreast Point - 2010.*

MX5 Racing had 3 cars entered for this year's Targa Wreast Point. The crews were Adam Spence and Tracey Button (Black/Silver #505), Matilda Mravcic and Lee Challoner-Miles (white/blue #511) and Geoff Kennedy and Kelly Handley (black/red #510). Of these Adam and Tracey were both experienced however this was their first time teamed together. Matilda, Lee and Geoff were both first timers whilst Kelly was also an experienced navigator.



last week for the fun that is the Ferry ride across the Tasman whist we flew down on Thursday evening.

The event began with the gathering of the cars on

We began with the road crew taking the cars down

the top of the Wreast Point Casino on Friday



afternoon after scrutineering. As this was the first time the crews and cars had all been together there were a few minor seat and seatbelt adjustments required and a briefing on the location of all the compulsory safety gear, etc. It also gave us the opportunity to complete the fine tuning of radios,



cameras,

etc.

Saturday morning saw a clear dry day with the crews heading southwest to stage one (TS1) at Lucastown which is generally used as a bit of a shakedown and gets the adrenalin pumping. Unfortunately for Matilda and Lee a birdstrike left them with a cracked windscreen. TS2 was up into Tahune with TS3, Airwalk, the opposite direction back out again. These were both 24 km long on a great piece of road. We met the crews at the end of this stage for a drink stop, check and fuel top up before they left on their way to Dover for TS4. From Dover they returned to repeat Tahune (TS5) with the crews lunch stop then held before the return journey of Airwalk (TS6). As there was only one way in and out of the Airwalk/Tahune stage and a 90 minute turn around we set off for Longley and TS6, the final of the day where we would meet the crews before returning to Wrest Point for the overnight stay.

Mobile phone reception in parts of Tasmania is nonexistent and this included the TS5 and TS6 stages with only landlines able to get through.

Halfway back to the TS6 stage beginning the mobile beeped with a message - car #511 was off but crew ok. From a call the crew of #505 it appeared that the car was basically intact but may have sustained some suspension damage to the L/H/R and was stuck on the stage. As this was a repeat stage the car nor crew could not be recovered before the end of TS6 – after the last car had gone through at around 6 pm. As we could do



nothing about it we continued on our journey to support the remaining 2 cars. During this period we made several calls to organise a workshop/hoist to get the car to and checked on what spares we were carrying to get #511 back on the road. As time drifted to late afternoon we returned to the service park to await the damaged car and the 2 remaining ones. Eventually we were able to reach Matilda who informed us there would be a delay with recovering the car and the crew would have to be collected. The service crew split up with Nick heading up



the hill with the flatbed to collect the crew and inspect the car whilst we stayed on at the service park to complete the checkover of the other 2 cars. Whilst there we watched the numerous flatbeds roll in carrying those whose day had not ended well.



Nick reached #511 and called back with the news damage included badly bent/broken suspension arms and rear shock lower mount cracked. We were fortunate to find a workshop that loaded the car straight onto our flatbed and they set off back to Hobart.

Back at the service park we completed our work on #505 and #510 before returning to the Hotel for a drink, or three. Later in the evening the remaining crews arrived back at the hotel where a quick inspection confirmed our original thoughts and we reluctantly retired the car.

Day 2 dawned with the cars heading southwest for TS8 at Pelverata before TS9 Woodbridge and TS10 Oyster Cove. WE would meet the crews before TS10 for a fuel and drinks stop. From TS10 they would go to TS11 Cygnet before repeating these

for TS12 Woodbridge, TS13 Oyster Cove and TS14 Cygnet. We caught up with the crews before TS13 for the final check and all was

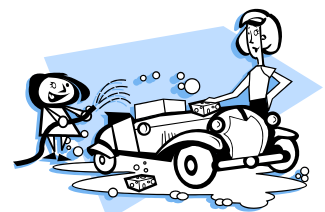


going well with the exception of an ABS issue in the #505 car, which resulted in a spectacular overshoot at a T junction. Again we waved goodbye and made our way back to Wrest Point for the finish. As it turns out an off by one of the first cars in TS13 meant the downgrading of that and TS14 to touring stage only. Fortunately all competitors are ok, wallets aside, and everyone had a fantastic time. Roll on Targa Tasmania when we will be part of the circus



once again.

*Chris Gough* 🏆





# *Farewell To Oran Park*

On the weekend of the 16 and 17<sup>th</sup> January 2010 we witnessed the final two competitive events to be run at Oran Park before it closed. On Friday and Saturday 'irace' conducted a multi-club motor race meeting with the MX-5 Challenge being one of the invited categories.



It was fortuitous that the final race on the program was a 4 lap screamer for MX-5s, and the winner was long time MX-5 racer and club member Stephen Head.

Congratulations Stephen you created history as the winner of the last ever race held at Oran Park.

On the following day Sunday the 17<sup>th</sup> the New South Wales Road Racing Club conducted the first round of the 2010 New South Wales



CAMS Supersprint Championship. This was the last Supersprint and competitive event to be conducted at Oran Park prior to the bulldozers moving in a couple of weeks later. As Chairman of the CAMS Supersprint Panel I

was asked by the host club to pen a few words as a final tribute to Oran Park, here is that tribute.

"Unfortunately, with a few exceptions, motor racing circuits around the world do not live forever.

And so it is with Oran Park, soon to be closed as the development of new housing estates in the area become a reality. I have been lucky to have been able to follow the development of the Oran Park Motor Racing Circuit in its

various forms since its inception in 1962. It was kicked off by a band of enthusiasts from the Singer Car Club that later evolved to become the New South Wales Road Racing Club. I remember going out to a practise day in the summer of 1962 some few weeks prior to the first race meeting when Kevin Bartlett in his Morris Minor convertible and others drove the circuit clearing the gravel from the newly laid surface.



In the early days the circuit consisted of a shorter version of what we referred to as the South Circuit. The extension that included the run down the hill from the "flip flop" and the last corner before the main straight came later. Followed later again by the construction of the unique "fly over" and the North Circuit that then allowed events to be run on what was referred to as the G P Circuit.

Supersprinting commenced at Oran Park during the 80s under the guidance of the

NSWRRRC. The CAMS New South Wales Supersprint Championship commenced in the late 80s and the NSWRRRC and Oran Park have been an integral part of the championship since its commencement. To both we owe a great debt of gratitude.

The sounds of racing engines at Oran Park have faded into history. The Oran Park Circuits have served us well over the past forty-eight years, they have closed but will

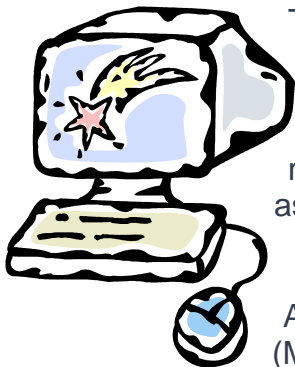


always be remembered for the sheer joy and excitement that they have provided."

*Mike Hicks.*

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## *From The Forum*



The latest report from the Monash University Accident Research Centre on vehicle safety ratings, otherwise known as the "Used Car Safety Ratings". A team at the Monash University Accident Research Centre (MUARC) have been developing their statistical methodology and growing their crash history database (3.6

million crashes!) for more than 18 years, and a major update was published in August 2009 covering Australia and New Zealand from 1964 to 2007.

This time they've come up with a single rating ("total secondary safety index" or TSS) that combines both crashworthiness (injury risk multiplied by injury severity for the driver) and aggressivity (injury risk multiplied by injury severity for other road users and pedestrians). Don't worry, the final score is primarily



influenced by the crashworthiness score so protecting the driver of the car is still the number one priority.

Compounding factors such as sex, speedzone, age, state, year, crash type and number of vehicles involved are all adjusted for. The report makes for some very interesting reading and with 266 pages, I've barely scratched the surface!

Of interest to this community is that the NB MX-5 faired incredibly well. It is apparently one of the safest used cars on the road with a **five star** rating and 1.64 serious injuries per 100 road users involved in a crash (including the

lowest aggressivity rating of 0.51 serious injuries per 100 crashes). That was the second best result out of the 239 models awarded star ratings, beaten only by the 1999-2003 Mitsubishi Nimbus of all things!

The NA MX-5 wasn't given a star rating (nominally **two star**), because the data was slightly too variable and it was older than the 1992 cut-off, but the average score was 3.95 serious injuries per 100 road users involved. This was about the same as the average for "light cars" (3.90%), which is consistent with the very low weight of the NA. A comparison between NA and NB is summarised as follows:

Model	Injury Risk	Injury Severity	TSS Index
NA	19.30%	20.45%	3.95%
NB	14.17%	11.55%	1.64%
NA v NB	+36%	+77%	+140%

The study reveals that the risk of serious injury in the event of a crash in an NA is more than double that of an NB! Reading between the lines, things like ABS might influence the injury risk, while things like airbags and better side-intrusion protection might influence the injury severity.

Where does the NC fit in this study? Unfortunately (maybe that's the wrong choice of word?) there have been only 26 tow-away crashes involving NCs (to 2007) in NSW, QLD, WA and SA, which is well below the criteria of 100 crashes required for the study. You'll be pleased to hear that only 3 drivers were injured in those 26 crashes and none seriously.

Some other notable performers where Ford Fiesta (04-07) 1.01%, Honda S2000 (99-07) 1.22%, Volkswagen Polo (02-07) 1.50%, Volkswagen Golf (04-07) 1.64%, MINI Cooper (02-07) 1.91%, Audi TT (01-07) 1.93%, and Ford Focus (05-07) 1.99%.

*Bryan Shedden*



# Canberra Chapter

## Canberra Chapter Convener's BBQ 2010

The day started with a "Mystery Run" - instructions and questions were handed out at the start along with a second "Emergency Envelope" which was only to be opened if someone got lost, that way people could still go to the BBQ.

There were 17 cars that started the run, each car was sent off in a different direction and 1 minute intervals. There was a different set of questions for everyone. Some cars visited the War Memorial to find out who planted the trees, some had to find out when the NFSA was built and others had to find the name of the first settlement. Then following the instructions had to name rivers that were crossed, how letter boxes were at a particular corner, what a sign had written on it at a particular street number etc etc.



Prizes were handed out to the car with the most correct answers. The winners were:  
Team Hornet - Ray and Francine Horne with all correct answers.  
Mal received a special prize for the most creative answers and  
Roger and Jill received a prize for arriving first (only because they needed to open their envelope.....)

By the time everyone arrived at the BBQ spot (a hidden rest stop on the Federal Hwy on the banks of Lake George) Greg and Paul had cooked on the Club BBQ all the chicken kebabs, sausages, onions and rissoles.  
Thanks Guys – great job!

*Pat*



## March 2010 Chapter Run - Dalgety Dash

It was a cool and cloudy morning when 12 hardy souls met at the Hume Caltex for the start



of the Dalgety Dash Run.

Iris and Tony, Rachael, Matt and Ken, Carol and John, Jill and Roger, Bricet and Bob plus your humble Run leader had all assembled our shiny machines in the parking area and we looked skyward at the grumbly clouds which earlier that morning had allowed a ***“Fear not, the sun will shine”*** I boldly proclaimed and to my surprise, it did. Half way up the Monaro, the clouds broke and warm sunshine greeted us for our coffee stop at Cooma’s The Lott café.

With tops down, we threaded our way south from the Snow Mountains Highway through a pleasant rural area to the east of Lake Eucumbene. The countryside had benefitted from the recent autumn rains and our route zig-zagged across an attractive, green undulating landscape on winding roads that we pretty much had to ourselves.

From there we rejoined the main road and a short drive into Jindabyne and a relaxing lunch at the Sublime Café.

The road to Dalgety heads south and east from Jindabyne and there is a short windy section on

it where you come down off the main range onto the high plains in a series of short sharp bends.

Possibly the traffic authorities want to see if you are paying attention as it is bereft of advisory speed signs. In the event we were, and after a short stop for a photo shoot and to give right of way to an attractive young horsewoman crossing the Dalgety Bridge, we made our way without incident into Dalgety.

Dalgety was originally chosen to be site for the National Capital but was eventually passed over for Canberra. (One rumoured reason being that NSW reckoned it was too close to Victoria. As a Sydney born boy, I think that makes perfect sense.) But judging by the sounds coming from the Dalgety pub, the local



residents appear to have suffered little from this historical slight.

The road from Dalgety takes you east towards Nimmitabel before you turn north to return to Cooma. We returned to the same venue to consume good coffee and sundry food items of high cholesterol content before reluctantly making our way homeward again back down the Monaro.

*/Malcolm*

# *Hunter Chapter*

**January's Run saw nine Hunter cars join the Sydney group at Hornsby to attend the Presidents Picnic** (see separate story in this issue). We made use of the opportunity on the way to exercise our tyres on the Old Pacific Highway and then the run into and out of Galston Gorge -always puts a smile on an MX-5 drivers face. Returning home via the Pacific Highway, we still could not get right through to Gosford due to some road blockage, we finished the run at Phil & Helen's for the Convener's BBQ on the verandah. Unfortunately the rain had set in so the planned sunsetting over the lake was a little grey.

**Mark & Lynda Gray's outstanding planning turned the February run into a mini holiday.**

Thirteen MX5s including 3 from Sydney, headed out from the End of Freeway F3 early along the Buckets Way via Gloucester to have morning tea at Zan & Rod Menzel's, they turned their Barrington property into a 26 seat café for the occasion. Zan had made delightful scones and biscuits from local produce. We bid our thanks and farewells and headed back out to continue along the Buckets Way enjoying the hilly roads through Krambach to the ex timber town of Wingham. A cloud burst along the way tested the MX5s barely adequate wipers but lucky the great roof design kept the water outside.

A laid back stroll around the wide streets of the town of Wingham while the takeaway lunches were cooked, which we ate along side the Manning River followed by a walk through the Wingham Brush – home to thousands of Flying Fox and various reptiles and birds. Its well worth a visit if you are in the area.

Next stop was a photo (& toilet) opportunity beside the river at Taree then onto Buladelah via a "Special Stage" along the Wootton Way, this road is a fabulous MX5 road, remember O'Sullivan's Gap on the old Pacific Highway, with its smooth surface, sweeping and tight corners, long climbs and hard breaking. However it gets little use except by locals so beware of leaf build up on the road edges.

Then it was on to Patrick & Merla's Buladelah, Mt View Motel where the cars were parked and the day's run was relived during Happy Hour.

What a great dinner at the Plough Inn Hotel, just 10 minutes walk from the hotel, where we were able to have a table that all could sit around chatting and watching the sun go down over the Myall River.



After a great hot breakfast in Patrick's MX5 Race Track Room, Sunday's run headed out around the Lakes Way around the Myall Lake edge to Smiths lake for morning tea at Frothy Coffee where you feed the fish with your crumbs through the verandah floor under the table.

Unfortunately roofs had to be raised as the drizzle started on the way to Forster but this did not stop us from watching surfing at Blueys Beach and climbing the tower lookout at Cape Hawke.

The light rain was consistent now so Club Forster's Bistro was a dry place for lunch – we also said farewell to Leon & Jill Peary who headed north home to Bellingen in their Silver SP.

After lunch we continued through Forster, over the bridge to Tuncurry, then on home via the Highway, saying our farewells at Heatherbrae.

There was a unanimous UHF Radio thank you to Mark & Lynda for a great Mountain/ Coastal Run mini holiday.

**March Run - Economy Trial to Motorfest**



To make the March Run a bit different it and provide a bit of competition for those that "aren't into competition" we incorporated a fuel consumption check into the run.

Filling our tanks at the Beresfield BP and refilling them at Heatherbrae after 177 kms of mixed driving conditions, the litres per 100 kms was then calculated .

After a few kms it was evident there were some drivers taking it seriously as the regrouping stops took longer to regroup. Saturday the 13<sup>th</sup> turned out to be a showery day and our stop at the river at Clarencetown was cut short by the rain. The threat of rain also allowed us to revisit "The Rock" Roadhouse for lunch – many people commented that they had not been there since the Leyland Bros built it 20 years ago.

After lunch we continued to Hawkes Nest for a brief walk around Motorfest before rain set in and we decided to go to the Heatherbrae Pie & Cake Shop to work out the results and tell some lies over afternoon tea.



The results of the economy test were  
1600cc – Phil Mayo – 6.35 l/100kms (the only 1600cc)

1800cc - Mark Gray – 6.28 l/100kms -1<sup>st</sup> outright

2000cc – Jacqui Christie - 6.75 l/100kms NC Coupe

Gas Guzzler – Jenni Chapman – 7.40 – NB SE – "If you've got the power – use it"

It was agreed the economy run was worth doing and we will make it a separate event to a run next year so drivers can really take it seriously.



**Patrick Bramson** has been busy rewriting the MG Car Club Newcastle's Ringwood track records: firstly the Marque Sports Cars Under 2 Litres class record in his recently sold NB. And then breaking the Marque Sports Cars Over 3 Litres class record in his Supercharged NA8.

Patrick, Bob Pimm and I traveled to the February Wakefield Park Track Day which unfortunately was flooded out. At least we made it home safely unlike many cars who ran off the Hume Highway in the torrential rain between Goulburn and Picton.

**There's been an increase in active members in the Chapter, we welcome:**

Jen & George Boyko - Black NB,  
Wendy Parsonage - Blue NB

Lee & Jill Pearey - Silver NB SP,  
Jacquie Christie - NC Coupe

Gill & Bruce Bettison – NB, Chris & Tese Butler – NC

Bruce & Jenni Chapman NB SE, Peter Lobach & Sue Lind.

NA's The Way - Hunter Convener

*Phil Mayo*

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# *Your Committee*

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**Email:** secretary@mx5.com.au

**Treasurer: Kevin Tuckerman**  
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**Canberra Rep: Pat Rooke**  
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**Comp/Event Secretary: Zan Menzel**  
**Email:** eventsec@mx5.com.au

**Webmaster: Robert Gage-**  
**Email:** webmaster@mx5.com.au



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# *Welcome to our New Members*

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Gill	Bettinson
Bruce	Bettinson
Guy	Coles
Neil	Tribe
Ben	Morrison
Chris	Broadfoot
Greg	Casamento
Margaret	Casamento
Bob	Gaunson
Senia	Gaunson
Amos	Byrne
Kenny	Byrne
Brian	Richards
Jason	Atkins
Lee	Pearey
Jill	Pearey
Peter	Battisson
Lia	Battisson
John	Metham
Rob	Forsyth
Terry	Presland
Fran	Cervoni
Jason	Exner
Bruce	Jurgens
Craig	Gartlacher
Rob	Young
Susan	Young

Veronica	Pereira
Evan	Burley
Ross	Burley
Maxine	Deakins
James	Deakins
Fred	Robertson
Greg	Williams
Trevor	Sansom
Carolyn	Sansom
Chris	Davies
John	Karayannis
Barry	Jones
Phil	Munnings
Robyn	Scott
Steve	Brooks
Paula	Brooks
Ken	Thomas
Alex	Reid
Josh	Weston
Peter	Price
Brian	Giersch
Penny	Giersch
Bret	Cavanagh
Tristan	Rappa
Bill	Adams
Wendy	Parsonage
Jen	Boyko

George	Boyko
Jan	Thomas
Bruce	Davies
Diana	Keeling
John	Anderson
Carol	Anderson
Luke	Kovacic
Joe	Kovacic
George	Miskovski
Ralph	Thompson
Pam	Thompson
David	Kent
Clay	Small
Mark	Palmer
Louise	Gardiner
Neil	Anstee
Carolyn	La Rose
Scott	McGarry
Crystal	Guo
Rob	Dawes
Jill	Dawes
Rod	Mangelsdorf
Ray	Conway
Dianne	Conway
Peter	Eaton
Allan	Rewell
Wade	Rewell









MX-5 Club Day - 4th May 2009  
PO Box 32 Batemans Bay NSW 2536  
Ph: (02) 4478 1113 Mob: 0428 781158  
Email: ozeventphoto@bigpond.com

I was second on the starting grid for the 2010 Australian Grand Prix!



*That's all  
Folks !!!!!!!!!!!!!*