

club

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

TORQUE

President's Picnic

BITS & BLING & CONCOURS

Hunter

CENTRAL WEST LONG WEEKEND

Driver Torque

CANBERRA FEATURE!

SPRING 2013

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club TORQUE

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

SPRING 2013



TIMOTHY
HEPPELL



ANDREW
LORD



What an exciting end to spring. A close contest fought out between two strong teams led by two inspiring captains. Two distinct game plans that captivated the onlooker, delivering ecstasy for one and disappointment for other. Thinking of Hawthorn vs Freo? Incorrect. What about Roosters vs Manly? Wrong. Ah-ha! Sydney Uni vs Eastwood? Try again.

Of course we've emerged from the excitement of another Federal Election. But before you hurriedly turn the page, stay with me for a second. What if we could create a utopian race where leaders are democratically elected to directly serve their constituents? What if elections were held at racetracks and the process included an array of finger food and beverages? What if election night included an open forum for constituents to discuss cutting issues directly with their elected representatives over a buffalo wing and a lemon, lime & bitters? Sounds like paradise? Drop your roof and join us.

Here at the MX-5 Club of NSW, our leaders are big on policy. The Department of Families have instituted a Bowling Night to strengthen family bonds. Our Department of Wildlife and Flora have been busy researching tulip farms, zoos and marine life, with a particular interest in whale migration. The Department of Sport and Recreation have been organising Supersprints and Relays to keep everybody in shape. Real people, real action, real benefit.

If you still need your fix of Canberra coverage, you're in for a treat. Our Driver Torque section details some fabulous Canberra members and their rides. So comrades, join us on our march to Miata Nirvana. Take the long and windy road to four cylinder freedom. Thumb your nose at convention and envelope yourself in MX-5 magnificence. Together we'll build a better Australia.

The Torque Team

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NSW MEMBERSHIP REPORT

CURRENT
MEMBERSHIP



Our financial membership number is down for this period. This is mostly due to the October-November period being our major renewal period. If your membership is due and you have yet to receive a notification please contact membership at membership@mx5.com.au

-Keith Monaghan

NEW MEMBERS Welcome!

Rob Broadhead	Anne McKenzie
Dennis Chiswick	William McKenzie
Jessica Chiswick	Derek Mock
Michael Clarke	Marsha Mussett
Catherline Combes	Robert Mussett
Darren Coonan	Ray Noonan
Lee Cuff	Alex Pappas
Roger Cuff	Joseph Rafferty
Deb Curtis	Keiran Rodgers
Stephen Curtis	Robert Scrymgour
Stewart Curtis	Mark Stenberg
Jenni Edwards	Aden SyrIs
Greg Edwards	Dan Szwaj
Allan Gibson	James Tong
Michael Goldsmith	Joshua Vandervelden
Louisa Goldsmith	Donelle Wilton-Smith
Lee Goldsmith	Christopher Wilton-Smith
Peter Grob	
Joshua Hannan	
Jonathan Hunt	
Wade Jenkins	
John Jentsch	
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PRESIDENT'S BRIEF

BY BRYAN SHEDDEN

My first year as Club President was wrapped up at the AGM on 23 October 2013. It has been a huge year for our Club and it has been a pleasure to work with such a great bunch of people on the Committee. Together, we've made many important changes to our Club, and the future is looking very bright.

AGM

The new AGM venue at Garage Cafe, Sydney Motorsport Park proved to be a great success. 50 members were present for the meeting, which was excellent considering that the terrible bushfires at Springwood, Minmi and Pheasants Nest kept many away. We had Foundation Member #41 through to New Member #2634 and plenty in between. Thanks to all who attended, especially those who travelled from Canberra, Hunter and Illawarra.

Our new Committee was elected at the AGM. Welcome to Pam Estreich as Vice President, David Lawler as Competition Secretary, Lesa Bunn as Regalia Officer, and Greg Perry as Website Coordinator. Thank you also to Mark Garven, Keith Monaghan and Ken Liston who were re-elected into their respective Committee roles. Other Committee members not up for re-election and who continue into 2014 include Marie Smart, Michael Soulos, Timothy Heppell, Adam Walker and myself. We will greatly miss Mike Hicks' contribution on the Committee as he has retired after almost 13 years of dedicated service to the Club. The full Committee list with contact details is shown on the opposite page.

Tenure Badges

The AGM was our opportunity to reveal

the first recipients of our inaugural Tenure Award badges which were presented to those members who had recently achieved 5 Years, 10 Years, 15 Years and 20 Years of continuous membership in the Club. The tenure badges look fantastic - thanks Keith Monaghan for arranging them. By the end of 2013, all members who have at least 5 years of continuous membership (all 200 of you!) can expect to receive a tenure badge in recognition of your commitment to the Club. Thank you for supporting our Club over the years and helping to make it a success. Please wear the tenure badges with pride at future Club events. Thank you to our Major Sponsor, Peter Battisson at ACDC, who made these awards possible through his generous support.

President's award

The President's Award is traditionally presented at our AGM in recognition of Extraordinary Service to the Mazda MX-5 Club of NSW. The highly deserving winner was Lesa Bunn. Lesa made an outstanding contribution to the Club through her role as Social Secretary and as the inaugural RPM Chapter Convenor. Lesa also helped out Pam Estreich with Regalia, so she had a hand in three Committee jobs! Our Club's journey into social media came a long way once Lesa discovered Facebook, and the RPM Chapter Group and Club Page have thrived thanks to her efforts. Social interactions across the entire Club have come along wonderfully thanks to Lesa's organisation of two weekends away (Orange in April and Xmas in July at Wallerawang), in addition to the superb arrangements at Ebenezer for the President's Picnic. Lesa has made a massive contribution this year

and is a very worthy recipient of the President's Award. It is also a perfectly appropriate coincidence that Lesa's name should appear on the trophy beside her best mate Pam Estreich, who was the last female recipient of the award. Congratulations Lesa!

Sydney Chapter

Our Sydney Chapter members are a tough nut to crack, but I'm pleased that we've made excellent progress over the last few months. We've been trialling various ideas to encourage our Sydney members to become more active in our Club. We recognise that Sydney is a huge area and crossing from one side to the other can be a daunting proposition. So we've been experimenting with the local approach by putting on a wide variety of social events, whether it be "coffee & pies" at Cowan, breakfast at Mount Annan, trivia at McMahons Point, or dinner gatherings at Menai or Dural. That's four or five social events each month! The idea has been to try offering some opportunities for Club members to meet with others in their local area, and get to know each other so that we can break down the barriers to doing even more stuff with the Club. Sound familiar? It is exactly the model that has proven to be so successful in our regional Chapters. We have some very keen Sydney Chapter members who've stuck their neck out to organise these events, and we owe many thanks to Guy Coles, Kim Ranger, Julie Sando, Pam Estreich, Senia Gaunson and Paul Byers for being brave enough to have a go. We're learning a lot about what sorts of things interest our Sydney members, and there are still a few more ideas we're trying out. Our goal is to see all of you involved in our Club activities in one way or another.



PRESIDENT'S PICNIC BITS + BLING / CONCOURS

14TH SEPTEMBER 2013 // REPORT BY MICHAEL SOULOS
PHOTOS BY DAVID LAWLER

Thank you to all the members who attended the President's Picnic & Events as your presence combined with the blessing of the weather gods contributed to make the day a huge success.

With late arrivals and unregistered members, the event attracted about 150 people to Ebenezer with around 75 MX-5s in show in the church grounds and others parked outside. The Ladies Auxiliary of Ebenezer Church served up 120 lunches and morning tea for our members and guests, and raised a few extra dollars with a cake stall of delicious treats to take home.

The premier event was Concours, which has had a revival of interest in the last couple of years now that it has been merged with the revamped President's Picnic & Events. Bits 'n' Bling are competitions where the judging is purely subjective and attracted the largest number of entries with two of our Club's sponsors, ACDC and Blue Mountains Mazda, coordinating the judging teams for these events.

Concours

Guy Coles had the responsibility of co-ordinating the Concours in 2013 for which

there is only one class for judging. To ensure that the club has a pool of judges going forwards, experienced members stepped forward to act as judges and train assistants in the black art of judging concours in white coats and gloves. Special thanks goes to our lead Concours judges as well as our apprentices. In the Concours classes the trophies and certificates went to:

NA: The winner in the very competitive NA Class by three points was the ever immaculate red NA prepared by Colin and Elaine Caldwell with a Certificate of Commendation going to Adam Rumjahn.

NB: The winner of NB Class Luke Kovacic well maintained silver NB with a Certificate of Commendation going to Phillip Donnelley.

NC: Dianne Byers won household bragging rights and NC trophy with her yellow NC with the Certificate of Commendation going to Mark Underwood

Bits Awards

The Bits competition was judged by members of the Club who are motor mechanics qualified to evaluate the merits of modifications to a vehicle for each of the three classes on show. One of the difficulties in determining modifications is that there are many different ways of approaching modifications to engines and suspensions. However the judge's role is ultimately to reach a consensus on which car they choose has the best quality of modifications. The Club is indebted to the judges for their time and care in reaching their final decisions. The Bits judges spent two hours inspecting cars, speaking to owners, and hotly debating the merits of the wide range of modified cars on display. The winners of each Bits class were:

NA: The stand out winner of the NA Bits class was the beautiful and powerful grey NA entered by Steven Brennan with Certificates of Commendation going to Dave Perin and Gary Nobrega. Andrew Barber picked up a Certificate of Commendation for his well engineered and developed upgrade to a 1.8 litre Mazda V6 to give a whole new meaning to what is a NA6 model.

NB: The winner in the NB Bits class was Yemin Win for what was described by the judges as a tastefully modified and balanced black NB that ticked all the boxes. Riko

Rubin earned a Certificate of Commendation for his innovative modification to his yellow NB, together with Cameron Macarthur for his massively turboed SE.

NC: Guy Coles won the NC Bits class with his neat and modified black NC "Macey". The judges saw fit to reward Phil Ashton and Adam Walker with Certificates of Commendation for the standard of the modifications to their cars.

Bling Awards

The Bling completion was a subjective assessment of a car's external appearance that is less time consuming than the traditional Show 'n' Shine. In judging Bling, the judges can ignore minor imperfections without awarding or deducting for minor defects in paint and body work or for originality and modifications. In a few words the judges are asked to determine what car they would like to have parked in their garage in addition to their own MX-5s. A special thanks to our judges who had a tough time reaching a consensus. The winners of the Bling Awards were:

NA: The NA Bling winner was Gary Nobrega for his well turned out red NA with near original exterior and discrete internal modification. The judges awarded Certificates of Commendation to Dave Perin and Steven Brennan.

NB: The winner in the NB Bling competition was Riko Rubin for Queen Bee, a worthy successor to his Blue Mistress, for its innovative modifications and beautifully presented exterior treatments. The judges awarded Certificates of Merit to Yemin Win, Con Mitsos and Russell Maxwell. Russ

entered one of two genuine NB Coupes in Australia.

NC: Adam Walker won the NC Bling award for his much loved and modified silver NC, with Phil Ashton and Chris Flak receiving Certificates of Commendation.

Le Beau Prix MX-5 de Dames

A new event for this year was for the Award for the Best Ladies MX-5 on show and cheekily called Le Beau Prix MX-5 de Dames. This trophy was awarded to Diane Miller for her gold NB with Certificates of Commendation given to Kim Ranger and Julie Sando.

People's Choice Awards

There was a huge response this year to the People's Choice Awards and after all the votes were counted the winner by the smallest of margins was a well deserving Dave Perin for his unique and immaculately modified blue NA with matching trailer. Dave's prize was a year of free membership to add to the 20 years he has already clocked up. One point behind Dave Perin was Russell Maxwell's yellow NB Coupe, with Kim Ranger's red NC securing the next highest tally of votes.

Best on Show

When all is said and done, the Best on Show is the major award decided by the participating judges from all the cars parked in the church grounds for the events. The clear overall winner on the day, by a country mile, was Adam Rumjahn's white NA6. Mark and Julie Sando's red NA was the runner-up.



CHILLY CHILLY ZOOM ZOOM ICEBERG RUN

11TH AUGUST 2013 // REPORT BY KEITH MANION & PHOTOS BY ANDREW & KAITLIN LORD



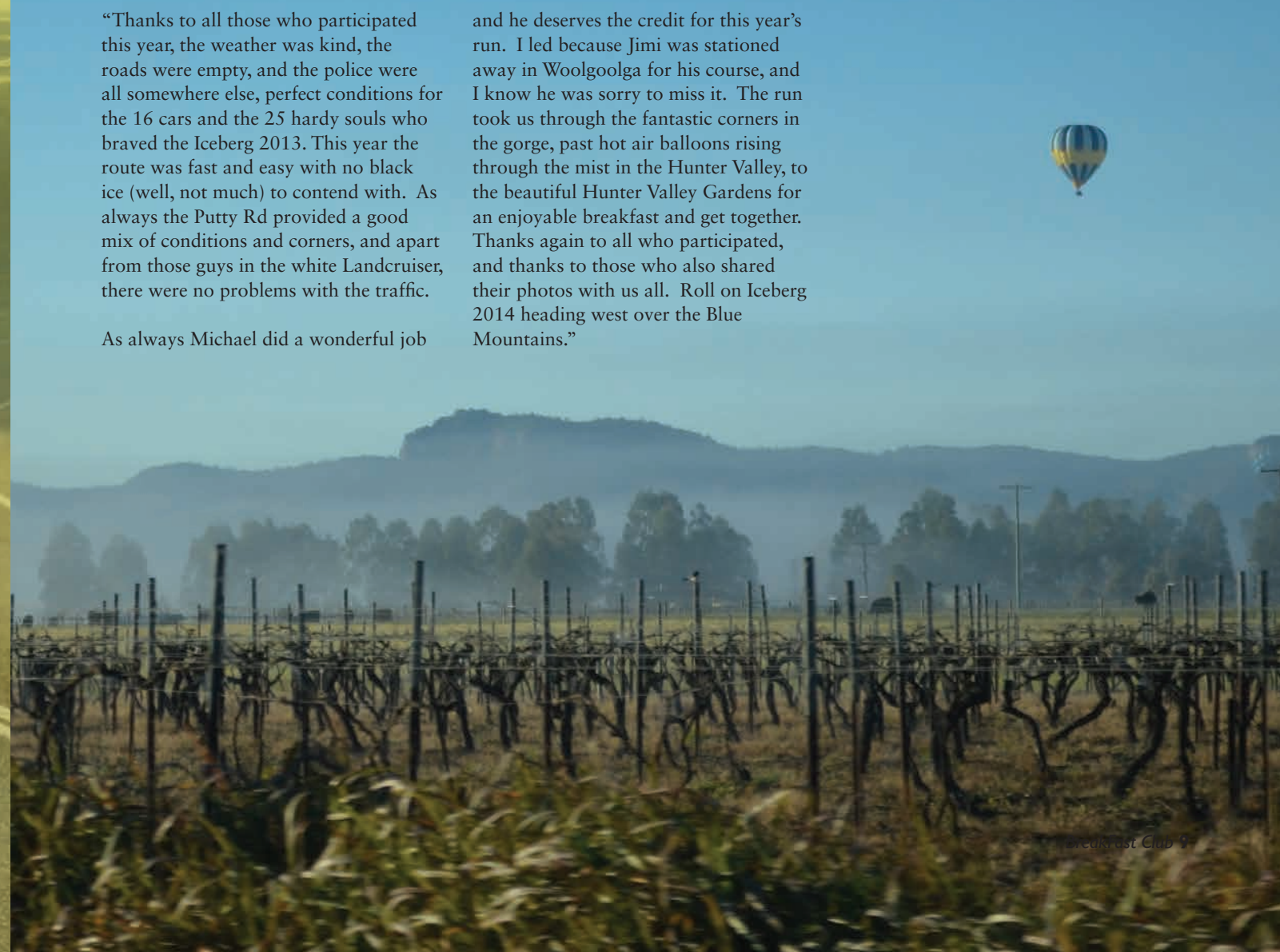
The Club's annual dawn buster run for MX-5s follows the AHOC Brass Monkey that is compelled to stick to highways due to the number and types of cars. This is a restriction that does not apply to the Iceberg Runs that target MX-5 driver's roads. In 2013 the route rotation was north of Sydney and there is no better way of going north than up the Putty Road. A special thanks to Keith Manion for stepping up and here is his report:-



“Thanks to all those who participated this year, the weather was kind, the roads were empty, and the police were all somewhere else, perfect conditions for the 16 cars and the 25 hardy souls who braved the Iceberg 2013. This year the route was fast and easy with no black ice (well, not much) to contend with. As always the Putty Rd provided a good mix of conditions and corners, and apart from those guys in the white Landcruiser, there were no problems with the traffic.

As always Michael did a wonderful job

and he deserves the credit for this year's run. I led because Jimi was stationed away in Woolgoolga for his course, and I know he was sorry to miss it. The run took us through the fantastic corners in the gorge, past hot air balloons rising through the mist in the Hunter Valley, to the beautiful Hunter Valley Gardens for an enjoyable breakfast and get together. Thanks again to all who participated, and thanks to those who also shared their photos with us all. Roll on Iceberg 2014 heading west over the Blue Mountains.”



CHASING FIELDS OF GOLD CENTRAL WEST TOUR

25TH TO 26TH OCTOBER 2013 // REPORT BY AND PHIL DONNELLEY AND MICHAEL SOULOS
PHOTOS BY TIMOTHY HEPPELL & CHRIS RHODES

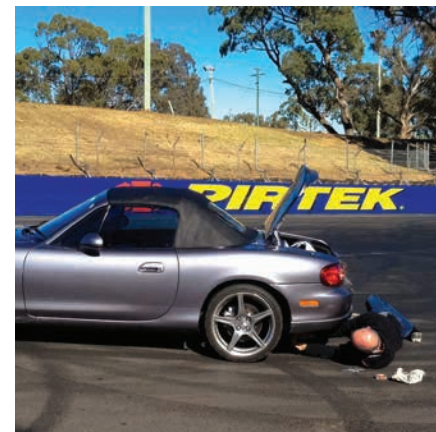


The Central West Tour for the BreakFast Club and Sydney Chapter went ahead despite the withdrawals and terrible fires across the Blue Mountains and along the Putty Road. Following a poll of the members who had secured accommodation and had not withdrawn due to work, the fires or other commitments, we abandoned all thoughts of chasing any fields of gold in the canola-growing areas west of Bathurst.

The CWT was reduced to two days and held over the weekend of 26-27 October 2013, with the mission of chasing the ribbon of tar and blue stone down the Central Western Tablelands.

The start venue was changed to Mt Colah for a run that was almost entirely off the M1 to Freemans Waterhole then through Cessnock, Broke, Milbrodale and Denman to run the Bylong Valley

Way. From Bylong the route went to Mudgee on the Lue Road then down to Bathurst on the Hill End and Turondale Roads on Day 1. Day 2 was a run across to Oberon via The Lagoon and Wisemans Creek then down to Goulburn on the Tablelands Way via Taralga with the group able to reach the M5 & M7 interchange to go our separate ways from 2:30pm on Sunday after a 1,000km drive.



The Sunday leg of the CWT was a breeze compared to the 620km we did on Saturday!

After a hearty meal on Saturday night in Bathurst, a few smooth reds (and Guinness for Tim), and a great sleep, we hit The Hub early on Sunday morning for an even heartier breakfast! Fuel for the road!

From brekkie we headed straight to Mt. Panorama for a few (slow) laps. For a first timer driving this iconic circuit, it was a revelation. TV doesn't show the angle of the climb up and the run down from Skyline to Forrest Elbow is jaw dropping, steep and narrow! The Dipper is a REAL drop!!! It was so tempting to do a hot lap but we all resisted. After all, it is a public road with a strictly enforced 60km/h limit, and the familiar hazards of two-way traffic.

After a visit to Bunnings to do a quick

temporary repair to a broken exhaust bracket on my SE, we headed south from Bathurst to firstly Oberon, then to Taralga on the way to Goulburn.

These were all fabulous MX-5 roads, especially Shooters Hill Road and Abercrombie Road - a fabulous combination of big sweeping bends, straights and troughs, through some beautiful scenery. Not that there was much time to take it in! Traffic was light on these roads so we were able to really get the feel of what the MX-5 does best.

We arrived in Taralga for an early lunch to find it full of mature aged bikers. There must have been about 50-60



bikes there! Quite a sight with lots of Harleys, and some great vintage Indians, Triumphs, and a very rare Royal Sheffield from 1954. Bikes always like the same roads an MX-5 does.

After coffee we ran down to Goulburn, then headed north on the Hume to



the Sutton Forrest Service Centre to refuel, say goodbyes and head home independently.

My thanks to the other participants, Chris, Tim, Con, & Jim. Great company and everyone contributed to the run. Con may even bring his car out of moth balls more often.

This was my first weekend away with the Club to experience what I can enjoy and learn about my MX-5. As usual it was so well organised and run by Michael - a big thanks. While the turnout was small with five cars and six people, it was an outstanding weekend away, and I would strongly recommend members to consider doing these BreakFast Club runs.



MAD MX ROAD WARRIOR RUN

31ST AUGUST 2013 // REPORT BY GUY COLES
PHOTOS BY TIMOTHY HEPPELL



On Saturday 31st August, 12 MX-5s set out from McGraths Hill McDonalds on the Breakfast Club's MAD MX Run.

After leaving, we set out north from Windsor through Wilberforce and past Ebenezer, the venue of the President's Picnic through predominantly B and C grade roads, where choosing your line was important to miss the deepest of the potholes!

We then drove through lower Portland and crossed via ferry continuing on through River road and the St Albans Road to Wisemans Ferry for our second river crossing, then waiting to meet some other club members keen to meet us later in the run.

Once assembled, we moved on only to have the group split into 2 distinct groups due to the prevalence of the traffic along Wisemans Ferry road. Clearly realizing that a Suzuki Swift is nothing like the MX-5 on these roads, the second group drove patiently for some 53 kilometers until the Swift eventually pulled off the road and then the group got stuck behind a Mazda Bongo van who struggled to do 60km/h let alone the speed limit.

Finally after traversing Peats Ridge, the first group had already arrived at Road Warriors as the second group was continuing along the Old Pacific Highway. After many phone calls, both groups finally met at Pie in the Sky for a well earned toilet break and a pie.

Clearly the choice of roads we drove were popular as all of the attendees were impressed with both the quality and variety of the run and a big thank you must go out to Reggie Walker for organizing and also Graham Fletcher for leading the run on the day.

The only disappointment on the day was not seeing any Mohawk clad marauding bikers being chased by a Supercharged Black Falcon with "MFP" down the side, although Timothy Heppell probably came the closest to any of us to being the club's Mad Max on that day.



XMAS IN JULY

28TH JULY 2013 // REPORT BY IRIS AND TONY MACDONALD
PHOTOS BY DAMON MULLER



The Canberra Chapter held its annual Christmas in July lunch at Benedict House, Queanbeyan, on Sunday 28th July 2013. The function was attended by 32 enthusiastic Chapter members and friends, some from as far afield as Wagga Wagga, NSW.

No official pre-function run was organised as the location of the venue gave most attendees the opportunity for a quick spin prior to commencement of festivities. Interestingly, Annie and Lawrie from Wagga had the shortest journey on the day, as they stayed overnight in Queanbeyan on Saturday (but had to face the return run to Wagga after the lunch!)

Benedict House was once a nunnery and is a wonderful old two-storey building with lots of rooms, some of which

have been converted to display space for jewellery, books, and old wares. Several of our group succumbed to the temptation to purchase books etc before and after the lunch. Our lunch was served in our own private dining room with decorated tables surrounded by more old wares, china, and books etc to provide a very cosy atmosphere. The meal was first class, as was the company on the day. Rosemary Dunning, Barbara Leyton-Grant, and Matt Shepherdson were the lucky winners of the 'door prizes'.

In the absence of the chapter's co-convenors (Bob & Bricet) who were otherwise occupied on a tour of Europe, the gathering was organised by Iris and Tony McDonald, both of whom were relieved when all went to plan on the day. Our Benedict House host (Kate Shelton)

and her young crew did a fantastic job of looking after us, and providing us with a truly sumptuous meal. We will certainly bear it in mind for possible future functions!





GUNDAROO GOURMET GALLOP

25TH AUGUST 2013 // REPORT BY KEN KEELING
PHOTOS BY KEN KEELING

Our Sunday Gourmet Foray was to comprise of three discrete elements:-

- firstly, a drive to Gundaroo for a pleasant and interesting lunch at the Capital Wines Cellar Door and Café with;
- a second stage for wine tasting and/or coffee & cake at Tallagandra Hill Wines vineyard and;
- a grand finale comprised of a demonstration of the art of creating fine hand-made chocolate (and the tasting thereof) at Chocolate d'Or near Nanima.

On a beautiful winter morning (10°C and sunny) on Sunday 25th August a (not so) hardy group of 21 in 12 cars of the Canberra Chapter gathered at Maccas by EPIC for an early-ish start

for our outing. Well, OK it was really 11am – but quite a lot of us are retired! At this time of year it tends to be a bit frosty if one rises too early. As is usual for such events, all the careful prior planned arrangements almost fell to pieces when 6 more than had RSVP'd expressed belated interest in the run. However, a late phone call from the start point rendezvous to the lunch venue had the necessary additional seating promptly organised and all was well.

The first stage was a casual meander of some 45kms by back roads to Gundaroo for a late breakfast/early lunch at Capital Wines' Epicurean Centre and Cellar Door Café, located in The Royal Hotel's former stables. The old converted stables with a warming

wood fire burning, samples of local produce and the friendly staff provided a great ambience.

From the feedback received, the enticing food selection offered on their winter menu was well and truly up to expectations and (for those who sampled) the wines most palatable. Unfortunately, because we not only needed to be responsible regarding the wine aspects but also had a time schedule to keep to, it had been pre-decided that the interestingly matched food and wine comprising the Epicurean tasting menu was off limits. Nevertheless, I am confident that quite a few of our Sunday's group will be making repeat visits independently to the Cellar Door Café in the future.



TULIP FARM RUN

15TH SEPTEMBER 2013 // REPORT & PHOTOS BY LIA BATTISSON

We started the morning with a relaxed breakfast at the Terrace Restaurant at the Australian War Memorial. Peter and Lia, Evan and Kerry, and Philip and Lauren were joined by Bricet and her grandson, Damian to enjoy a meal and a chat before we moved off to Sir Thomas Blamey Square in Russell to meet Jan and John.

classical music playing in the background and birds chirping all around us added to the very pleasant ambience. Afterwards we all went our separate ways home.

What a lovely thing to do on a Sunday!

As one of the members remarked, that's the great thing about being an active member of the Club, you get to do things which you have been meaning to do for a long time, with nice people!

A short briefing and four MX-5s and a family sedan drove south along the Monaro Highway to Old Cooma Road, then north east into Queanbeyan via the back roads. From there we drove through Oaks Estate to Sutton Road and crossed the Federal Highway, drove through Sutton and turned right onto Shingle Hill Way, then right onto the Old Federal Highway to approach the Tulip Tops Garden from the North.

It was a pleasant drive and warm enough to enjoy the tops down. Some participants chose to meet us at the Gardens, instead of going on the run. We met Mike and Helen, and Robyn and Inger, Liz Burr's mother, there and we had our lunch together. We enjoyed a relaxed stroll around the gardens. The soft



DUBBO ZOOFARI

28TH TO 30TH SEPTEMBER 2013 // REPORT & PHOTOS BY DIANA AND KEN KEELING

The Canberra Chapter's Magic MX-5 Zoofari is over and everyone seems to have both enjoyed the driving and had a good time at the Taronga Western Plains Zoo, Dubbo.

Saturday morning dawned cool and clear and the forecast predicted a weekend of more of the same - good weather for MX-5ing! Our run started reasonably early with the objective of reaching our overnight stop at Mudgee in time to visit some of the region's wineries.

The Federal Highway sector to Goulburn was unexciting but the driving after Goulburn was more to the liking of MX-5ers and our first stop was at Taralga for caffeine - the addicts find 3 hours too long to survive without a fix. Oh! The

we were not ushered back onto the street. Not only did the coffee arrive with minimal delay but also several plates of gratis bikkies. Excellent service and a definitely a place for MX-5ers to call into again. Only when we were leaving did our host reveal that he had recently sold his own MX-5 - as it was "mostly sitting unused in the shed".

After coffee, we all enjoyed a good run toward Oberon, taking the virtually unused (on weekends!) Shooters Hill Road option. The morning's run brought us into Oberon just before noon for an early-ish lunch at the interesting Cafe Savanna. Making prior arrangements ensured a table was ready and everyone enjoyed lunch. Some also did a bit of retail therapy among the knick-knacks

Arrival in Mudgee was later than planned and everyone was more interested in settling in at the motel than in visiting the wineries. However, the Second Mudgee Wine and Food Frolic was being held in the centre of town and provided a very convenient opportunity to sample the local wines. Saturday evening was at Isabella's Trattoria Italian Restaurant where everyone had an enjoyable evening and left very satisfied with Italian food/ Mudgee wines.

Sunday morning was another beautiful start to a day's drive and it was tops down for the short run to Gulgong. The historic village of Gulgong provided enough interesting things and buildings to keep us all occupied for over an hour.



looks of bewilderment when we arrived at Taralga shortly before 10 to find the Hotel appeared to be closed!

However, not all was lost - a side door was open, so we all trooped in to find a dismayed publican. But the prospect of selling 13 coffees was sufficient to ensure

that the Café always seems to have to tempt the unwary.

Because of bushfire smoke on the Castlereagh Highway, we diverted via Bathurst. The alternate route to Ilford was quite interesting to drive and in good condition.



Gulgong to Dubbo was via the less travelled roads, arriving in good time for a very enjoyable lunch at the historic Milestone Hotel.

After lunch, it was a short run to check-in and move into our en-suite "Zoofari tents". We arrived with time to



unpack before the afternoon's "behind the scenes" tour, complete with a close encounter with a lioness her - coughing roar was very impressive from only 2 metres!

Joining us for the afternoon bus safari were Dubbo-based fellow MX-5ers and members of the RPM Chapter, Michelle and Rohan Matthews. After the bus delivered us back to our tents, it was time to change and participate in a wine tasting before dinner in very convivial company. Our day finished off talking in the Zoofari Lodge after another "behind the scenes" tour as the animals were bedding down for the evening. As our evening closed, we bade farewell to our Dubbo MX-5ers - with a promise to join

areas not open to the public, before a hearty breakfast.

Monday saw a revision of plan in order to stay longer at the Zoo and leave after lunch rather than tour the Japanese gardens at Cowra. So we rejigged our travel home via the shorter "Wellington and Canowindra" route rather than via Parkes and Forbes.

Two cars had to leave early due to commitments back in Canberra. The remainder separated to commune with the animals before regrouping for lunch at the Zoo's cafeteria.

The run home was uneventful and after a short lunch break at the Cowra Rose



them on a RPM run in the future.

Monday morning had us waking, pre-dawn, to the sound of lions roaring in the not-too distance. Very appropriate for our Zoofari adventure. There was an early and interesting tour of the animal

Garden rest stop, the group broke up and we made our way home individually.

Great weather, good driving, enjoyable companionship, new sights and interesting places. Plus, the benefit of some potentially new friends - our MX-

Sers from the RPM Chapter.

Yet another very successful "weekend away" for the Canberra Chapter.





BOWNING LUNCH RUN

13TH OCTOBER 2013 // REPORT & PHOTOS BY JENNIFER & PETER LE

Fourteen MX-5s met at the Hall layby at 10.30, Sunday 13th of October. It was a blue sky day and 20 something degrees. Perfect for a drive with the roof down and the wind in our hair. The start of the day was met with much laughter and obvious anticipation of a good day out.

The drive itself was a relaxed cruise along the Hume Highway. Spring weather had kindly provided us with vibrant green vistas all round. Music on high, we proceeded in convoy to the famous Rollonin Cafe, in the little village of Bowning.

It had been decided to stop off enroute for a coffee in a highly recommended cafe in Murrumbateman, but much to everyone's disappointment it had closed unexpectedly for the day!!!!

Upon early arrival at the cafe, we were met by staff sporting period dress, giving us the "feel" of times gone by. Interestingly, a stray emu was spotted casually feeding alongside Dave and Liz Burr's car, checking the new MX-5 colour – is it aubergine or deep purple?

A slightly early arrival at the Rollonin meant that we had the venue entirely to ourselves. Service was excellent and the meal selections ranged from seafood baskets to gourmet sandwiches as well as traditional malt milkshakes.

Entertainment for the afternoon included browsing the period decor, enjoying the cottage garden and feeding the gorgeous draught horse that had stationed himself alongside the "barn" where we were all enjoying our lunch. Lots of snaps were taken by all.

Following on from our lunch, a small group of 5 cars stopped off at the car museum near Murrumbateman to view classic cars including Bugattis, a Merc Gullwing, Ferraris, and other rare vintage cars. Then off to the authentic 18th century hotel, The Black Swan, for tea and scones thoroughly enjoyed by various members of the group.

As threatening storm clouds were beginning to gather, it was time to call it a day, and point our trusty cars in the direction of home. A day we hope, that was enjoyed by all.



MAX & MARK'S MYSTERY MUSTER

18TH AUGUST 2013 // REPORT BY MAX KELLY & MARK GRAY

PHOTOS BY PETER HILKMANN

The weather on Sunday 18 August was perfect for a drive to a mystery location. With 20 MX-5s and 33 people being given sealed trip notes, M&Ms chocolates to enjoy along the way and a Speedo Trip Meter Challenge, they all thought it would be easy.

A hint was given before leaving our usual meeting location of BP Beresfield and we headed off down the F3 to our first brief stop at Mount Sugarloaf with spectacular views over Newcastle and Lake Macquarie.

At this short stop a Stage 1 questionnaire was given out to see who could guess our morning tea location and they were only given 5 minutes to answer! Back on the road, the radio chat started with speculation of where we would end

up. Weaving our way through the back suburbs of Maitland found us arriving at John Tucker Park in Paterson for our morning tea stop and we managed to lose no-one!!! Our 45 minute stop allowed everyone to recharge on coffee, tea and homemade delights before the chatter started about our lunch location. Again, a quick questionnaire was handed out with 5 minutes given to complete.

Answers in, we headed south (just to confuse people) and made a quick left hand turn towards Martins Creek where we followed the Paterson River and headed towards Dungog, enjoying some of the narrow and winding roads never before explored by the Hunter Chapter, which proved a nice leisurely drive.

We arrived at our lunch location of East Gresford (Beatty Hotel) for their lovely grub style food and a well-earned cold refreshment. We were lucky to have the use of their private dining room so there was plenty of chatter about the drive with lots of laughs.

During our meal it was time to announce the winners of the questionnaires and Speedo challenge. There were some interesting answers and from our 33 starters only 3 people managed to correctly pick the locations. Stage 1 to



morning tea location - a winner was drawn from the hat as 3 people chose the same answer, that lucky winner was Maureen Hilkmann. Stage 2 to lunch location - again a winner was chosen from the hat as 3 people had the same answer and that lucky winner was Vicki Adams. The Speedo trip meter challenge was a -10 to +7km difference from the "official" run distance and the closest winner was Diann Leer-Miller with 185km.

A special thank you to Diane Barry for Max & Mark's new M&M T-shirts, suitably embroidered with MX-5s, we think they are just awesome! Finally the day drew to a close and it was agreed that not only was it the BEST EVA but in fine words from Max Kelly, it was an UNBEATABLE run.



CENTRAL WEST LONG WEEKEND

5TH TO 7TH OCTOBER 2013 // REPORT BY PETER HILKMANN
PHOTOS BY GAYE MORGAN & KIM RANGER

Saturday

We started the weekend early, 7:30 am in fact at the BP Beresfield, at the end of the M1, with 22 people in 12 MX-5s. Being greeted by clear blue sky, the run leader decided that the ladies should drive first, and so they did. Driving along the back roads of the lower Hunter to our first brief comfort stop at Jerrys Plains, before continuing on to Denman for morning tea. I don't know how, but after filling their cars full of luggage, some still had enough room left to bring a thermos and some morning tea to share with their friends, whilst those that packed too many shoes (or camera bags) rocked up with a coffee from one of the local cafes.

After a relaxing morning tea, we were soon on the road again, as we had a lunch booked at the Wild Oats Pavilion Café. Bylong Valley Way here we come! This is still a wonderful piece of road, with all the participants enjoying the twisty and windy bits to the max. Bylong was going to be our next regroup and comfort stop, and as we were waiting for the last couple of cars to catch up, it soon became apparent that one of the MXs had a slight problem... namely a lost

bolt out of one of the rear brake calipers. A big thanks to our resident "Bush Mechanic" Phil Mayo, who was able to get his hands dirty to get the car and the show back on the road.

Our schedule was now in tatters and we were 2 hours late for our lunch booking, but again thanks to the ingenuity of one of our other members, Wendy Parsonage, we were able to contact the Pavilion, who were very understanding, and were able to postpone our lunch till 2:30pm. Lunch was great, and not rushed, giving everyone a chance to recover from our journey here. After lunch there were a few Mudgee wineries to visit before heading to the motel for the now obligatory "Happy Hour." This gave everyone a chance to catch up with the day's events etc. Dinner was at the motel, so there were no worries about having to drive anywhere after a couple of drinks.

Sunday

After breakfast and singing "Happy Birthday" to Bob Pimm (67 times during the course of the day and that evening)



and settling our accounts with the motel we were off to Hill End with once again the ladies at the wheel. Once at Hill End we all went for a bit of a wander around and of course morning tea/ coffee. Hill End is a wonderful old gold mining town with plenty of history and quaint little shops to explore.

We could easily have spent half a day or more there, and maybe we should have, as it wasn't far from Hill End that our second mishap occurred. Same car, but this time it was a flat tyre, on the other side of the car, but still at the rear. By this time we were starting to feel for the people in the poor little NB. We never wish any mishaps on anyone, let alone twice on the one trip. But all was well as help is never far away when you are



traveling in our group. NCs to the rescue with one of their onboard compressors, but that was unsuccessful, as now the tyre had come away from the rim, so the space saver spare was then utilised. But where do you put your flat tyre, when you have a boot full of luggage? Once again Wendy to the rescue, as she had a spare seat available.



So on we went to Bathurst, where we stopped for lunch, whilst an unsuccessful attempt was made to get a replacement tyre (not surprising on a Sunday afternoon on a long weekend).

After lunch, a slight modification was made to the program, as we now travelled to Lithgow for our overnight stay, via Tarana, along some very interesting and fun roads. The highlight being the "Big Dipper" and a tricky left hander over the top of a crest. All in all a very enjoyable drive for everyone.

As it was Bob's Birthday, and we had to sing "Happy Birthday" 67 times and in 15 different languages, we extended our "Happy Hour" by an hour or 2...(I can't remember really!!!). Dinner was once again at the motel, where we were able

to watch the NRL Grand Final on the big screen TV, with Bruce organising the footy sweepstakes, for the first try scored, and to pick the winner and final score.

So another near perfect day come to a close with everyone enjoying the evening meal, the entertainment, and each other's company.

Monday

After a hearty breakfast it was time to pack our little cars once again for our final leg of this trip, the Bells Line of Road, and the Putty Road. Our first stop was our morning tea stop at Bilpin, and after morning tea we bid farewell to our friends who joined us from Sydney, Kim & Peter, and our friends from the Central Coast, Gaye and John.

The remainder set off for the Putty Rd and the new Half Way House for lunch. Before setting off from the Half Way House we all bid each other a fond farewell and thanked each other for the companionship and a great weekend as we would all be peeling off at various stages along the way.

So as you can see a fantastic weekend was had by all. And once again it is great to see the camaraderie shown within the MX-5 Club. Good on you all, and a big thank you to all those who helped out during the weekend.



Despite the smoke-filled air, 10 MX-5s and 19 members set off bravely on the Coastal run with roofs down. Travelling south of Wollongong via Kiama and Gerringong the first stop was the Visitor's Centre beside the Shoalhaven River in Nowra for the obligatory pit stop. South of Nowra we were joined by Wayne & Sue Hunt, bringing our numbers up to 11 cars and 21 eager participants. Continuing on past the scenic towns of Ulladulla, Bateman's Bay, Malua Bay and Tomakin we arrived for lunch at the quaint village of Mogo. There were several cafes to sit in in the shade and chat, as well as many touristy shops to wander through.



NEIL'S WHALELESS WEEKEND AWAY

19TH TO 20TH OCTOBER 2013 // REPORT BY BARRY POPE
PHOTOS BY BARRY POPE & BRYAN SHEDDEN



Following a leisurely lunch and ice creams for some, it was back to "The Bay" where we had a change of direction and headed towards the Clyde Mountain to our destination at Braidwood. The run up Clyde Mountain is always exhilarating and even more so in our sure footed steeds. Upon arrival in Braidwood most of us checked in to the Cedar Lodge Motel – grand in name, comfortable, friendly and well located.

That amount of driving was not enough for some. Several cars went on to do a round trip to Araluen where the passengers were charged with the responsibility of taste testing the local brew. Back in Braidwood the others took the healthier option of stretching their legs whilst checking out the historic buildings of the town.

It wasn't difficult to fill in the remaining hour or two before dinner. It was a taste testing fest of local and non-local wines, champagne and beer. It had been a hot day after all!

An excellent dinner finished an excellent day. A short walk (via a quick support at a nearby pub) to an old house - now the Torpeas Restaurant- fuelled the appetite for a delicious meal.

Some sought a cleansing ale on the walk back to the motel but were met with disappointment due to the pub's closure. (probably a good thing in hindsight)

A leisurely breakfast in Braidwood was followed by a short briefing by Neil on the day's forthcoming activities, then off to the Goulburn Brewery. The run to the brewery took us past Wakefield Park which will be familiar to many MX-5ers.

Upon arrival, we were met by Michael from the brewery, who provided a very interesting history of this old brewery and described the many processes involved in producing beer from start to finish. A tasting of the local brew is part of the tour and our intrepid team did not let the brewery down in this regard. Lunch was also provided by the brewery with instructions by Neil that departure was scheduled for 1pm.

The final leg back to the finish point at The Robertson Pie Shop took us via the back roads east of Goulburn through Bungonia, briefly back onto the Hume Highway then through Wingello, Bundanoon, Exeter, Fitzroy Falls and then onto the Robertson Pie Shop.

This final leg of approximately 120kms was an excellent finale to a wonderful weekend run, due to a lack of traffic, very MX-5 friendly roads and the constant applause from the incessant cicadas.

I am sure all of the run members are extremely grateful to Neil Tribe for providing perfect weather, a very well organised run and great run leadership skills





Meeting at Bald Hill Headland Reserve at 9am were 34 people and 18 cars. A gorgeous Ferrari 360 CS pulled into the carpark at about the same time - the owners fretting about the grimy fingerprints of admirers! Kieren brought his Dad along to experience firsthand what his son has been smitten with. Members of the Illawarra Chapter were resplendent in their fresh minted Chapter caps, shirts, and jackets. Trevor

After the briefing at Bald Hill, the “Royal” part of the run saw us head north through the Royal National Park. Most of our Club runs through “the Nasho” tend to go from north to south, so it was welcome variety to see it from the opposite direction. It’s a slow old drive these days, thanks to all the 60km/hr speed limits, but our way was restricted even further by a huge group of cyclists on a charity ride. Oh well, it gave us plenty of time to enjoy the lush rainforest in the south and open heath in the north. Arriving at Loftus, we swung around and from Waterfall we took the Old Princes Highway south. This is quite an enjoyable drive with most of the traffic preferring the M1 motorway, and just enough corners to keep an MX-5 driver interested. Our arrival at the Cliffhanger Cafe for morning tea had only been delayed ten minutes by the cyclists. We crowded inside and filled a couple of large tables while taking in



Alex, our youngest club member, had a great time giving directions to our group over the CB. Finally, we had the tight & twisty descent to the picnic area at Avon Dam.

It was 1pm by now and breakfast was a long time ago. The electric BBQs were quickly fired up, and an assortment of meaty offerings were charred to taste. We scattered around the various picnic

ROYAL WOLLONDILLY WANDER

25TH AUGUST 2013 // REPORT AND PHOTOS BY BRYAN SHEDDEN

& Theresa would have been there too but for a flat tyre on their NC, which they discovered soon after leaving home. Luckily Trevor had a spare wheel in the garage, and they met us at our morning tea stop. Paul also joined us there to bring the tally to 37 people and 20 cars. An excellent turnout!



the spectacular views from the edge of the Illawarra escarpment. The coffee was excellent too!

Saddled up again, our wander through the Wollondilly Shire started with a run to Appin. Those of us with CBs were forced to endure some unsavoury commentary from a group of 4WDers, although they soon changed their tune after realising they were on the same channel as us! We had a great run through Broughton Pass and then the twisty crossing of the Nepean River with the Hume Motorway towering overhead. After a brief encounter with suburbia in Picton and Tahmoor, we took the back road around Bargo on a top little drive with some nice country curves. My son

tables and grassy clearings, and enjoyed the conversation over our picnic lunches. Some worked off lunch with a walk down to the dam wall, while others preferred to soak up the sunshine and share a few jokes, and we all eventually made our way home after another top day out with the Illawarra Chapter.



NURBUSHRING & PACIFIC PALMS RUN

10TH AUGUST 2013 // REPORT BY PETER RODGERS
PHOTOS BY KEIRAN RODGERS



What a glorious day for a drive in our MX-5s, too hot for a jumper at 9:00 in the morning and hard to believe that we are still in winter. The weather has been very kind to us on our last couple of runs here on the Mid North Coast, which makes up for some “interesting” weather on some of our earlier runs.

Today our goal was the Nurbushring (officially Wootton Way) and then off to lunch at Pacific Palms by the shore of Wallis Lake. Initially at Port Macquarie

it looked as though there would only be two cars, but fortunately three more joined us at Taree to give us a nicely sized group. Arriving at the Nurbushring we split into two groups to accommodate different driving temperaments. This road is so much fun, but unfortunately is not long enough (maybe we should spend a whole day just driving it and not go anywhere else?). We regrouped at the southern end of the Nurbushring to give us the opportunity to wipe the smiles off our faces and have a bit of a chat.

Then on to the Lakes Way. This road has some great bends and is a bit like a very condensed version of the Oxley Highway. Of course to compensate for the great bits, we had to suffer through some pretty woeful road surfaces as well. And then it was time for a long lunch at the “Reccy” (Pacific Palms Recreation Club). Such a hard life sitting on the deck, overlooking the lake and distant mountains with good company, food and drink – just couldn’t ask for more.





LONG FLAT RUN

12TH OCTOBER 2013 // REPORT AND PHOTOS BY PETER RODGERS

After a leisurely morning tea at Port Macquarie's Rivermark Café, six full MX-5s set off to drive the long way to Long Flat on the Oxley Highway, west of Wauchope.

The intention was to drive north to Telegraph Point on the Pacific Highway and do a loop out to Rollands Plains before heading south via Pembroke to join the Oxley Highway on the western side of Wauchope. Unfortunately even the best made plans can go astray at times as heavy traffic on the Pacific Highway caused our group to become separated and by the time we got to Telegraph Point we were missing two cars, including our newest members Peter and Sandra. We decided to continue out to Rollands Plains hoping that we would see the others on the way, but this was

not to be. However about 20 minutes later, just after turning right towards Pembroke, I looked in the rear view mirror and counted five cars behind me and so we were now six again.

The Oxley from Wauchope to Long Flat has some very nice twisty bits as well as a few not so twisty bits, but just after the not so twisty bit we caught up to a wagon which slowed us down and put somewhat of a damper on the twisty bits before Long Flat.

Long Flat has a lovely little county pub overlooking the Hastings River and this was to be our lunch destination. Being a small group I thought there would be no need to book a table. As we approached the pub we saw 176 motor bikes with riders wearing various forms of pink

regalia parked along the road almost as far as the eye could see. Yes, the annual Pink Ribbon Ride had also decided to make the Long Flat pub their lunch stop. But all was not lost as the Pink Ribbon Riders were having a barbie in the yard and there was plenty of space in the dining room for us.

After a very pleasant and tasty lunch it was time to head home, hopefully being able to tackle the twisty bits with a little more pace than on the way out, however this was not to be as four of us had the not so great pleasure of following a slow moving truck laden with newly cut hay most of the way back to Wauchope.

Nevertheless, another great day, with great people, in great cars



BLUE POLES CAFE & GALLERY RUN

14TH SEPTEMBER 2013 // REPORT & PHOTOS BY JODIE CARTY

The Mid North Coast Chapter met at Port Macquarie for a drive on Saturday 14 September 2013. We had five cars in total including two guest vehicles joining us for our drive to Comboyne. The weather started out a little dubious, however by the time we stopped in Wauchope, the tops came down and off we went.

We stopped for coffee and a spot of (unplanned) shopping at the Comboyne Community Store – white chocolate covered macadamia nuts were the most popular item, along with Mulberry jam and Blueberry chutney!

We took a leisurely cruise back down the mountain and stopped at Blue Poles

in Byabarra for lunch. The menu was so tempting, with fresh homemade pasta and local products. So full, no one could fit in dessert (even a delicious sounding panna cotta). It was a glorious day and we soaked up the sun and camaraderie for a couple of hours before heading home.



RPM

FAMILY BOWLING NIGHT

6TH SEPTEMBER 2013 // REPORT BY LESA BUNN

What better way to shake off the stress of the work week than hurling a bowling ball down the lane – and hurling was the appropriate term.

Although everybody claimed not to have bowled “forever”, it didn't stop 28 RPM members and their families coming together to prove you're never too old or too young to have some fun.

Following dinner at a local café we took to the lanes with the usual MX-5 sporting competitiveness. Decked out in our RPM regalia, we looked like a

professional bowling outfit, like we might have actually been able to play. A great way to scare off any potential competitors!

To everyone's delight we were joined by young Romeo Perin, who at 4yo showed a few of us older people how it is done and was the envy of many who would have also liked the aid of the ramp and bumpers.

All bets were on the quiet professional Sandie, however we had forgotten just how competitive Graham Fletcher is, and

so the games began. And then there were the secret slayers like Greg.

Laughter drowned out our complaints of sore knees, chafed feet, fat fingers, etc and many spent the next day wondering why their wrists hurt so much. A great time was had by all with everybody wanting to see Bowling Night become a regular event on the RPM Calendar.

Congratulations to the nights winners and to all those that attended to make it another fun RPM event.

FIRE AND ICE RUN TO MAYFIELD GARDENS

27TH OCTOBER 2013 // REPORT BY LESA BUNN & PHOTOS BY GRAHAM FLETCHER

In the fortnight leading up to the run to Mayfield Gardens at Oberon, nature again wreaked havoc on RPM country. Fire brought disaster to many communities across the Lithgow, Blue Mountains and Hawkesbury areas. Thankfully, all members of the RPM community were safe and well, although many had spent a harrowing two weeks preparing their properties and making plans. Thankyou to all the members of the wider MX-5 community who contacted me to express their concern or offer help to their RPM mates.

17 MX-5 members joined the run to Mayfield Gardens including a few from outside of the Chapter area, Gary Nobrega and Riko Rubin and we welcomed Robert Kai joining us for his first RPM run after recently moving into the area.

Stopping at our regular morning tea venue of Hartley we were surprised to see the normally deserted village was a hive of activity and were greeted by members of the community dressed in clothing from a bygone era and riding penny farthings through the streets. The community had come together for a fund raiser for the local fire services groups and were as surprised to see us as we were them. Parked all together, our MX-5's quickly became an "attraction" they hadn't expected but they were very



grateful to have us there and accept our donations to the cause.

On arrival at the gardens we were immediately struck by the scale of the place. Mayfield Gardens is one of the largest, privately owned cool climate gardens in the world opened to the public on only six weekends a year.

In a week when fire had destroyed much, it was surprising that the Hydrangeas in the first area of the garden had been burnt to the ground by a heavy frost experienced during the same time. Thankfully that was the only damage to the gardens.

After a quick lunch we choose to head off on the bus to the Chapel at the top of the hill and work our way down. At the top of the hill was a magnificent Chapel building of bluestone, timber and glass built specifically for the wedding of the owners' daughter. From the top of the hill we could see just how far we were going to be walking today. The stunning bluestone walls, scale of gardens, attention to detail and magnitude of the investment at the gardens astounded everybody.

A great day was had by those that attended and by late afternoon we headed off home slightly fitter than when we started.



MID WEEK MT VICTORIA RUN

6TH AUGUST 2013 // REPORT & PHOTOS BY BOB QUINLAN

I arrived at McDonalds Richmond at 10am, took photos and had coffee with 22 MX-5 Club members and friends. At 10.30am Noel led 12 MX-5s on the Bells Line Of Road, heading up the mountains for the Apple Bar and our morning refreshments only to discover that it was closed when we arrived. Noel then took us up to Mt Tomah Botanic Gardens for a pleasant morning tea overlooking the

gardens, valleys and mountains.

After our morning tea and group photos we headed on up to Bell for our only turn on the route, a solitary left turn, to run over the Darling Causeway to Mt Victoria. At the Imperial Hotel we found two more cars waiting to join us for our country pub lunch.

After lunch, eight of us returned to the city on the Great Western Highway. We stopped at Wentworth Falls for coffee before saying our farewells and heading home to finish off a good day out in our MX-5s. Thanks to Noel La Rose for an enjoyable day. It was great to see Ken Liston driving his car on the run. Good time had by all.





MAGICAL MYSTERY TOUR II

31ST AUGUST TO 1ST SEPTEMBER 2013 // REPORT & PHOTOS BY DAVID LAWLER

The Magical Mystery Tour II was run on Saturday 31st August, with 52 club members or partners/guests plus 2 helpers in 27 cars participating on a glorious day for the end of winter. The tour took the form of an observation rally over 3 stages, with the first stage starting at Parklea at 8am. There were stops at Pic-in-the sky at Cowan and at North Richmond, before reaching the final destination in Leura, the “Waldorf - Leura Garden B&B Resort”.

At the start of each of the 3 stages, each team of 2 people was given a sheet of questions and directions, which they needed to follow to reach the check point at the end of the stage. Speed was not important, unlike observation and deduction which were necessary to find the answers to the often cryptic questions. Missing an observation could mean losing points, but missing a turn could be worse, as Bob & Senia discovered

when they drove past the turnoff to Mt Victoria from Bells Line of Road, and ended up making a visit to Lithgow! However, there are certainly much worse things to do on a pleasant Saturday than making an unplanned detour over interesting roads in an MX-5 with the top down.

There was some friendly collaboration between teams at the various stops, but there were 2 teams who went even further with a continual banter over CB radio as they navigated the route, and they were very bashful when they were observed by one of the organisers. I'm looking at you Ray & Pam and Greg & Lesa! Teams started arriving at Leura from 2:30pm, and soon people gathered in the lounge to socialise over drinks and nibbles. By 4pm there were only 2 cars that had not arrived. With growing concern the organisers made a call and discovered that they had made a detour



to Aldi to buy goodies. They arrived soon after to cheers and jeers from the crowd. Dinner was hosted in the resort function room by Basil, Sybil, Polly, Manuel and Mrs Richards.

Bryan & Fiona were the last to arrive, and made the big mistake of being conspicuously late. Basil refused them entry and ejected them from the room, before tossing out a handful of breakfast condiments for their dinner. On being informed that Bryan is the Club President, which Basil may have misheard as “The President”, he became most apologetic and obsequious when he invited them to enter, and then carried Bryan to his table. The Fawltly Towers crew continued to entertain during the 3 course buffet dinner, with many people singled out for attention. We even learned that amongst us were celebrities such as Nana Mouskouri, Rolf Harris and Kenny Rodgers!

Between courses, Ian & Gaynor, sorry that should be Queen Gaynor, performed the presentation ceremony. There were 3 teams tied on points for first place based on their answers, with the final decision then being based on the shorter distance they had travelled. 1st Place went to Keith & Sue Monaghan, with Bob & Senia Gaunson taking the “directionally challenged” award courtesy of their detour to Lithgow.

Everyone reported having a great day, and a fantastic night.





TECH NIGHT NULON OILS

28TH AUGUST 2013 // REPORT & PHOTOS BY KEITH MONAGHAN

Some 66 members of the MX-5 Club of NSW met at Nulon's impressive plant at Moorebank for a night of education on oils. The Sydney, RPM, Illawarra and Hunter Chapters were all represented - thanks to all those who travelled a long way to support this excellent event.

The tech team of Ian Johnston and Blayne Fullford-Hurst put together an informative presentation of their products and how they related to the various models of MX-5. They also gave recommendations for general driving and performance (track) driving.

We learnt about the difference between the base oils from mineral to top level synthetics. What the various additives are, what they do, how their structure and mixing can affect the oil in its working environment. We heard words like Moly, Zinc, and anti oxidation and realised, to paraphrase another company, oils aren't oils.

We were also given excellent information on gear box and diff oils, brake fluids and coolant. This got everyone talking with many questions put to the Nulon staff



over pizzas and drinks.

After our dinner we then split up into groups and toured their onsite manufacturing, packing and storage facility. The cleanliness and attention to detail showed Nulon's passion to the product they supply to the market.

After that the evening officially finished but with the interest generated the discussions continued for some time with some groups in front of white boards and others deep in conversation.

I would like to thank Paul Grimshaw for organising the night, John Simons for giving his time and his company's time to put on the presentation and all the Nulon staff that were involved with the evening.

To top the evening off we were all given a gift pack which included a 5L bottle of their excellent oil plus other interesting items.

If you require any technical information regarding their products you can contact them at technical@nulon.com.au and ask your questions.

TRACK DAY WAKEFIELD PARK

19TH AUGUST 2013 // REPORT BY DAVID LAWLER // PHOTOS BY BRYAN SHEDDEN

The Monday 19th August track day was challenging for everyone, with temperatures around 9 degrees for most of the day coupled with winds up to 57km/h as well as intermittent showers throughout the day. A typical winters day at Wakefield Park!

For drivers, the track conditions could change each lap leading many to make off track excursions. For officials and spectators just keeping warm and dry was a challenge.

There was a good turnout for a weekday with 62 drivers, many of them having helped with running the club's NSW Supersprint event the previous day. There were 6 runs during the day, although numbers fell off over the last few runs as people left for home to escape the cold and rain.

Mark Hellmund ran his newly turbo'd NA, which while not fully sorted yet, ran strongly all day, and entertained spectators and a few other drivers with demonstrations of power trumping grip.

The much anticipated appearance of Glenn Thomas in "Clubman" class 4 did not disappoint, and he took the class win with a time of 1:15.95. Only 0.76 seconds covered the top 4 contenders in class 4 and this promises even stronger competition in this class for the rest of the 2013/14 competition year.

Fastest on the day was Patrick Bramston in class 9 with a 1:06.92.

Most entertaining driver of the day however was Mike Corbett visiting from Victoria, who consistently demonstrated the ability of his Morris Cooper S to lift the inside rear wheel on most corners of the track.



NSW SUPERSPRINTS FINAL ROUNDS

REPORT BY DAVID LAWLER
PHOTOS BY ROB ANNESLEY



The 8th and final round of the CAMS NSW Supersprint Championship was run by the Mini Car Club at Sydney Motorsport Park “Amaroo Circuit” (aka South Circuit) on Saturday 26th October.

A full field of drivers, including 22 from the MX-5 Club of NSW, were greeted by a fine day that started cool but then warmed up to the high 20s by early afternoon.

Drivers had the opportunity for 5 runs of about 5 or 6 laps each during the day, with the first and last runs typically being the fastest due primarily to the cooler temperatures during those runs.

The MX-5 Club of NSW had a theoretical chance of closing the 100 point lead of the ARDC in the club championship at this final event for 2013, but given the ARDC lead, and that SMP is the ARDC home track, it seemed almost beyond hope that we could win.

By the end of the day, the ARDC had accumulated a total of 1097 points, winning by only 7 points from the MX-5 Club of NSW. It was a tantalisingly close result which has fueled the determination of many MX-5 supersprint regulars to win back the club championship next year.

Congratulations should go to the 34 club members who registered for the 2013 championship and contributed to the club pointscore. They are, in alphabetical order:

Adam Callender, Bryan Shedden, Chris Ballard, Chris Flak, Craig Durrant, Ed Cory, David Lawler, Glenn Thomas, Greg Bunn, Gustavo Elias, Guy Coles, Ian Caldwell, Ian Combes, James Glissan, Joel Garrigues, Keith Monaghan, Kevin Addison, Lindsay Burke, Luke Kovacic, Melissa Keller, Michael Hicks, Mitchell Bennett, Peter Browning, Peter Feutrill, Phil Abraham, Phil Ashton, Ralph Thompson, Ray Estreich, Robert Kai,



Russell Maxwell, Scott McGarry, Steve Green, Stewart Temesvary, and Tony King.

A number of other MX-5 Club members also competed in selected rounds but without registering for the championship. Hopefully these members will enter the championship in 2014 and so accumulate points for themselves and for the Club.

There are a couple of outstanding performances in 2013 that should be highlighted.

In class 3B for 1601cc to 2000cc improved production race cars, Ed Cory was the runaway winner against a very competitive field.

In class 1B for standard 1601cc to 2000cc cars, Bryan Shedden in his standard 1600cc NA as usual punched well above his weight to place 2nd in class and Type 1, to a wickedly fast Toyota Celica (the driver upgraded to a Toyota 86 for the final two rounds).

Ralph Thompson (2B) and Mike Hicks (SVB) recorded close 2nds in their respective classes behind drivers in much more capable cars.

Hopefully in 2014 with most of the 2013 MX-5 Club runners returning and with some new members joining the championship, the MX-5 Club of NSW can regain the club championship and also see more members placing well in the various classes.



FOSC

SYDNEY MOTORSPORT PARK

10TH TO 11TH AUGUST 2013 // REPORT BY CRAIG DURRANT
PHOTOS BY CAMERON HALLAM



Festival of Sporting Cars events feature an eclectic mix of cars old and new, from historic vehicles and open wheelers to modern sports cars, and the drivers are just as diverse. There were more than 100 vehicles competing including a 1952 Austin A30, a 1965 GT 350S Mustang - and a 2006 MX-5. Whilst you might expect the drivers of the more historic machines to tread carefully in the races, the reality was that many of them took to the track with a take no prisoners approach.

There were eight MX-5s competing across the weekend, in Regularity events and the Historic and Invited Sports Cars races. Several of these had their first taste of motorsport in a special 'Come and Try It' Regularity format put on by FOSC.

The three MX-5s racing were piloted by John Anastas, Craig Durrant and Bill Kinnane, in two NB's and a barge ..sorry... a bloody quick barge.

John battled gearbox issues and was fortunate the races featured rolling starts so he could nurse his car, with a choice of just 3rd and 4th gear, across the start line. Nonetheless he managed to post some impressively rapid lap times.

Bill and Craig worked their way through the order over the weekend, from 9th

to 5th on Saturday and on Sunday each took several 3rds and a 2nd place apiece. The weekend featured spirited and good natured racing on a tight and technical track.



MRA

SYDNEY MOTORSPORT PARK

5TH MAY 2013 // REPORT BY CRAIG DURRANT PHOTOS BY SCOTT WALKER

This was the 4th and final round of the MRA (Motor Racing Australia Championship) for 2013. Several new categories were presented including Super Trucks and Nascars, along with the regulars such as Super TT and MX-5s.

On Saturday, after heavy rain overnight, 2 MX-5s were due to take on the monster cars in the Sports Sedans/ Nascar races. Andy Harris experienced mechanical issues so it was left to Craig Durrant to duke it out with the 650bhp monsters on a drying track surrounded by a muddy quagmire that punished wayward driving. After a frustrating day and a heroic effort repairing the car including 800kms on the road backwards and forwards to Sydney, Andy managed to rejoin the field for Sunday's racing.

On Sunday seven MX-5s formed up on the grid for two races with the Super TT field. The action unfolded in front of a large crowd who had come to watch the variety of categories competing over the weekend. The Super TT / MX-5 races were huge affairs. With a grid of 38 cars, ranging from Nissan GTRs and ex-Supercar V8s, to Evo's and MX-5s, it was always going to be hectic. Daniel Deckers and Luke Otten took it to the big boys



in their high powered MX-5s whilst the remaining 5 MX-5s – piloted by Steve Green, Bill Kinnane, Andy Harris, Craig Durrant and Chris Quick – battled it out with the TT cars and each other in the middle of the field. Daniel Deckers placed the highest of the MX-5s at 5th.

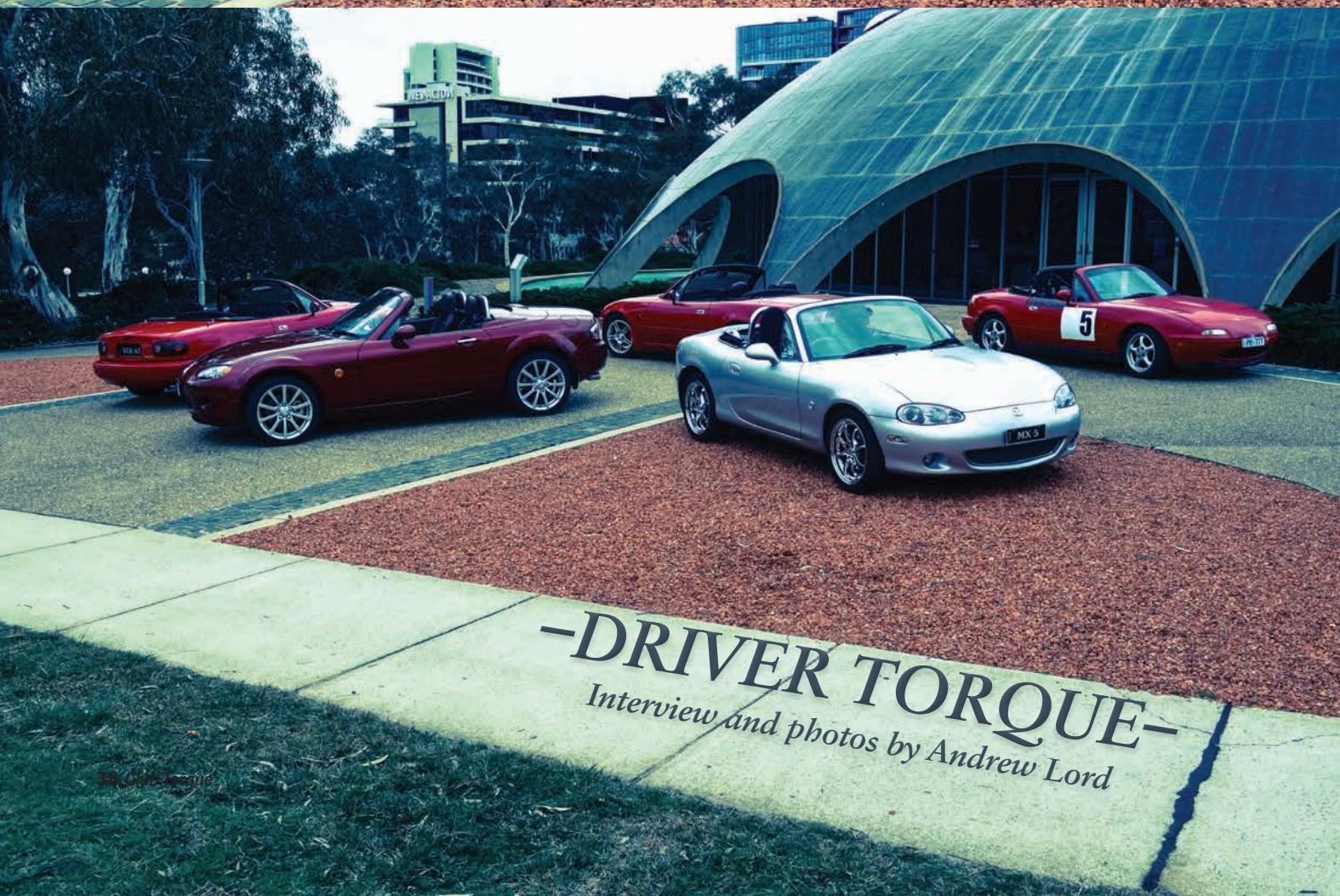
The final race of the day for the MX-5s was the MX-5 Trophy Race. Deckers

continued his form by finishing 1st, followed by Luke and Steve who were 2nd and 3rd respectively. All of the MX-5s went home winners and grinners after their trophy race regardless of where they finished, with positions 4 through 7 all posting pb's during the race.





JAN
BROUGHTON



Why an MX-5?

An MX-5 because it's a classy looking car that is great to drive, is reliable and draws compliments. It also looks brand new when it's kept polished!

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

I have driven cars starting from a 1924 REO (which is what I learned to drive in), a Straight 8 Oldsmobile, VWs, Mercedes, Porsche, Holdens, Fords and others. The car I owned before my sweet MX-5 (and which died with 437,000 kms on its clock) was a Honda Civic Hatch which was purchased when the model came out in very early 1984). That was a great little car and was more able to be operated as a work horse than the MX-5. At that stage an MX-5 wouldn't have worked because there were children who had to be considered! Nothing compares with the MX-5. It's gone smoothly and comfortably on two trips from Canberra to Adelaide and one from Canberra to Melbourne.

The perfect Canberra MX-5 day would include.....

The perfect Canberra MX-5 day includes a clear sky, a baseball cap to keep the sun out and just driving.

What is your favourite event on the Canberra Chapter calendar and why?

The event I most regularly attend is the monthly Coffee and Lies. It's a chance to see lots of the other members of the Canberra Chapter and catch up on most things. We have great runs too but I don't seem to go on as many as I used to. Christmas in July is great because we get together and have the fun of Christmas food without the hassle of general Christmas rush – so very relaxing and enjoyable.

If you could swap your MX-5 for any other vehicle, what would it be and why?

That's something I will have to think about one day (but maybe NOT). The only reason I would have to change it is if I could no longer get in and out of it (and that just COULD happen). I have absolutely no idea what would replace it – nothing would be as good.

What is your favourite road in the ACT for MX-5ing?

Most MX-5 drivers would say the nearby Brindabellas have some great roads loved by bikers as well, but I'm more conservative than that and prefer more gentle curves. So once I have negotiated reversing out of the driveway, any road is good!





Why an MX-5?

When I reached my compulsory retiring age from the Royal Australian Navy after 42 years of Service, I wanted to buy a neat little sports car and join a car club. I had always dreamed of treating myself to a sports car to enjoy in my retirement. I test drove several models of sports cars, MG, Honda and the Mazda MX-5. From the moment I drove it I knew that the MX-5 was the car for me so in 2001 I bought my Sunlight Silver NB8B (2001) with a hard top, and I still have my MX-5 today and just love it!! It is now a modified supercharged NB8B!! I was christened "Mr Bling" some years ago now by other Canberra Chapter Club members because my Sunlight Silver MX-5 is complemented with a lot of chrome fixtures and fittings especially in the engine under the bonnet!!

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

I used to drive a Ford XD Falcon. There is just no comparison - the MX-5 is in a class league of its own!!

The perfect Canberra MX-5 day would include.....

Meeting at the Redhill top café for a morning coffee followed by a nice MX-5 group run to one of the

Canberra wineries, the Shaw Winery at Murrumbateman followed by a lunch at the Poacher's Pantry near Hall.

What is your favourite event on the Canberra Chapter calendar and why?

My favourite event is either the Christmas July function or the annual Christmas party. It is usually one of the most well attended functions we have on the social calendar and so it is a wonderful opportunity to catch up with most of the Canberra Chapter members who one does not see at the other runs throughout the year.

If you could swap your MX-5 for any other vehicle, what would it be and why?

My car of choice would be an Aston Martin DB9. I think it is the most elegant and beautifully stunning looking car and it has the most amazing power and engine to compliment its elegance and style. It has an AM11, 6.0 litre engine which can go from 0-100 km/h in 4.6 seconds!!

What is your favourite road in the ACT for MX-5ing?

My favourite road is the Uriarra Road through to The Paddy's River Road on to the Road that leads to The Moon Rock Café at the Tidbinbilla Tracking Station.

Modifications to your MX-5

In 2003 my MX-5 was supercharged with a BR Performance Eaton Blower M62 Supercharger.



Why an MX-5?

Fun at Wakefield Park - the best road/track car that I can afford, which will take all the treatment that I can hand out and is fun to drive in all situations. Enabled me to progress from the former Mazda Club to the MX-5 club and retain old RX-7 friendships, whilst meeting an expanded group of friendly and enthusiastic drivers.

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

Renaults (12, 16TS), Peugeots (203, 403, 404, 404 rotary, 504), Valiant Charger 6 packs, various Mazdas (808, 323, 626, Telstar, RX-7s, MX-5s) and family friendly Holdens and Falcons, the best being a Ford EL XR6. The Chargers and RX-7s were very fast and lots of fun on the track and bought home a batch of trophies, but are not affordable or reliable enough for a retiree to keep alive on the track. The XR6 is the car I will be keeping long term as a good all round touring sedan which can also tow MX-5s and carry kayaks, but is not very suited to track days. The MX-5 will be my choice of track car whilst I can manage to compete.

The perfect Canberra MX-5 day would include.....

An afternoon run to Goulburn, drinks then dinner with other MX-5 track day participants, track day at Wakefield Park, and hopefully home in one piece. The MX-5 team run the best and friendliest track days I have attended

What is your favourite event on the Canberra Chapter calendar and why?

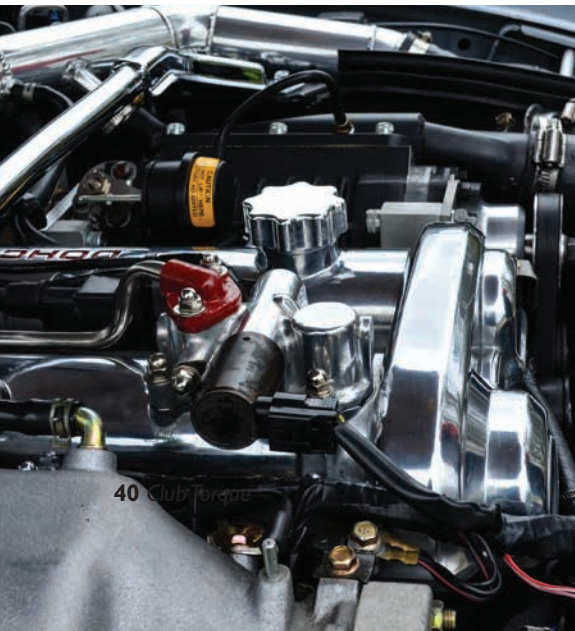
NSW vs Victoria challenge track day - good social day plus the chance to meet and test ourselves against our southern friends.

If you could swap your MX-5 for any other vehicle, what would it be and why?

RX-7 turbo as long as someone else was paying the bills. I love Val's track car - fast, stunning looks and innovative design.

What is your favourite road in the ACT for MX-5ing?

Tidbinbilla/Murrays Corner/Urriara loop for a quick run with coffee on the way.





Why an MX-5?

I'd never owned a proper sports car, only sedans with a sporty flavour. Impending retirement and the kids leaving home provided the opportunity to add another car to the fleet. I looked at buying an MG A, but realised that a car of such rudimentary design would mean that I was usually driving alone. To get Bricet to come with me required a bit more comfort. We saw the MX-5 for sale at a local car club show and two days later it was ours. The price was right, and it had everything done to it that I probably would have done myself. 10 years later we are still having our 'love affair' with the car and can't wait to take it out for long runs

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

My first car was a 1965 Cortina GT, with a hotbed up engine, improved handling and a flash paint job. It was very fast, but a heap of s***. Then followed a Mazda 1300 Coupé, Mazda Capella 1600 Coupé, Mazda Sedan RX 2 (very quick!), Peugeot 504 (very solid and very reliable), SAAB 99 EMS, Peugeot 604, Toyota Tarago, SAAB 9000 Turbo Griffin and currently a SAAB 9 3 Aero sedan. We've also had a Mazda 323, a Peugeot 306 XSi and currently a Peugeot 208 Allure Sports. How do they compare to the Miata? They all had roofs and,

probably, more power, but nowhere near the fun-value.

The perfect Canberra MX-5 day would include.....

Mild and dry weather, a tank of juice and no need to rush home

What is your favourite event on the Canberra Chapter calendar and why?

Probably it's our weekends away with fellow members. The cars are great, but it's the people that make for a great social weekend. You can't beat a drive to somewhere new, a bottle of red or two over a good dinner with good friends, stay overnight, and then come home on a different road.

If you could swap your MX-5 for any other vehicle, what would it be and why?

I have no desire to own a Ferrari, but I would like to own an early Porsche but, I'd still keep the Miata.

What is your favourite road in the ACT for MX-5ing?

The road I love is out through the Cotter, to Tidbinbilla and on to Tharwa. Then turn around and come back. But not on the weekends with all the cyclists.



Why an MX-5?

I had promised myself a sports car on retirement in 2004, and opted for a 1999 MX-5 NB in lieu of an MG or other British sports car due to the MX-5's reliability and more modern features. After having owned the NB for 7 years, I updated to a 2008 NC – unfortunately, I have yet to part with the NB so shuffling cars on the driveway remains a regular activity!

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

I previously had a VW Polo which was a great little car, and one which I really did not want to part with, but room in the garage was limited so it had to go. In terms of comparison, the Polo was an economical car that could be driven in a spirited manner, but it was no sports car. However, it certainly carried more luggage than the NB. Nevertheless, the NB really outshone the VW as an engaging and exhilarating drive.

The perfect Canberra MX-5 day would include.....

It's hard to beat a run through Canberra's outlying countryside on a clear autumn day with the colour in the trees and the top down. We are really spoilt for run options in this part of the country!

What is your favourite event on the Canberra Chapter calendar and why?

As a longer term member, I have covered most of the local area runs that the club has organised over the years, so my favourite events now tend to be the longer runs involving one or more overnight stays interstate. Needless to say, the Chapter's key social events are also high on the list of favourites!

If you could swap your MX-5 for any other vehicle, what would it be and why?

I drove a Porsche Boxster S while in NZ last year on a cruise with fellow members of the Chapter, and I thoroughly enjoyed the extra power at hand and the reassuring roadholding capacity. I might be convinced to swap if the right deal was offered.

What is your favourite road in the ACT for MX-5ing?

There are so many excellent roads in the ACT for MX-5ing, but I guess my favourite would be Cotter Road/Paddy's River Road on the western outskirts of the Territory leading south through the lower Brindabella Range from Casaurina Sands on the Murrumbidgee River to Tharwa, passing the Tidbinbilla Tracking Station and the Tidbinbilla Nature Reserve on the way. Truly delightful roads just made for the MX-5.





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