

club

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

TORQUE

THE VICTORIAN **SIX HOUR** RELAY

NC3

NEW AGGRESSIVE LOOK

THE
MX2012

FOUR DAYS OF GLORIOUS DRIVING

SPRING 2012

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club TORQUE

THE QUARTERLY MAGAZINE OF THE MAZDA MX5 CLUB OF NSW INC.

SPRING 2012

Welcome to the first edition of Club Torque! Fellow members, our democratically elected committee have seen fit to furnish our quarterly publication with the facilities and support it thoroughly deserves. Under the watchful eye of our new President, Club Torque has emerged looking sharper, faster and poised to tackle the hard hitting big issues.

So what kind of publishing powerhouse have our hard earned membership fees been invested into we hear you ask? Personnel are the cornerstone of any successful enterprise, and here at the Club Torque, we have only recruited the best. A net was cast far and wide, designed to capture only the premier graphic designers, editors and project managers NSW has to offer.

Neil has the vision to transform Club Torque into the benchmark of Australian automotive journalism. His portfolio contains a who's who of graphic art projects, garnering praise from well-known art critics including Stevie Wonder.

Andrew is the man with the words at hand. He has overseen esteemed literary projects such as the biographies Corey Worthington: Party Liaison and Ear and Now: The Life of Mike Tyson. Look to Andrew to inject life and colour into the magazine each quarter.

Timothy has the organisational and investigative skills that Club Torque needs. With an enviable curriculum vitae including weapons inspecting during the Gulf War, Tim is the perfect fit for such a tough assignment.

From all of us here at the Club Torque, we look forward to working with you into the future. Remember to drop us a line at publications@mx5.com.au with any thoughts or comments you might have.

Until next issue, have a wonderful holiday season filled with family, friends and laughter.

Best,
The Torque Team.



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Graphic Designer
Photographer

'06 Galaxy Grey PRHT
Supercharged NC



ANDREW LORD
Editor

'01 Brilliant Black NB8B



TIMOTHY HEPPELL
Editor
Photographer

'06 True Red NC

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PRESIDENT'S BRIEF SPRING 2012

BY BRYAN SHEDDEN

The MX-5 Club of NSW held our 2012 Annual General Meeting on Wednesday 24th October, where a new committee was elected with a bunch of new faces. Glenn Thomas, Phil Roberts and Damon Muller stepped down from their respective positions as President, Secretary, and Canberra Chapter Convenor, and have retired from the committee. I decided to retire as Publicity Officer and was elected as President. I thoroughly enjoyed my two years as editor of Club Torque, but having identified a successor for that job, I was very keen to try my hand at President.

I wish to thank Glenn on behalf of the Club for his contribution as President and Publicity Officer before that. He oversaw the implementation of financial and administrative rigour by the committee, and led the development of a strategic plan to give the club direction. I also want to thank Glenn for encouraging me to run for the job.

Thanks also to Phil who is in his 14th year of membership and many of those years have been served as a committee member, and Damon whose contribution is greatly appreciated by our Canberra Chapter members, and will continue via his coordination of the Chapter website.

The magazine you're now reading has been produced by our new Publicity

Officer, Neil Hamilton-Ritchie. Neil is a professional graphic designer and I'm confident that the Club Torque

"My agenda for the new committee is to get things done."

is a quantum leap forward in quality, providing a further improvement in benefits for our members. He is ably assisted in the editing of the magazine by Andrew Lord, and Timothy Heppell will also be helping in the new year. All three bring a welcome youthful element to the management of our Club.

Robert Forsyth is our new Vice President and brings valuable experience from serving on other committees, and a keen interest in establishing a social media presence for the Club. Mark Garven has retired as Club Captain but his valuable input to the committee is retained via his election as Secretary. Our new Club Captain is Michael Soulos who should need no introduction as his energetic efforts to establish and develop the BreakFast Club are widely recognised, and he is our back-to-back recipient of the *Member of the Year* award. I'm particularly looking forward

to seeing Michael's impact on the Club continuing beyond the BreakFast Club. The Canberra Chapter is now led by Bricet Kloten & Bob Judd, while Peter Feutrill was ratified as the Illawarra Chapter Convenor. Brad Robinson, Keith Monaghan, Ken Liston, Mike Hicks, Cathie Curran, Pam & Ray Estreich, Lesa & Greg Bunn, and Peter Hilkmann all continue in their previous roles.

Those who've seen me drive on the racetrack already know that I'm very fast and enthusiastic, yet controlled, purposeful and meticulous. You can expect similar qualities in my term as President. My agenda for the new committee is to *get things done*. Number one priority is a brand new website for the Club that will deliver vastly improved unity, coverage, immediacy, usability and functionality. In the meantime, we have restored the *Buy & Sell* facility on our current website thanks to fellow Illawarra-resident Brendan Barr stepping in to maintain the webpage. Next is finalisation of a strategic plan and budget with the aim of delivering improved value to members. I aim to have the plan and budget in place by the end of 2012. Some of the initiatives that flow from the plan and budget will then be handled by the committee. However, I am also aiming to assign specific projects to several volunteers who have put up their hand to help out.

NSW MEMBERSHIP REPORT

CURRENT MEMBERSHIP



COMMITTEE

NEW MEMBERS Welcome!

David Blankley	Carolyn La Rose
Glen Bolton	Andrew Lawler
Joseph Caruana	Barry Luttrell
Steven Clare	Jenny Luttrell
Peter Corby	Barry Matson
Betty Corby	David Minshall
Alexei Doudkine	Ric Mowle
Matthew Edwards	Marilyn Mowle
Ian Edwards	Nicola O'ryan-Smits
Glenn Fitzpatrick	Phillip Reid
Paul Fraser	Sandra Reid
Sue Goudie	Samuel Ridden
Trevor Griffiths	Brendan Stacey
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AUSTRALIAN INTERNATIONAL MOTOR SHOW

SYDNEY, 19TH OCTOBER 2012 // REPORT & PHOTOGRAPHY BY BRYAN SHEDDEN



Mazda Australia very kindly sponsored the MX-5 Clubs of Australia Presidents' Meeting in Sydney on 18th October, arranging for the interstate Presidents to fly to Sydney and overnight at the Sheraton on the Park. The Presidents' meeting is an opportunity to share news, issues and ideas about each of the state clubs, with the aim of developing stronger links between the states and working towards best practice for all. Recent meetings have been held via video conferencing but this time, with the Motor Show in town, Mazda generously facilitated a face-to-face meeting, aligned with the next day's Australian launch of the new-look MX-5. Mazda recognise the

importance of the MX-5 Clubs to their core brand values through their Kizuna program for customer engagement, and so they invited 30 lucky members of the NSW Club to attend the Motor Show launch. Thank you Mazda Australia!

The Presidents' meeting was attended by Glenn Thomas (NSW), Don Nicoll (VIC & TAS), Denise Peck (QLD), Barrie Parker (WA), and Des Long (SA), in addition to Murray Finlay (VP VIC & TAS, Mazda Liaison), and Bryan Shedden (NSW Publicity Officer and President-in-waiting). We covered lots of ground at the meeting, and again the next day. Most notable were discussions about future NatMeets, with an expressed desire to

move away from the tradition of holding it over the Easter period, in the interests of reducing costs. NatMeet 2014 will be held in Queensland's Sunshine Coast, and NatMeet 2016 is proposed to be in Tasmania. Bring it on!

At 8:30am on 19th October, prior to the public opening of the Motor Show, the 30 MX-5 Club members checked in and joined the other Kizuna attendees inside. We were treated to a light breakfast of fresh fruit, pastries and coffee, while nervously chatting about the four covered Mazdas on the stand. The official proceedings began at 9:00am, with Ben Rounsefell (Mazda Australia's Loyalty Manager) thanking us for attending

and supporting Mazda. He singled out the MX-5 Clubs with praise for our dedicated enthusiasm. Alastair Doak (Mazda Australia National Marketing Manager) unveiled the new-look MX-5, which we have dubbed the NC3. With a newly designed front bumper to make the MX-5 look even more aggressive, the larger front grille offers a sense of depth while the stylish front fog lamp bezel and new front chin spoiler help to complete the new look. Driving the new-look MX-5 will be even more enjoyable thanks to throttle adjustments, making it more responsive when accelerating out of corners, while updates to the brake booster allows greater front and rear distribution control and improved

braking ability all around. The NC3 is available in Australia as Roadster Coupe only with the soft-top being discontinued due to negligible sales. The "recommended delivered" price in NSW is now \$51,607 for the manual, increasing to \$56,577 for the automatic Sports.

Three more reveals followed quickly afterwards. Akira Tamatani (Mazda6 Chief Designer) presented the all-new Mazda6 sedan and wagon. Lastly, Hideaki Tanaka (CX-9 Program Manager) presented the new-look CX-9. All three cars adopt Mazda's exciting new Kodo design language, first adopted on the CX-5 and BT-50. The design

language will be rolled out to the all-new Mazda3 in 2013, followed by the all-new Mazda2, and then the all-new MX-5 ND which is expected to arrive in late 2014.

After the presentations, club members were free to peruse the rest of the Motor Show, while the Presidents walked back to the Sheraton to complete our meeting. We finished with a delicious lunch hosted by Mazda at the Bambini Trust Restaurant.

The support our Clubs received from Mazda over these two days is greatly appreciated, and we anticipate further strengthening of our ties in the next two years, ready for the arrival of the ND!

AGGRESSIVE NEW LOOK

1.

New front bumper design that makes the roadster more aggressive looking and contributes to optimal aerodynamic performance. A larger front grille opening offers a sense of depth and a newly designed front fog lamp bezel and new front chin spoiler help to complete the new look.

2.

Revised accelerator and brake characteristics. Adjustment to the throttle management programme in manual models makes the MX-5 more responsive when accelerating out of corners, while updates to the brake booster make it easier to control the front and rear load distribution – improving braking ability all round.

3.

Inside, the decoration panel, steering wheel bezel and instrument meter rings now come in a glossy dark grey replacing the current silver colour.

Colours

	Aluminium Metallic
	Brilliant Black
	Crystal White Pearl Mica
	Dolphin Grey Mica
	Stormy Blue Mica
	True Red

Photo Source: themotorreport.com.au





SOUTHERN SATURDAY RUN

4TH AUGUST // REPORT BY ADAM WALKER
PHOTOS BY KEVIN HO, JOSH PREFREMENT & 'KSHARP'

It was a brisk early August morning when the roof down brigade started rolling in to Heathcote McDonalds for another BreakFast Run. As the sun started to rise, we could all see that it was going to be a fantastic day weather wise.

A bigger than expected turnout necessitated a change in breakfast destination to Chat's Café, Robertson.

7:30am rolled on and a group of 25 MX5's made their way south via the old highway. It was quite a sight seeing almost 2km's of rugged up people in convoy behind you.

We finally hit some twisty bits heading through Broughton Pass and over the Cataract River. After a quick drive down the Hume it was then onto some serious "B" roads around Mt Gibraltar and behind Mittagong & Bowral.

We arrived in Robertson right on time for some socialising and a great feed. It seemed Chat's Café was a bit overwhelmed with a line quickly forming out the front door. The café was very

accommodating and even had the combustion heater fired up to keep us warm. We were all very satisfied after a big feed (the big brekkie was tops!!) and headed out for some admiring of a certain Publicity Officer's supercharged NC. Some of us were lucky enough to be taken for a blast down the road.

From the cafe, we bypassed the famous Robertson Pie Shop and dropped down towards the coast via Macquarie Pass. A quick left turn at the bottom of the hill put us in water up to our wheel nuts on Mt Marshall Creek, and then through the dairy farms (complete with genuine odour) surrounding Yallah.

A run north up the highway had us at the base of Mt Keira. We couldn't resist a run up there with the final stop at the lookout way above Wollongong.

It was a great day out. Good to see some new club members as well as the usual faces. All in all 22 members along with 9 non-members turned out. Come September, Alan Young will hopefully be a club member...finally!!



ICEBERG RUN 2012

19TH AUGUST // REPORT & PHOTOS BY JAMES MANION

Early on a Sunday morning in the middle of winter, a group of dedicated MX5 enthusiasts convened at the Eastern Creek McDonald's. There was a light frost in the west overnight and everyone was rugged up in thick woolies to avoid the cold. Indeed, the extra clothing was necessary as one of the few rules of the Iceberg Run is 'No Roof Allowed'. There was a good selection of cars, with many NCs, a few NBs and again a lot of NAs, whose owners were hastily savouring hot chocolates and coffees before the run was away.

The route this year headed south in three stages, with a final destination of Berrima. Departing at 6am from Eastern Creek, we headed west to Warragamba, then to The Oaks. This first stage took in the rural scenery of far-western Sydney in near darkness, with beams of sunlight piercing the trees and farmland along the way. As the group climbed across the hills

near Warragamba, the sun fully emerged casting some very welcome warmth over the (now) chilly occupants of the 20-odd MX5s - particularly welcomed by those in the earlier NAs!

Once at The Oaks, the group from Eastern Creek was joined by another group of likeminded (read 'crazy') individuals, who had made the trip up from the Illawarra earlier that morning. At this point Peter Carpenter took the lead, and gave a great tour of some of the lovely 'B' roads near Picton, Tahmoor and Bargo. Thanks to the early morning cold, we had the roads all to ourselves, and made good pace onward to Yerrinbool. I'm sure I speak for all, when I say a big thankyou to Peter for leading this section, as it's a part of the world that has much to offer - beautiful scenery and picturesque towns, coupled with some fantastic driving roads!

The final stage took in some well known and well loved MX5-club roads, including a section of the Illawarra Hwy, and Nowra Rd back in to Berrima. Now that the sun was well and truly up and everyone was warm, it was well and truly time for breakfast. As the group rolled into the Olde Magpie carpark (and filled it immediately) we could smell the big breakfasts cooking! Ripe with anticipation, the food did not disappoint.

It is on this note that I would like to thank Michael and Peter for helping organise the run, and to thank all the dedicated souls who crawled out of bed at ungodly hours to drive cars without roofs in the freezing cold.

I can't wait for next year!

James Manion

THE MX 2012

RUNNING THE GREAT DIVIDE

FOUR DAYS OF DRIVING BLISS

12-15TH OCTOBER // REPORT BY MICHAEL SOULOS
PHOTOS BY GAVIN CROSS & BRYAN SHEDDEN



WE'VE BEEN
EVERYWHERE
MAN...



We criss-crossed the Great Divide man... From the Queensland border to the Hunter Valley man... To Hexham, Bulahdelah, Ghinni Ghinni, Port Macquarie, Coffs Harbour, Nana Glen, Grafton, Ballina, Uki, Nimbin... To Tuncester, Casino, Tenterfield, Glenn Innes and back to Grafton again... To Nymboida, Dorrig, Bellingen, Telegraph Point, Gingers Creek, Tamworth and Nowendoc... To Gloucester, Stroud Roads, Dungog, Paterson, Maitland, Kurri Kurri and Cessnock... (respects to Johnny Cash) and indulged ourselves on some great MX-5 roads to the repetitious beat of "power off-change down-turn in-power on-change up".



DAY ONE

Day one took us up Highway 1 to Ballina with a detour through Nana Glen to escape the tedium of the highway. The highlights were our mind blowing runs of the Nurbushring (Wotton Way aka Bulahdelah Gap) and a delicious lunch stop at Ian Caldwell's River Mark Cafe in Port Macquarie.



DAY TWO

Day two treated us to some great roads starting with a run on “B” & “C” back roads from Ocean Shores to Uki to waltz the gentle curves on the climb up the Uki Kyogle Road before turning off for Nimbin. The “B” roads from Nimbin to Casino and the Bruxner Highway were open and well surfaced, however the really good MX-5 stuff started 40km out from Tenterfield with the highway meandering right and left climbing uphill and down dale all the way to lunch. The highlight of Day 2 was the drop down the Gwydir Highway to Grafton through the Washpool rainforest. Think of the best attributes of the Macquarie Pass, (smooth tarmac, sheer rock walls, tree ferns, never ending twists and turns) then eliminate road traffic from your mind and multiply the distance travelled by 4, heaven on a hill!.

14 BreakFast Club

An exciting few days driving. However, I’ll best remember Leroy and his Elfin which joined us for part of the run up the Oxley. The sheer brilliance of acceleration of this little vehicle was an eye opener, it just seemed to disappear over the horizon right in front of you.

But later, when we’d stopped for coffee at Gingers Creek, it started to rain. With blokes running everywhere to put up tops you had to be amused at Leroy’s philosophical reaction. When it rained in an Elfin, you got wet. Amen.

—Malcolm Bernhardt

Pointing down the hill, the revs climbing, the motor is enjoying the work. A slight power off and the nose drops to bring some weight to the front wheels. Tuck the nose in to just clip past the apex. Set up for the following turn. Power on, feel the rubber start to really take a hold of the tar. A quick, slick change up into 3rd. Keep the power on, the next bend looms up very fast. Power off, drop to 2nd, turn in. Power on, 3rd gear, turn, then turn again, turn after turn in quick succession like slalom skiing. Power off, change down, turn in, power on, change up. We turn around to do that again with the ascent as exhilarating as the descent. The drop off the Gibraltar Ranges is a truly magnificent MX-5 bit of road.

—Robert Forsyth

Late Monday and the traffic starts to build for the final leg back to Sydney, the expressway and then the Sydney traffic crawl back to base. How different it was only 4 days ago; early Friday morning and the anticipation of 4 days; some great roads and company all planned to perfection. Sitting at the lights on Victoria road; the GPS telling me only 3.2 km to home and my thoughts turn to the last 4 days (winding country roads, some expressway driving, twists and turns, helping each other) with a few surprises thrown in. “What the hell is a cow doing on the apex to a turn!!!” BreakFast Club runs are like that. Too many great moments to put into 100 words.

—John Petrich



DAY THREE

Day three introduced the newbies to the Armidale Road out from Nymboida (the awesome “Corkscrew”). In 45km you drive on every surface from blue metal that grabs your tyres to heavily potholed & patched sections that bounce you across the road while maintaining maximum rpm , navigating relentless 5 to 35kph corners, hammering your gearbox from 1st to 4th and back again in quick succession. After regaining our breath over brunch in the Dorriggo Rainforest Centre we headed south to meet up with Mid North Coast members Ian & Leroy at Telegraph Point to take up the challenge of the exciting and much loved 200 corner climb that makes up the Oxley Highway to Gingers Creek. After a refreshment break we headed to Tamworth and caught up with Stephen Carter over dinner.

DAY FOUR

By day four we were pretty well exhausted having averaged over 600km per day on the most testing roads we could find. We Tamworth on unfamiliar cross country roads to Nowendoc that provided everything from long straights to sweeping corners and a thrilling 3km ascent of a very steep, tight and narrow “C” road with blind corners without guard rails, heart stopping stuff but great fun. Thunderbolts Way is nearing the end of its upgrade and was a joy to drive down to Gloucester for brunch. We abandoned our planned return via the Putty Road and from Dungog drive through the Lower Hunter to met the F3 near Freemans Waterhole for the drive to Sydney. The total trip distance on my odometer was 2546km in four days. I’m looking forward to our four day jaunt to the Snowy, Gippsland and Victorian next autumn.

It seemed that every time we arrived at the start of the twistiest of roads, Michael orchestrated a regroup stop and then sent me out to set the pace at the front... with Brad as ballast! I couldn’t quite figure out why, but I enjoyed the company. Wotton Way, Bruxner Highway, Gwydir Highway, Oxley Highway—all were fantastic MX-5 roads. However, my favourite was Armidale Road between Nymboida and Dorriggo—known to us as “The Corkscrew”. A 45km snake of glorious 2nd and 3rd gear cambered corners with clear sight lines and no traffic, winding up and along the Great Divide through State Forests. *Simply glorious!*

—Bryan Shedden

We must be nuts! That’s how this trio of geriatrics reappeared in this B-grade re-run—reliving the ignominy of having your ‘buddies’ vanish in the blink of an eye. Like the time outside Grafton, when we reached the roundabout you all entered a mile ahead and found you GONE leaving us alone to examine sequentially (and minutely) the back of a dung caked truck for ten minutes and the bum of a cop for fifteen kilometres after rejoining the Pacific Goat Track. What we really want to know is why you all rolled up fifteen minutes after we signed in at the Ballina overnight stop. What did we miss? Scoundrels! Just wait ‘til next year!

—Melvyn & Maggie Lyle

Arrived on Wednesday with jet lag,
Phoned Midori to register
my health unsound,
He howles down the line
who handles the money bag,
I changed my mind,
Oh for the open road with the top down.

Spirited driving you twist my brain,
Officer you don’t seem the same,
Is that uphill or on the bends,
I’m carrying the ballast,
fetch those knuckleheads.

MX5—it’s my wife and it’s my life,
But when the blood rushes to my head,
And the exhaust note begins to growl,
And I’m closing in on cars at speed,
Then I’m better off ahead.

Thanks to all. A great four days.

—Brad Robinson & Chris Flak



WALCHA WINTER WEEKEND

18-19TH AUGUST 2012 // REPORT BY MARK GRAY PHOTOS BY PETER HILKMANN

The weather during the week leading up to our Walcha Winter Weekend was windy, snowy and frosty and we didn't expect anything different for our visit to Walcha. It started out with very strong winds but all that was soon forgotten to make way for a fantastic weekend away.

Sixteen MX5's left the Beresfield BP and headed towards Bulahdelah's Nurbushring but not before there was some early confusion over the split of the 2 groups which gave some embarrassment over the radio to the run leader, who shall remain nameless! We all managed to make it safely to Bulahdelah for a quick comfort stop and picked up 2 additional cars that came along for the day.

A great drive over the Nurbushring was an experience for some first timers before heading north towards Taree for morning tea. Soon after, some new roads

were tested out the back of Lansdowne before rejoining the highway until the turn-off to Wauchope, where lunch was at the Bago Tavern. An awesome two course meal of main and dessert awaited us before the long drive across the Oxley highway to Walcha.

After negotiating a few semi-trailers, a clear drive was enjoyed in perfect weather conditions, with some still grinning as they arrived in Walcha. Our overnight stay was at the Walcha Motel and after check-in it was off to explore a local establishment of fine ales to debrief the days run. Our typical Hunter Happy Hour was followed by our evening meal in the motel's restaurant, which was closed to accommodate the happy travellers.

The next morning a group photo shoot was held before heading off to a local historic landmark, Langford House.

It is a privately owned homestead dating back to early 1900's and the owners, Barry and Beverley Marshall, showed us around this magnificent property while giving us a rundown on its history. Before we left there was time for another group photo showing MX5's with Langford House in the background.

Our departure was a little later than expected due to our interest in Langford House but soon we were heading off down the Thunderbolts Way towards Gloucester, stopping off at the lookout to admire the rolling mountains of the Barrington Tops. Gloucester was a short "pit" stop before continuing onto East Gresford via Dungog and more unexplored, made for MX5's, Hunter roads for a late lunch and final goodbyes at the Beatty Hotel. All agreed that it was a great weekend.



BOB'S BRUNCH BASH

16TH SEPTEMBER 2012 // REPORT & PHOTOS BY BOB PIMM

The day started cloud free with the promise of being a perfect day for a top down run on Sunday 16th September.

Fifteen cars with twenty four members from the Hunter Chapter gathered at Beresfield B P Servo for a nine o'clock getaway.

After a briefing on the run it was decided to form two groups to facilitate easier movement through congested areas. Wending our way through the back

blocks of Beresfield to Raymond Terrace, then onward to The Rattlers restaurant at The Carriageway just south of Dungog. Arriving at 10 o'clock to be greeted by the friendly staff to enjoy a hearty brunch.

After brunch we had the opportunity to inspect the accommodation, which is converted railway carriages. Some members thought it might be a good spot for a romantic interlude. Then once again into our great little cars to continue our

run to Lostock Dam in the upper reaches on the Paterson River valley. Some good roads and some not so good. Thoughts go to lowering tire pressures for the trip back!

After a suitable break and more food its back down the valley to Vacy. The Vacy Fair was in full swing so we decided to stop and enjoy the rest of the afternoon at the Fair, after which people left to find their own way home. Another great day spent in the Hunter.



OCTOBERFEST WITH CLUBMINI

21ST OCTOBER 2012 // REPORT & PHOTOS BY PHIL MAYO

The Hunter Chapter October Run originally was a short run to Aunty Mollys at Morisset for lunch and her Oktoberfest show. Due to circumstances beyond our control the show was cancelled, however we decided to have our own October Feast. We also invited members of Club Mini – a club for late model Minis, to join us. Starting from our usual meeting place at BP Beresfield at 9.30 were 4 Minis spread through the group of 13 MX-5s heading north through Thornton, Seaham, Iona and onto Paterson for a stop at the park where there were lots of vehicles at a Breast Cancer fund raising breakfast.

It was an excellent place to stop with toilets, coffee, food, live Rock & Roll band and displays of vintage motorbikes and Jaguar cars with the money going to a good cause.

Heading south from Paterson we turned

off at Bolwarra to follow the Lambs Valley Rd to Luskintyre, Lochinvar, through the vineyards to Cessnock. From there we headed to Quorrobolong and along Sandy Creek Rd (a good MX-5 road) then onto Leggets Drive to turn at Freemans Waterhole, Awaba, Rathmines and finish our run at Phil & Helen Mayo's house on the water at Fishing Point. The total length of the run - 175kms, some of the roads we had not been on before.

George Boyko supplied lots of Oktoberfest decorations to set the scene for the afternoon. The Octoberfeasting began with German delicacies - cheeses, pickles, dips and liverwurst, pigs in blankets to accompany the tasting of 7 beers, 4 bubblys and a selection of still wines. Somehow the German music kept getting turned off! Maybe everyone just wanted to talk Minis and MX-5s! The food continued in earnest with varieties

of German sausages, potato cakes, dumplings, sauerkraut, schnitzel and salads. Desert was of course apple strudel and ice cream. Thanks go to Helen and Wendy for preparing the food the day before.

The Mini club held a lucky door prize raffle with prizes supplied by John from Jarvie Engineering. The MX-5 people reciprocated by sharing the secret of how to build a racing turtle (bring a bottle of bubbly and ask a Hunter member).

The group spent the rest of the afternoon on the deck relaxing and comparing marques finding that the people that own the two types of cars share a love of fun. There will be other combined events in the future.

Because the day cost less than the original Oktoberfest, \$200.00 was able to be donated to "Cure Our Kids".

ILLAWARRA



AVON DAM RUN

25TH AUGUST 2012 // REPORT & PHOTOS BY BRYAN SHEDDEN

The first truly independent run for the Illawarra Chapter was held on 25th August, organised and led by Josh Perfrement. On a glorious day of crisp blue skies, we met at Bald Hill Headland Reserve at 10:00am for a 10:30am departure. Josh signed on 18 people / 11 MX-5s, and gave a clear and concise briefing of our route. I had my 7½-year-old son Alex as co-pilot and he had a ball taking photos of every car that passed, and laughing at Josh's rorty exhaust. Even though it was an Illawarra Chapter run, we had club members joining us from The Shire and even Penrith! Proof that it doesn't matter what region you're from, when there's a club run on, every member is welcome to attend.

We headed down the coast to Thirroul via Sea Cliff Bridge, and then up Bulli Pass. A short run on the freeway brought us to Picton Road, but not before we

waved to a motorcycle policeman hiding in the shadows with a radar trap. No worries – we're all legal officer! The fun resumed at Mt Keira Road and then along the freshly reopened Harry Graham Drive to emerge at Mt Kembla after passing through the escarpment rainforest. A short run down the freeway brought us to Albion Park. Alex waved to his primary school, and then we had the fun road over to Jamberoo, up Jamberoo Mountain and across to Robertson for our morning tea intermission at the Pie Shop. Alex and I couldn't resist the temptation of a pie.

Leaving the Pie Shop, we headed for Tourist Road, then Range Road, Old South Road, Old Hume Highway, Remembrance Drive, before heading east for Avon Dam. After a relaxed pace during the morning, we were able to unwind on the excellent twisty road

down to the picnic area ... until we caught up to an electrician's ute near the end. For shame – the ute was driven by club member Paul Byers! Parking up, we proceeded to prepare our BBQ picnic lunch using the fantastic free facilities provided at the dam.

Alex enjoyed a kick around of his football with some of the club members, and after lunch he had me out playing a bit of cricket. Alex said he enjoyed himself and is looking forward to the next MX-5 run. I hope he inspires some more kids to come along on our club runs and enjoy a family-friendly outing... provided you can fit them in!

Well done Josh for your excellent work in organising and leading your first event for the club.



GONG TO GLEDSTWOOD

9TH SEPTEMBER 2012 // REPORT BY BRYAN SHEDDEN & PHOTOS BY LARA SMALL & CHRIS FLAK

The Illawarra Chapter run for September was a simple choice: meet up with the BreakFast Club at Bulli Tops and tag along on their run to Gledswood Homestead & Winery at Catherine Field.

Panorama House at 8:30am was our meeting point and the carpark was chock-full of MX-5s! We had 15 Illawarra locals rock up, and almost 50 members in total. Such a large group would be difficult to herd to Catherine

Field in one piece, so we divided in two and I led a dozen MX-5s behind Andrew's lead group.

The steep descent to the Nepean River at Douglas Park and its sandstone cliffs was an amazing sight with the Hume Motorway bridge towering overhead. I've lived in the Illawarra for 40 years and I'm still discovering new places worth exploring!

A rest stop at Razorback provided us with some thoughtful advice that Johannesburg is a mere 16,087km away, yet our destination was only another 32km away, via the backroads around Camden. Tears were shed as we drove through the housing estate that was Oran Park Raceway less than three years ago. Just around the corner, and we arrived at Gledswood ready to show off our Bits & Bling.

Check out the rest of the day at the President's Picnic and Bits 'n' Bling Show on PAGE 24



COUNTRY RUN TO SHOALHAVEN HEADS

21ST OCTOBER 2012 // REPORT & PHOTOS BY BRYAN SHEDDEN

We enjoyed a magic day travelling the back roads of the Illawarra, up Jamberoo Mountain, and onto the tourist road at Robertson, where we enjoyed a good run without any slowcoaches in front of us to slow us down. The first half of our run was truly beautiful, with rolling hills and the backdrop of the Illawarra escarpment. Weather wise, we had a perfect day.

We stopped for morning tea at the Alpaca Café in Berrima, where a few members enjoyed the delicious scones which the café is renowned for.

Unfortunately, when it was time to leave, Chris Feutrill's car wouldn't start. After unsuccessfully trying to get it started, we had to leave Chris and Peter with their car and continue the run. Perhaps the MX5 was suffering from the effects of a big night of Euchre (as was Peter) but we admired him greatly for turning up for the 1st half of the run. (It turned out to be the main relay switch that had failed – not uncommon for NB8A's apparently).

We then headed off to Sutton Forest and the back road to Kangaroo Valley. Cambewarra Mountain was where Kim

tested out her new tyres (Kumho's) and said they handled very well. She was impressed.

We arrived at Bomaderry Bowling Club and enjoyed a great lunch, with lots of conversation about MX5's and travel.

We enjoyed the company of 3 non-members with us on the day, one from Bulli and 2 from Kangaroo Valley. They said they had fun on the run and hopefully they'll be members very soon so we can enjoy their company again.





HISTORIC HAWKESBURY

5TH AUGUST 2012 // REPORT BY PETE & JO KEMP
PHOTOS BY DIANNE GARVEN

A glorious sunny winter's day with not a cloud in the sky saw a group of 11 MX5s head out of Richmond, up and across the back roads of Gross Vale towards Kurrajong with the sound of bell birds echoing through the countryside (they do sound closer with the roof down).

After traversing across the Bells Line of Road and a few more unused roads featuring natural MX5 bends, we passed along small farms, sighting baby lambs and alpacas. On flatter ground, we headed back towards Freemans Reach to meet up with Wilberforce Road.

We then stopped for a delicious Devonshire tea featuring traditional home made scones with jam and cream at the historic Ebenezer church. The church was built by 15 pioneer families in 1809, making it the oldest church in Australia. The church grounds have many old graves, a schoolmaster's house and the remains of a sandstone brick oven. This was a great location

to have a quick catch up, soak up some lovely sunshine and wander around the historic surroundings with views of the Hawkesbury River.

Heading north following the river as it twists and turns we found ourselves crossing over the Colo River at Lower Portland. We then arrived at the Souths Juniors recreation resort. This is a popular summer water ski resort, however during winter we had the place to ourselves.

This was a great location for a huge buffet lunch, more chat with fellow MX5ers and great views up and down the Hawkesbury.

Heading home was a personal choice of heading back through Windsor or over the Sackville Ferry and through Dural.

A great day was had by all and special thanks to Mark his organisational prowess.



CATTAI & WISEMANS FERRY TO DURAL

14TH AUGUST 2012 // REPORT BY ROGER PALFREYMAN & PHOTOS BY SEAN MACCORMAIC

Thirteen beautifully presented MX-5s arrived at McDonalds Mt. Colah on a clear sunny Tuesday.

Interestingly, quite a few of us had male mates along to take care of the navigation chore on this occasion.

Sean provided the usual briefing with the warning that "if you don't keep up with me you will have to find your own way 'cos I'm in the lead & I'm not stopping 'cos there are no places to pull into" or words to that effect.

We had planned to go via Rolfe Park just in case someone didn't see the change in venue. This was not to happen.

At Asquith our convoy was greeted with a road block, flashing lights and, beyond, a bunch of fire engines attending to who knows what. Sean, in the lead, executed a quick about turn and beckoned all to follow. This was the beginning of an

unplanned detour, known only to Sean.

Here we were, snaking through back streets for what seemed to me an eternity. I was driving the last car with my mate Frank (At 83, Frank's navigation skills are a little rusty). So here I am, Sean's words ringing in my ears, wondering if I would make it through this maze still connected to the convoy, let alone get to Wiseman's.

Bless their hearts, Cathie & Peter Curran, who had a radio (mine had decided to send but not receive) beckoned us through and took up rearguard.

The remainder of the run was smooth as. Beautiful weather, all tops down, little traffic, bush and farmland scenery, that great smell of dynamic lifter in the morning. Incidentally, does anyone know how long it takes to get dead kangaroo odour out of the ventilation system? I hadn't been to Wisemans for about

45 years, how this place has changed - beautiful parkland & parking spaces, eateries and altogether somewhere I would recommend for a day out in an MX-5.

From Wiseman's to Dural Country Club where Sean had tables reserved in the Club Grill. All agreed the food was plentiful and of excellent quality - highly recommended. A nice touch at the end of the meal: when the smiling lady in charge of the kitchen made a point of checking with everyone as to whether the food was good, it was clear that she genuinely cared.

Many thanks to Sean for organising the event. For anyone who has the time you will find midweek runs are great - little traffic, good company and a shared interest - those wonderful cars we are lucky enough to own and drive.



THE PRESIDENT'S PICNIC AND SHOW US YOUR BITS 'N' BLING

9TH SEPTEMBER 2012
REPORT BY BRYAN SHEDDEN
PHOTOS BY NEIL HAMILTON-RITCHIE

In recent years, the club has combined the annual Concours d'Elegance and President's Picnic into the one event in a bid to maximise participation at each. This year most of the Concours regulars had already won their trophies at NatMeet over Easter, so it was decided that we'd have a more casual show & shine instead. The sense of fun and frivolity that pervaded the day was highlighted by the event title: Show Us Your Bits & Bling!

About 70 MX-5s made for a glorious sight, parked up in generational rows on the lawn at Gledswood. Bonnets were lifted to show off the fancy bits. Boots were opened to sell off those spare parts and accessories that were no longer needed. We even had an assortment of trailers including Paul's franken-NB trailer, Dave's Concours-winning blue beast, and Terry's camper trailer with fold-out tent!

The President's Picnic was a high-tea style luncheon of assorted tidbits. It was all delicious and beautifully presented. Lunch was enjoyed on the veranda of the homestead overlooking the lawn with all those MX-5s sparkling in the spring sunshine.

The last item for the day was to present the trophies and awards to the Best Bits & Best Bling winners. President Glenn Thomas did his best to match winning rego plates to the owners, which was quite tricky with Michael's solicitor-script! All the trophies eventually found an owner, and the best on show was won by Russell Maxwell's supercharged NA – we didn't know it existed before today!





THE REALLY WONDERFUL RIVERINA WINERIES RUN

6-8TH OCTOBER 2012 // REPORT & PHOTOS BY KEN KEELING

Firstly, I come originally from the vineyards of the MIA in the Riverina and naturally enough many of my friends and I seem to have a taste for red wines. Secondly, there are many wineries in the wider Riverina, quite a few within relatively easy reach of Canberra. So, some many moons ago I had the quaint idea of getting a small group of maybe 5 or 6 Canberra cars together for a 3 day exploratory wander over the roads less travelled through the Riverina to sample some of the regional wines and food.

That idea came to fruition on Saturday, 6th October, when 15 cars (& 29 people – small group??) lined up in cool and somewhat threatening weather at 8:30am just past the ACT border at Hall – a lot of us don't do “early” and at my advanced age there is no real desire to get there too soon. A simple and straightforward run at legal speeds (beware the wretched “point-to-point” revenue raising devices along the Hume

‘Boreway’) had us in Jugiong for good coffee (and munchies for some) at the Long Track Pantry. Then it was over winding roads through undulating countryside, which was looking marvellous with the brilliant yellow of the canola crops, in two groups, to Cootamundra to regroup — and no-one lost, miraculous!

No real rain as yet so some brave hearts went topless down the Olympic Way to Junee – of course it was just then that intermittent showers appeared but most of the topless group seemed to keep dry by the “don't stop - keep going” wind deflection method. At Junee, we met up with two members from Wagga and then put the staff at the Licorice and Chocolate Factory to a real test of organisation – matching 31 meals to 31 names. They exceeded expectations and got it all right and in time for a “how it is all made” tour of the factory, with samples of course.

After lunch, it was again the back country by-roads toward Gundagai, turning off near Nangus to go back towards Wagga to Oura for afternoon tea at the rustic Wagga Wagga Winery. It is rumoured that amongst the refreshments sold, there were several cups of coffee and tea – but everyone was circumspect! Dinner was at our motel and a truly excellent repast it was - one that exceeded everyone's expectations for an alternating serve set course menu.

Sunday morning it was another 8:30AM start, leaving the south-west slopes and onto the real Riverine plains of the Riverina, via a circuitous back-roads route to the “verandah town” of Lockhart to visit their Pioneer Museum and see the very impressive wool portraits at the Doris Golder Gallery. Then, in fine weather and with tops down, it was off to Corowa for another coffee fix at the Chocolate Factory, where we were fortunate enough to be able to



meet up with the Chapter Captain of the NE Victorian Chapter of the MX-5 Club of Victoria & Tasmania and several other Chapter members.

Whilst at Corowa, we took the opportunity to visit the friendly owner of Max's Motor Museum and to admire his impressive private collection of interesting and exceptionally well-restored vehicles.

Being a wineries run, we departed for the riverside setting at St Leonard's for light lunch of wine and cheese, with a free afternoon to explore the many other attractions of the Rutherglen district. The final evening's Group dinner was at Rutherglen's Tuileries Café and all enjoyed a most pleasant evening of comradeship, with the plus of good food and wine. What a great evening!

On Monday morning our little caravan of MX5s broke up – one car headed off to Melbourne with others intending to make their way home independently. The final run home with the eight remaining cars was through the back roads of the Albury region via Howlong & Jindera to Culcairn, then over to Holbrook for the mandatory mid-morning coffee fix. Then it was a short run on the highway before heading off toward Tumbarumba but turning off at Rosewood onto a lovely driver's road over the mountain (complete with mountain emus) to Wondalga and Tumbarumba for lunch. The afternoon run home took us along the picturesque Brungle road to Gundagai and then back home on the Hume ‘Boreway’ with an ever-sharp eye on the speedometer - to avoid any inadvertent cash contributions to government coffers.

In summary, the weather was generally kind to us and we achieved a very enjoyable 1030km run over the three days with, at least for some of the participants, new countryside seen and interesting roads explored. Some would say not a fast MX5 run but I never intended it to be such. My concept of a small group of cars had turned into 16 by the time we reached Wagga but it was quite manageable in two groups with CB radio links. Importantly, the three-day run not only allowed many old friendships to be refreshed but also facilitated some of our newer members to expand their friendship circle, which is what I think these runs are really all about.



ARBORETUM RUN

12TH AUGUST 2012 // REPORT BY TONY & IRIS MCDONALD PHOTOS BY DAMON MULLER

A few hardy souls took the opportunity to join the relatively short local run around the Canberra outskirts to visit the new Arboretum. The Arboretum is yet to be officially opened, but we were able to visit on one of the rare open days organised by the Friends of the Arboretum.

The run commenced at Blamey Square adjacent to Defence headquarters at Russell Offices and threaded its way north-west through the suburbs before branching onto Coppins Crossing Road for a brief run through bush land. After returning east and joining the

Tuggeranong Expressway, the group left the expressway and turned into the entrance to the Arboretum.

After donating a gold coin to the Friends collectors on the entrance road, the group parked near the yet-to-be-completed Visitors' Centre and strolled through the temporary floral displays. As we were in time for an informal briefing by one of the rangers on how the Arboretum was being set up, we drove up to Dairy Farmer's Hill lookout to have a listen. Unfortunately, the site for the briefing was very exposed, and being a typically cold, windy August day, it was difficult to

hear the details above the wind (and to keep warm!)

Following the briefing, the group moved over to the picnic area on an adjacent hill for a picnic lunch. Fortunately this area was sheltered so lunch was had in quite pleasant surroundings out of the wind. After a satisfying lunch (and a desperately needed hot cup of tea), we said our farewells and departed our separate ways. All in all, an enjoyable day's run without the need to travel far from home.



MYSTERY RUN

16TH SEPTEMBER 2012 // REPORT BY MALCOLM BERNHARDT PHOTOS BY DET VOGES

With Floriade and all the other spring activities on and only being part way through a Federal Parliamentary session, I was perfectly sure the numbers for our September Club Run would not be large. Maybe six shiny MX5's and a dozen or so people, I thought to myself. So I happily booked Rodney's Garden Café (coffee starters) and Cork Street Café, Gundaroo for lunch. Well! 31 people! In 19 MX5's! Talk about Murphy's Law in reverse! The coffee at Rodney's was good and evidently so were the cream cakes. Both consumed with great gusto, was my observation.

Our route to Gundaroo was via Gungahlin and it was interesting to observe the large extent of development on this north eastern part of the ACT. Not too long ago this was all farm land with only a dirt road connection through to Gundaroo and Sutton. Our growth here is now rapidly approaching the NSW border.

We journeyed into NSW, through Sutton and then back on to what was the old Federal Highway to Goulburn. This is a great winding road that takes you through rich green countryside connecting

with Shingle Hill Way and then on to Gundaroo via the Sutton-Gunning road.

Gundaroo is a historic village, situated on the banks of the Yass River. The Cork Street Café is part of this history as the buildings were originally the police stables and lock-up. So it is possible to sit inside what would have been the jail section but have a much better repast than what I imagine the original inmates received. However, with the warm spring sunshine it was much too nice to be indoors, so we sat outside and finished our run with some excellent pizzas and coffee.

COMPETITION



WAKEFIELD

29TH JULY 2012 // REPORT BY MIKE HICKS PHOTOS BY TIIT SAUL

Our first Track Day for the competition year 2012/13 was held at Wakefield Park at the end of July. Despite the fact that it was Wakefield Park in the middle of winter we managed to attract a very strong field of 77 cars. The field was made up of sixty-eight members and nine visitors, ten drivers being first timers were put through our first timer training process. Although cold we were not affected by any rain and as a result all competitors had the opportunity to participate in 6 runs of 6 minute duration. All classes were well represented with the class 4 "Clubman" and class 6 modified NBs being the best supported.

Fastest time of the day was recorded by Daniel Deckers in his relatively new

naturally aspirated NC race car recording a time of 1.07.05. Second went to visitor Daniel Kapetanov in a BMW 328 with a time of 1.08.67 with Val Stewart third in her RX 7 with a time of 1.09.15. The only other driver to break 1.10 was Hayden Tilley who recorded a time of 1.09.75 in his Turbo MX-5. Ralph Thompson was tantalisingly close with a time of 1.10.06.

Class winners on the day were as follows: - class 1 Phillip Christie in 1.19.66, class 2 Keith Monaghan in 1.16.48, class 3 Luke Kovacic 1.13.78, class 4 Ian Vickers 1.15.50 with Sally Rewell being the fastest lady in that class with a 1.22.63. In class 5 Mitchell Mathieson recorded a best time of 1.13.68, Phil Munnings won class 6 in 1.13.16 with Lesa Bunn

recording 1.20.76. Russell Maxwell was fastest of the limited modified NC in class 7 in 1.11.95. Haden Tilley won the road registered turbo class 8 in 1.09.75 with Nicola King recording a time of 1.24.56 in dad's SE. Ralph Thompson was the fastest in class 9 for the more highly modified naturally aspirated road cars. Daniel Deckers took out class 10 for race cars and Val Stewart was the fastest lady overall and in that class. The non MX-5 class 11 was won by Keith Bridgement in his Subaru WRX who recorded a time of 1.10.25.

Thank you to Jean Cook who took on the role of Clerk of the Course and ran another successful day.





THE FIRST RACE MEETING AT SYDNEY MOTORSPORT PARK SOUTH CIRCUIT

29TH SEPTEMBER 2012 // REPORT BY MIKE HICKS PHOTOS BY KEITH MONAGHAN

On Saturday 29th September the Festival of Sporting Cars conducted the first race meeting on the recently completed South Circuit at Sydney Motorsport Park (Eastern Creek). The meeting attracted an entry of 163 cars spread between four race categories and three regularity fields. The meeting was a “toe in the water” for the Festival of Sporting Cars to determine the suitability of the circuit for this type of meeting in 2013. The day’s program consisted of a practice/qualifying session of twelve minutes plus three x 4 lap events for each category. Fields of up to twenty-eight cars were going to make the regularities very interesting. The day was to be rounded off by a number of “Butchers Picnic Races” at the end of the day.

Matilda Mravivic and Chris Gough were entered in the Production Car category. Matilda completed a clean sweep winning the three races in her turbo MX-5. Chris Gough recorded a third and two fourths in his NC for a successful day. Matildas fastest lap was a 1.02.369 which compares more than favourably with the fastest lap of the meeting which was a 1.02.118 recorded by Brad Morrin in his Matich SR 4B.

Mazda MX-5 Club Members competed in two of the regularity categories. Phil Ashton, Kevin Addison, Stewart Temesvary, James Horne, Glenn Thomas and yours truly in regularity A, whilst Rob Wall and Hilton Pollard competed in regularity B. Official results other than lap times were not available for the first event in regularity A, however Stewart Temesvary calculated the results based on the times provided and produced a set of results. He then combined them with the official results for the second and third events and came up with the following results overall. First Stewart Temesvary with 117 points lost, second Kevin Addison with 130 points lost, Phil Ashton with 146 points lost in fourth, yours truly eighth with 211 points lost and James Horne in twelfth with 279 points lost. Glenn did not compete in the second event and therefore was not included in the final results; however he was second in event 1. Congratulations to Stewart with 2 individual wins and a second and to Kevin with one win and a second.

In regularity B, Hilton Pollard finished with two fifths and a sixteenth whilst Rob Wall finished with a seventh, a

thirteenth and a fourteenth. In the first Butchers Picnic yours truly found himself on pole with a Holden Commodore between me and the rest of the field. I figured that if the Commodore could hold up the quick Clubbie behind him then I might be a bit of a chance. Well, that’s what happened! It took the Clubbie a lap or so to dispose of the Commodore and when the chequered -flag fell after 4 laps I was still in front of the Clubbie. Meanwhile the Commodore was slowly dropping back through the field causing a fair amount of drama as he did so, just watch Phil Ashton’s video.

Overall it was a great day, certainly from an MX-5 perspective and argues well for our own track day on the South Circuit at the end of October. Festival of Sporting Cars plan to conduct a number of events at the South Circuit next year. Dates planned are 1 June, 10 & 11 August and 7 & 8 December. In addition a three day event is planned for Wakefield Park over the Easter Weekend. Festival of Sporting Cars conduct enjoyable events, please consider putting the above dates in your diary and come along and join those members that are already planning to participate.



SYDNEY’S NEW STH. CIRCUIT

27TH OCTOBER 2012 // REPORT BY MIKE HICKS PHOTOS BY SCOTT WALKER

The club’s first track day at this new circuit proved to be another successful event. Seventy starters was a strong field considering it was our first club track day run under a CAMS permit. We have previously run Supersprint rounds at Wakefield Park under CAMS permits so understood the requirements. What we didn’t know was how the members would take to this tight undulating circuit. A considerable amount of preparatory work was done before the day to ensure that the event ran smoothly. Because of the nature of the circuit it was necessary to man 5 flag points around the circuit. Thank you to the members who volunteered to undertake this work, the event could not have proceeded without your contributions. Similarly to all the other officials in registration, scrutineering, race control, timing, dummy grid and grid, thank you. Thank you also to Lester

Gough who came along for the day and carried out the role of the CAMS Steward.

Because the track was new to most it was decided that the first runs would be untimed to allow all drivers to become familiar with this new venue. Following the practice run we commenced the timed runs and were able to complete a further 4 to 5 runs of 6 minutes each, finishing the days runs at 4.30 pm. Competitors and officials were then invited over to the “Garage” located on the main straight of the GP circuit for the presentation of trophies not handed out at the Presentation Night and to thank all officials for their efforts during the day. At the time of writing we have 2 days booked for the South Circuit next year, one is a Saturday the other is a Sunday. The 2013 calendar will be available as soon as all dates have been confirmed.

The fastest time of the day was recorded by George Vergotis in his Turbo NA with a very respectable time of 1.00.50. This time compares very favourably with the Supersprint outright lap record of 1.00.044 set by Steve Lacey at the Supersprint round in mid-September. Second was visitor Roger Ranftl in his EVO Mitsubishi with Steve Green third with a time of 1.04.03. Class winners were Brad Johnson 1.14.08 in class 1, Glenn Thomas 1.09.99 in class 2, Robert Pimm 1.11.23 class

3, Bryan Shedden 1.09.26 in class 4, Bernie Tresidder 1.08.83 in class 5, Stuart McFadden 1.07.75 in class 6, Russell Maxwell 1.05.54 in class 7, Craig Gartlacher 1.04.91 in class 8, Steve Green in class 9, George Vergotis in class 10 and Brett Lansley 1.05.29 in class 11. Our fastest lady on the day was Lesa Bunn who recorded a time of 1.16.44. The most entertaining drive of the day was easily won by Chris Gough in his Mazda 2; the car was often on two wheels as Chris threw it through the South Circuits many corners. He claims not guilty to having destroyed or damaged any tyres during the course of the day, because the tyres were rarely on the ground!

The day certainly proved that the new circuit is indeed MX-5 friendly, perhaps a little daunting at first but as the competitors came to grips with the layout, and developed a rhythm, most if not all agreed that it is challenging but fun to drive. Our last Track Day for 2012 is at Wakefield Park on Sunday the 2nd of December, we look forward to seeing you there.





MG CAR CLUB CANBERRA MOTORKHANA

3RD NOVEMBER 2012 // REPORT BY JOE CRADDY PHOTOS BY TYRIE STARRS & CRAG TREGEAR

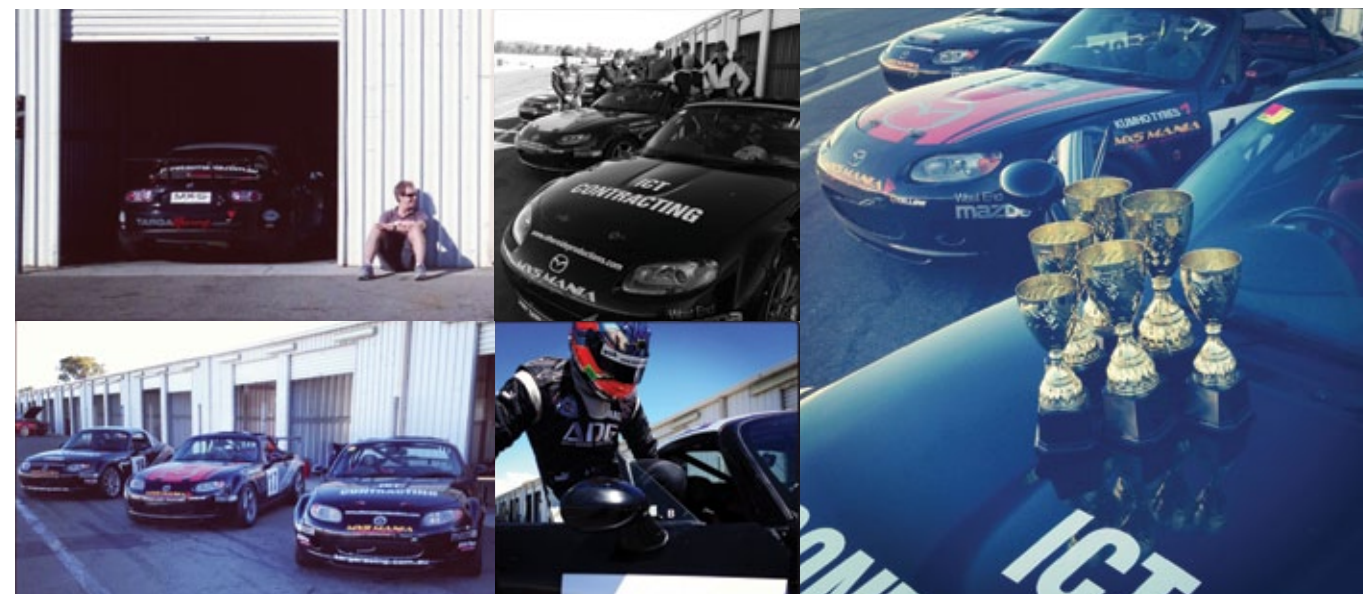
An unseasonably cold but sunny Saturday morning greeted us out at the Sutton Road Driver Training Complex for the fourth and final Canberra Motorkhana of 2012. Run by the local MG Car Club, the day consists of a selection of tight and technical courses that are always sure to challenge and excite. Each driver gets two attempts at each of the six tests, their best run on each counting towards their final score for the day. Hitting a cone adds five seconds to your time, while going the wrong way around a course results in the slowest successfully completed time for that test - plus an additional five seconds. Basically, don't go the wrong way!

Due to an increase in bookings of the facility towards the end of the year, the November event had to be run on a Saturday instead of the normal Sunday. This unfortunately affected the turn out, with entrants dropping from the normal 40-odd, down to only 28 drivers. However, this did mean we were able to move through the order far quicker than usual.

With its short wheelbase and agile handling, MX5's are typically well represented at the pointy end of the field and the November event was no exception. All three MX5 drivers present on the day ended up in the top 10 outright, with my NA and Ian Vickers in his NB taking 2nd and 3rd

in class respectively. Bradley Cecil also managed to nudge his way into the top 10, representing the MX5 Club in his Mazda 3.

For those who haven't joined in before, come along! There will be four events in 2013; March, May, September and November. Each only costs \$40 for the day and your MX5 club membership will cover you. There's no long sleeves/long pants/helmets required like at most other motorsport events, no walls or other cars for you to hit, and passengers are always welcome. There will be plenty of experienced people to help you out on the day and you'll learn a lot about your amazing little car.



WINTON 300

10-11TH NOVEMBER 2012 // REPORT BY CHRIS GOUGH PHOTOS BY ZANE AL-SAID

On the 2nd weekend of November we travelled to Benalla in Victoria for the annual Winton 300. This event is an endurance race with up to 3 drivers and incorporates pit stops and refueling. This year's event was oversubscribed early-on and entries totaled 47.

Team TargaRacing had 3 NC MX5's entered and also supported our good friends, Queenslanders Peter and Robyn Lacey in their NA.

Our drivers consisted of Adam Dodd/Chris Gough (car 17), Mark Mackay/Justin Ruggier (car 19) and Andrew McKay/Geoff Kennedy (car 111). Our pit crew members were Zane Al-Said, Nick Martinenko, Lou Iezzi, Col Faulkner and Joe Ruggier.

Friday's practice was important to the team as half of the drivers had not been to the circuit and the other half had never driven an NC MX5 race car. Practice sessions were plentiful and the guys dialled themselves in very quickly and were immediately lapping consistently within our nominated division window.

Qualifying is split into 2 halves - top 50% fastest and slowest 50% with the

latter out first. Adam Dodd did only a few laps before hitting our target time and pitted. Justin Ruggier and Andrew McKay also hit their magic numbers so at the end of qualifying we were placed in 16th, 17th and 22nd outright for the start, with the Lacey's starting in 28th.

The event also consists of a Top 10 Shootout for the pointy end of the field. Shane Otten in the MX5 Mania car did an outstanding job with a 1m 33s and was only pipped for pole by the Future Racer of N. Jess & M Thompson.

Sunday began with clear skies and the team completed the morning warm-up with no issues. The race began at 2.30pm and would be a rolling start.

As always the first few laps are all about keeping the car clean and working your way through the slower cars to consolidate your position. The pace at the front was pretty fierce however we all had some excellent dices where the handling and brakes of the MX5's shone against some of the more fancied runners.

I pitted at lap 32 and completed the refuel and driver change. These pit stops are a mandatory 5 minutes, which

minimises errors and keeps everyone safe and sound. Mark Mackay pitted at lap 46 with Geoff Kennedy in on lap 48. Peter Lacey pitted on lap 52 and all the pitstops went without incident. As an added bonus, all the cars rejoined the race just over the 5 minute mandatory pit window.

From that point on it was all about working your way as far up the order as possible and consolidating your position. The 2nd drivers all did their jobs and at the chequered flag it was Adam Dodd and I 5th outright, Mark Mackay and Justin Ruggier 6th outright with Andrew McKay and Geoff Kennedy in 8th outright. We also finished 1st, 2nd and 3rd in class.

Peter and Robin Lacey finished 7th outright and first in their class.

All 3 NC's prepared by the Targa Racing team never missed a beat all weekend and all the hirers walked away with a trophy!!

The MX5 Challenge and Super TT races had some of the best races all weekend with Lou Iezzi, fresh back from the USA, driving like a demon!!



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The Victorian
6 Hour Relay

Phillip Island 4-5th August 2012



The Victorian 6 Hour Relay

Phillip Island 4–5th August 2012

REPORT BY PAM ESTREICH
PHOTOS BY NARRA PHOTOGRAPHY & BRYAN SHEDDEN

Remember the song by The Killers,
“It started out with a kiss...
How did it end up like this?”

Well, this is what it was like for the Victorian 6 Hour relay recently held at Phillip Island on the 4th and 5th August 2012. Unlike the song, this started with an announcement followed by a series of emails and we certainly didn’t know it would end up like this... a very successful weekend for the Club with a 2nd, 7th and 15th place. What an accomplishment for the MX5 Club of NSW with 3 teams who entered for the 2012 6 Hour Relay.

Many regular readers of Club Torque will recall an article a year ago about the club entering a team of 4 cars in the 2011 Victorian 6 hour relay. The event is a regularity event where each team consists of 4, 5 or 6 drivers, each with their own car. It is called a relay because only one car is allowed on the track at any time.

So who made up the 2012 teams? In May 2012 the entry forms were released and the club sent entries for three teams, which were all accepted, as follows:

- ‘TeamX5 NA’ comprising Kevin Addison, Bryan Shedden, Ian Caldwell and Bob Gage, all of whom own NAs. On the day Jean Cook was asked to fill the role as Team Manager for the TeamX5 and had able assistant from Dianne (wife of Bob West). These ladies calmly managed the drivers in their duties and kept them informed of times and driving conditions.

- ‘TeamX5 NB’ comprising Mike Hicks, Stewart Temesvary, Tony King and Steve Green, all with their NB8As. Cobie Hicks acted as Team Manager, (as well as overall Team Supervisor) and did a sterling job in assisting the drivers.

- ‘TeamX5’ comprising Glenn Thomas in his NB8B, Ray Estreich in his MX5 SE, Leroy Day in his Elfin and Bob West in his NC. Prior to the event Pam Estreich was asked to be Team Manager for this team which she gladly took on. Over the weekend Brendon Thomas ably assisted her. Pam and Brendon shared and managed the timing and pit boards in the cold and miserable wet at the pit wall.

As you can see it takes many individuals to make up a successful weekend.



“A very successful weekend for the Club with a 2nd, 7th and 15th place”





GLENN THOMAS



RUSSELL MAXWELL



JAMES HORNE

SUPERSPRINTS CHAMPIONSHIP WIN FOR THE EIGHTH TIME!

28TH OCTOBER 2012 // REPORT BY MIKE HICKS PHOTOS BY SCOTT WALKER

The Mazda MX-5 Club Wins the CAMS NSW Club Championship for Supersprints for the Eighth Time.

On Sunday the 28th October at the North Circuit at Sydney Motorsport Park the MX-5 Club clinched its eighth Championship since joining the CAMS Championship in 1999. In doing so, we join the New South Wales Road Racing Club with the most wins in the Championship's twenty-four year history. Whilst we were able to lead the championship from round 1, the Australian Racing Drivers Club launched a strong attack towards the end of the season. In the end we totalled 761 points to win over the ARDC on 726 with our old nemesis the NSWRRRC in third on 531 points. To win this championship against the two strongest "circuit" based clubs here in NSW is a great achievement, one that every member of TEAMX5 and the club as a whole should be extremely proud.

In the winter edition of Club Torque we had covered rounds 3 and 4. Round 5 was held on the extended circuit at Sydney Motorsport Park on Sunday the 12th August. This in fact was the first time that the championship had competed on the recently extended circuit that consists of the traditional GP circuit plus the tight and undulating extension after turn 6 that rejoins the old circuit part way around the old turn 8. The extension is a particularly MX-5 friendly part of the

circuit. Class winners on the day were Steve Green in 3b and Phil Ashton in 2b, second place in class went to Stewart Temesvary in 1b, Ralph Thompson in 2b, Phil Abraham in 3b and yours truly in svb, third places went to James Horne 2a, Bryan Shedden 1b and Russell Maxwell 2b.

In round 6 we were back on home territory on the 26th August at Wakefield Park, conducted by the Mini Car Club. Nine club members entered in a disappointing field of only fifty-three cars. Class winners on this occasion were Ralph Thompson, Peter Browning in 3a and Steve Green. Second places went to James Horne, Phil Munnings and Phil Abraham whilst Luke Kovacic picked up a handy third in class 2c. Bryan Shedden and Keith Monaghan also picked up handy points in the club championship.

Round 7 saw the championship move to the newly completed South Circuit at Sydney Motorsport Park, this round being promoted by the NSWRRRC on the 16th September. A circuit built for the MX-5 if ever there was one. A lap distance of 1.8 kilometres with 13 corners and many elevation changes that keep the driver focused for the entire lap. Ralph Thompson won his class with

seconds being picked up by Steve Green, James Horne and Russell Maxwell. Third in class went to Phil Abraham and Craig Durant class 2b, who joined us in the championship for the first time, welcome aboard Craig!

And so to the eighth and final round on the 28th October, the event was conducted by the ARDC on the North Circuit at Sydney Motorsport Park that is arguably one of the highest average speed circuits in Australia. Some drivers have been heard to refer to it as the "speedway", not the most ideal circuit for an MX-5 but turn 1 will always maintain your attention. With the club championship up for grabs, it was great to see fifteen MX-5 Club members entered. The ARDC had fourteen entrants so it was going to be a close scrap, their advantage being the higher number of classes that their cars were entered in, ten, compared to our seven.

In class 1b for standard cars 1601 to 2000 cc all the MX-5s were out-gunned by Alex Ball in his Lotus Elise in both the final round and the championship. Stewart Temesvary trotted out his NC for this round and picked up second place, Bryan Shedden's 1600 was out gunned but picked up sufficient points to maintain second in the championship, Keith Monaghan should



have been third in the championship, but officially finished fourth.

James Horne was second on the day in class 2a, for modified road registered cars up to 1600 cc and is second in class in the championship. James has purchased a Formula Vee for next year and has this quick car for sale. Ralph Thompson continued on his winning ways, picking up his seventh win in class for the season and won class 2b for modified road registered cars 1601 to 2000 cc with a perfect score of 70 points after dropping his second in round 5 that was won by Phil Ashton. Russell Maxwell was second to Ralph on the day and finished second in the championship. Third on the day was Robert Young also in an NC. Fourth in class on the day was Phil Munnings who was third in class for the championship. Regular class 2c representative Luke Kovacic was unable to compete at the final round but amassed sufficient points at the previous rounds to finish third in class.

In class 3a, improved production cars up to 1600cc, Peter Browning scored four second places during the year to be placed second in class. Steve Green was second on the day but has taken out the win in class 3b, improved production cars 1601 to 2000 cc in the championship. Phil Abraham was second in this class for the championship despite not competing in the final round.

In total we had twenty two members compete in the championship, those that ran four or less rounds included Glenn Thomas, Stewart Temesvary, Robert Young, Bradley Cecil, Kevin Addison, Phil Ashton, Scott McGarry, Craig Durrant, David Alland, Tony King, Chris Ballard and yours truly. Although unable to take out a class placing they all provided valuable contributions to the club's championship win. The club will be presented with our trophy at the CAMS Presentation Dinner on the 8th December. Indeed we have come a long way since Ed Chivers and his fellow club members won the trophy in 1999. All other supersprint trophy winners will be presented with their trophies at the Supersprint Championship Presentation in early 2013.

TAME *the* BEAST



-DRIVER TORQUE-
Interview and photos by Neil Hamilton-Ritchie



ADAM WALKER

How did you get into cars?
I have been into cars for as long as I can remember. I was bought up around cars. My uncle has quite an extensive collection, and I was always out there tinkering with them every opportunity I had.

Could you tell me about your most exciting drive or moment in your car?
Would have to be when I first got my previous MX5, a NB8B. It would have been the morning after I got the car, dropping the roof and heading down the south coast via the Royal National Park. Track days in the NC are very closely followed.

What did you used to drive and how does it compare to your MX5?
I've had 4 cars since I started driving. Before the NC I had my NB8B. That's what started the roadster passion. Before I was introduced to the MX5 I had a pretty extensively modified ED XR6 Falcon. That thing went like a cut snake, but when it came to corners it had nothing on the MX5. My first car was a 1976 Mini Clubman, that thing was a hoot to drive and being yellow with white roof it really stood out.

What is your goal for the next track day and how do you plan to accomplish it?
The next club day in December, my plan is to beat Russ Maxwell :-). I have to shave 2 seconds off my time and the set of R-Specs I'll be running should do that.

If you could drive any track or road in the world what would it be?
Would have to be the Nurburgring. Closely followed by the Stelvio Pass. Luckily we have some great driving roads on our doorstep.

Which aspect do you enjoy the most of being a car enthusiast - Modifying, Driving or Socialising?
Would have to be all of the above. I enjoy spending money on modifications, Driving with the top down on a brisk morning is bliss. And it's always good to meet new people that share the same passion.

Is anyone in your family also a car enthusiast?
My uncle has a good selection of road and race cars. But saying that my old man will be purchasing a NC in the new year.



GUY COLES

**'07 Brilliant Black NC
Wakefield PB—1:16:95**
AEM Cold Air Intake
Ohlins DFV Coilovers
Goodwin Racing Roadstersport II muffler
Enkei RPF-1 17x8 +45
Blacked out Headlights
I.L. Motorsport Eyelids
NoPro Carbon Fibre Front Lip
Burnout Carbon Fibre Sideskirts
NC Rear Lip Spoiler
Sparco Evo 2+ Racing Seat
Okuyama Carbing Front Strut Brace
Okuyama Carbing Rear Strut Brace
Whiteline Adjustable Rear Sway Bar

How did you get into cars?
I'd always been into dirtbikes growing up so it was a natural progression. Besides it was much harder to break a leg in a car than it was on a motocross bike (I broke mine twice).

Could you tell me about your most exciting drive or moment in your car?
Just about any of the Breakfast Runs or Track days would qualify there ! Probably my first track day at Wakefield would be the most memorable.



What did you used to drive and how does it compare to your MX5?
I've had a plethora of cars over the years, Audi's, BMW's, Porsche's but I have never kept a car as long as I have kept my NC—and I have no intension of selling her!

Which aspect do you enjoy the most of being a car enthusiast - Modifying, Driving or Socialising?
Definitely all of the above. They all go hand in hand and the MX5 Club of NSW has introduced me to some great mates and we do all of these regularly.

Is anyone in your family also a car enthusiast?
Yes, both my kids love cars and especially Macey (our car's name) yet ironically neither of them hold a driving license.

What was the most largest object you have ever transported in your MX5?
I was always lucky that my Ex had a Jeep Renegade and we'd use that to transport stuff but the most difficult was probably a mountain bike that got crammed into the passenger's seat.

What is your most favourite performance modification to date and why?
My engine is almost stock from a performance perspective so I's have to say my Ohlins suspension setup, rides better than stock around town and is awesome on the track with just a few clicks.

Is anyone in your family also a car enthusiast?
Yes, both my kids love cars and especially Macey (our car's name) yet ironically neither of them hold a driving license.



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