

club

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

TORQUE



Brass Monkey 2017

Canberra Winter Warmer

New Feature MXX-5

Celebrating 20 Years of MX-5 Motorsport

WINTER 2017

Print Post Publication: 100006993

Editor

Mel Keller

club
TORQUE

EDITOR
DESIGN AND PRODUCTION
PUBLICATIONS OFFICER
MEL KELLER
publications@mx5.com.au

I am very excited to roll out Club Torque's new feature, "MXX-5"; dedicated to the motoring interests of our female members. "MXX-5" is an initiative of Peter Battison of ACDC. Peter has been a Major Sponsor of the Club for many years and a big supporter of our motorsport activities. On a personal note, when I first dipped a toe in the motorsport pool, Peter was among the first of many, many Club members to offer support and encouragement.

In this spirit; "MXX-5" will talk to the experts about driving techniques, technology and road safety, performance modifications, car maintenance and how to get the most fun out of your MX-5. "MXX-5" will also serve as a forum for discussion about everything of importance to lady MX-5ers and their cars. So tell us your stories, ask a technical question or contribute to the discussion by contacting Club Torque at publications@mx5.com.au or posting to our Club Facebook page.

Club Torque is also celebrating the 20th anniversary of MX-5 Club motorsport. Our Competition Secretary Ian Combes and the Committee have planned a weekend of activities to mark the occasion on the weekend 25 - 26 November at Wakefield Park. A dinner on Saturday night will be followed by a Club trackday Sunday featuring hot laps, behind the scenes tours and a parade lap. See our event planner on page 24 for all the details. Bookings can be made via the Event page on the Club website.

For the first time, Club Torque has been published online before a print copy arrives in your letterbox. This is not a permanent change, merely a solution to having my production schedule blown away by the 'flu. Your print copies will arrive very soon with my apologies for the delay. However, if you prefer to download your Club Torque as a pdf from our website, please email our Membership Database secretary Bryan Shedden at membership@mx5.com.au to update your delivery preference.

CONTRIBUTING WRITERS

Mel Keller Josh Fitzgerald
Lindsay Green Greg Unger
Wayne Lang Ian Combes Jean Cook
Bryan Shedden Bricet Klören Verne Johnson
Christine Cameron Andrew Digney
Bryan Hicks Barry & Jenny Luttrell
Kerri Langworthy-Ward
Ian Bottcher Charlie Simon Stephen Lord
Scotty Gibbs Andrew Lord John Evans
Timothy Heppell Michael Soulos
Garry Williams Guy Coles Brad Jennings
Owen Sinden Ken Keeling

CONTRIBUTING PHOTOGRAPHERS

Peter Hilkmann Adam Fong Garry Keyvar
Ian Combes Greg Unger Peter Le
Ian Nunn Josh Fitzgerald
Rob Wilkins Grant Webber David Gazzard
Vikki Legge Gillian Fletcher
Jacob Jay Flak Wayne Lang
Barry & Jenny Luttrell Stephen Lord
Bryan Shedden Graham Rochester
BC Photography DO Photography
Timothy Heppell Karl Mittman
Kerri Langworthy-Ward Garry Williams
Ann Aleander Ken Keeling

ADVERTISING
GLENN THOMAS
vicepres@mx5.com



COVER JOSH FITZGERALD

INSIDE ^{club}TORQUE



News	
MX-5 News	08
Member News	09
CareFlight Charity Lunch	11
2017 Brass Monkey	14
New Feature	
MX-5	15
Kaos 300	20
Hunter Breakfast Blast	21
Motorkhana Round 1	22
Breakfast in Berrima	23
Special Feature	
Celebrating 20 Years of MX-5 Club Motorsport	24
Nulon Nationals	34
Harrington Run	35
Highlands to Valleys	36
Marulan Driver Training	37
Trial Bay to Arakoon	38
Jugiong Jaunt	39
Sydney Pizza Run	40
Club Trackday	41
MX-5 Cup Round Up	43
Carcour Run	44
Hillclimb Round 2	45
Walcha Weekend	46
Canberra Winter Warmer	48
Phillip Island 6 Hour	49



ND 2.0L & 1.5L Power Upgrades including Turbo Options

EXCLUSIVELY AVAILABLE FROM ACDC

The **F5 Super 190** is the first stage Australian go-fast version of the all-new Mazda MX-5 ND models. We take the more powerful 158 BHP 2.0-litre model -kits are also available for the 1.5-litre- adding a cold air intake and an F1 inspired stainless steel exhaust. Plus, a re-map of the factory ECU to produce an extra 32 BHP with 32 Nm more torque; taking the ND 2.0-litre model to 190 BHP with 239 Nm of torque. Want more excitement, then EcuTek Race-Rom with Flat-Shift, Maximum RPM per Gear and Launch Control is also available at an extra cost. Personalised Dyno-Tuning is also an extra cost option.

Sound promising? Then you discover that there is more fun available. As an extra ad-on, the ride height can be dropped by 30 mm, the springs stiffened and wider wheels added for extra grip in corners. The shift in centre of gravity gives the car a far neater look than the standard MX-5; also exaggerated by the black finish of the alloy wheels. Lip, spoiler and side trims also available.

Fire up the **F5 Super 190** and the new F1 inspired stainless steel exhaust system gives a real sporty note. Less evident is the impact the shorter and stiffer springs have on ride quality. The ND is firmer yet compliant and comfortable, with the excellent Bilstein damping smoothing out uneven surfaces. It's rare such a small trade-off in comfort enables such amazing handling and agility improvements.

While driving the **F5 Super 190** through a series of bends, there's precious little lean, unlike the standard car. So, you can use that extra performance to greater effect – delivering more power, more of the time.

The engine is eager to rev, with peak torque now coming in around 1,000 RPM earlier -at 3,550 RPM-, the extra punch is obvious – slashing around half a second off the 0-100 KPH sprint time. Crucially, the **F5 Super 190** hasn't overpowered the ND MX-5. When used as a street car, the roadster maintains its fine balance with improved performance.

Hand over your ND MX-5 to ACDC MXfactor5, and you'll drive away a car that handles, sounds and performs better than the already brilliant standard model. We have managed to keep the Mazda's famous character intact, but inject the pace and precision customers have been craving. The upgrade comes at a reasonable price. Performance fans will be pleased to know the next versions; the **F5 Super 200** and all-powerful **F5 Super-T** are on the way. Get in early, as special pre-launch deals on these will apply for the first five of each variant.

Where do you get it?

23 Kemble Court Mitchell ACT 2911 Ph 02 6262 2680 Mob 0417 269 325 Email: info@acdceptvlttd.com.au

All fitment & programming meets full Australian Compliance

Engineering Certificates with every upgrade



President's Report

Keith Monaghan

Well since my last report the club has passed a major mile stone. We have over 1000 active members. This is some 30% more than our nearest state. This shows that we are suppling activities that a wide variety of people want. Well done to all those people that are involved in delivering those activities.

I would like to personally welcome our 1000 member, David Phillips, to the club. This welcome also extends to all our new members. I hope to see you at one of our events.

It is the time of the year that some of the officers of our club change. I would like to thank the following people, who are retiring from their positions, for all the work they have done for the club in their roles. Lindsay Green and Josh Fitzgerald Hunter Convenors, Jan & Garry Gibson Illawarra Convenors,

Guy Coles & Kerri Langworthy-Ward Sydney Convenors and Alan & Claudine Townsley Regalia Officers. It is people like these who volunteer their time that make this club as good as it is. If you are interested in helping the club in roles like these please contact me or any of the committee for more information.

We have some large events coming up with the major one the 20th anniversary of the motor sport section of the club.

This going to be held on the 25th and 26th of November and is going to be a great event not only for the motor sport people but for all members of the club. Come to Wakefield Park on the Sunday and see what happens at a track day, join the parade lap around the track or just enjoy a lunch with your friend. Keep watching the web site for further information. I hope to see you there.

I have just spent several weeks in

Europe and the MX-5 spotting was very rare. What we did see was a few NA, NB and NC models but ND's were very scarce. In Italy, the Abarth 124 was used in advertisement campaigns for the trendy set but the only one I saw was in an Avis rent a car yard. The general standard of the cars in eastern Mediterranean was neglected, not what you see in Australia or even Spain.

One last item, in my last report I gave a review on the automatic ND and said that I might have to drive an auto in the long term. Well the answer to that is no. I have successfully driven my manual NB so watch out those track people that have had easy competition this year as I am on my way back.

See you on the road or track.

MX-5s ON HOLIDAY



Our President Keith wasn't the only one doing some MX-5 spotting in Europe. Brad Jennings from the Canberra chapter sent this image of a "Spanish MX-5, front in a line of double parked cars (in typical Latin fashion) outside a hotel in Santiago de Compostela in north western Spain. One of only two MX-5s spotted in 6 weeks of walking in Spain in May 2017, the other in a railway carpark in Madrid. We did come across a familiar sight; car enthusiasts gathered, with their cars – in the rain – in the square of a picturesque town called Puebla de Sanabria".

COMMITTEE

President Keith Monaghan	president@mx5.com.au 0418 976 279
Vice President Glenn Thomas	vicepres@mx5.com.au 0402 410 829
Treasurer Julie Sando	treasurer@mx5.com.au 0438 538 837
Secretary Wesley Hill	secretary@mx5.com.au 0422 035 893
Club Captain Michael Soulos	captain@mx5.com.au 0413 113 399
Membership Database Bryan Shedden	membership@mx5.com.au 0422 340 010
Membership Ken & Maggie Liston	(02) 9872 1639
Competition Secretary Ian Combes	competition@mx5.com.au 0433 159 726
Publications and Club Torque Editor Mel Keller	publications@mx5.com.au 0421 069 019
Website Coordinator Position Vacant	web@mx5.com.au
Regalia Alan & Claudine Townsley	regalia@mx5.com.au 0414 497 976
BreakFast Club Coordinator Peter Battisson	breakfast@mx5.com.au 0417 269 325
Canberra Convenor Norm Barker	canberra@mx5.com.au 0409 604 041
Hunter Convenor Josh Fitzgerald Lindsay Green	hunter@mx5.com.au 0404 009 304 0422 470 118
Illawarra Convenor Jan & Garry Gibson	illawarra@mx5.com.au 0458 715 000
RPM Convenor Brigid Gallop	rpm@mx5.com.au 0428 114 401
Mid North Coast Convenor Graham Rochester	midnorthcoast@mx5.com.au 0414 846 218
Sydney Convenor Guy Coles Kerri Langworthy-Ward	sydney@mx5.com.au 0419 914 443

EX-OFFICIO REPRESENTATIVES

Competition Event Secretary Barry Luttrell	eventsec@mx5.com.au 0411 231 107
Competition Event Manager David Lawler	competition@mx5.com.au 0403 070 644
Club Historian Elaine Caldwell	(02) 9451 1432
Technical Advisor Peter Battisson	technical@mx5.com.au 0417 269 325

CURRENT MEMBERSHIP



NEW MEMBERS

Welcome!

David Ager	Jeremy Leather	Jackson Prater
Robert Armstrong	Richard Lewis	Matthew Pryor
Conor Atkins	Adam Lewis	Mark Pullan
Nathan Bentley	Joshua Love	Sam Rochlin
Craig Black	David Lowen	James Sharp
Tim Blatch	Daniel MacKay	Cody Skoumbourdis
Julie Blatch	Brett Manewell	Zac Skoumbourdis
Rachael Bruce	Steven Martyn	Tony Smithers
Mario Catalano	Leonnie Martyn	Keiran Taylor
Mark Edwards	Karl May	Stacey Taylor
David Faen	Julie McAlister	Kyle Taylor
Jordan Farr	Gerard McDonough	Harry Tolitsas
Jacob Flak	Sally McIntosh	Simon Trickett
Bryce Gibson	Andrew McIntosh	Cathy Trickett
Stephanie Goodhew	Robert Miller	Janice van der Sleen
Mark Granger	Dawn Miller	Peeter van der Sleen
Brett Gresty	John Parnaby	Chris Veitch
Carla Gresty	Marian Parnaby	Julie Wallace
Hazel Hall	Robert Partridge	Daniel Wallace
Lisa Hort	Costa Passalis	Niklaus Williamson
Gerda Jackson	Evan Passalis	Chloe Wilson
Darren Keen	David Patton	Irene Zahra
Jennifer Keenahan	Maria Pernetta	Gregory Zambesi
Timothy Koller	David Phillips	Janet Zambesi
Ann Leather	Lachlan Pitt	



Membership Report

Bryan Shedden

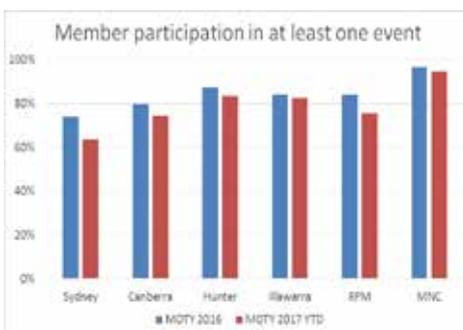
We've done it and cracked the 1000 Member milestone. When we made it to the 900 mark just before the AGM in October 2016, it had taken a record 14 months to increase by 100 members. I thought that was great but it took only 8 months to go from 900 to 1000 Members. Incredible! Thank you for your support of the MX-5 Club of NSW.

When you attend a club event, we ask that you sign a registration form which is for insurance reasons and to allocate points towards the Member of the Year (MOTY) awards which start in November each year. I am responsible for managing the MOTY pointscore and already have about 6000 entries in my database with three months to go. An added bonus is that this data helps

the Committee understand participation levels. The chart below shows the percentage of members who have participated in at least one event during the 2016 and 2017 MOTY years, broken down by chapter.

The Mid North Coast Chapter may be our smallest and most geographically

diverse, but these members are the most keen as nearly ALL of them get involved, one way or the other. That's exactly what we want to see! For most chapters (Sydney especially), 2017 participation is currently a little lower than 2016, but is expected to increase before concluding at the end of October. The big ticket item is the **President's Picnic** on the grounds at Ebenezer Church on Sunday 17 September. This annual event always draws a huge crowd and this year we're hoping see well over 200 members enjoy the free morning tea and lunch provided to you, compliments of the MX-5 Club of NSW. So if you have yet to attend a club event this year, this is the showcase event that you must not miss. Book now via the club website.



*NEW & USED MX-5 SPECIALISTS FOR NEARLY 25 YEARS
DEAL WITH TRUE ENTHUSIASTS - CAMERON & ANDREW*



BLUE MOUNTAINS MAZDA



mazda

T. 02 4788 1018
42 Great Western Highway, Medlow Bath
Open seven days

TECHNOLOGY DEVELOPMENT

SUSTAINABLE ZOOM-ZOOM

Mazda will debut the next generation SKYACTIV-X engine in 2019. Part of the Sustainable Zoom-Zoom 2030 initiative, the SKYACTIV-X is the world's first commercial petrol engine to use Spark Controlled Compression Ignition to provide a seamless transition between compression ignition and spark ignition. The resulting 'lean burn' increases both engine and fuel efficiency and has the added benefit of an exciting improvement in driving performance. The SKYACTIV-X engine will also be the platform for the integration of Mazda's forthcoming electric drive technologies.

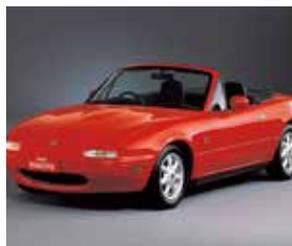


MX-5 CAR SPA

We already think the MX-5 is a classic but in 2018, it will be official. Mazda will launch an official NA restoration program at it's Hiroshima factory next year. The boutique service will revitalise components and refresh the appearance to give NAs a new lease of life.



Mazda has partnered with their original suppliers to manufacture brand new parts, made to the original specifications including Bridgestone SF-325 tyres and the Nardi steering wheel, gear shift and soft top. The NA restoration program is currently available only to MX-5 owners in Japan but with intense interest from fans around the world, it can only be hoped that some of the expertise and genuine parts will make their way to Australia.



GREAT RENTAL RATES FOR MX-5 MATES

Travelling to Melbourne and want to retain the enjoyment and excitement you get from driving your MX-5, then why not rent a late model MX-5 from Open Road Roadsters?

As a member of the MX-5 Club of NSW you will enjoy a discount of up to 30% on all rentals

Don't miss an opportunity to drive Melbourne and Victoria in an MX-5. To book your rental or to find out more information, visit our website

openroadroadsters.com.au

or call Peter Dannock on 0409 518 795



OUR VOLUNTEERS

ROB WILKINS

Rob joined us in February 2016 and has since made an extraordinary contribution to the Club through his skilled photography. On any given weekend, Rob can be seen attending various events with his camera and much loved MX-5 NB.

At the end of the day, before we have even rolled out the covers and tucked our cars in for the night, Rob has posted his photos on the Club's Facebook pages; generously making them freely available to everyone.



NEW MEMBER

OWEN SINDEN



"I have always been enthusiastic about quality cars, so an MX-5 fitted the bill perfectly. Joining the MX-5 Club was a no-brainer; I knew the benefits of club membership: parts, advice and camaraderie between members. My first run was a 700km round trip chasing the Brass Monkey with my handsome, intelligent and very modest identical twin brother Ian as my co-driver. We also enjoyed the Christmas in July lunch at the Carrington. Thank you to the welcoming MX-5 Club members on my first two drives, especially Andrew Lord on the Brass Monkey and Sharon and John Cassidy and Brigid Gallop at Christmas-In-July".

1000th MEMBER

DAVID PHILLIPS

David Phillips has an off-road racing background and was keen to give circuit racing a try after hiring one of John Boston's Trackschool MX-5s at Wakefield Park. Now the proud owner of an NA race car, David is planning his debut at the October Club trackday.

We extend a warm welcome to David who has helped the Club achieve a membership milestone - 1000 members.



NOTICE OF AGM

Notice is given to all Members that the MX-5 Club of NSW will hold its Annual General Meeting on Friday, 27 October 2017 at

The Denistone Room - Ryde Eastwood Leagues Club, 117 Ryedale Road, West Ryde.

A light meal will be served at 6.30pm and the meeting will commence at 7.00pm.

This is your chance to hear what has been happening in the management of our Club and to have your say in its future.

Our Club Committee consists of 4 office bearers of the Association (President, Vice President, Treasurer and Secretary), between 6 and 8 portfolio officers (including Captain, membership, regalia, competition secretary) and the chapter Convenors.

It is the established practice for Committee members to retire their positions (and potentially renominate) every two years.

We welcome fresh ideas so interested parties are invited to nominate. Committee Nomination forms, proxy forms, AGM agenda and 2016 Minutes will be posted on our website.

RULES FOR CONCOURS



The rules for judging entrants in Concours d'Elegance have been changed for 2017 as a trial of the Open Concours Rules to allow those members with MX-5s that were previously judged down on originality able to compete on a more even playing field for Concours honours.

This year originality will not be criteria judged other than to decide a winner where cars are on equal points at the end of the judging process. In all other respects, the

guidelines for judging cars in Concours remain unchanged:-

- 1 Exterior - Panels and Paint
- 2 Exterior - Soft Top and Glass
- 3 Interior
- 4 Boot and Spare Wheel
- 5 Engine Bay
- 6 Underside and Wheels

The judging criteria for Show 'n' Shine remains unchanged with the naming of the modified event being altered to Modified & Performance MX-5s without any change to its judging criteria.

- Michael Soulos Club Captain

TIPS AND TRICKS

PREPARING YOUR MX-5 FOR CONCOURS

GUY COLES

I often get asked "what do the judges look for when judging the Concours?" and the simple answer is: Clean, Clean and Clean. The Judges and I are looking for the most exceptional examples of each model. If you get strangers stopping and looking at your car when it's parked out on the street, you're probably on your way to getting there.

Just taking your car to the car-wash the day before is not going to get you

a trophy. Some of us spend between 50 and over 100 hours of preparation time getting our cars ready just for one day of judging.

My biggest tip is to read the judging sheet before the event (available from our website). The judging process can be quite difficult and subjective and that's why I have 2 experienced judges looking at any one car – there is agreement and therefore consistency in the results.

So clean the inside of your roof window (no one does this) and make sure your paint is buffed, perfect and glossed (swirls are the first thing we look for). Clean your vents and pull things apart to clean. Remember; if I can see it I will judge it. If I can touch it I will check if you cleaned it.

In essence, Concourse is a commitment

– not a day. The Judges and I make a massive commitment to help you not just to succeed in competition but to have fun on the day.



CareFlight Charity Lunch



The Hunter Chapter hosted our annual charity lunch for CareFlight in the beautiful grounds of the Mulla Villa Guesthouse, Wollombi.

28 MAY WORDS LINDSAY GREEN JOSH FITZGERALD PHOTOS PETER HILKMANN ROB WILKINS



Diann, Helen & Grant went above and beyond with everything they organised. There were many many emails, phone calls, messages and meetings to enable this event to happen. They did a fabulous job.



Planning started early in the year with a team of 5 set up to organise and run the day. Diann Miller, Helen Green and Grant Webber were the brains and workforce with Hunter Convenors Josh and Lindsay providing support and direction along the way. The first important part of organising this type of day is to find a suitable location with plenty of parking and great food. This took no time at all as we could think of no better place than Mulla Villa. Mulla Villa offered their 2 course lunch at a discount of \$5 per person to assist with the fundraising efforts for CareFlight, we couldn't think of better hosts! With location, menu and prices locked in, the Google form was next with the event going out live to members, then off to approach local businesses for donations of prizes to assist with the fundraising efforts. From there, the organising team had got in touch with

Glenn Thomas to contact club sponsors. They also had a mountain of members offer simply amazing gifts too. Of course, the above is just the behind the scenes, so let's get onto the day, once again, no rest for the wicked, organisers at the ready with our pre-organised volunteers leading runs, car parking and selling raffle tickets. The day started with the Illawarra members who had travelled up to stay the night before meeting with Hunter at the Cessnock Information Centre for a leisurely run through the vineyards from the north, lead by Jen & George and John & Christine. Canberra also had a contingent on a long weekend trip to the Hunter who made their own way, RPM ran from Thornleigh straight up the motorway and Sydney ran from the south heading up the Great Northern Road all to converge on our destination: Mulla Villa Guest House – Cow Shed.

Upon arrival with everyone parked in tight, the fun started with a jelly bean guessing competition at the registration desk and socialising over drinks by the outdoor bar. A huge table with prize packs were on display with many members pouring over the many offerings, taking note of what they'd pick first. On the gravel drive was the "RC Motorkhana Challenge", an ND shell mounted on a 4WD remote control car chassis and a witch's hat course. Up for grabs was a clock mounted in a tyre to the fastest driver of the course. By the bar, the lucky door prize was announced as the volunteers did the rounds selling raffle tickets. Inside, each attendee had a silent auction card to note down their bid for a number of sought after prizes including 2 beautiful, mounted photographs, a battery powered jump starter, a Mazda

Motorsports jacket, VW manufacturer jacket, leather over-night bag and motorbike apparel.

The food arrived not a moment too soon with alternate drops of chicken and steak with potato and veggies on the side. The chicken was cooked to perfection and the steak was simply amazing. Mulla Villa seemed at ease serving a large crowd so easily and quickly.

With the last of the raffle tickets sold and silent auction cards in, the drawing of the prizes started. Up for grabs was a swath of prizes including 4 x Passenger Hot Laps at the MX-5 Club of NSW 20th Anniversary of Motorsports in November, Car Cleaning packs, Car Maintenance items, Golfing packs, MX-5 Memorabilia, Picnic basket, Gift Vouchers and Wine packs amongst a sea of other prizes.

With the table cleared of raffle prizes, the winner of the RC Motorkhana was announced with young Alex Shedden being pipped by mere 10ths of a second by the winner and determined rival Graham Fletcher.

Next up was the announcing the winners of the silent auction which by far assisted the Hunter hosted charity day to push past any fundraising expectations.

Dessert started appearing on tables with the most delicious panna cotta wobbling away under a drizzling of berry sauce just begging to be devoured.

Busily working away in the corner was Diann counting up the totals with Club President Keith Monaghan announcing to attendees the total amount raised of \$3,193.75.

They came from far and wide and made the most of a trip to the Hunter



Sydney Day Run



Illawarra Overnighter

We would like to thank everyone who attended and those who were able to donate prizes to make this day so special. Thanks also the management and staff of Mulla Villa Guesthouse, Renovo Australia, Deckspeed Racing, Repco Warners Bay, Autobarn Warners Bay, Bursons Gateshead, MX5 Mania. Last but not least, thanks to the organising team and the volunteers on the day!



Canberra Long, Long, Long Weekend

Brass Monkey 2017



02 JULY

WORDS **MICHAEL SOULOS GARRY WILLIAMS**

PHOTOS **ANN ALEXANDER ADAM FONG GARRY WILLIAMS
ROB WILKINS**

Every year when the Brass Monkey comes around, members who have never participated scratch their heads and say “Why?”.

This query is usually accompanied by “It’s too cold!”, “I cannot get out of bed that early”, “I don’t like driving in the dark”, “I don’t like driving into a rising sun”, “its too fast” and every other negative that comes to mind and yet the event has a 25 year history behind it.

The event is not for everyone, because not everyone has that eccentric sense of adventure or passion to greet the dawn driving a roadster with the roof down on a crisp winter morning. If you have never participated and enjoy a great drive in your five then put it in your personal run calendar and follow Nike’s advice and “Just Do It” in 2018.

To chase the Brass Monkey is an early wake up and start in the dark in the middle of winter offering an experience many of us look forward to annually. It is our only point to point run that allows everyone the option of driving at whatever pace suits them with no pressure to keep up with the front of the pack. It is not a race with breakfast available for an hour after the first cars arrive at the destination that is within a 2 hour drive from the start.

Outside the confines of your MX-5 with its heater on and windows up it is cold chasing the Brass Monkey. If you are wearing the right gear and your heater works there is a slight but invigorating chill heightening your senses and the fun of the run. Speaking for myself and those who





“

Had a awesome time today on my Second Brass Monkey Run. Can't wait to do it again next year!! Thanks to the Club for organising a great run. It was sure worth getting up at 4am for it! Adam

”

enjoy an event outside the square; it is the best and biggest one day annual event in our Club's busy run calendar.

This year was a great day for the Brass Monkey, starting under the stars with a mild 5°C at Eastern Creek and sub zero on the Castlereagh Highway on route to Mudgee. Around 75 cars hit the M4 at Eastern Creek and lit up the motorway climbing up to Glenbrook for Wentworth Falls as dawn broke causing nature's roof top to move through the colour spectrum from black to purple, mauve, pink and finally pale blue by the bottom of Victoria Pass.

We were greeted by heavy frost across the Central Tablelands to beyond Capertee and fog banks around Lake Windemere with the lead cars tailing the lead of a solitary police escort maintaining a nice steady pace from Lithgow to our breakfast venue.

It was a quick run with the last to arrive coming into the Mudgee RSL within 20 minutes of the buffet breakfast being served.

After a great drive the next best thing is to be in good company enjoying a hearty brekkie and talking about your driving experience as occurred again this year. The generosity of our members and guests including support from members of the Cobra, Clubman and Triumph car clubs is much appreciated as we raised \$783.90 for CareFlight.

Next year the Brass Monkey will run south to Goulburn or Moss Vale in July, so think "Why Not" in 2018.

A long, long time ago, when cannons were the weapon of choice, moving the massive cannon balls up to the cannons was a big issue. The hapless people that performed this cumbersome task were referred to by their cannon wielding superiors as 'monkeys'.

Later innovation replaced people with brass trolleys - 'brass monkeys' - which made the task of moving and storing cannon balls much easier.

Extremely cold conditions caused the brass rails of these 'monkeys' to contract, to the point where the cannon balls rolled off the rack and onto the ground on rare occasions. A night as cold as this was said to be cold enough to 'freeze the balls of a brass monkey'.

What, you may well ask, has this got to do with lots and lots of little sports cars driving to Mudgee on a breakfast run? It may surprise, and even sadden, some to realise that there is no anatomical reference at all when stating that it was cold enough to freeze the balls of a brass monkey. But when temperatures, somewhere between Lithgow and Portland just before 8 am, went down to -6°C, some would claim that the

reference was, after all, more of an anatomical than historical nature!

Another side note is that the God of all things sports car deigned that the run would be cold, by sending a cold front up Northwards from the Antarctic. So it was cold. Then it was not so cold, then it was cold again as we went uphill and down dale out toward Ilford and other places, causing the windscreens to freeze one minute, then fog up when as they blasted through the warmer air. Some of the enthusiasts in older cars actually pulled over the wait until their windscreens cleared. That no MX-5 club members joined them on the side of the road leaves me very proud of the toughness of the drivers and the quality of appointments of our more modern cars rather than being testament to a lack of compassion for these other drivers.

After breakfast time in Mudgee, after all had contributed that little bit extra to CareFlight, a choice of shorter, more direct runs, or longer, possibly more enjoyable runs were offered, with some of just deciding to take a stroll around Mudgee, choosing to defrost our anatomy in the sunshine.



Appy Days

Whether it be finding a parking spot, avoiding a traffic jam or buying the cheapest fuel, these iOS and Android apps can keep you safe and help you save time and money.

Turn your smartphone into a Dash Cam with a universal car mount and these apps.



Carcorder
FREE iPhone Android
 Records short videos with 1GB storage, emergency call/SMS function and speeding alert.



CaroO Pro
\$10.00 Android
 Continuous recording, collision warning, car diagnostics, emergency call.



Cameronroad
FREE iPhone Android
 Video navigation, speed camera notifications, 2GB storage.



Carcorder
\$3.50 Android
 Continuous recording, time lapse, 3GB storage.

Navigation apps that help you avoid traffic jams, roadworks, and incidents.



Snarl
FREE iPhone Android
 Plan your trip by viewing live feeds from metropolitan traffic cameras.



Live Traffic NSW
FREE iPhone iPad
 Up-to-the-minute Metropolitan and Regional traffic and incident updates.



Waze
FREE iPhone
 Join the Waze community and navigate around traffic jams and roadworks.



Google Maps
FREE iPhone
 Live traffic updates and detailed information on local businesses and places of interest.

Staying safe when you're out and about.



NRMA
FREE iPhone Android
 Book and track your roadside assistance, also features real time fuel prices and parking information.



Safe Driver
FREE iPhone Android
 Track your driving habits and manage driver fatigue.



Car Butler
FREE iPhone
 Up-to-date information about weather conditions, parking spots, nearby fuel prices and mechanics.



Drive Safe.ly
FREE iPhone Android
 Reduces driver distraction by voicing incoming tweets, text and email messages.

Saving you time and money.



Motormouth
FREE iPhone
 Monitors local fuel cycles and prices. Contribute to the community and earn rewards.



Mileage Log Book
FREE iPhone
 When your car is your office, this app records your mileage and prepares an ATO compliant report.



Park Patrol
FREE iPhone Android
 Helps you avoid parking fines by sending an alert when parking officers are near your car.

Mel Keller

Smooth Operator

Smooth driving is a safe, systematic approach to car control that reduces driver stress and fatigue and protects the components of your MX-5 from undue wear and tear. Here are some tips to help you go with the flow.

Smooth driving keeps you calm, confident and in complete control. Our MX-5 Club NSW advisors are on hand at every Marulan Driver Training day to discuss smooth driving and other driving techniques so you can get the most out of your MX-5. See the Motorsport page on the Club website for details.

Adopt the correct driving position

and you will not only be more comfortable, you will have maximum control over your steering, braking and acceleration. The right seating position will reduce muscle and driver fatigue and enables the head restraint, seatbelt and air bag to fully protect you in an emergency. Once you are in the driver's seat, scootch back as far as possible so that your shoulders are resting (but not pushing) against the seat. Then completely depress the clutch or brake pedal so that your heel is resting comfortably in the floor and your leg has a slight bend at the knee.

Adjust the incline of your seat so that your wrists can sit on top of the steering wheel and your arm has a slight bend at the elbow. Hands should be at the "9 and 3" position on the steering wheel. This gives you maximum control over your steering and instruments (cruise control, lights and indicators). "9 and 3" also reduces the temptation to "feed" the wheel or cross your arms when cornering and should the airbag deploy, your hands and forearms will be safely out of the way.

The correct seat height will maximise your range of vision. You should be able to see over the steering wheel to the end of the bonnet without tilting your head back or rising in your seat. As

a guide, there should be approximately 8-10 cms between the top of your head and the roof - about the size of a closed fist.

Always look ahead. Think of your eyes and hands as being connected by a thread. Wherever your eyes look, your hands (and your steering wheel) will follow. Whether you're taking a corner or manoeuvring through traffic, always look ahead to the space where you want to be. It takes practice but looking ahead improves your peripheral vision allowing you to detect and respond quickly to changes in the environment.

Do one thing at a time.

Cornering is when your car is most vulnerable to losing traction. Keep all of your braking, gear changing and steering smooth and controlled by doing only one thing at a time. Prepare for each corner by

- (1) braking with steady pressure, then
- (2) engaging your gear, then
- (3) turning the wheel, and only then
- (4) accelerating

The order is important because abrupt braking, jerky steering and excess speed may cause your car to become unbalanced during cornering. Understeer occurs when there is not enough (1) *braking with steady pressure* at the beginning of a corner. Weight

cannot transfer from the back to the front of the car and without load, the front tyres lose traction. This will override the (3) *turning the wheel*, forcing the car to continue in a straight line instead of turning.

Oversteer occurs when the car is unbalanced when exiting the corner often because there was just a little bit too much (4) *accelerating*. The back of the car will lift causing the rear wheels to lose traction. The MX-5 is rear-wheel drive with a 50:50 weight distribution and is generally less prone to oversteer however, over enthusiastic driver input or slippery road conditions could cause a spin.

Your gear shift is an Easter Egg.

Cradle the gear shift in your palm with the all the care and reverence you would normally show a chocolate egg (the hollow, wrapped in foil kind not the solid Cadbury Creme Egg kind). A smooth gear change takes time. If you rush and push too hard, you will shatter your egg and risk either selecting the wrong gear or missing it entirely. The moment you've changed gear - hands off the egg. Resting your hand, even lightly, on the gear shift puts downward pressure on the synchronisers which can lead to premature ageing of your gearbox.

Mel Keller

MX-5

Lady In Pink

Tammie Hotz would like to encourage more women to join in the fun at Club motorsport events. As a successful competitor her advice is “let loose, be a wild woman and put your foot down”.

After many years of championship go karting, Tammie Hotz decided to give trackdays a go. She took a number of different cars for a test drive before purchasing a black 1999 MX-5 NB8A. “The MX-5 is the perfect track car and at our first Club trackday, everyone was so welcoming”, she says. The NB8A was replaced by a red 1989 NA6, affectionately known as ‘Britney’ and then “Goldie” a 1999 NB8A joined the family. Tammie now tracks a 2015 ND with TEIN coilovers, sway bars and the now famous pink racing harness.

Tammie’s favourite events are the Phillip Island 6 Hour and NSWRRRC Easter 6 Hour regularity relays. She is a member of “The Pink Ladies” alongside Kim Jacobs, Lindsay Green, Alex Breitsameter and Anna Fraser, an all-girls MX-5 team competing in next year’s Easter 6 Hour. “I love the bonding and spirit of the team effort,” she says. “The events are always fun and we share a lot of laughs.”

She is also a team manager, leading the Blue Mountains Mazda team at this year’s Phillip Island 6 Hour relay (see report page 49). Tammie enjoyed planning the team’s strategy and making the quick decisions needed to keep her drivers on track. “A visit to the COC’s tower a real eye opener, banks of TV screens showed every inch of the track, it was like Big Brother in there. We had to be very careful to look for every flag and avoid penalties.”

Tammie enjoys the individual challenge of Supersprinting and Club trackdays; “it’s when it’s all about me, trying to improve and better my times.” Between sessions, Tammie volunteers as a Club advisor; mentoring new drivers at Wakefield and Marulan Driver Training Centre. Trackdays tend to be a family affair with husband Warren also competing in his supercharged NC, eldest son Blake in his NA (when he’s not manning a flagpoint) and younger son Evan; the official Hotz team photographer and pit manager.

The family are active members of the RPM chapter. “We love going on the longer social drives especially to places we’ve never been and never thought we’d go to before. We’ve made a lot of good friends and the boys have been made to feel welcome”. Tammie will represent the ladies in the upcoming Jinba Ittai Go Kart Challenge. With her wealth of kart racing experience, does she have any tips? “Always look forward, keep your eye on the prize and never look back. And don’t lean into the corners. Stay still in your seat or you’ll unbalance the kart which slows you down.”



Playing it Safe

Talk to anyone about driving an MX-5 and it won't be long before you hear the words "*wind in my hair*". Yet long, tussled tresses can be a danger on the road. Here's how a little bit of careful can give you a whole lot of carefree when driving your convertible.

1 Everything in its place

Keep your cabin tidy or those petrol receipts, lolly wrappers and (ahem) parking tickets will be throwing you a ticker tape parade the moment you hit the highway. Taking an empty Mars Bar wrapper to the face is distracting *and* unbecoming not to mention bad for the environment. Be mindful of your personal safety by always locking your handbag, laptop and other valuables in the boot and deter unexpected guests by keeping your doors locked when driving.

2 Say what?

Always use your wind deflector. Loud wind buffering is not only distracting and tiring, the noise can easily reach 85 decibels or more; resulting in long term hearing damage. For long trips, consider disposable, foam

earplugs. These will reduce noise levels by 30 decibels (allowing you to still hear your passenger, your engine and emergency vehicles) and are available from the work safety section of your hardware store.

3 Fun in the Sun

Top down driving may be a great way to top up your Vitamin D but can leave your eyes and skin at risk of UV damage. Category 3 sunglasses that conform to Australian safety standard AS/NZS1067:2003 offer the best protection for driving. Consider wearing a firm brimmed hat and long sleeves and make sure to apply sunscreen regularly; not forgetting the tops of your ears and the backs of your hands. For winter cruising, avoid bulky jackets that restrict your freedom of movement and scarves that can work loose and become entangled in your controls. Keep yourself warm with

layered thermal wear and a woollen or polar fleece motorcycle buff.

4 Park it

Always put your roof up in car parks, especially at the beach. Because seagulls. UV damage can damage and crack the moulded plastics and leather of your interior and the summer sun can make your controls too hot to handle. On a more serious note, if you are in a carpark alone, a fully enclosed vehicle offers greater personal protection from harassment or theft. For the same reason, keep your roof up when travelling alone at night.

5 Keeping it Together

It can be so tempting but driving with an elbow resting on the window sill is not only dangerous; it could be expensive. You are not fully in control of the steering wheel if you have one arm out sightseeing on the sill and your elbow is at risk of injury from an overtaking vehicle. Get caught in NSW and it will cost you \$298 and 3 demerit points for drivers and a fine of \$298 for a passenger. Lastly, should traffic congestion threaten to prolong your stay in any of our State's fine tunnels and *only if it is safe to do so*; come to a complete stop and return your windows and roof to their upright position. Then turn your climate control to recirculate, your radio to the emergency channel and your mind to calming thoughts.

Mel Keller

More ways to play...



Made by Toshima Toys, this rare MX-5 NA trike is a must have for the discerning toddler.



There will be no leaks or spills when you transport your wine with this Mazda esky. Available for around \$30 plus P&H, check with your local Mazda dealer.



So you can look at your car all day the 1:43 Hi-Story 2017 Mazda Roadster RF die-cast model is available for around \$90 with P&H.

Pie in the Sky

07 MAY
WORDS AND PHOTOS
KERRI LANGWORTHY-WARD



It sure doesn't feel like "Winter's coming", remarked one of our Club members as we sat in beautiful sunshine with our 'crazy hats' at Pie in the Sky, Cowan.

Members and non-members came for our monthly coffee date full of chatter and good humour. Pie in the Sky is an institution, with a terrific view down to Brooklyn this regular Old Pacific Highway rest stop has become *the* place for people who love their cars, bikes and anything fun around corners.

This month's theme was crazy hats and we had some members wearing everything from Viking helmets to deer stalkers. The winner was Peter Jentz who arrived in what can only be described as a red motorcycle helmet with an enormous rhino horn on the front. Pie in the Sky meets are held on the first Sunday of every month from 10am.



Kaos 300

17 MAY WORDS JOHN EVANS PHOTOS KARL MITTMAN

Another KAOS 300, eagerly anticipated, immensely enjoyed and now relegated to history! We met as usual at the Beresfield Hungry Jacks. There were 11 cars and 14 members and 1 guest, a surprisingly large number for a midweek run, maybe a reputation is building!

We headed out towards Kurri, then right towards Heddon Greta, turning left onto the freeway, made our way to the Lovedale turn, then up through the Vineyards along Broke Road, which

becomes Cessnock Road to Broke. Already the traffic had lightened and the roads opened up for some nice cruising and the weather was stunning.

We had a short break at Broke then regrouped in Milbrodale in preparation for the Putty Road. The run from Milbrodale to the Grey Gums Café is most definitely the "jewel in the crown", but even with an icon like the Putty some days are better than others. We followed the Putty Road at a nice cruising pace everyone in tight

formation, down through Mellong to Colo. We then turned left onto Bull Ridge Road and onto the Sackville Ferry. After the Ferry we travelled along Sackville Ferry Road onto Wisemans Ferry Road joining the Old Northern Road at Maroota, then a quick dash down to Wisemans Ferry Pub for a late lunch. It really was a perfect MX-5 day, the weather was superb, and as usual the conversation flowed. In total we covered 400 kms. Thanks to all who came along and special thanks to Karl for leading the day.

“What makes a perfect MX-5 day? The road, the weather, the company...”



Hunter Breakfast Blast

”

It was great to see so many members out so early in the morning ...

07 MAY WORDS **JOSH FITZGERALD** PHOTOS **GRANT WEBBER**



morning, soon enough we were on the Putty Road and the convoy turned into a waypoint with a regroup at Grey Gums Café. With a clear road the canyons were as enjoyable as ever and before we knew it we were at Grey Gums for a quick toilet stop and photo op. As we pulled up to park, one little red NA seemed to have developed the sound of a worked monster under the hood, then the explanation to the scrambled message received earlier over the CB; the exhaust had fallen off mid way through the canyon!

With tummies rumbling and a certain level of “hangry” (hungry/angry) kicking in, we made haste towards our breakfast destination of Colo Riverside. The roads south of Grey Gums are more open and sweeping and it was a clear run all the way to breakfast.

And what can we say about Colo Riverside, what a reception we got. Tess was ecstatic to have us and the staff cooked up a storm with members lined up out the door to order. Coffees came quick, breakfast soon followed. With the number of orders, they did well to keep up and everyone enjoyed their breakfast. Definitely a place to drop into for coffee or food if you ever find yourself on the Putty Road. Everyone made their own way home with some heading home back up the Putty Road, others heading into Windsor to explore, with the rest heading towards Sackville Ferry and onto Wisemans Ferry before continuing on home.

The air was fresh for the 7:00am meet at Cessnock McDonalds, but to our surprise not fresh enough to keep 22 cars and 37 attendees away from an early morning blast to breakfast down the Putty Road.

Beanies, scarves and gloves were on with the anticipated cool of roof down wind in the hair through the canyon. We were hoping this would be a preview to the temperatures experienced on the Brass Monkey run however the sun poked its head up making it quite pleasant if not just a little cool. We had a new member to the club and some guests join us, who along with a couple

of other members, had never driven the Putty Road before! What a way to experience such a great road for the first time!

With the technicality of the Putty Road in mind, a show of hands was asked for those who would prefer a more leisurely run to group together towards the back. We waited and waited and not a single hand went up! A few asked to go towards the front, so on we went – thankfully turning out of McDonalds in the right direction this year!

Picking up 2 more cars along the way at Broke, including Brian Thomson who drove all the way up from Kariong that



Motorkhana

Round 1

20 MAY PHOTOS ROB WILKINS



Wakefield Weekender

14 - 15 MAY WORDS IAN COMBES PHOTO JOSH FITZGERALD

The MX-5 Club of NSW annexed Wakefield Park Raceway for a motorsport double header, hosting both Round 2 of the CAMS Supersprint Championships and a Club trackday. Sunday May 14 saw a good turnout of MX-5s for the Supersprint series. We had 24 Club registrants scoring for us, including six Class winners - Bryan Shedden (1B), Tony Williams (2A), Gus Elias (2B), Luke Kovacic (2C), Scott McGarry (4A), David Johnson (4B) and Phil Ashton (6A). Others who scored points for the Club were Michael Demaio, Jamie Martin, Guy Coles, Jon Fox, David Lawler,

Dan Szwaj, David Alland, Ed Cory, Ian Combes, Mike Kelsey, Matt Tarrant, John Karayannis, Ray Estreich, Russ Maxwell, Marty Voormeulen, and Verne Johnson. After this round we lead the pointscore by 122 points from the ARDC. Interestingly, we scored less points at Wakefield than we did during Round 1 at Sydney Motorsport park Grand Prix circuit, the difference being that ARDC dropped 160 points. Many Club members volunteered as officials on the Sunday and were rewarded with perfect conditions for the Club trackday on Monday.



BreakFast in Berrima

21 MAY WORDS ANDREW LORD PHOTOS STEPHEN LORD



A fresh chill and a clear sky greeted the BreakFast Club at Eastern Creek for its run to Berrima for BreakFast. With engines well lubricated and heaters running warmly after a short taxi down the M4, the intrepid MX-5ers headed for the hills and the relative desertion of traffic along back lanes and rural roads. The double white lines of The Northern Road gave way to the sleepy early morning hamlets of Warragamba, Wallacia and Silverdale as the BreakFast Club forged south.

The Camden area has some tremendous back roads that are perfect for an early morning strafe in an MX-5. Big Hill Road in The Oaks can certainly be added to this list. Although only short in duration, the road is pure delight with its sharp hairpins and narrow aperture.

Onwards through Cawdor and up the Old Razorback Road went the BreakFast Club, stopping briefly to catch their breath atop Razorback Mountain with its distant city vistas and Mr. Hordern's tree. Happily, the group was reinforced with an additional SE, which provided some welcome turbocharged flair to the morning.

Menangle Road provided one last rural road blast before the trundle down the Hume towards Mittagong and eventually Berrima. An underrated strip, this section has a bit of everything for everybody from the tight switchbacks of Spaniards Hill to the double crested hills that often catch out inexperienced players. All this, for the vast majority, at a signposted 100km/h.

Breakfast was a hearty affair and was a good opportunity for old hands and first timers to get to know each other better as well reflect on a perfect, crisp autumn morning of driving.



Alpine Run

13 MAY WORDS AND PHOTO TIMOTHY HEPPELL

A few days to just drive, fantastic weather, great company and beautiful landscapes, what better way to spend a late autumn weekend! The traditional Alpine BreakFast Club run is always a highlight of the MX-5 calendar, and the group of entrants who gathered at Pheasants Nest for the run enthusiastically took to the back roads on the way through to Tumut. As we weaved through the hills and fields, a light plane swooped and shadowed our convoy of MX-5s. We stopped at Tumut to refuel for a run through Greenhills State Forest to Tumberumba, then across to Jingellic and over the Murray River into Victoria. Negotiating brown cows that covered the roads, we drove through Granya and Murray Valley Highway to the Kiewa Valley and the Allamar Motel. Despite covering such an enormous distance it was a fantastic run.

On day 2 we immediately headed straight up over Tawonga Gap and then over Mt Hotham for Omeo. After a pleasant break for coffee and a snack we then followed the Omeo Highway through to Mitta Mitta, an astonishing sequence of driving through Angler's Rest and new tarmac of Mitta River Valley. At Mitta, time for a break for lunch to reflect on the brilliant driving of the morning.

But we were not done yet - doubling back on the same amazing road until the Falls Creek turnoff, and completing the climb to the top to see otherworldly landscape of top of Falls Creek, followed by the popular wind back down to Mount Beauty. An awesome day of driving!

On Day 3 we were farewelled by kangaroos outside the hotel as we packed up and headed back to Sydney, another successful Alpine run completed!



Celebrating 20 Years of MX-5 Club Motorsport



25
26
NOV

WAKEFIELD PARK RACEWAY



Welcome

On 25th and 26th of November, the MX-5 Club of NSW will celebrate a significant milestone in the motorsport history of the Club - 20 years of motorsport at Wakefield Park. It is no secret that the MX-5 Club of NSW runs the best club track days around. Our members obviously agree, because these days are invariably booked out in advance. You need to look no further than the amazing participation rate we have - maybe one quarter of our club membership participates in Club motorsport events of one type or another. Whilst the Club organises many other excellent events, this demonstrates that motorsport is truly at the core of who we are and what we do. These days the Club runs such a diverse range of motorsport events, but the heart of the Club's motorsport calendar remains our track days - most of which are still at Wakefield Park. The Club's motorsport started from much more humble beginnings though, back in 1997. This event celebrates not only that first event in 1997, but how far we can come since then, and the success that the Club has had over the 20 years since then. So, come along and help us celebrate this wonderful milestone in style!

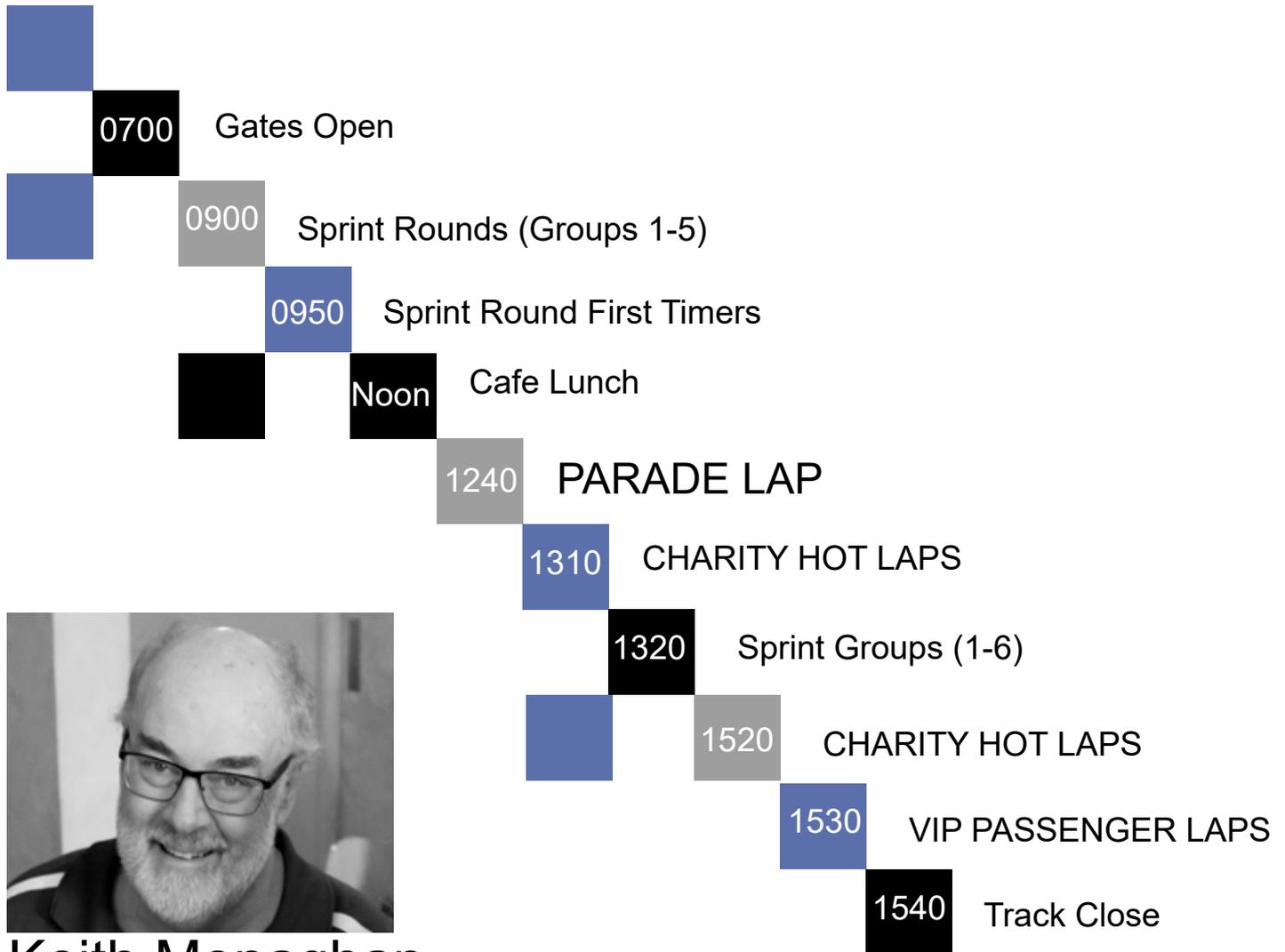
Ian Combes

Competition Secretary

EVENT



SCHEDULE



Keith Monaghan

Club President

I would like to invite all our club members and friends, that can attend, to come and celebrate the 20th anniversary of the motor sport section of the MX-5 Club of NSW. Like the chapters, the motor sport section of the club is a group of keen and enthusiastic people. These people cross all sections and age groups of the club coming from all areas of our membership. As a club from the small beginnings we will be celebrating on the weekend we have expanded our offerings for our members across a number of different disciplines in the motor sport area. This will give the non-motor sport members of our club an insight to what happens at a track day. So please come and join us in the celebration of this event. All details are available on our website.

WAKEFIELD PARK RACEWAY

4770 BRAIDWOOD ROAD,
TIRRANNAVILLE



FLAGPOINT ONE

SPECTATOR VIEWING

COMPETITOR PARKING

RACE CONTROL

REGISTRATION OFFICE TOILETS

MX-5 CUP DISPLAY VIP AREA

COMPETITOR GARAGES

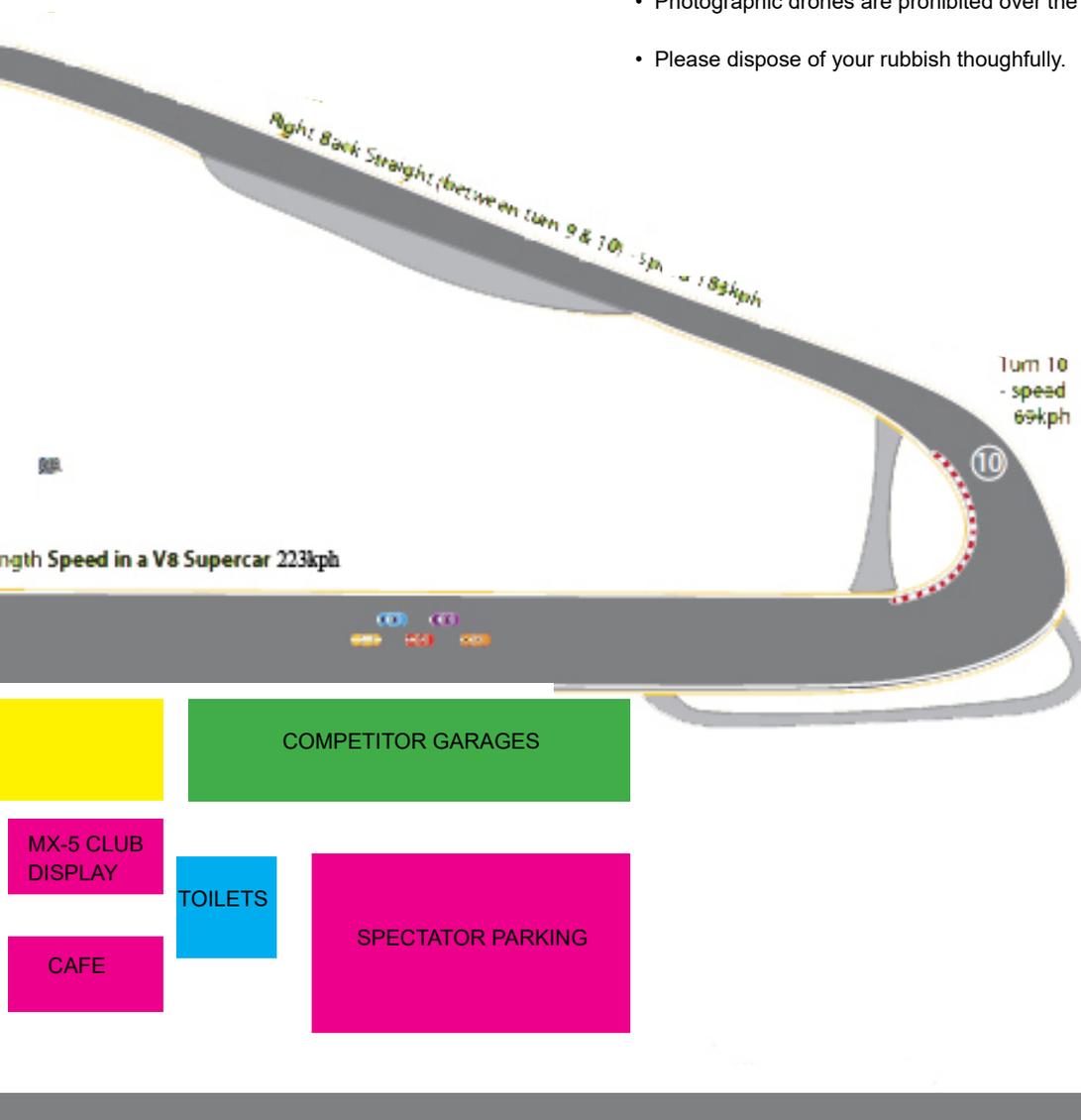
DUMMY GRID

BRAIDWOOD ROAD

EVENT SAFETY

For the safety of all MX-5 Club members and guests:

- No alcohol is to be brought onsite or consumed during the event.
- Children must be supervised at all times.
- Obey the directions of Wakefield Park staff and event officials.
- Smoking is not allowed in the garage area, dummy grid, toilets or cafe.
- Pedestrians please be aware of cars travelling in both directions on all roads between the garages and parking areas. Cars are limited to 10kms/hour on all access roads.
- Competitors and officials only on the dummy grid and track entry.
- Photographic drones are prohibited over the track.
- Please dispose of your rubbish thoughtfully.



Where it all began

Wakefield Park Raceway opened on 08 May, 1994 and a week later, on 14 May, Club President Peter Simpson arranged for 26 MX-5s from a weekend trip to Canberra to access the track for 4 parade laps. It was our Club's first introduction to the track. A practice day on 12 August 1995 saw 12 MX-5s participating and our first Competition Secretary, Ed Chivers, organised the inaugural Club Trackday on 20 January, 1997. "There were 21 highly excited entrants," says Ed, "Andrew Baker, Bob Scott, Colin Caldwell, Don Baker, Ivan Buncic, James Cook, Jean Cook, John Toomer, Kevin Moriarty, Laurance Fazzari, Louis Serret, Mark Fairweather, Mike Walkden-Brown, Paul Chivers, Paul Hayter, Peter Simpson, Peter Stanton, Robert Fazzari, Ron Lyons, Russell Wheatley and Steve Remington. "Our full time volunteers on that day were Anne Lyons on timing, Nathan Campbell on flags and safety, Paddy Serret managing the dummy grid, Patsy Chivers handled the registrations and finances and myself as Scrutineer and Clerk of Course."

These days, there are up to 50 volunteers involved in running a trackday from the Event Secretary to the driver registration desk, timing staff, equipment transport and management, scrutineers, officials such as the Clerk of Course, Steward, grid marshal and flag marshals. Club Trackdays now regularly attract up to 80 competitors and are the foundation of a motorsport calendar that also includes Marulan driver training days, MX-5 Club Hillclimb, CAMS NSW Supersprint Championships, Club Motorkhana, the MX-5 Cup race series, the Nulon Nationals and regularity events such as the Phillip Island 6 Hour Relay.



Driver Training Days



Club driver training days are held at the Maraulan Driver Training Centre (MDTC). MDTC is a dedicated, private training track located 90 minutes south of Sydney.

Driver training days offer an opportunity for experienced drivers to refresh their skills or learn some new skills in their preparations for Club trackdays. Junior and learner drivers wanting supervised seat time away from the the traffic are also welcome.

Experienced Club advisors are on hand for in-car tuition and on-going advice throughout the day. Driver training days are held three times a year. For information and bookings, email the team at drivertraining@mx5.com.au.

Hillclimb

Hillclimb involves drivers trying to beat the clock as they negotiate a narrow, uphill course. The Club conducts a three round hillclimb championship at Ringwood Park near Raymond Terrace.

Hillclimb events are full of camaraderie and fun with plenty of cornering practice. See the Club website or email Josh Allen at hillclimb@mx-5.com.au for further information.



Motorkhana

Motorkhana is the perfect introduction to grassroots motorsport. Motorkhanas are a series of timed autotests conducted at low speed. Competitors drive their road registered cars and no special equipment is required.

Club motorkhanas are a fun way to develop car control and cater for junior, learner and experienced drivers who wish to improve their steering and gearing.

Motorkhanas are a fun way to meet and catch up with fellow members and for the serious - a chance to compete for the Club motorkhana championship.



Club trackdays

Club trackdays are run on supersprint format. 8-12 cars are arranged into speed groups, entering the track at managed intervals for timed sessions lasting up to 8 minutes.

Drivers compete against the clock but not each other with a strict no racing policy in place. Speed groups are determined by previous times and driver experience. First timers have a group of their own with Club advisers on hand to provide in-car support.

Club trackdays are held at Wakefield Park and Sydney Motorsport Park (Eastern Creek) south circuit and are suitable for arrive and drive or trailered MX-5s. The Club championship consists of up to 8 rounds each year with prizes awarded at the annual motorsport presentation night at Sydney Motorsport Park. For the full list of licensing and equipment requirements, see the Club trackday tab on our website motorsport page.



CAMS NSW Supersprints

Each year, the MX-5 Club of NSW fields a team of up to 40 competitors in the CAMS NSW Supersprint Championship. The team has been highly successful with a record breaking 11 wins in the 9 years since the competition began, including a hat trick of wins in 2015, 2015 and 2016.

The Supersprint Championship is run on the same format as our Club trackdays, with up to 100 competitors at each round. The event is increasing in popularity every year. Entrants for the 2018 championship are required to submit an Expression of Interest to receive an invitation to register. Contact Competition Secretary Ian Combes at competition@mx5.com.au or see our website for further information regarding competition classes, sporting and technical regulations.



Regularity

Regularity is a popular event among drivers as it rewards consistency over outright speed and where even the slowest cars on the track have a chance of winning. Drivers nominate a lap time and then incur either bonus points for hitting their mark or penalty points for going too far under or over. Regularity events tend to have more drivers on track at any one time so there is more opportunity for strategy and overtaking.

The MX-5 Club of NSW fields regularity teams at FoSC, MRA, Challenge Bathurst, NSWRRRC Easter 6 Hour and Victorian (Phillip Island) 6 Hour. Contact Stewart Temesvary via the regularity page on our website for further details.



MX-5 Cup

The MX-5 Cup was created in 2014 to provide an annual low cost, competitive and good spirited MX-5 race series. The Cup consists of 5 classes competing in 6 rounds at Sydney Motorsport Park (south and north circuit) and Wakefield Park.

The series has been developed to encourage new entrants to racing and foster the development of MX-5 racing in NSW. For information regarding driver eligibility, series rules and regulations and the MX-5 Cup Getting Started guide, head to the MX-5 Cup page on our website and click Downloads.





Nulon Nationals Round 2

13 MAY WORDS **SCOTTY GIBBS**
PHOTOS **BC PHOTOGRAPHY DAVE OLIVER - DO PHOTOGRAPHY**



“ I’m really proud of how well our team performed on the Mountain. It was a close battle amongst our top three drivers that pushed them towards the top of their class. Mt Panorama - WOW, what an experience. Everybody who has petrol in their veins must do it one day.



Harrington Run

20 MAY WORDS **WAYNE LANG**
PHOTOS **WAYNE LANG GRAHAM ROCHESTER**



It was a sad time for our club when long-time member and friend Mike Walkden-Brown died peacefully at his home. It was agreed by all, that Mike would want us to proceed with our Sunday run to Harrington regardless of his absence, which we dedicated in his honour.

The contingent met at our usual departure spot at the Port Macquarie Service Centre. It had rained all night and most of the morning, but by the time we were ready to leave, the skies had started clearing; like Mikey was conducting the weather.

We took the most direct route toward Harrington, but then decided to take a little detour with some twisty roads down through Lansdowne. We headed out the back of Cooperbrook through the enjoyable twisting roads, even though there was no shortage of potholes and degraded edges, until finally reaching Cundletown, then it was back out onto the Pacific Highway, and the short drive back to the Harrington turn-off. Next stop Harrigan's Irish Pub where we made our way to our reserved table and settled in for an ale and a bite to eat. The food was tasty and quite excellent value.

After walking down to the Manning River for a look and a chat, it was off to the Harrington Lookout for some pics. About half an hour was spent checking out the lovely views and chatting among ourselves before setting off out to Crowdy Head Lighthouse for a look. After some more photos and trying to catch a look at some passing whales, we then said our farewells until next time.

A great day was had, even though those who knew Mike felt sombre with the loss of our old mate. R.I.P. Mikey. You'll forever be in our hearts.

Thanks to all the members and Visitors: Greg Cox, Cathy Lang, Wayne Lang, Chris Clark, Sandie Hammond, John Hansen, Judith Hansen, Lisa Hort, Rick Woodley, Leonie Martyn, Steve Martyn and Graham Rochester.



Highlands to Valleys

04 JUNE WORDS AND PHOTOS **STEPHEN LORD**

Ten brave souls in eight MX-5s gathered early at Pheasants Nest for what was to be an exhilarating yet enjoyable drive into the Shoalhaven. With roofs down and beanies on, we quickly left the boredom of the Hume for the twists and bends of the Old Hume Highway through Yanderra and Yerrinbool, turning at Aylmerton to follow Old South Road almost to the summit of Mount Gibraltar, between Mittagong and Bowral.

There, the narrow lanes and challenging crests of Range Road awaited us, with

some heavy fog thrown into the bargain, as we bore down on Tourist Road at Glenquarry, to face further tight corners, uneven surfaces and undulations on our run into Robertson, where we took a well-earned comfort stop at the famous pie shop.

The promise of breakfast, along with further driving fun, had us on the road again before too long, and we skirted the eastern side of Kangaloon Reservoir via Pearsons Lane and Myra Vale Road to join Moss Vale Road at Fitzroy Falls (dodging some suicidal bikers along

the way) and begin the twisting descent into Kangaroo Valley, which by now had become populated by other vehicles on their Sunday outings.

Our café at Kangaroo Valley looked after us well, and as usual the banter around the table included lots of laughter, often at the expense of someone present. All who attended seemed to enjoy the experience, with the newer members keen to participate in future events, which is a great endorsement of our Club.



Marulan Driver Training

11 JUNE WORDS CHARLIE SIMON
PHOTOS ROB WILKINS GRANT WEBBER

It is misty and cold at 5.30am in Goulburn, however nothing was going to dampen my excitement and enthusiasm for the day ahead...I was going driving! After a truck stop size egg and bacon roll at the Bakehouse, it was time to head off to Marulan for my first ever Juniors track day.

I am 14 years old, and my driving experience involves 100s of kilometres in and out of our garage, and up and down our driveway. I've mastered coming on and off the clutch and was now itching to get out onto the open

road or at least into second gear!

My dad has been tracking our MX-5 for a while now, and I have always come along and watched, but this time he was my adviser. We were in Group 4 and were both so excited walking the track and during the briefing.

Finally, it was time and group 4 got the call up. First gear, second gear, first corner, second corner, hard on the brakes; I was born to drive on a track!! It started to rain just as we went out on our first lap. As I was zooming down the back straight coming into a slow,

sharp corner, I dropped from third to second too fast and the back wheels locked up. The car ended up spinning 180 degrees which I strangely loved. It taught me what can happen and I was really conscious of not making the same mistake again for the rest of the day.

This was the most amazing day of my life, and I can't believe I got to do it at only 14 years old. I'm addicted totally now just like dad, and can't wait until the next one. A big thank you to Helen and her team of volunteers for organizing the day.



Trial Bay to Arakoon

17 JUNE WORDS AND PHOTOS WAYNE LANG



A contingent of seven cars met at the Rivermark Cafe, Port Macquarie for the 9:45am start. In drizzling conditions, they made their way up the Pacific Highway to Kempsey where they joined up with new comers, Brett, and Carla Gresty, my son Paul and myself. In now quite steady rain, we then took the short drive down to Crescent Head Road, and set off for our morning tea destination of Barnett's Bakery. Cath joined us briefly by following us out in her car. She unfortunately couldn't stay longer than our visit to the bakery, as she had to return home to get ready for her shift at work. We all indulged in some nice coffee, cakes, and pleasant chat.

We then made our way out to South West Rocks to The Kiosk, Arakoon situated in the parkland just down from the Trial Bay Gaol. Carla, Brett and Steve and Leonie were presented with Mid North Coast Chapter caps to officially welcome them into our little fold, before we each ordered a delicious lunch from the menu. The service was great, the company was cheerful and we spent a few hours laughing and chatting over lunch. I even got to see a dragon bagpipe. Seeing the rain hadn't let off for a single minute meant that it was roofs up for the whole day. I'd like to sincerely thank all those who braved the wet conditions to come and make the day a pleasant one. I think it was a very good turnout considering the appalling weather - 14 members and 5 visitors! Anyhow, I hope to see you all again next time 'round. Thanks to all members and visitors for making it a great day, and Greg Cox for leading the way.

Run to Rylstone

18 JUNE WORDS AND PHOTOS BARRY AND JENNY LUTTRELL



Twenty seven participants and sixteen cars had an early morning meet at the Cessnock Tourist Centre for our 450km inland run through historic towns and villages. We left Cessnock under the threat of darkening clouds and threatening rain.

Our route took us through the Hunter Valley vineyards to Broke and then on to the Golden Highway past mines and on to picturesque views and horse studs through Jerrys Plains. We had morning tea in the park and / or coffee and goodies at The Graze Coffee Lounge at Denman. We said farewell to four of our group at this point.

Leaving Denman we divided into two groups with group 1 using a way point run, and group 2 continuing in convey along the Golden Highway and then on to the Bylong Valley Way. Next stop was Rylstone for sightseeing, lunch and stories at the Shed Bistro at the Globe hotel. The hamburgers were enormous.

A number of our group continued on to overnight accommodation at Bathurst, whilst the remainder of us attacked the Bylong Valley Way in the opposite direction. We then progressed down the Golden Highway with the choice of late afternoon tea at Denman. We then re-joined the Golden Highway with beautiful red sunsets behind us and black threatening clouds still around, and on to the New England Highway and Hunter Expressway to home. (Heavy rain encountered on Hunter Expressway – we were lucky) Thank you all for participating, you are the reason we all had a great time.

CANBERRA



Jugiong Jaunt

18 JUNE MARCH WORDS IAN BOTTCHEER PHOTOS PETER LE



On a typical Canberra winter's morning, sunny and crystal clear a substantial contingent of club members left the Hall lay-by destined for Jugiong. Inclusive of two cars that joined us at Boorowa and another at Jugiong there were 27 cars, one motorcycle for 52 people on the run. It was interesting to note 6 (or 22%) NDs present, a couple on their inaugural club run.

Leaving Hall in two convoys we ran down the Barton Highway, onto the Hume Highway before tracking down Lachlan Valley Way to Boorowa. The Superb Bakery at Boorowa lived up to its namesake with 'superb' friendly, efficient and timely service plus great coffee and pastries. Sam the proprietor was very happy to see us all and possibly just as happy to see the rear of us – and for the bakery to get back to some normality. It was certainly the busiest shop in town that morning.

After regathering we headed across to Harden via Cunningham Road, then onto Jugiong Road tracking to Jugiong. The Boorowa to Jugiong run was done in one convoy and it was amusing to see such a long line of MX-5s snaking its way through these undulating and winding country roads. This region is home to some of the finest sheep grazing land in the country and some of the finest of wools.

From Boorowa through to Jugiong we were fortunate enough not to encounter any other vehicles or interruptions on the road. This lent itself to some 'easy flow' driving and arriving a little earlier than expected at the Sir George Tavern, Jugiong. Descending into Jugiong we encountered the only bit of fog traipsing its way along the Murrumbidgee corridor but lifting soon after we arrived.

The tavern was originally built in 1845 on the banks of the Murrumbidgee but rebuilt where it stands today, following the great flood of 1852. It recently featured on the 'Sydney Weekender' and club members enjoyed the locally sourced produce, freshly baked breads, fine food and wine. A great day was had by all with great top down weather and lots of chatty and friendly company.



Sydney Pizza Run

The run through
the National Park
and over the
Sea Cliff Bridge
was glorious as
usual...

”

24 JUNE WORDS **BRYAN HICKS** PHOTOS **ROB WILKINS**



Sunday the 24th finally arrived and lots of us met at McDonalds, Heathcote at around 10am and there were more than I expected. 16 people and 12 cars arrived so we set off through the Royal National Park on a lovely sunny day.

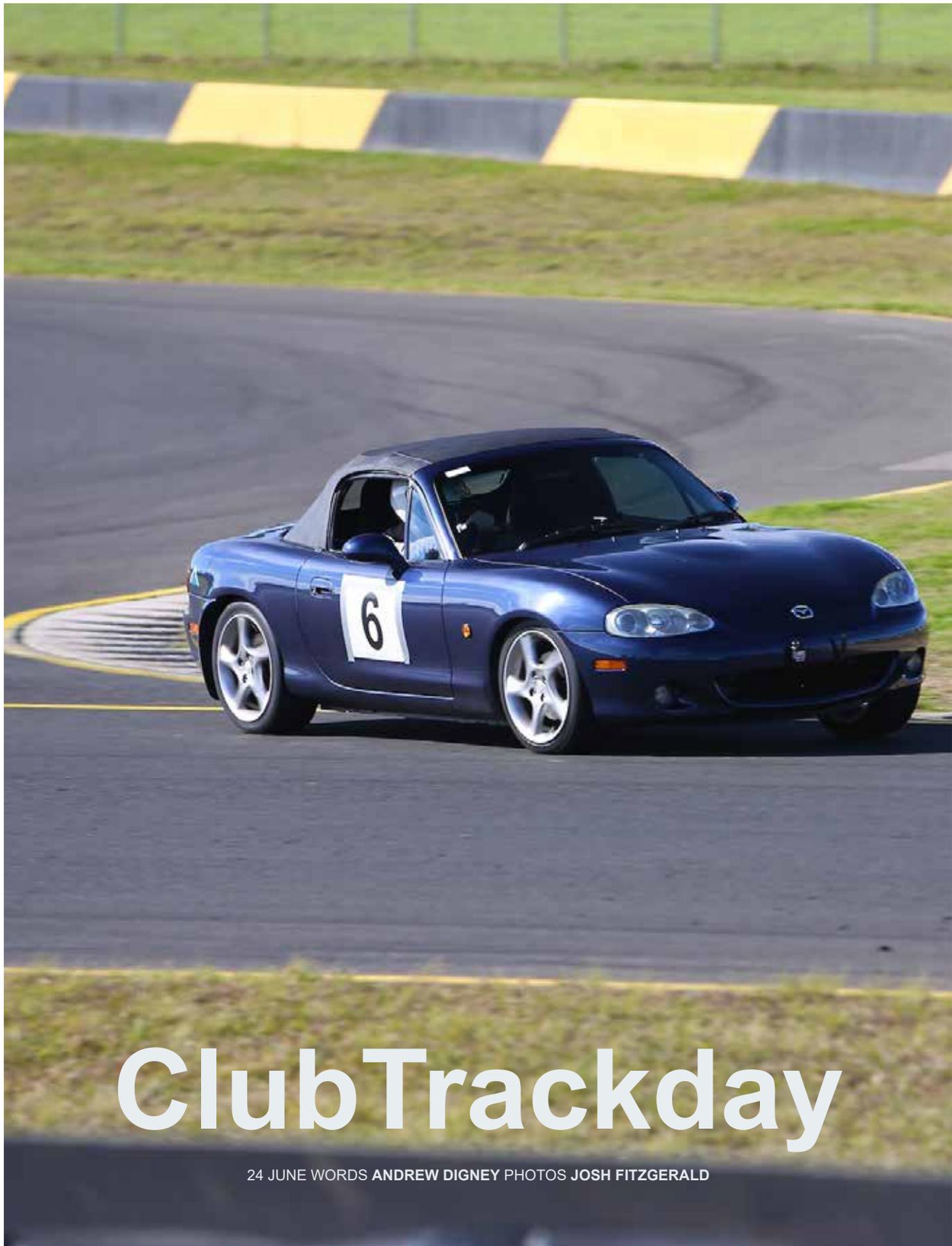
In the Royal National Park, we came across 4 motorbikes and thought, no problem, they will disappear quickly but alas, one was a P plater on a Sunday ride. We were all stuck behind them for ages.

Then we get to Thirroul and the traffic was stopped. Apparently the trains had a problem. We like sitting in our cars but not when they are not moving. 45 minutes later and we were on our way.

Turning right to go up Bulli Pass we lost a few somehow. The instructions were given to each and every one but remained unread by a few. Anyway, a quick stop to re-group and we were on our way again. A short trip down the freeway to Picton road then onto Mt Keira road for a great scenic route most of you know and then to Kembla Grange, where we met up with the Illawarra Chapter (23 people and 13 cars) who found their own way there. They arrived just before us and so did the Pizza Man.

Wood fired pizzas of all flavours flowed out of the trailer at a terrific pace and everyone was soon satisfied. The Motor Museum there was fantastic and there certainly was not enough time to see all the cars and bric-a-brac, so another trip will be on the cards for next year.





ClubTrackday

24 JUNE WORDS ANDREW DIGNEY PHOTOS JOSH FITZGERALD

The track day was decidedly cooler than the February track day and clearly the decrease in temperature was inversely proportional to the increase in enthusiasm, with 85 drivers turning up for the final event of the track season (pretty sure this was the record for the season). Further to that observation, it is a great pleasure to announce that all 85 drivers were in fact NSW MX-5 Club members. Class 6 was hotly contested with 17 entrants for the day and Class 7 had a massive 1000% increase from January – me, to 10 entrants for the day. Let's hope that this is an indication of things to come next season.

Things got off to a great start, with the first group in round one, when Curran Brennan's car decided after a big night out, to leave its breakfast all over the track, thankfully the track crew had the mess cleaned up pretty quickly with minimal impact to the day's proceedings. The rest of the day was day was reasonably uneventful, but to my eye, it appeared there were many drivers desperate to practice their drifting skills through the turns approaching the start/finish line with Richard Carey's BMW 135i needing a tow out of the kitty litter at turn 15. Many PB's were set on the day, with 17 of the 20 best south circuit times set at this track day. Clearly the weather conditions were more favourable. Time improvements worth mentioning; Jason Atkins slicing 2.5 seconds off his January time and Yuki Chau Kam Yu improving by 2.2 seconds, Josh Fitzgerald with a 2.1 second improvement and nearly every other driver improving on their February times.

Class winners on the day were;

Class 1. Anna Fraser	1.11.422
Class 2. Luke Kovacic	1.05.902
Class 3. Jie Ren	1.06.759
Class 4. Jamie Martin	1.08.477
Class 5. Christopher Dundov	1.13.411
Class 6. Gustavo Elias	1.04.604
Class 7. Warren Hotz	1.06.492
Class 8. Joshua Fitzgerald	1.05.997
Class 9. Lou Iezzi	1.02.787
Class 10. Russ Maxwell	1.03.272
Class 11. Stephen Wan	1.02.893

Worth mentioning were the number of new members attending their first club track day; Ryan Digney, Jordan Farr, Alex Gregg, Joshua Love, Gregor Lochtie, Paul Mitchell, Matt Pryor, Indran Rajendra, Cody Skoumbourdis and Keiran Taylor.

All in all, another great club track day that is always well supported by our generous volunteers and officials with special mention to Stacey and Kyle Taylor as new member volunteers and Peter Mokacsi, Alexander Sisavanh and Chris Vongpraseth as three visitors assisting as officials.

So, looking back over the last 11 years, this is the first eight round season in those 11 years and to finish with 85 drivers and so many new faces certainly bodes well for the future.



MX-5 Cup Round Up

03 JUNE and 02 JULY WORDS VERNE JOHNSON PHOTOS ROB WILKINS

There was a good turnout for Round 3 of the 2017 MX-5 Cup at SMSF Druitt Circuit. The 17 entrants all knew this track would favour the higher powered turbo cars. Nonetheless it was a great opportunity for many to experience this circuit for the first time. Todd Herring posted the fastest time of the day with a blistering 1:08.86 during race 1. Todd was super quick all day taking pole and the win in all three races despite some damp conditions during race 2. David Stone was the quickest of the naturally aspirated cars on the day giving the turbo cars some hurry up and taking 3rd place in race 1.

Verne Johnson took 2nd in each race with 3rd place taken by David Stone Race 1, Cameron Macarthur Race 2 and Ian Caldwell in Race 3. Welcome back Ian, great to see you back at the track.

Class Winners Round 3 were Class A Todd Herring, Class B Cameron Macarthur, Class C Matilda Mravicic Class D Stuart McFadyen and Class E Kerry Smith. Todd Herring came first in the trophy race followed by Verne Johnson and Ian Caldwell in 3rd.

Round 4 of the MX-5 Cup was run at Wakefield Park on Sunday 2nd July. After dropping to -10C overnight it was still around -6C at 8am making for a very chilly start. The cold morning brought lower grip early on with lap times improving as the day progressed. At this round we welcomed Paul Nudd who joined us for his first race meet in his nicely set up NC. Nice to have you aboard.

Todd Herring took pole ahead of David Stone and Cameron Macarthur for race 1. There was close, competitive racing

through the field all day. The Race results for the round are:

Race 1

1st Verne Johnson
2nd Cameron Macarthur
3rd Andy Harris

Race 2

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

Race 3

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

Class Winners for Round 4

Class A	Verne Johnson
Class B	Daniel Deckers
Class D	Steve Green
Class E	Paul Nudd



RPM



*I love the
snaking
lines of
MX-5s...*



Carcour Run

08 JULY PHOTOS ROB WILKINS VIKKI LEGGE
GILLIAN FLETCHER JACOB JAY FLAK
GARRY KEYVAR



*What a
great day!
Thanks
Brigid.*



HILLCLIMB



Hillclimb Round 2

PHOTOS GRANT WEBBER

09 July



Ringwood
Park



Walcha Weekend

22 - 23 JULY WORDS **CHRISTINE CAMERON WAYNE LANG**
PHOTOS **GRANT WEBBER DAVID GAZZARD IAN NUNN WAYNE LANG**

The Hunter Chapter loves Christmas so much we celebrate it twice a year and this July, 16 cars reveled in driving some great NSW country roads to enjoy the wintry but welcoming hospitality of Walcha. Competition was fiercely contested at Thornton McDonalds for best decked-out car with several sporting reindeer, decorated tree mats, flashing fairy lights, wreathes and baubles. The best hat competition was also very creative and gave the McDonalds employees much amusement when we lined up for coffees.

The run took us through Morpeth and Hinton over their beautiful old wooden bridges continuing through Clarendon and Dungog and onto the Buckets Way. Drivers and passengers alike noted that the state of Dungog's roads has definitely not improved since their last visit and that perhaps square wheels could improve the ride so might be worth considering for their next visit. However, each car's suspension coped admirably with the experience and the potholes were quickly forgotten in anticipation of morning tea at Gloucester.

Mother Nature put on spectacular weather for the day, but the cold weather got the better of some of the group and saw several cars pausing for pit stops along the way. Our arrival in Gloucester split the cars into a couple of groups to fill fuel tanks to the max as insurance for the passage to Walcha. That done, the smell of coffee lured Josh and Lindsay to do an advance reconnoitre of the town centre to find us a café and suitable parking only to be met by road-closed signs, a small city of market stalls and myriad pedestrians... So we retreated to the sportsground where the more enterprising members of the group bought coffee and snacks from the local football team's canteen.

The run to lunch at Nundle took us

through some beautiful country down Topdale then Ogunbil Roads, with a clear run on the downhill winding section being the highlight of the morning. Lunch at the picturesque Mount Misery Gold Mine Cafe was delicious and we very much enjoyed the historic atmosphere of the building and their country hospitality.

The afternoon run took us back up Ogunbil Road, but this time we had to share it with other vehicles. Back onto Thunderbolts Way and an enjoyable run through winter pastures dappled with afternoon light, past Walcha's statuesque Langford homestead and into the Walcha Motel to meet up with our friends from the North Coast Chapter for a 'carpark party' followed by dinner.

Dressed in our Christmas finery and funny hats we enjoyed a hearty Christmas buffet followed by plum pudding and coffee, then run-leaders Grant and Helen announced the winners of the best-dressed car and the funny hat competitions and presented them with prizes. This was followed by a game of reindeer quoits to find a winner for 2 additional prizes. This game proved to be difficult for the contestants and as a result provided much entertainment to everyone else!

We retired to our rooms, each hoping that our roommate had remembered to turn on the air con before leaving for dinner as the overnight temperature was forecast to be -6°C (and this indeed was correct as the ice on our windscreens the following morning was abundant proof).

Day two started with drivers coaxing cold cars into operation and removing layers of ice from windscreens. Breakfast at the motel was followed by a farewell to our friends from the North Coast Chapter who were heading home by a different route. After refuelling of our cars we regrouped but best laid





plans can sometimes be defeated by the failure of the smallest mechanical part – in this case the ignition switch on one of the cars. Despite the technical knowledge and skills of the assembled MX-5 experts, without tools and spare parts, no fix could be found and the car was pushed into a nearby garage for later action. Fortunately, both driver and passenger were able to be hosted by 2 other vehicles and the run got underway only a little later than planned.

The run from Walcha to the Ginger's Creek Roadhouse took us along the Oxley Highway through beautiful areas of National Park and Mountain scenery. The road is an iconic run for cars and motor bikes.

After morning tea, the glorious winding road continued on, but the run was more impacted by other vehicles. However, refuelled by coffee, good humour prevailed and we made it back to the Pacific Highway with the group pretty much all together in a line. Grant's run sheet said to 'go through the many, many roundabouts' on Harrington Road – and he was exactly right!

It was lunch with a killer view at the Harrington Bowling Club, before the we departed to make our own way home – most choosing the direct route down the M1.

Thanks to Grant & Helen for their excellent planning and organisation, and for imbuing a great sense of fun into the weekend. Thanks also to the members of the North Coast Chapter who organised a parallel trip to join us in Walcha.

We made our way up the awesome Oxley Highway passing through "Long Flat", and winding our way up to our morning tea destination of "Ginger's Creek", where we all kicked back for a chat and a light breakfast.

We had a short visit to "Aspley Falls", to allow Brett and Carla the chance to see them for the first time. After some photos and a look around, it was the relatively short run into Walcha, for our overnight stay at "The Walcha Motel" in Fitzroy Street.

After getting the keys to our rooms and unpacking our MX-5's, it was time to sit around with each other and have a chat over a beverage or three.

Half an hour or so later, cars from the Hunter Chapter started rolling in, and before long the carpark was choko-block

and a hive of activity.

The sun was beating down and it was actually quite hot for a few hours, but as the day started to fade, the cool of the evening rolled in. Eventually, it was time to go and get ready for dinner at the inhouse restaurant.

At around 7:30pm, we all wandered over to settle in for a lovely roast dinner and a few drinks, before Grant Webber and Lindsey Green approached me to ask if I'd like to say a few words about our recently departed and much loved mate, Mike Walkden-Brown.

I was completely unprepared, but managed to stumble my way through a short speech to let everyone know how we all felt about Mike and how much he would've loved to have been here to enjoy this meeting of our two chapters. Then it was time for the Hunter crew to start with their awards and some games, like a hands on bums or heads version of "Two Up", which saw Chris Clarke win a nice coffee mug. Other games included quoits which were thrown over the antlers of Bruce Bettinson.

The following morning revealed that it had been -6°C overnight, and our cars were a testament to that. Most were still covered in a thin sheet of frost, but the sun made quick work of melting any of the cars in its view.

After breakfast, we headed out toward Gloucester for lunch at one of the pubs in town, while the crew from the Hunter headed back down the "The Oxley" toward Wauchope and then onto Harrington for their luncheon stop. We briefly stopped at a camping ground just outside Gloucester to regroup and met up with a couple who had some suggestions for future overnight stays in the area. From there it was only a short drive into town and our lunch at "The Avon Valley Inn".

We continued via "Wootton Way" until reaching "Coolongolook", where we stopped in at "The Salty Dog" for a coffee and a light snack before saying our farewells. It was a fantastic couple of days away with each other and an excellent opportunity to make some new friends along the way.

On behalf of the Mid North Coast Chapter, I'd like to thank our Hunter counterparts for their generous hospitality in allowing us to join them on their "Xmas In July" celebrations, and for letting us share our Memorial Run to pay respect for our dearly loved mate, Mike.

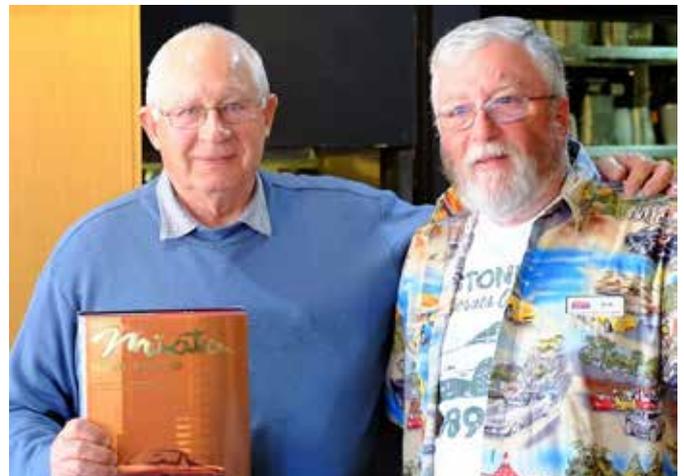
Winter Warmer

23 JULY WORDS **BRICET KLÖREN**
PHOTOS **PETER LE**



“

Thank you to all those who made our Canberra Chapter Winter Warmer and Charity Lunch such a terrific success! We raised a total of \$2,126.65 which, when added to the \$3,193.75 raised at the May Club-wide Charity Event hosted by the Hunter Chapter, will allow the MX-5 Club of NSW to donate \$5,320.40 to CareFlight in 2017.





Phillip Island 6 Hour Relay

30 - 31 JULY WORDS GREG UNGER IAN COMBES JEAN COOK
 BRYAN SHEDDEN PHOTOS IAN COMBES GREG UNGER





The 2017 Philip Island 6 Hour Regularity has been run and won, unfortunately not by the MX-5 Club of NSW.

We are being spoilt by the weather at Philip Island these days, with another fine (if a bit windy at times) weekend. The Club was originally going to enter five teams with Stewart Temesvary doing his usual excellent of managing the paperwork. But then we discovered that the organisers had changed their acceptance criteria. Rather than first in, best dressed, a ballot system was used. With a limit of 50 teams and 65 entries received; only 4 of our entries were drawn in the ballot. Luckily there were some drop outs so our remaining drivers were allocated teams and no-one missed out.

Our four teams were:-

MX-5 Club of NSW (team 44)

Drivers: Ian Combes, David Lawler, Ed Cory and Gus Elias. Manager: Gaynor Lawler.

Barge Racing (team 45)

Drivers: Guy Coles, Mike Kelsey, Sean Byers, John Karayannis and David Johnson. Manager: Jean Cook.

Blue Mountains Mazda (team 46)

Drivers: Stewart Temesvary, Warren Hotz, Bryan Shedden and Dan Szwaj. Manager: Tammy Hotz.

Illawarra Team MX5 (47)

Drivers: Greg Unger, James Glissan, Matt Tarrant, Neil Tribe and Peter Mohacsi. Manager: Mike Hicks.

It all starts on Friday night under lights with a hive of activity in all 50 pit garages to unload cars, equipment and prepare cars for Saturday morning - a bit of a sight for new drivers!

Saturday practice was uneventful for most with dry, windy conditions. Fortunately, the predicted rain stayed away on Sunday and the wind also dropped. The track was also dry at the start of the event (unlike last year) and seemed quite a bit quicker than on the Saturday.

With a second place last year, and a team used to competing together, the MX-5 Club of NSW team went to Phillip Island with high hopes and good preparation. Gus and Ed gave us a scare on Saturday when they were almost late for the drivers briefing – their cars were in the scrutineering queue and they didn't want to leave them. Fortunately, helpers were found!

The team was trialing a new electronic timing system, which worked pretty well apart from a configuration 'hiccup' on Sunday. Gus set a conservative time, which proved a good strategy, as he was awarded Most Valued Driver status for his efforts on Sunday, scoring 115 bonus laps, and no penalties. The rest of us decided to be more adventurous with our times. 'Safe' times get you a good result, but not usually a great result.

It meant that we were more dependent on the lap timing and pit boards than the



other teams, so things had to gel well. As it turned out, there were a few subtle changes needed to make an aggressive strategy work in practice. Phillip Island is very competitive and there's only a small step from a possible top ten finish and coming in 38th. The team was running as high as 9th place until the penalties started to pile up. OK, we got whipped, and that hurts, but we will be back stronger than ever next time!

Barge Racing (Team 45) started the event one car down as David's car was blowing copious amounts of smoke and had to stay home. Mike's car was in doubt too after losing boost but was repaired just in time. The team competed with 5 drivers and 4 cars and did very well over the 2 days.

The team had 3 drivers who had never driven the Phillip Island track before, so they had a special orientation session on Saturday. Guy was elected to start the event with Mike conned into being the "pit-girl" holding the team sign on the starting grid. Team manager, Jean Cook, did an amazing job running the team on her own. The drivers had to get out on pit wall and help with the timing and holding the pit board out. The drivers had been warned about just how difficult it was to see the flag points, but on Saturday the team still managed to miss a red flag and not get off the track at the first possible point incurring another 2 penalty points.

When the first set of results came

round after an hour team 45 were in 45th position, then during the next hour had worked their way up to 35th, and by the third hour, were up to 20th position! They were looking good for a great finish until they prematurely stopped the pit wall timing, and their driver on the track with no idea how fast he was going. Unfortunately, they broke the 1:55 time limit, incurring 7 penalty laps and 10 imposed penalty laps in one hit! As a result, the team finished 40th.

Blue Mountains Mazda (Team 46) performed exceptionally well for 4 guys that have never driven together in a team before. The goal was to score bonus points from the very start which the team achieved with Stewart scoring 36 bonus laps for the team.

At the 3 hour mark, team 46 was in second place and looking good for a great result. Sadly, four penalty laps were incurred in the next 30 minutes, dropping the team down to 9th. With some more penalties later on, team 46 finished 12th and were the best placed team from MX-5 Club of NSW.

Warren's Phillip Island curse continued when his supercharged NC started throwing engine codes on Sunday and was down on power. He called it quits after his second 30 minute stint when a large green puddle was noticed building under his car. Not a major issue but discretion was warranted and he put it back on the trailer leaving Stewart to fill the gap. Without doubt showing his

experience, Stewart drove superbly all day, racking up an incredible 163 bonus laps! That's more than most entire winning teams accrued in previous relays. Great failures are what brings a team back stronger to have another crack next year. Team Blue Mountains Mazda has unfinished business! Illawarra Team MX5 (Team 47) – finished 33rd. Matt was the team's start driver and settled into some consistent times but as hard as he tried to clear himself of traffic, he always managed to catch cars at inconvenient locations. By the time the remaining drivers hit the circuit it was very busy with quicker and slower cars spread throughout and it was very difficult to put in a clean lap, but it's the same for all competitors. Matt gave the team a scare when he parked his NA against the tyre wall at Southern Loop. Fortunately the only damage was a minor paint scuff which truly will "buff out".

2017 was a challenging, but enjoyable experience for the MX-5 Club of NSW. Straight cars, great fun, good weather and plenty of track time. We have had better years in terms of final results, but Gus Elias (115 bonus laps), Warren Hotz (20 bonus laps), Matt Tarrant (19 bonus laps) and Guy Coles (17 bonus laps) scored bonus laps without incurring any penalties and Stewart's 163 bonus laps came with only 2 penalties. The MX-5 Club NSW will be back next year, more determined than ever!





Thanks for your support

Major Sponsors



Chapter Sponsors

