



club

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

TORQUE

**MX-5 Club NSW
CELEBRATES
1000 Members**

NOTMEET 2017

**DEALER EVENT
Launching the RF**

**NEW LOOK
Out and About**

**WINTER BEAUTY
Car care for the
colder months**

AUTUMN 2017

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MX-5 Club NSW

1000 Members and Growing Strong

On Sunday 04 June, we achieved a membership milestone - 1000 members.
We issued the following press release to celebrate the exciting news:

SYDNEY The Mazda MX-5 Club of NSW Inc. is celebrating a membership milestone today with David of St Ives becoming its 1000th current member.

"We are excited to welcome David to the Club and look forward to seeing him at our events," said Keith Monaghan, President of the MX-5 Club of NSW.

"Our continuing and rapid growth shows an enduring love for the MX-5 and the community it has helped us build. Our Committee and volunteer organisers have built a strong social and motorsport network and we are adding a number of new State and National events to our busy calendar. I would like to thank all of our members for their keen participation and making the club such a success."

The MX-5 Club of NSW began in 1990 with 104 founding members and aims to promote the enjoyment of MX-5 driving in a helpful, fun and friendly way. Membership has grown consistently over the last 26 years with a 15% increase during the last 12 months, in part due to the release of the fourth generation ND. An enthusiastic and active membership across six regional chapters share an enduring passion for the iconic roadster and participate in over 300 social, technical and motorsport events each year.

Congratulations and thank you to all our volunteers including the Committee, Chapter Convenors, event organisers and managers, motorsport officials and contributors whose efforts are generously supported by our Sponsors.

club
TORQUE

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OUR VOLUNTEERS

JOSH ALLEN & DIANN MILLER

The popular MX-5 Club NSW Hillclimb event has grown from a successful come-and-try day in August last year to a competitive series with three events in 2017.

MX-5 Hillclimb wouldn't exist without Josh Allen. Josh, who is also a CAMS Bronze Level Scrutineer, instigated and developed the MX-5 Club Hillclimb and now organises and manages each event. Diann Miller has spent many Sundays timing and flagging at Motorkhana and Hillclimb events and has now commenced her CAMS Clerk of Course training. When they are not busy trackside, both Josh and Diann are active members of the Hunter chapter with Diann taking a leading role in organising the MX-5 Club Charity lunch for CareFlight.



CURRENT MEMBERSHIP

TOTAL
986

NEW
MEMBERS
63

As we rocket towards the incredible milestone of 1000 current club members, the membership records continue to rack up. A record 276 new members joined the club in the twelve months to the end of April 2017, beating the previous record of 273 in August 2015 – September 2016. In response to this demand, I am now ordering name badges every two months instead of quarterly. If you need a replacement name badge, please see the club website for instructions on how to order (click on "Membership" and then "Name Badges"). - Bryan Shedden, Membership Database Secretary

NEW MEMBERS *Welcome!*

John Anderson
Cameron Bell
Nakhil Bhandari
Craig Bishop
Jon Brady
Andrew Brooks
Angus Brooks
Harrison Brooks
Judith Brooks
David Brown
Geoff Burling
Margie Burling
Greg Byrne
Pip Byrne
John Chapuis
Kevin Chen
Daniel Condon
Jasmine Condon
Gary Dennis
Ryan Digney
Peter Downes

Paul Gaston
Sabyasachi Ghosh
Alexander Gregg
Paul Hall
Keith Hammond
Sandra Hammond
Rob Hay
Elenor Herring
Deborah Kay
Susan Keating
Gitte Keidser
Gav Kermode
Grant Knowles
Helen Knowles
Aaron Lewis
Gregor Lochtie
Debbie Marshall
Ian Marshall
Corey Mitchell
Jayden Mitchell
Kylie Mitchell

Paul Mitchell
Kevin Nokes
Shuna Nokes
Aki Nousath
Ben Oldfield
Yihang Ou
Jacqueline Quester
Ron Quester
Indran Rajendra
Peter Ramshaw
Mark Robb
Eduardo Rubio
Mark Schmitzer
Indra Sinden
Owen Sinden
Daniel Smalley
Samuel Smith
Paul Stork
Christian Thompson
Stephen Wan
Christian Wells

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President's Report

Keith Monaghan

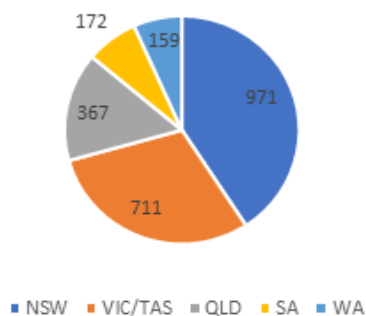


My first Presidents Council meeting was in March and number of general items were talked about. A proposal was put to the council and it was decided for future NatMeets a category of attendee called 'legends' would be developed. The following was agreed too:

The State Presidents define who qualifies as a NatMeet Legend. A Legend is defined as those who have attended 9 or more NatMeets. A list of the Legends is made up and is to be updated after each NatMeet. The State Presidents commit, from NatMeet XIV onwards (obviously too late for NatMeet XIII), that the Legends will be given the opportunity to register an expression of interest to attend the next NatMeet at least one week before the opportunity is opened up to all MX-5 Club Members.

In homage to our previous president; a pie chart showing the membership numbers stated at the Presidents Council.

Club Membership By State March 2017



We are in the process of implementing Michael Soulos' plan for the development of the Sydney chapter. This covers the development of 3 areas and enlisting 3 co-ordinators. I would like to thank Bryan Hicks (Southern Area), Paul Byres (Western Area) and Tim Lakos (Northern Area) who have

volunteered to be the first co-ordinators. If you have any ideas for events in these areas please contact these co-ordinators or Michael Soulos.

I would like to state my frustration as due to a medical condition that I am unable to drive a manual car at this time, so my MX-5 sits in my garage under a dust cover. I am told it could take up to 12 months for the nerve damage to repair itself.

This had me thinking about an automatic MX-5. Now I love the thrill of well executed hell toe down shift under extreme braking just before the critical turn in on a corner while chasing another 0.01 of a second reduction in lap times but this is not happening at this time. Automatic you say. Well I had the opportunity to drive a ND 1.5 GT automatic on the Mazda Fan Fest weekend. What can I say. An interesting car. 1800Klm on the clock almost brand new. I picked the car up at Mazda's head office and drove it back to the hotel in peak hour traffic. I didn't like the auto in drive around the city as in continually hunted for gears but driven as a manual, shift lever or paddle shift, it worked very well. Coming from a manual car I preferred to use the shift lever. Over the weekend we went with the Victorian club on a long drive on some great roads east of Melbourne. I drove the car as a manual and the 1.5 was happy to rev to its redline and didn't seem to be hampered by the auto. As long as you used the revs the 1.5 showed a clean set of heels to a number of cars in the group as well as a couple of bikes that thought they were quicker through the bends. This was fun until the passenger commented about her breakfast and how it could end up in my lap.

Things I like about the car are how it transitions between understeer and oversteer with throttle and steering applications. How the throttle is blipped when changing down under enthusiastic use. The aircon didn't reduce the motor performance greatly. The return to nearer the raw feel of the NA and NB but with a modern twist and the general modernisation of the controls but keeping the simple sports car feel is very nice. Would I go for an automatic over a manual? A very easy answer NO.

MILLIONTH MX-5

HOME AT LAST

The One Millionth MX-5 has returned to its home in Japan after a year long, global tour. The car was on display at 35 events in Japan, the UK, Europe, the USA, Canada, Australia and New Zealand and was signed by over 10,000 fans, including more than 100 MX-5 Club NSW members. The One Millionth MX-5 will be on permanent display at the Mazda Museum in Hiroshima.



ANCAP SAFETY

RF GETS 5 STARS



The Australasian New Car Assessment Program (ANCAP) has announced the five-star rating achieved by the 2016 Mazda MX-5 ND will be conferred on the RF. As Club Torque reported last year, the ND achieved a total score of 35.2 out of 37 with perfect marks scored for both the side impact test (16/16) and the pole impact test (2/2). Mazda's innovative 'active bonnet' got the thumbs up in the pedestrian protection test with a score of 33.72/36 - the highest score of any vehicle tested to date.

SAFETY FEATURES

BLIND SPOT MONITORING (BSM)

When you are parked amongst a sea of 4WDs; reversing an MX-5 is often an act of cautious optimism. Mazda's Rear Cross Traffic Alert uses radars and sensors to scan behind your car and displays an icon in the side mirror when it detects a vehicle or pedestrian.



Blind Spot Monitoring uses the same radar to scan for vehicles behind in the adjacent lane. As a vehicle approaches your blind spot, the icon will appear in the side mirror and if you indicate to change lanes, a warning alert will sound. BSM and RCTA will come as standard across the entire MX-5 range.



100 NOT OUT

At first, MX-5 Club NSW member Lou Iezzi had no plans to buy an MX-5. But after borrowing an NA from friend Mick at Hume Smash Repairs, he was hooked. In 1999, he bought his first MX-5, a white 1990 NA6. In April this year this Silver NB8C became Lou's 100th MX-5.

It is easy to imagine *wanting* 100 MX-5s but what would you do with them all? Maybe keep a stockpile in the event of a weekend motoring emergency. Or perhaps build an MX-5 theme park. Sensibly, Lou repairs, modifies and sells on each of his cars.

"For me, it's buy and sell," he says. "I have two sayings; 'everything is for sale' and 'it's a keeper - until something else comes along.'" The NB8C has already gone to a new home and a new life as a track car but occasionally an MX-5 will enjoy an extended stay in Lou's garage. "We worked out a few years ago that we needed more space so we moved to a half acre and built a big shed." And since Lou has had up to 9 MX-5s at one time, "there's just enough room - for now".

Of his 100 MX-5s, Lou has had his favourites. "I've always liked the NB10AE, probably one of the best MX-5s, also the SE and I've grown to like the NC. My roadie NC is great fun". A yellow NA race car and a green NA race car are also stand outs for providing times that were often great and sometimes bad yet always memorable.

Lou is always on the lookout for the next purchase. "I am looking for a Mariner Blue NA6 that I can eventually have on Historic registration. I would also really like to own a left-hand drive, maybe a Miata from the USA". In the meantime, there are likely to be more spontaneous buys. So what does he look for in an MX-5?

"Sometimes it's the look, or the feel, sometimes I pay a bit more than I should just because I want it. It's mostly about being affordable, or it's potential as a race car. Maybe I just need bits for another build or for the race cars or the roadie".

We asked Lou if he is going to keep batting for a double century. "I just hit 103 MX-5s so I guess that answers the question."

“

When a Silver NB8C caught Lou Iezzi's eye, he just knew he had to buy it. Of course, Lou has known that feeling before. 99 times before.



WORDS MEL KELLER PHOTO LOU IEZZI

”

**If you really want it,
just buy it.
You only live once.**

MEMBER NEWS

NEW SPONSORS

We are pleased to announce that both Newcastle Mazda and Hornsby Mazda have joined us as Major Sponsors of the MX-5 Club of NSW. Both dealerships offer a range of new, demonstrator and quality used vehicles including the MX-5 RF.



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www.hornsbymazda.com.au

MAZDA AUSTRALIA

MAZDA AUSTRALIA MD RETIRES

Martin Benders has announced his retirement as Managing Director after a long and successful career at Mazda Australia. Benders understood the culture of the MX-5 saying, "the MX-5 does have something unique, that feel of open topped motoring, that speed and excitement when you are low to the ground and have nothing around your head". We wish him well in his retirement and welcome Vinesh Bhindi as Mazda Australia's incoming Managing Director.

MIKE WALKDEN-BROWN

The MX-5 Club of NSW would like to pass on their condolences to the family and friends of Mike Walkden-Brown who has passed away after a long illness. Mike joined the club in February 1993. An active member, Mike organised the annual Walcha Weekend away; a highlight for his fellow club members. Mike was a well-regarded member of the Mid North Coast chapter and always looked forward to driving his MX-5 on as many runs as possible. He will be greatly missed by his many MX-5 Club of NSW friends.



FIFTH ANNIVERSARY

Happy 5th Anniversary to the Illawarra Chapter. Current Convenors (L-R) Garry and Jan Gibson were joined by past Convenors Phil Reid and Peter Feutrill for the celebrations at Figgy Bowlo.

WANTED



Motorsport Secretary Ian Combes and Competition Event Manager David Lawler are calling for an experienced PHP/SQL programmer to assist in an update of our Motorsport Event Entry system. If you think you can help, please contact Ian on 0433 159 726 or David on 0403 070 644.

MOTORSPORT

20 YEARS

The MX-5 Club of NSW will be celebrating 20 years of club motorsport on November 26. All club members are invited to join the celebrations at Wakefield Park. An anniversary dinner will be held in Goulburn on Saturday 25 November and each Chapter will host a Sunday run to the track followed by many on-track activities including a parade lap. Stay tuned to the Club website for details and updates.

Going For Launch



Three of our Major Sponsors hosted a special event to welcome the newest member of our MX-Family

WORDS JOSH FITZGERALD AND LINDSAY GREEN PHOTOS JOSH FITZGERALD PETER HILKMANN ROB WILKINS



There is always an air of excitement when a new model or variant of an MX-5 is launched and the MX-5 ND RF is one of the most exciting to date.



With multiple Mazda dealers wanting in on the launch action, the ambitious RF launch event was set up across three dealers on the same day.

Over 50 members from the Sydney area met at **Hornsby Mazda** at 8:30am for a fully catered breakfast with in-house barista and trays of freshly made bacon and egg rolls. A Number of RF's were on display in the showroom. From here, Philip Yee led his first run for the club with 30 MX-5's in tow to **Central Coast Mazda** via the Old Pacific Hwy.

In the Hunter, our day also started at 8:30am with a very warm welcome from **Newcastle Mazda**. Coffee and McMuffins were enjoyed during a showroom viewing of the RF before we

were invited into the workshop for a special treat - a look under an RF up on the hoist!

The workshop area was huge and amazingly clean. The service staff had removed the under panels of the RF to show us the layout of what was where and answer any questions we had about an area of the car that most people would never see.

Next, they plugged in the diagnostics computer to show us what they can read from the engine management system and how they fault find issues, should one arise.

Before long it was time to head for our Central Coast rendezvous. A much less exciting drive compared to our Sydney friends, straight down the M1.

Arriving at **Central Coast Mazda**, we were invited to park in the sales yard area, cleared just for us. With over 80 members registered it was going to be a tight fit. Thankfully us MX-5 drivers are accustomed to squeezing lots of us into tight areas.

The **Central Coast Mazda** staff welcomed us to their dealership in front of the showroom displaying club members Robert and Mary Mumford's recent purchase - a Machine Grey Metallic RF that they very generously offered to have on display for the day.

Since **Newcastle Mazda** and **Hornsby Mazda** had hosted breakfast and the RF meet-and-greet, **Central Coast Mazda** conducted the test drives, offering the choice of a white RF, a soul



red ND and the uniquely wrapped Jinba Ittai ND.

Sausages and onion sizzled away on the BBQ (in-fact 200 sausages were cooked, a huge effort from the staff!), as the sales team were quizzed about details and just general chatter about cars as queues of interested people lined for a test drive. We even had a "roof race" between the RF and a hard top NC. It was close but the NC was just slightly quicker, in all it was quite impressive to see both electric tops unique folding styles, like metal origami.

So how did it drive? Well, there's minimal wind noise and no buffeting as some on the internet are suggesting. There's some nice safety upgrades such as blind spot monitoring. Surprisingly

there's no noticeable loss of headroom with the roof up and while the fastback section was out of view with the roof down (while looking forward) you still felt its presence behind you, but it didn't take much away from the open-air experience an MX-5 gives you. It's certainly still just as fun as any MX-5 to drive!

The RF Launch day was a huge success, it was a great way for the dealers and members to interact with each other with many members commenting on how nice it was to get to know the dealerships better.

“

We'd like to thank all three dealerships and those involved in organising and running the launch event. All of the staff were outstanding and provided such a warm welcome to the club.

”

Keeping Warm for Winter

Chilly nights and rainy days can play havoc with your car care. Here's how to cold proof your beauty's winter routine.

1 Update your look with the right shoes.

Adequate tyre tread and correct air pressure are especially important in wet weather. A 12°C degree change in temperature can reduce your air pressure by 2-5 psi so after the first cold night, check your tyre pressures (including the spare) then monitor them every 4 weeks. Your tread wear indicators should measure no less than 2mm. If they are flush with the tread or measure 1.6mm or less, the tyres are unroadworthy and must be replaced. It's also wise to check the date stamp on the tyre wall. If your tyres are 5 or more years old, they are probably out of date and definitely out of fashion.

2 Add a belt to match.

Check that your drive belt is correctly tensioned and aligned. If it squeals or if the underside of the belt shows any nicks or cracks, it should be replaced.

3 Beautify your battery.

A sluggish start could mean your battery is feeling the freeze. Check for corrosion by removing the negative terminal and cleaning any dirt and discolouration with a solution of bicarbonate of soda and water and a soft brush. Repeat on the positive terminal. Reattach the positive and then the negative terminal, ensuring the connections are tight. On NAs & NBs, make sure that the battery vent hose is clear and correctly attached. If you don't drive often or take mostly short trips, your battery may not be able to fully recharge. Check the charge with a voltmeter - it should read 12.6 volts or higher. If your battery is 3 years or older consider using a trickle charger or getting a professional battery load test. Batteries that are more than 5 years old should be replaced.

4 First impressions count

Winter is no excuse to skip a wax. Protect your paintwork with a polymer wax and complementary spray wax. Inspect and replace your wiper blades if they make a noise, leave a smear or have chips or tears. Soft top owners will also need to clean the "rain drains" - the small holes that collect excess water from the roof. These are located in the interior just behind the seats and can flood the cabin if they become clogged. Flush dirt and debris from the drains by feeding a trombone cleaner (\$7 from all good music stores) into the interior drain hole until it comes out underneath the car. Pull it through and you're done. Protect your soft top with Meguiars Convertible and Cabriolet Cleaner and Weatherproofer and refresh foggy or discoloured headlights with a headlight restoration kit.

Warming Up?

"Warming up" the engine was a necessary evil in the days of carburetors but these have been retro since the Eighties. Now computers and EFI are all the rage. When you start your car, the computer will prepare the engine in less time than it takes to wipe the frost from your windscreen. You will need to drive conservatively at first so your MX-5 can reach optimum operating temperature. By 2-5 minutes, you'll be fuel efficient, environmentally friendly and ready for some corner fun.

Ways to bring your MX-5 inside on those wintry nights



Cuddle up in some MX-5 Pyjamas available from \$60 from www.cafepress.com.au/+mx-5+pajamas

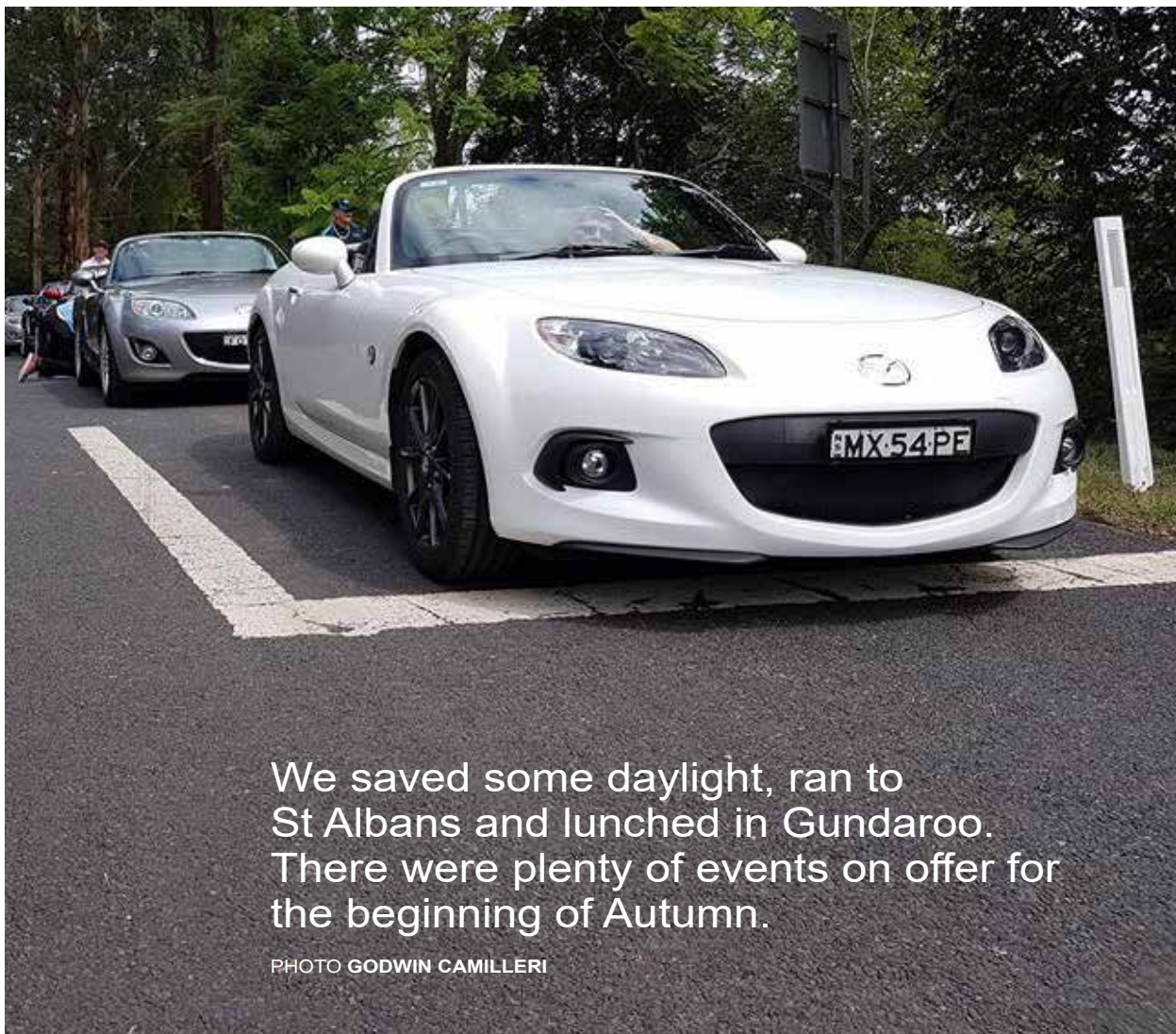


Have an MX-5 movie night with "Cars", "Little Miss Sunshine" or "Final Destination". Full list of MX-5 movies and TV shows at www.imcdb.org



Get some winter MX-5 regalia through our website nsw.mx5.com.au. Polar fleece jackets Mens (L) ladies (R) \$40 - scarves and beanies \$15

FEBRUARY Out and About



We saved some daylight, ran to St Albans and lunched in Gundaroo. There were plenty of events on offer for the beginning of Autumn.

PHOTO GODWIN CAMILLERI

Nurbushring to Forster



11 FEBRUARY WORDS AND PHOTOS **WAYNE LANG**

It was another sweltering day as we met up at our usual departure point - the Port Macquarie Service Centre. After a brief chat and the obligatory signing of all necessary paper work, we were off on our annual Nurbushring Run, hosted by Carole and Kevin Attrill. We set off down the Pacific Highway and out via Cooperbrook and Lansdowne until reaching Wingham, where we were greeted with a sumptuous morning tea at the Attrill residence. Carole always puts on a lovely spread with cakes of all kinds, coffee, tea, and orange juice provided. All in air conditioned comfort.

Then it was time to head out again. Departing Wingham, we turned left onto the Buckets Way toward Purfleet and back onto the boredom of the Pacific Highway. From there we continued until the Wootton Way turn-off, where we enjoyed some MX-5 happy road on the old Pacific Highway commonly known as "The Bulahdelah Mountain". A spirited run was enough to keep the smiles on everyone's faces in the already 35-degree heat. Then left onto the highway again for the brief few hundred meters to the turn-off to Forster.

Kevin then led us out to "Seal Rocks" for a little detour and a photo op at the headland. We then made our way back along Seal Rocks Road and turned right onto "The Lakes Way" and on to Forster and our luncheon destination at the "Paradise Marina" on Little Street. By now the heat was very evident and everyone was trying to cool down as best they could. A slight breeze across the veranda cooled things down somewhat, and we all enjoyed a nice lunch and cool refreshments. As usual, good company made it all worthwhile, however, I think I may have bored a few with some of my past adventures ... sorry guys. Thanks again to those who chose to endure the heat for another Nurbushring run.



DRIVER TRAINING

Marulan Driver Training

12 FEBRUARY PHOTOS **ROB WILKINS**



Fifty Kays of Grey

ILLAWARRA

“

It was a most enjoyable run through a foggy gauntlet of back roads and as always, the company was terrific!

The weather was bleak indeed, but the dauntless Illawarra Chapter was game for its annual Daylight Savings run. Car after car rolled into the Hungry Jacks lot, Haywards Bay, champing at the bit to outrun the storm. The thunder rumbled overhead, prompting collective mumbles from club members as to whether to proceed topless or not – to drivers of convertibles, the irresolvable existentialist question. Prudence won out and most battened down the hatches (except for a hardy out-of-towner from Bathurst who decided to crank the heaters) for what became a thick, blindfolding mist.

Before setting off, we were given the run sheet with the route to be taken, but whether we followed it is a complete mystery to most, even now, as we proceeded into a fog so dense, so completely impenetrable, that you'd be forgiven for thinking we'd strayed onto some haunted, moody moor straight out of "The Hound of the Baskervilles".

Undeterred, we were keen to seek out some of the kinkiest, most sinuous and wending B roads to be found south of Gerringong and we certainly weren't disappointed. The terrain was sometimes testing, particularly in our insensibly lowered MX-5, where every bump and pothole is magnified such that it feels what I imagine driving on the moon must be like. At one point I had to ditch my passenger (the talkative ballast) over a particularly trying speed hump, lest we'd still be see-sawing atop it. Gingerly, the MX-5 hitched up its petticoats and scraped its way over; thank goodness for its steel corset – that underbody bracing – bestowed upon it by the prescient Mazda Corp.

We drove in clingy convoy through a waterlogged Kiama, into a misty Kangaroo Valley and concluded by climbing up into the foggy bosom of Robertson to stop at the beautiful Robertson Inn for an early dinner.

As per their website, the Robertson Inn is 'one of Australia's last fully wood constructed hotels'; all of the rough-hewn beams and buttresses visible from beneath, making it an appropriately atmospheric setting for the tone of our run. Against the backdrop of this, and the lovely food on offer, most club members turned to talk of how many times their Limited Slip Differential kicked in on the way up and the usual argot of the truly auto-addicted. Many thanks to organisers, Hella & Mark Underwood!



Scenic Saints



Our congregation of 20 MX-5s, 35 members, 2 visitors and an SUV took off from Morissett McDonalds with overcast skies and optimistic tops down. Fortunately the heavens decided to not open up and allowed the sun to peep out from behind the teasing clouds just before our shared BYO morning tea stop at Peats Ridge Village where we were joined by another member from the Central Coast. With the sun deciding to be shy again and with optimism still flowing and tops still down, we headed down Wiseman's Ferry Road admiring the lush green countryside, market gardens and contented cows and horses grazing in the pastures. This cruisy road, injected with many twists and turns through

some native bushlands made for a pleasant 'Sunday drive'. As we cruised alongside the meandering picturesque Hawkesbury River, dotted with the occasional boat, we had the opportunity to admire several (read lots) of Porsche devotees heading north. We then entered the boundaries of the Dharug National Park and onto the Wisemans Ferry (they need a bigger boat) where most of our convoy waited to regroup at the Convict Road park for the second ferry load of MX-5s to arrive. Our challenge then was to get everyone onto the Webb's Creek Ferry especially when, right on cue – RPM joined the queue having come up from River Road. Excitement and lots of waving ensued. It wasn't long before we reached our

destination of Settler's Arms Inn for lunch in the hotel gardens where RPM & Sydney again graced us with their presence. Hallelujah! This is what MX-5 Club NSW is all about. The Settlers Arms Inn was established in 1836 and is built from convict-hewn sandstone. It nestles alongside the Macdonald River in the village of St. Albans. The hotel became a stopover for Cobb & Co. stagecoaches travelling between Sydney and Newcastle in the nineteenth century. Our run officially ended here with many members finding their own way home. Thank you to Hunter and RPM & Sydney attendees for making this such a great day. Thank heaven (and Mazda) for MX-5s.

Run to St Albans

The RPM and Sydney Chapters joined the Hunter for the Scenic Saints run.

19 FEBRUARY PHOTOS ROB WILKINS

RPM



The BreakFast Club have been busy with the "What Terrific Fancy-dress Are You Wearing to Berry" annual fun run on February 12 - an event with a title almost as long as it's 175km route. On March 19, they hosted the Walnut Run to Mt Irvine's nut farm.

The Autumn weather provided perfect track conditions for the Club Trackday at Sydney Motorsport Park South Circuit on 05 March.

PHOTO GRANT WEBBER



20 Club Torque

CANBERRA



Gundaroo Lunch

The Canberra Chapter ran to Gundaroo for lunch on February 25.

PHOTOS ROB WILKINS



MARCH Out and About



Our Motorsport teams went back to work in March with a Club Trackday and Round 1 for the MX-5 Cup and the NSW Supersprint Championships. There was also a blat, a soiree and a High Country adventure.

PHOTO ROB WILKINS

Endless Summer Soiree

04 MARCH WORDS ELAINE GAZZARD PHOTOS DAVID GAZZARD



HUNTER

Well after a week of downpours which decided to continue into the weekend, thoughts of calling the soiree off came to mind but knowing we were undercover the social event went ahead.

So to set the scene we had a sand and water backdrop moving with the breeze and sound of water flowing down the driveway as well as a welcome gift for each attendee, a "lei" lol. The amazing cooks watched over the spit roast with cooking utensils in hand (and of course a beer too) for about three hour stopping to assist with decorations but eager to return to their cooking while Elaine and Dianne Kerr slaved away in the kitchen.

Despite the weather, over 20 members attended in their "Summer Outfits" (brave, very brave). With some newer members as well as many who have been members for years, it was great to get to know everyone that little bit more. With plenty of socialising and so many new faces, I can see the club continuing for many years to come.

There was old surf music playing in the back ground lots of nostalgia and plenty of munchies, including warm damper cob to chase the chill away before dinner. When ready, the meat was expertly carved by Grant and David and Josh Fitzgerald commenting that the meat was one of the best spit roasts he had eaten. I am hoping that was the general consensus. Dessert followed pavlova, cheesecake, gluten free chocolate cake and fruit. And no, not once did the rain let up. Thanks to all the members that drove a long way to join us, and to all I hope you had a good night. A huge thanks to Elaine Gazzard, David Gazzard, Robert Emmett, Dianne Kerr and Ken (their neighbour, the spit roast king).





MX-5 Cup Round 1



Round 1 of the MX-5 Cup was held at Wakefield Park in conjunction with the MX-5 Club of NSW Trackday. The track day was sold out early and the MX-5 Cup drew bumper a field of 21 cars to the event and there were some new faces and some seasoned MX-5 Cup competitors returning to the grid. It was the first time the Club has hosted a race event. Given the numerous hurdles to overcome the day ran really well and David Lawler and the whole team deserve a big thank you and congratulations from all the competitors. The MX-5 Cup and Trackday cars

intermingled in the paddock and it was great to see so many MX-5 motorsport enthusiasts from first timers to some well seasoned racers. The MX-5 Cup participants enjoyed the opportunity to showcase the series to the broader MX-5 motorsport community. The day consisted of a qualifying session, 3 races and an 8 lap trophy race. The Classes for Round 1 were based on Wakefield Park lap times: Class A 1.04 - 1.07, Class B 1.07.01-1.09, Class C 1.09.01-1.11, Class D 1.11.01-1.13, Class E 1.13.01-1.16. The weather provided perfect conditions for

close and clean racing. Congratulations to the Round 1 class winners; Class A Verne Johnson, Class B David Stone, Class C Stephen Brennan, Class D Steve Green and Class E Kerry Smith. Fastest lap of the day was 1:04.57 set by Nicholas Cancian during race 3 in his turbo NB. And special congratulations to Steve Green who scored full class points after a year's absence. Congratulations to those on the Trophy Race podium (Race 4)

Verne Johnson	1st Place
Todd Herring	2nd Place
Cameron Macarthur	3rd Place

High Country Adventure

10 - 17 MARCH WORDS JOHN PURCELL PHOTOS JOHN AND CHRIS PURCELL DAVID GAZZARD

”

MX-5 drivers are steadfast, going forth to battle the elements in pursuit of that perfect road.



Day one began with an early start at Cooma McDonald's before heading down the Snowy Mountains highway to the coast. A stop at Piper's lookout for the views came with the offer for those wanting a spirited drive down Brown Mountain the opportunity to go ahead of the group. Two vehicles took up the challenge of trying to get a clean run through the bends with no traffic before regrouping at Bemboka. Leaving the highway we passed through some lovely green country side before having lunch at Merimbula RSL.

After lunch a quick trip meter recalibration was needed after I turned the wrong way and we had to do a synchronised U-turn at the next roundabout (I did tell everyone I don't know my left from right) then onto Bega. An afternoon tea stop at Dalgety beside the Snowy River and then 'home' to Jindabyne.

Checking the weather app in the morning bought some bad news, 'Severe Weather Warning for the Alpine Region', winds up to 125km/hour expected'. Our 6 cars headed off to Berridale and on to Adaminaby for morning tea at the bakery – accompanied by an entourage of motorbikes who had come from all over Australia to meet and travel around the Snowy Area.

After the obligatory photo at the big fish, we headed north to the Kiandra gold fields and then west across the national park to Cabramurra via the wonderful winding Link and Goat Ridge roads. Leaving Cabramurra, we turned right onto our perfect road. 45 kilometres

of every kind of corner you would wish to take, perfect road surface thanks to Snowy Hydro and only one 4WD to slow us down.

After lunch in Khancoban, it was then onto the Alpine Way back to Jindabyne via Thredbo Village. Monday was a rest day and in the evening, the RPM contingent arrived to join us for dinner. We now had representatives from 3 NSW chapters - Sydney, RPM and Hunter.

Tuesday started with fine sunny weather; just perfect for top-down driving and 7 cars departed East Jindabyne to travel via the Alpine Way, this time east to west. A stop at Scammell's lookout for a morning tea break and then back on the road heading to Corryong for lunch at the Corryong Hotel.

We then headed to Yackandandah for afternoon tea, or as the temperature was hitting 37 degrees, a beer or iced coffee. From there it was on to Wangaratta and the Painters Island Caravan park.

Wednesday was another roof-down-sunscreen-on day with an early start as we had a lot of interesting roads on the menu. We started by travelling on the tourist-way to Bright along lovely tree-lined roads. From Bright it was along the Tawonga Gap Road and then the twisting Kiewa Valley Highway to Bogong. We released our 'Spirited Drivers' who enjoyed some corner fun before continuing on the Falls Creek.

Falls Creek to the Omeo Highway is an interesting road, drivable only in summer as it is closed by snow in winter. Although tarred and largely pothole-free, it does have a rough

surface and is narrow in many sections but the views from the road across the ranges was magnificent. Following this road on to the Omeo Hwy took us to our picturesque lunch spot - the historic 'Blue Duck Inn' at Anglers Reach for a relaxing lunch. We rejoined the Great Alpine Road at Omeo then onto Swift's Creek where we made a unanimous decision to put roofs up and air-conditioning on for the last stage to the Riverside Caravan Park at Bairnsdale.

I thought Thursday would be a somewhat boring drive on mostly highways, but wrong again as we found these roads to be reminiscent of the old Pacific Highway going north -single-lane, curvy, tree-lined, good surface plus the bonus of relatively little traffic.

We all enjoyed a break and cuppa at their very popular park highlighted by a visit to the local bakery. From here it was north along the Monaro Highway to the turnoff onto the Snowy River Way. We had driven this road on Saturday and once again it didn't disappoint. The open country made it easy to see the few oncoming vehicles and we enjoyed the sweeping curves and occasional tight turns, the road taking us beneath an array of massive wind turbines.

After a stop beside the Snowy River at Dalgety for afternoon tea we headed back to East Jindabyne via Berridale for our final night at Arimac Lodge.

Friday meant it was time to head home, with everyone making their own way and leaving at different times, all indicating that they had an enjoyable time, and that's what the trip was all about.

ILLAWARRA



Blat to Bathurst

18 MARCH PHOTOS BRYAN SHEDDEN
JAN GIBSON TONY HEATHWOOD



The Hunter Chapter's March Run was planned as a low kilometre run with the emphasis on kicking back and socialising. And what better opportunity to kick back than at the Kurri Kurri Nostalgia Festival.

Despite rain all week Sunday turned out fine with perfect top down weather. The run had two starting points – the first at Beresfield BP, heading off at 9 am along some of our well used roads through Mulbring and then through "The Gap" and Cooranbong enjoying no traffic to arrive at the second meeting point at Morisset McDonalds where those who made use of a later start could sign on and we all went the 5 kms to where we would have morning tea and a chat.

We had morning tea on the side of the Lake in a peaceful spot called "The Duckhole" before taking the back road to the Kurri Kurri Nostalgia Festival. The Festival celebrates all things from the 1950s and 60s with quality Rock and Roll bands, food and clothing vendors and over 400 cars of the period restored, modified, ratted and hot rodded.

Kurri Kurri Nostalgia

HUNTER



20 MARCH WORDS AND PHOTO PHIL MAYO

Annie's Riverina Run

25 MARCH WORDS ANNIE TAYLOR PHOTOS ANNIE TAYLOR TONY McDONALD



14 intrepid MX-5ers in 8 cars departed the Hall lay-by and headed off towards Yass to join the Hume Highway. We branched off onto the Burley Griffin Way towards Harden where snacks and good coffee awaited us at the Terracotta Café. Then it was onwards towards Gundagai via the 'boreway' (M31) for a light lunch at the Dog on the Tuckerbox tourist stop.

We then departed for Wagga Wagga via Nangus, Wantabadgery, and Oura. After booking into our accommodation, we met with Annie and Laurie Taylor for the first of our local activities. Annie guided us to the Wagga Wagga Veteran and Vintage Motor Club's premises for a delightful afternoon tea and a viewing of some of its member's great cars including Laurie's fully-restored 1927 Buick. Our plan for Sunday was an easy drive to Coolamon via Old Narrandera Road. With our tops down and the beautiful cool breeze, this section ended up being quite an enjoyable drive. We had time for a tour of the Coolamon Cheese Factory and some shopping in town before heading off to Junee via Marrar for an excellent lunch at Betty's on Broadway.

We made our way to Junee's Monte Christo Homestead which many believe is haunted. A few of us felt a chill on the back of our necks and around our legs, which was unusual considering it was over 34 degrees outside. Onward bound to Wagga Wagga via Bomen, we enjoyed more country roads and viewed the beautiful countryside that the Riverina has to offer.

An early start on Monday morning allowed us to return to Gundagai via sun-drenched rural countryside in top-down mode to take advantage of the cooler conditions before the day's heat kicked in. We set off to Harden on 'roads less-travelled'. The first 35 km was on 'old-school' roads – a single strip of ancient bitumen with grass growing through it in places, and very few road signs – followed by a further 55 km of somewhat better back-roads through countryside with very little evidence of habitation, and certainly no service stations! Our cars handled the roads with ease, and all travellers enjoyed the country scenery. Back in civilisation and again on B roads, we headed to Boorowa for lunch before dispersing for the final 100 km to Canberra.



Shannons Wheels

12 MARCH WORDS BOB JUDD
PHOTOS ROB WILKINS

The 35th annual Shannons Wheels Day was held on a sunny and warm Autumn Sunday at the Treasury Car Park with over 700 cars on display. We had arrived early to grab a shady spot however, we didn't get to sit down much as there was a constant stream of people inspecting our cars and asking questions.

We had a good range of vehicles on display- 13 cars including all four models. Christoph and Kristy Jirgens classic red NA always attracts attention with its movie star looks, especially from the younger members of the public. Dave Bolton's sunburst yellow NA is also a favourite with its sparkling under-bonnet and added performance bits. Mike Guina's black Roadster and Patrick McBride's BRG special NA were also popular. Dennis Wicklander, Rob Wilkins and Anthony Richards bought along their NBs and Jim Woods, Tony McDonald and Paul Beerworth bought their NCs along. Finally, the sparkling polar white NDs of Barry Matson and Ian Leyton-Grant completed our presentation.



A Rockley Road to Travel

RPM 26 MARCH

PHOTOS ROB WILKINS JASON BROWN

HUNTER



MID NORTH COAST



Dorrigo to Nambucca

11 MARCH PHOTOS GREG COX

The Mid North Coast Chapter's favourite run of the year - a weekend away to Dorrigo.

NSW Supersprint Championship Rounds 1 & 2

After two completed rounds of the 2017 CAMS NSW Supersprint Championship the season is shaping up as a "two horse race" in the club championship between the MX-5 club and long-time adversaries, the ARDC.

Round 1 was held at Sydney Motorsport Park GP Circuit on March 12 where ARDC finished the day on top with 568 points, a mere 16 points ahead of the MX-5 Club on 552 points. 25 club members participated with Bryan Shedden, Scott McGarry, David Johnson, Phil Ashton and Jason Russell winning their classes. Gus Elias, Michael Demaio, Jamie Martin, Luke Kovacic and Greg Bunn took out second in their respective classes. Third in their classes went to Guy Coles and Stewart Temesvary. The second round of the championships was hosted by the MX-5 Club at Wakefield Park. Despite the day

being Mothers' Day 23 club members competed with the MX-5 contingent amassing total team points of 529; ahead of the ARDC on 411 points. Individual results on the day included: Bryan Shedden, Scott McGarry, David Johnson, Phil Ashton, Jason Russell, Gus Elias and Tony Williams winning their classes. Second in classes went to Michael Demaio, Jamie Martin, David Lawler, John Karayannis and Matt Tarrant. Achieving third in their respective classes were Luke Kovacic, Guy Coles, Russ Maxwell and Ray Estreich. A big thank you goes out to all the officials and volunteers.

APRIL Out and About

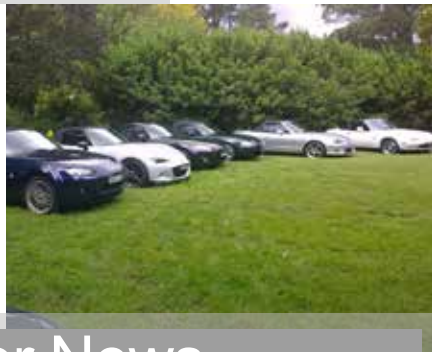


The cooler weather and stunning Autumn scenery had us hitting the roads for days out and weekends away while our drivers were busy at the track during the Easter 6 Hour Regularity Relay and Round 1 of the Hillclimb Championship.

PHOTO NORM BARKER

Donkey Day

02 APRIL RPM PHOTOS JASON BROWN



Sydney Chapter News

Sydney is a vast city of around five million people, with a growing waistline to match. To drive across the city from Sydney's Southern to Northern outskirts takes almost two hours, not to mention traffic; and the same could be said from Sydney's Blue Mountains to the city at around an hour and a half. It makes sense then that the club has made a move to divide Sydney up into smaller

sub regions, each with their own Regional Coordinators.

The new Regional Coordinators are Bryan Hicks for Sydney South, Paul Byers for Sydney Greater West and Tim Lakos for Sydney North. Guy Coles and Kerri Langworthy-Ward will remain in the Sydney Club Convenor positions working with this new team. Our key objective in dividing the areas is to create more local

activities to get involved in and have an option of attending something close to them and the members within that region. I'm sure there will be a good amount of cross over with people from all regions heading off to join each other's events each month. New runs will be posted on the Club website under the Sydney Chapter navigation and our e-mailed newsletter and Facebook page will continue to cover events relevant to all regions.



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**Ideal MX-5
weather
and perfect
conditions
for some
great roof
down motoring...**

Twilight April Fool's Run

01 APRIL WORDS GRANT WEBBER
PHOTOS DAVID GAZZARD GRANT WEBBER

Run leaders Elaine and Lyn expertly guided 15 cars, 27 members and 1 visitor to Port Stephens via Grahamstown Dam and the Gan Gan Lookout, Nelson Bay. After dinner at d'Albora Marina, all agreed that there could be no better way to see out summer and welcome the cooler weather.



MX-5 Cup Round 2

Round 2 of the 2017 MX5 Cup was held with Motor Race Australia at SMSP South. It was very wet in Sydney leading into the race and the weather forecast looked touch-and-go. The rain held off - until the MX-5s hit the dummy grid. It is very important to get a good qualifying lap down at the South Circuit as it is difficult to overtake. Despite the worsening weather and running slicks; Todd Herring managed to get a fast lap in early with clear track and reasonable conditions to take pole ahead of Verne Johnson and David Stone.

The track dried for race 1. Todd Herring received an early mechanical black flag and the 6 lap race was taken out by Verne Johnson followed by David Stone with Stuart McFayden in 3rd in his second race meet after a year's break. The 8 lap Race 2 was won by Verne Johnson, in 2nd place was Todd Herring with a great drive coming from the rear of the grid. David Stone managed to hold off Daniel Deckers to take out 3rd. In the 10 lap Trophy race Todd Herring took the win after a great start and holding off an early challenge from

Verne Johnson who finished 2nd. Third place was taken out by Daniel Deckers who had been battling much of the day with David Stone managing a take a place on the podium after making a move at the back of the circuit on lap 7. All competitors fell into three classes on the day with Verne Johnson taking out Class A, David Stone Class B and Steve Green Class C. Steve Green again proving to be the consistent performer taking out full class points to lead the championship with the maximum 48 points available.

Canberra Convenor's BBQ

CANBERRA



In the pouring rain, a group of 29 members in 16 cars gathered under an awning for Jane Hicks' driver's briefing while Norm, Roz, Michael Guina and Wal Hick headed off to the finish to set up and start the BBQ.

It rained most of the morning but no one got lost. The route took the run to Googong Dam out through Burra back into Canberra. Then a scenic drive out to Tharwa, around to Tidbinbilla through the Cotter reserve, finishing at Casuarina Sands. The steps near the (fortunately covered) BBQ became a waterfall as Roz marked the question sheets.

There was one clear winner - Bob and Joanne Ellison, with Martin and Jill Robertson equal second with Bob Judd and Brice Kloten. The deciding question was a creative suggestion as to what should go on the plinth at the top of the column outside the Queanbeyan Visitor's Centre. Bob and Joanne's suggestion of "an MX-5 in all its golden glory" was a clear winner. The run was a success and we appreciated the help of all of the members mentioned above.



09 APRIL WORDS **NORM** AND **ROZ BARKER** PHOTOS **NORM BARKER** **BRICET KLOREN**

Adele's Treasure Hunt

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A great leisurely drive in the Highlands. We found a few more roads we didn't know existed and enjoyed a yummy pub lunch.

ILLAWARRA



22 APRIL WORDS **JAN GIBSON** PHOTOS **JULIE FARQUAR** RUN LEADER **ADELE WEATHERALL**



PHOTOS **ADELE WEATHERALL**

This is how we spin at the Illawarra Chapter's regular meet up at Pirouettes Cafe Robertson on the second Saturday of every month.



Easter

NotMeet 2017

14 - 17 APRIL PHOTOS PETER HILKMANN ROB WILKINS
MAREE ECCLESTON DAVID GAZZARD



*Glen
Innes*





Easter 6 Hour Relay

15 - 16 APRIL WORDS **BRYAN SHEDDEN STEWART TEMESVARY** PHOTOS **KEITH MONAGHAN DAVID LAWLER FIONA SHEDDEN JAMIE MARTIN**



What a great Easter and what a great result for the MX-5 Club of NSW. Our club secured a 1-2 finish at the second running of the NSW Road Racing Club 6 Hour Regularity Relay on the GP circuit at Sydney Motorsport Park. We love our regularity relays and after a lot of behind-the-scenes hard work by Stewart Temesvary, we entered four teams of four drivers, each supported by a team manager and pit crew. Team 15 – **ACDC MXfactor5** with drivers Matt Tarrant, Jim Glissan, Jamie Martin, Don Battisson, manager Peter Battisson and crew; Ryan Gillies and Alex. Team 16 – **Panorama Mountain Men** with drivers Stewart Temesvary, Russ Maxwell, Tony King, Glenn Thomas, manager Blake Hotz and crew; Greg Unger. Team 17 – **Blue Mountains Mazda** – drivers Bryan Shedden, Ray Estreich, Greg Bunn, Warren Hotz, managed by Pam Estreich and with Lesa Bunn, Gillian Fletcher, Fiona Shedden as crew. Team 18 – **MX-5 Club of NSW** with drivers Tammie Hotz, Graham Fletcher, Gaynor Lawler, Sean Byers, managed by Steph Katz with crew David Lawler and Guy Coles

The role of Head Caterer for the weekend was enthusiastically claimed by Gillian Fletcher. She did an amazing job of coordinating supplies & equipment, collating lunch orders and preparing & packing everything so it was ready to go on the day. Thanks Gillian for your superb contribution which was the secret weapon in our success.

Motorsport in Sydney at Easter invariably comes with the prospect of wet weather. All were relieved when presented with superb sunny conditions for both days. Saturday was dedicated to practice for the teams, and we had virtually continuous access to the track. Sadly, Don Battisson experienced a gearbox issue and had to withdraw. A few other minor mechanical glitches were quickly ironed out for our other teams. With practice finished and regularity times nominated, our team helpers were treated to a passenger ride around the track - an excellent initiative by

the organisers.

The point scoring system on Sunday was the same as the one we were all familiar with at Phillip Island. Bonus laps are earned for getting as close as possible to the nominated laptime, but there are severe penalties for going too fast. ACDC MXfactor5 had a good finish in 12th place. Given Don's mechanical failure on Saturday and Matt's mechanical issue on Sunday, to finish above the bottom third of the field was a great result.

The MX-5 Club of NSW team finished in the top 10, which is a fantastic result considering there were two first timers to this type of event (Sean and Gaynor) and Tammie was in a new car. Graham had also only done a handful of laps on the GP circuit. Panorama Mountain Men finished in second place, replicating their podium at the 2015 Phillip Island event. Rigorous analysis revealed that Stewart was this team's star driver, earning 154 bonus laps and only one penalty. With seven penalty laps in total, the team scored 7,153 points, a comfortable 2,239 points ahead of third place.

The Blue Mountains Mazda team were delighted to win the event with a mammoth score of 33,957 points. Despite scoring the fifth lowest tally of bonus laps, they were the only team to score zero penalties - the key to their win. The hard work was done early by Warren and Greg who drove beautifully to earn 208 bonus laps. Hero was very close to zero, with Warren coming within 0.05s of a penalty, and Greg within 0.26s. In the fourth hour of the event, news filtered through that the team was in first place and the only way that could change was if they received penalties. Bryan and Ray were under strict threat of physical harm if they broke their times in the second half of the event! The team drove conservatively for the last few hours and stayed out of trouble to claim the win.

Everyone said they had a great time and the drivers thoroughly enjoyed the event. We're looking forward to next year where, as the reigning champions, Blue Mountains Mazda will get Garage 1.



Casino Weekend

22 - 23 APRIL WORDS **WAYNE LANG** PHOTOS **WAYNE AND CATHY LANG**

Led by Graham Rochester, a small group of cars left the Port Service Centre at 8:30am for our Casino Hinterland Poker Run. After a drive of some 40 minutes, they met up with Cath and I at The Puma Service Centre just outside of Kempsey. So far, we had Graham and Pingky, Kevin and Carole Attrill from Wingham, Greg Cox, Peter Rodgers, Cath and myself.

We led the way up the painfully boring Pacific Highway until we reached the Bellingen turn-off, where we headed for our morning tea. Once reaching Bello, we turned into the Old Butter Factory, where we met up with Coffs Harbour locals, Chris Clark and his wife Sandie Hammond and received our run details and poker score sheets.

From there, we ventured up the Dorrigo Mountain via Thora then it was out though North Dorrigo and Bostobrick up to the Armidale Road and then onto Dundurrabin, Nymboida, Coutts Crossing, finishing in Grafton for lunch at the Crown Hotel. After leaving The Crown, we set off for Casino via Lawrence, a nice little drive that avoids some of the main highway. In the morning, we woke to a breakfast of poached eggs and bacon, orange juice and a cup of coffee, plenty to keep us going until lunchtime at the Hinze Dam at Advancetown. We made our first poker draw before leaving our motel and then it was off for the poker run proper, leaving Casino and taking the short drive to Kyogle.

Upon reaching Kyogle, we headed out on the Kyogle Road up through some awesome twisties and a chance to have the second of our poker draws. We then passed through Cawongla and Uki, before turning left just short of Murwillumbah to go out to the Tyalgum Pub. We did our third poker draw and set off for the short run out to Chillingham.

Turning left off the bridge, we continued out to Advancetown and the Hinze Dam, named after one of the most corrupt politicians in Queensland's history. Once we'd arrived, we settled in at the View Cafe for a lovely light lunch overlooking the Hinze Dam complex and the huge Advancetown Lake. Then it was off for a nice stroll around the walkways, where we took many photos and enjoyed each other's company and a few laughs, before doing the fourth of our poker draws.

It was then time to make tracks up the Nerang-Murwillumbah Road to Beechmount Road, where we made a left turn for the wonderful drive overlooking the beautiful Numinbah Valley and a terrific view of the Gold Coast off in the distance. We then continued our drive until reaching Canungra, where we had planned to go down through the Lamington National Park, but unfortunately due to all the



floods earlier in the month, many of the roads were completely closed off. So instead we made our way out to Beaudesert and the run back to Kyogle via the Mt. Lindesay Highway. We stopped briefly at Rathdowney for the final poker draw which saw Kevin and Carole Attrill take out the win with a pair of Jacks.

We then passed under the shadow of Mt. Warning along some awesome twisty road back to Kyogle, under the backdrop of a postcard sunset. The rest of the drive was pretty relaxed until we finally and a little later than expected, back to our motel rooms.

The following morning it was time for us to all bid each other happy trails until our next run. By the time we got home, we'd done about a 1,200 km round trip. Cath and I would like to sincerely thank those who joined us and made our run such a fun event.

Everyone is welcome at our Chapter Monthly Meet Ups

First Saturday	Canberra Coffee and Lies The Deck Cafe - Regatta Point Barienne Drive, Parkes 10am	
First Sunday	Sydney Coffee and Pies Pie in the Sky Old Pacific Highway, Cowan From 10am	
First Thursday	Illawarra Monthly Dinner Meeting Figgy Bowlo 120 The Avenue, Figtree 6pm for 6.30pm start	
Second Monday	RPM Monthly Dinner Meeting Springwood Bowling Club Macquarie Street, Springwood 6.30pm	
Second Thursday	Hunter Monthly Dinner Meeting Club Macquarie 458 Lake Road, Argenton 6pm dinner, 7pm meeting	
Third Monday	Sydney City Monthly Dinner The Union Hotel 271 Pacific Highway, Nth Sydney 6pm dinner, trivia from 7pm	
Third Wednesday	Southern Sydney Monthly Dinner Woollooware Golf Club Hanleigh Avenue, Woollooware 6.30pm	
Last Sunday	Monthly Coffee and Chat Waterman's Cafe Wauchope 2/56 High Street, Bain Park 10am	

Hillclimb Round 1

30 APRIL WORDS **ANDREW DIGNEY**
PHOTOS **GRANT WEBBER JACOB MOTUM**

So, I arrived just a little late for the 2017 Round 1 Hill climb at Ringwood. That might have something to do with waiting for two 'running late' Sydney members to turn up at my place for a 4 car 'Smokey and the Bandit' convoy to the circuit, and arriving to see the organiser (Josh Allen) looking quite tense, like an expectant father in the waiting room – congratulations Josh on another successful delivery - your second Hillclimb.

As I had arrived a little late and hadn't seen the volunteers, due to their own safety briefing and then taking position at their allocated spots around the track, it wasn't until the end of the event that half of the Hunter Chapter descended from 'them thar hills' and I realised how many locals had contributed to a great day. Thanks to everyone that volunteered for making it a great day for the rest of us.

Given that the A3 circuit is basically two laps of the 'Come and Try' circuit of last year, there was only time for the 36 competitors to get 5 official runs in each, followed by six attentive individuals sneaking in one extra unofficial run each, and one of those six, sneaking in a seventh run, and 'no' it wasn't me.

It was an interesting day to observe with 30 MX-5's and 6 other cars competing. There was an interesting mix of driving skills on display from the mild to the wild and I'm happy to announce that, despite a few minor slip ups, the only injury

was a bruised ego.

The stand out drives for the day (in my opinion).

1. Lachlan Holswich doing 79.72 in his modified, naturally aspirated NA.
 2. Jie Ren doing 80.67 in his standard ND
 3. Young Christian Thompson doing a very relaxed looking 78.28 in a Toyota powered Clubman.
 4. Sandro Dayrit doing 81.77 in his mildly modified NC on his 1st club outing.
 5. Ryan Digney getting down to 84.50 in his 1st ever outing in his Renault RS200 Clio.
 6. Yasmin Allen creating a new circuit for her one and only drive of the day (stupid clutch master cylinder).
 7. Fastest time of the day, 74.27 to Keith Hammond
- Comments of the day goes to "Star Trek Engineer" Josh Fitzgerald – "I would be competitive, if I just had 50% more powah".

Look of the day - Helen Green on seeing Lindsay had pipped her time on the last run of the day.

Two thoughts of the day.

1. Where were all the standard NA's and NB's?
2. The NC and ND classes appear to be finally filling out and the next Club track year looks like it will produce some interesting results.





Turon Technology Museum



RPM took a day trip to Sofala to visit the Turon Technology Museum and its many whimsical contraptions.

30 APRIL
PHOTOS JASON BROWN ROB WILKINS



DRIVER PROFILE



Verne Johnson



Sponsor: Veyron Finance

Race Team: Veyron Racing

I purchased my 10ae MX5 new in 1999 as I always loved driving car with good handling. I did my first track day at Wakefield Park with the MX5 club when the car was about six month old. I have done occasional track days and other motorsport events on and off since owning the car In 2014 I did my first Nulon Nationals event and at that time decided I wanted to pursue more motorsport to make use of my car and pursue a desire to someday compete in door to door racing. I first raced door to door at Wakefield Park in Round 2 of the 2016 MX5 Cup, May 2016.



My Car

1999 NB8A 10th Anniversary
2560 Garret Turbo
Adaptronic Select ECU
PWR Oil Cooler
3 Inch high flow Exhaust
164kw (184kw high) @ wheels
15x9 lightweight wheels
225 50 15 Yoko Advan AO50
MCA Red Suspension
Moderate aero modifications

Best Lap Times

Wakefield Park	1:04.8
SMSP South	1:00.8
SMSP GP	1:44.3

Club Trackday



The Little Blue Car

In a Club Torque first, an MX-5 tells their side of the story about the journey to NotMeet.

14 - 17 APRIL WORDS BLUEBIRD*

This is the story about the adventures of the little blue car called Bluebird.

So we head off early in the morning and meet up with another little red car which is also shiny and ready to go. My owners and the red car's owners have a little chat and then we head off north. After a long while and me working very hard stopping and starting in heavy traffic at the end of the freeway, we arrive at a motel.

The next morning, early, we head off again to McDonalds - Thornton. When we arrived there were all these other little cars like me there, what a surprise I had. I could see all the other cars all shiny and I remember meeting here once before. He says he is new and everybody keeps looking at him and talking a lot. He has a metal roof and I heard the owner saying he is called RF.

After much talk we all moved off for what I could hear would be a big job for me. All the other cars were talking amongst themselves and preparing themselves for the long trip. I noticed that some of them were a lot older than me but looked so shiny and well looked after.

We all then headed off for Carson's lookout where we stopped to look at the view. Another hard drive through twisty winding roads brought us to Walcha where we stopped and us cars had another break while our owners had lunch.

So we soon arrive at Glen Innes where we all pull into a long rough driveway and my owner says we are

staying for 3 nights. OK, so I think, this is where I get to have a long rest and he can go and party.

He parties all right, standing around me, talking about me and all my friends. Then all goes quiet around me as I hear them all talking about eating again. Off they go and leave us to rest in peace. There is commotion again later as they all return to their rooms with full stomachs and red faces.

So Saturday arrives and early in the morning after a nice rest and my oil had settled, I get roused from my slumber and we are off again. No rest for me today. I hear about hundreds of kilometres again.

We are heading for the Raspberry Lookout where my owner and his friends will laugh a lot and stare into the distance till their eyes absorb the content. Back into the seats and on we go again.

We stop again a few hours later after some incredible scenery and the moving people have morning tea. They certainly cost more than I do to run. They are constantly topping up with liquids and solids. Lunch is consumed at Crown Hotel on the waterfront.

So that was Saturday over for me. I can rest again. Oh no, I had to be topped up with my fuel for the next day. Oh dear, what can we expect? All of us were so dirty after our long trip, we asked very nicely to be washed and got our wish.

Sunday early I was covered in dew and needed a wipe down. Especially my windscreen. With no further 'adew, we

had Sunday to deal with. Mr RF was still getting so much attention all the rest of us were getting quite jealous. We will have to perform well today to avoid the dreaded trade-in.

We set off early once again with the knowledge that another full day was in store for us. Today there were over 40 of us. All shiny once again and all fuelled up and ready to go. How do we manage to stay together with so many of us?

This time we were not so happy with the choice of roads. We had to endure potholes, lumps and stones being thrown up by my friend in front. One of us actually got their bottom spanked by the lumps in the road. I heard him squeal.

We eventually arrived at Wing Hing Long Museum for morning tea and we all ended up waiting in a big paddock for our owners to get tanked up again. When my owner returned after a considerable time he was discussing the tea and scones they had and how it had been such a reasonable price. We drove down a long dirty dusty road to visit a winery and some of the people had a wine and cheese tasting - yes, more food for the people. We will all need a good wash after that road. We also stopped on that dirty road as we left for the people to take photos of us. Why would they want to take photos of us when we need a wash?

We then continued on our drive down a very tiny road that seemed to go nowhere. Alas after a short while, we came upon this very old church, surrounded by big trees and we had to wait while all the people took photos and talked excitedly about this church. After a long stressful trip back to the motel at Glen Innes, all us cars got a well deserved break for a clean up. We better rest before our long seven hour trip back home.

Next morning was Monday and we are off back home. There was my friend the little red car, the Beast and a grey car I had not seen much as there were forty of us.

It was very misty and at times we had our fog lamps on and also flashers as we could not see 20 metres in front of us. There were traffic snarls on the highway again and we finally got home after 10 hours on the road. What a trip this has been.

Bluebird is happy she's home

* AKA BRYAN HICKS



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