

club

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

TORQUE

NATMEET XI

WE WON!

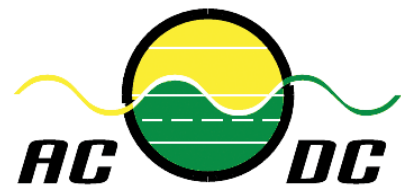


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AUTUMN 2014

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club TORQUE

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

AUTUMN 2014

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NATMEET XI



Cover photo: Peter Hilkmann
This page: Jay Flak

NSW MEMBERSHIP REPORT

CURRENT
MEMBERSHIP



All members that are un-financial at the 31st December 2013 will be made inactive. Please check your membership card. If you are in this category and want to remain a member please contact me.

Best regards,

-Keith Monaghan

NEW MEMBERS Welcome!

Ann Alexander	Dorothy Hodgson
Peter Alexander	Rodney Hughes
Carole Attrill	Lyn Lambert
Tony Badger	Jeffrey Lee
Nic Beard	Ray Legge
Jordan Boesel	Vicki Legge
Andrew Bottomley	Ian Mash
Vicki Bottomley	Pierce Miller
Bruce Campbell	Susan Miller
Diane Carey	Brenton Mooney
Antony Carpentieri	Dean Morgan
John Casey	Rowan Morgan
Peter Clunne	Marty Mulholland
Kimberley Clunne	Andrew Mulyk
Scott Collinge	Brian Noffke
Jamie Collins	Stephen O'donoghue
Wayne Cooper	Danny Ryke
Harrison Cooper	Duncan Savage
Ben Curtis	David Sharp
Kathleen Demant	John Sharrock
Peter Demant	Suzanne Stone
Ryan Eldridge	James Taylor
Simon Farquhar	Alexander Trethewy
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Keith Harvey	Joyce Woods
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PRESIDENT'S BRIEF

BY BRYAN SHEDDEN

NATMEET XI

Congratulations to the MX-5 Club of Queensland for successfully hosting the national meeting of the MX-5 Clubs of Australia at the Sunshine Coast on 12-15 April. It was the 11th NatMeet and marked the 25th Anniversary of the Mazda MX-5. And we came home with the National Championship for our Club! We achieved this via ...

- Strength of our attendance. A total of 50 club members made the long trip to Caloundra, which was a record for us at an "away" NatMeet.
- Outstanding presentation in Concours. Our club members claimed six of the 14 trophies on offer, and also finished with several second and third places.
- Amazing skill on the track. Seven of the 12 trophies were awarded to our club members.
- Willingness to volunteer. Many of our members assisted with running of the Concours, track and funkhana events.

But all the point scoring, trophies and interclub rivalry was a mere side show. Most of all, NatMeet was a fabulous time to talk, laugh, drink, eat, play, dance, shop, explore and relax with friends old and new, near and far. Not just at Caloundra, but also on the trip there and back again. It was an absolutely wonderful experience and I'm already looking forward to NatMeet XII in two years.

NEW TREASURER

Marie Smart has recently resigned as Treasurer as she has begun a new interstate adventure. Chris and Marie have purchased the Wildongoleeche Hotel at Hallett, South Australia and become fulltime publicans.



They pass on their best wishes to all club members and thank you for your friendship and companionship over the past couple of years that they've been members. Marie and Chris are already looking forward to getting involved with the MX-5 Club of South Australia, and hosting visits from us in the future. Please join me in thanking Marie and Chris for their help with running our club and wishing them good luck for their exciting future. Good luck to Jay too, who I hear has a new job as Barman.

Finding a new Treasurer is a daunting proposition, but I'm very pleased to say that we have the situation covered. Julie Sando has volunteered to be our new Treasurer and will start in September once her current commitments are wrapped up. In the meantime, former Treasurer Brad Robinson has stepped in to fill the gap. Thank you Julie and Brad!

RETIRING COMMITTEE MEMBERS

Mark Garven will not be renominating for the role of Secretary at the AGM in October. Mark has been a committee member for the last four years and done a wonderful job as Club Captain and then Secretary. It has been a pleasure to work with Mark over that time, who fulfilled his roles with quiet efficiency and dedication. Thank you Mark.

Timothy Heppell has also decided to move on from his role of Publications Officer at the end of the year. Timothy joined the Torque Team for the Spring 2012 edition, and has been responsible for producing the magazine since the Winter 2013 edition. Despite never having used the InDesign publishing software before, Timothy has taken to the task like a duck to water, and ensured that Club Torque has maintained a high standard of publication. Thank you Timothy.

Fellow Torque Team member Andrew Lord has also decided to step down as the magazine Editor, having fulfilled this role since the Spring 2012 edition. Andrew spun some great yarns in the editor's column and compiled several wonderful Driver Torque interviews and photographic features. We won't lose Andrew's input though, as he continues assisting Reggie with organising BreakFast Club events. Thank you Andrew.

With these retirements, we need your help to fill the vacant committee positions. Please see the advertisements on page 27!

NATMEET XI CALOUNDRA, QLD

12-5 APRIL 2014 // REPORT BY BRYAN SHEDDEN
PHOTOS BY GREG BUNN, GUY COLES, PETER HILKMANN & BRYAN SHEDDEN

For those who came in late, NatMeet is the biannual national meeting of the MX-5 Clubs of Australia. The 2014 event was hosted by the MX-5 Club of Queensland at Caloundra on the Sunshine Coast. It was the 11th NatMeet and marked the 25th Anniversary of the Mazda MX-5.

With over 1000km of travel for most of our club members, there were a variety of options for the long journey north. Some arrived several days ahead of time and enjoyed a pre-NatMeet holiday on the Sunshine Coast or visiting with friends and family. Most of Team Hunter arrived on the Friday via the dreaded Pacific Highway, which gave them plenty of time to settle in and prepare their cars for Concours. A convoy of seven MX-5s (one on a trailer!) opted for the inland route on the New England Highway. Along the way, they picked up Stephen Carter from

Tamworth and then Fiona, Alex and I in our two MX-5s at Warwick, making a total of ten cars for the final leg. We avoided the final commute through Brisbane suburbs by seeking out the twisty roads to Gatton, Esk, Lake Somerset and Peachester before finally arriving at Oaks Oasis Resort, our home for the next four nights. Then there were the "Ladies of MX-5" who opted for the jet set and were chauffeured by their husbands from Maroochydore Airport.

With such a distance to travel, it was inevitable that there would be the odd car casualty along the way. Jean Cook and Lesa Bunn arrived with cracked windscreens. Lesa managed to have hers fixed at a local repairer, but Jean's was beyond repair. Keith & Sue Monaghan's NB suffered a smashed quarter glass in the door thanks to a stone impact. A few phone calls later, Keith lined up

a replacement window from Automotive Plus and detoured to Brisbane to pick it up. Many hands (and supervisors) made light work of fitting the new window in the resort carpark.

DAY ONE - SATURDAY

NatMeet commenced with the traditional frenzy of car preparation for the Concours d'Elegance. Hoses, buckets and vacuum were available in the resort carpark and the queue was endless. Mark Gray worked tirelessly to help all of Team Hunter with their final preparations, and then shared the love with other New South Welshmen who thought they were "finished". Colin & Elaine Caldwell's REV851 looked immaculate as always, and Dave & Amy Perin's blue NA with matching trailer was already gathering an admiring crowd. Trevor Griffiths, a first



time NatMeeter, lifted the covers off his supercharged NC with customised leather seats, carpets and flocked glovebox and boot. Stunning!

By mid afternoon, it was time to register for NatMeet and collect our welcome packs. What a haul! Mazda chipped in a picnic blanket and cooler bag from their branded merchandise range - very handy. The special NatMeet items included a polo shirt (in golden yellow to match the local sunshine - more on that later), MX-5 cap, event program, metal badges, and lanyard with name tags. We were also given a colourful beach bag with a sarong (uh-oh!), some Meguiars sample packs (in case we needed MORE cleaning products!), pen, stubby holder, keyring, stickers, an assortment of nibbles, and a wad of tourist information.

The organisers also put on an optional waypoint run to see the local beaches of Caloundra. A handful took up the offer, but most preferred not to risk sullyng their carefully detailed cars and packed them away for the night.

The formalities kicked off in the early evening with a Welcome BBQ & Poolside Party. Sarongs were de rigeur and they clashed colourfully with those saffron polo shirts. The bar opened and the chit chat had only just commenced when the unthinkable happened ... it started raining! A decision was quickly made to shift all and sundry to the dining room. So off we shuffled, desperately clutching our sarongs to avoid an embarrassing display of flesh.

Head honcho, John Tait welcomed us all and talked through a few formalities. The buffet eventually found its way back inside and everyone tucked in after their hard day's work. Once the music started, Team Hunter launched into what would become a familiar theme by hitting the dance floor and being the last to leave the party.

DAY TWO - SUNDAY

Concours d'Elegance at NatMeet is a massive event, and one that is very resource intensive. A selection of attendees were roped into judging the cars, working in pairs to assess each aspect of presentation. The cars were displayed in generations



on the grounds of the resort, and the mass display was an amazing sight to behold. The myriad photos of shiny MX-5s speak for themselves. While the judges moved from car to car and debated the merits of each, the rest of us were left to wander around, admire the cars and chat amongst ourselves. It was a nice relaxing morning for the majority who weren't involved in judging.

With Concours judging completed and lunch consumed, the heavy overcast skies decided that we'd had our fun and it began to lightly rain... and rain.... and rain. Sunshine Coast? Yeah right. Still, there was a drive into the hinterland to be had, so off we went in small groups, peering through the mist and marvelling at the views we couldn't see. Our route took us around the Glass House Mountains and up to Maleny for a break. It would have made for a wonderful drive, but the rain put a dampener (no pun intended!) on the enjoyment.

Preparations for the evening fancy dress night were rudely interrupted by a fire alarm that forced an evacuation of the accomodation





blocks. While we were waiting for the fires to attend we got our first glances at the efforts many of the attendees had made with their costumes. And then there were those who came out in hastily thrown together clothing - fresh from the shower!

After this exciting interval, preparations were completed and it was off to the 1920s Speakeasy ... for dinner, drinks and much merriment. We had an assortment of gangsters and molls, flappers, film directors, barbershop singers, and a pair of Blackpool bathers. The costumes were fantastic and the room buzzed with excitement and laughter. Musical entertainment was provided by a local performer who did his best Pavarotti impersonation. Once again, Team Hunter were the life of the party and hounded many to join them on the dance floor. I even shocked my wife and danced with her for the



first time in decades. It was a fun night and again we partied on until they kicked us out.

DAY THREE - MONDAY

And still it rains. Phil and Greg have written about the track day in another report, while Bob has covered the funkhana. Suffice to say that despite the passing showers, treacherous track conditions, and scary nature of the Lakeside circuit ... I had an absolute ball out there. Lakeside is now my firm favourite and I sincerely hope I can return for another go in the not too distant future.

Returning to Caloundra after a brilliant day at the track, we had the night all to ourselves. Many of the NSW crew gathered at a local Thai restaurant ... while others opted for takeaway.

DAY FOUR - TUESDAY

After all the tension of Concours and thrills of the track day, it was time to relax with a cruise in the hills, finally with dry skies and even a little sunshine too. Our waypoint run took us on some great twisty roads to Kenilworth for morning tea. The various coffee shops were well attended and the cheese shop proved to be a popular choice. The young and young at heart enjoyed a bit of exercise in the playground. Then it was off again on some more twisty roads to Flaxton Gardens for lunch in the sunshine with a superb vista.

The Presentation Evening and Gala Dinner was held in the dining room at the resort, and proved to be an incredibly successful one for the MX-5 Club of NSW. In Concours d'Elegance, trophies were awarded to Mark Gray (NB8A Standard), Peter Hilkmann



(NB8B Standard), Jen Boyko (NB8B Modified), Annie Taylor (NC RC Standard), and Trevor Griffiths (NC RC Modified). The People's Choice award went to Dave Perin, tied with Mark Seville from Queensland. Our motorsport winners were myself (Standard NA6A), Keith Monaghan (Standard NB), Phil Mayo (Modified NA6A), and Peter Feutrill (Modified NC). I also won the Regularity and in accepting the trophy, gave thanks to a certain Queenslander who convinced me to nominate a faster time than I initially noted. In the funkhana, Rachel Crawford was the winning driver and Mark Gray the winning co-driver.

Mark Seville won the overall Individual Champion for Queensland, with Mark Gray and David Rigby tied as our highest scoring representatives.

The level of excitement, cheering and interstate competitiveness escalated as each NSW award winner was announced ... until finally, after many many trophies had been awarded, it was time to announce the National Champion.

And the winner is ... New South Wales! The crowd goes wild - woo hoo!

Our club has been National Champion at three previous NatMeets but this is our first ever away win. It was an incredible effort by all our attending club members who helped accumulate a total of 1352 points, to pip the Queenslanders on 1333 points. Thank you!

The event was closed and the Queenslanders were applauded for hosting a successful event. As we departed, we were already looking forward to the next great NatMeet - Tasmania 2016.





NATMEET TRACK DAY

REPORT BY PHIL ASHTON & PHOTOS BY TRACKPHOTOS.COM.AU

The drivers for the Natmeet Track Day awoke early on Monday morning to be greeted with heavy skies, drizzly rain and a BOM radar image that didn't look good. Not the best conditions for racing around Lakeside Park that's developed a name as one of the most dangerous tracks in Australia.

After an early breakfast, we headed off in a convoy south from Caloundra to Lakeside, 70 kilometres away. It didn't take long before our convoy fragmented as the skies opened with torrential rain (Think Cyclone Ita) pelting down and our speed dropped from the 110kph limit to just 30kph. A lot of

chatter started over the CB radios about the rain with word filtering through that it wasn't raining in Brisbane. Maybe there was a slim chance that the track would be dry and rain free; yeah and pigs fly.

By the time we arrived at the track the rain had stopped, the track was damp but drying. We all file off for the drivers briefing to be greeted with a slideshow presentation of wrecked cars that had come to grief on the track, six at the previous meeting. That put the wind up us because none of the NSW drivers had seen the track before. Doug Chapple gave the drivers briefing and he has

over 40 years experience in motor sport with more recent years having been spent in Sports Cars, with many Championship wins and places. Doug owned and drove a NA 1600 for many years at Lakeside.

Doug's brief talked about Lakeside being a historic track (which actually means it has very limited run off areas or gravel traps). He talked about the blind crests, highest average track speed in Australia, changes in elevation, off camber sections, cars appear in your mirrors out of nowhere so keep checking them and then mentioned that the last death at the track was in Feb 2013. Doug asked the

first timers to stay behind so he could run us through correct track position and corners lines. When finished he asked if anyone had any questions. At this point Jean put her hand up and asked for her money back!

I spoke to someone who had driven at the track many years ago and he commented that the bridge that crosses the back of the circuit was known as Dunlop Bridge. Instructions were given to pass under the 'L' in Dunlop. He asked why and was told, "L stands for live, go under the 'D' and you're dead." You really need to respect this circuit because if you don't, it can bite- hard.

Thank goodness the first session had a mostly dry track for us to negotiate our way around without incident. As the day progressed, the conditions varied from dry to rain on half the circuit, to full wet. This made it very testing for all and in a funny way, very exhilarating as drivers battled to go fast yet stay away from the walls ringing the circuit.

The first few runs were taken very conservatively as the power point

presentation of wrecked cars and driver briefing notes was sitting firmly in the front of our minds. The briefing worked as we all had a great time driving a very challenging track and we all drove home with no damage and big smiles. We should thank the Queenslanders for being great hosts to all us first timers to Lakeside.

The event ended with the NSW scoring four class wins and 5 second places and Bryan taking out first place in the Regularity event.

RESULTS

CLASS	NSW PLACINGS
A - STD NA6A	1ST BRYAN SHEDDEN (1:08.8749)
B - STD NA8 & NB	1ST KEITH MONAGHAN (1:11.3781) 2ND DAVID RIGBY (1:11.9315)
C - STD NC	2ND JEAN COOK (1:19.4821)
D - MODIFIED NA6A	1ST PHIL MAYO (1:10.7339)
E - MODIFIED NB	2ND GREG BUNN (1:08.7340) (CLASS J) 4TH LESA BUNN (1:20.6170)
F - MODIFIED NC	1ST PETER FEUTRILL (1:09.4266)
G - NB FORCED INDUCTION	2ND RAY ESTREICH (1:09.4266)
H - NC INCREASED CAPACITY	2ND PHIL ASHTON (1:05.7711)

NATMEET MOTORKHANA

REPORT BY BOB QUINLAN

After breakfast Monday morning we left in small groups for Lakeside Raceway. For me this was the third time I had been there- the first time was 1972 and not much has changed. Upon arrival, we parked our MX-5s and got together for the briefing. Officials were called for, so I volunteered and was given a stop watch. Then a car gave a demo of what you had to do. After another in-depth participants meeting where I asked if I could have a calendar as well as the stop

watch, I was told I would have to make do with the stop watch.

After laughing and joking, the MX-5s lined up. They had to leave a garage made of witch's hats, weave around 3 witch's hats and stop inside another garage. The catch was the driver had a blindfold on and the passenger had to give instructions. Some were great at taking instructions and they got the job done in 15 to 20 seconds; others were OK

in 30 to 50 seconds, then there were the odd few where the calendar was needed. The end result: one badly damaged witch's hat and a lot of laughs. After the funkhana, the skid pan was set up for a motorkhana and a few had a go at that. I didn't; I went over to see what those at the track were doing. At 12.30 pm we all rolled out on to the track for the Natmeet photo and a lap of Lakeside. This would have to be one of the best tracks in the world for an MX-5.

MAD HATTER'S BERRY RUN

16TH FEBRUARY 2014 // REPORT BY ADAM WALKER
PHOTOS BY BRYAN SHEDDEN



Feburary's BreakFast Club run has come and gone.

14 members in 12 cars turned up at Heathcote McDonalds at 6am for a early wake up coffee before we hit the road. Gary Nobrega leading his first club run had us blasting with the tops down along the Old Princes Highway, through Appin and down the great Broughton Pass and up to Douglas Park. A quick stop and video shoot with the drone had us heading down South.

We had an unexpected stop through Tahmoor as the skies finally opened up and started dropping rain in rather large quantities, forcing the canvas (or plastic for those NC2 owners) to be raised for the rest of the day.

Gary had us headed over the escarpment via Old South Road, Range Road and through the forest along Tourist Road to our next and very short stop at Robertson Pie Shop.



Feeling peckish we all jumped back in the cars, through Robertson and then dropped down and along the famous Kangaroo Valley Bridge, and up and over Berry Mountain.

Breakfast/Brunch was served at the newly renovated Hedgehogs cafe where everyone demolished a big breakfast while myself and Rob ate some bird seed and a kids meal.

Awesome time was had by all attendees.

Big thanks to all that managed to climb out of bed and to Gary for leading the tour of the South Coast.



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SATURDAY RIVER RUN

15TH MARCH 2014 // REPORT BY MICHAEL SOULOS
PHOTOS BY DANNY RYKE

It had been a long time since the BreakFast Club held a short Saturday Run for members and the Ides of March was an auspicious day to hold this event. On relatively short notice, 9 MX-5s headed off from Maccas at Waitara for run across to Dural where we meet up with 3 more fives for a run up the Northern Road.

Short Saturday runs start later than a traditional BreakFast Club Run resulting in more traffic on the road than usual. Notwithstanding the time of day, a morning drive up the Northern Road from Dural is always fun with its variety of curves and straights until the tight twisting descent into Wisemans Ferry. The run was conducted under the Club's Waypoint Rules and as usual all the drivers stayed within sight of their lead and following car making the run leader's job easy.

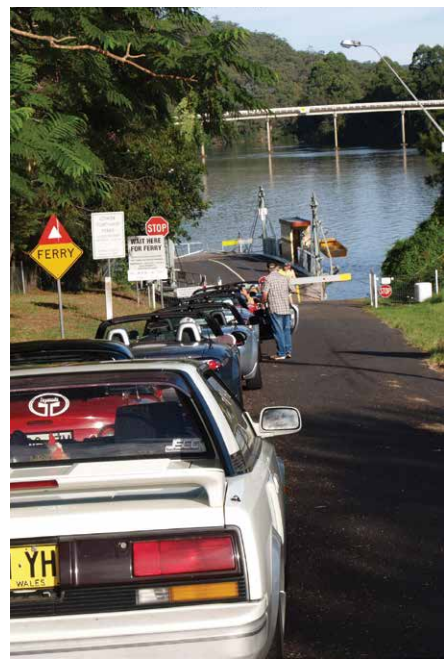
A run along the south bank of the Hawkesbury River from Wisemans Ferry to Lower Portland is one of the best MX-5 roads on the periphery of the Sydney urban sprawl. It does not matter how relaxed or aggressively you choose to run along the riverbank, the River Road presents the driver with challenging and laid back sections to please everyone's driving preferences.

The challenges range from tight blind corners requiring drivers to adopt a cautious line by hugging the nearside edge of the roadway, to long meandering straights with exposed sandstone walls overhanging the passenger's seat with the river adjacent to the driver's door. The River Road is very scenic as it passes through bush, past farms and water ski parks, plus a great drive that costs nothing more than a few litres of fuel and a bit of your time.

From the Lower Portland Ferry, the route

continued to Sackville on the opposite side of the river on the rarely driven West Portland Road that casually winds its way for 12kms; then a sharp right turn up Bull Ridge Road to meet up with the Putty Road. The run stayed on the Putty Road for a few kilometres before turning left onto an old favourite, the Blaxland Ridge Road, for 16km to head back towards Kurrajong on Slopes Road. Slopes Road winds its way down to Kurmond Road for the run to Freemans Reach, has not previously been used in a BreakFast Club Run and is worth a look.

The pleasant run past the grass farms and through the Hawkesbury River flood plain is well known and took us into the Windsor heritage town centre and its old colonial hotel's car park for brekkie in a local café. Everyone had a great morning drive, a breakfast of their choice, and home by midday. All in all, a great way to start the weekend.



GOULBURN AND BEYOND

30TH MARCH 2014 // REPORT BY ADAM WALKER



Wow. A 350km run turned out to be a 500+km run.

6.30am came around and the roadsters started pulling into the meet point at Pheasants Nest service station. Some other car clubs had the same idea, as they were heading to the Auto Italia festival down in Canberra. Some fancy Italian classics were popping in, filling up and continuing on their journey. The most noticeable car was a '92 Maserati Barchetta (one of only 17 in the world). The sound from the exhaust was pure automotive porn.

Anyways back to the BreakFast Club. We had 5 cars meet up at Pheasants Nest, brimmed the tanks and got underway.

A quick blast down the highway had us at Marulan where we met up with some members from Canberra. Continuing south along Jerrara Road and Mountain Ash Road had us in some pretty thick fog. The fog made for an interesting obstacle course as we were dodging road kill and cyclists with no lights on. We made it to Braidwood Road where the fog cleared to a nice sunny day after Wakefield Park just in time for Breakfast at Roselea Café at Lake Bathurst. The big plates of food had us all satisfied and ready to hit up the "Wakefield Long Circuit". This took us down through Tarago before heading east along Cullulla Road and Sandy Point Road. It was quite amusing watching a motorhome tackle the twisties down around Bungonia. We waved goodbye to the

Canberra crew at Bungonia as we made our way back north to Marulan.

Getting back on the highway was slightly boring, so a right turn at Highland Way had us running parallel to the highway through Penrose and Bundanoon. Lordie took over from here and had us zig zagging our way north, through Robertson, Tourist Road and up and over the escarpment. We all pulled up and bid our farewells at Bargo before jumping on the mighty Hume for the remainder of the run.

Great day was had by everyone. The Roselea Café is highly recommended and worth a stop if you are in the area.

CANBERRA

PETER'S OUT OF AFRICA SAFARI

16TH FEBRUARY 2014 // REPORT BY LIA BATTISON

Ten cars met at our favourite gathering place in Russell for an 8am start to our trip which vaguely followed the outline of the map of Africa, hence the name, 'Out of Africa Run'. Of course that only applied to those who travelled home down the highway. For those who joined Peter and Lia for the long way home, the map was very distorted!

Seventeen of us travelled to Jugiong for lunch at the Long Track Café, going via Wamboin, Crookwell, Boorowa and Harden. Some very nice windy roads through there and some members had never travelled on some sections.

We had morning tea at the Superb Bakery in Boorowa and stopped briefly in Harden to say hello to Russell Battison who now lives there. Staff at the Long Track Pantry looked after us as always and we had a leisurely lunch before breaking into two groups for the journey home.

Travelling home via Tumut, Adaminaby and Cooma took us over some more very nice roads. We encountered some wet weather but we stopped to put the tops up just in time. A good proportion of the road through the mountains has recently been resealed and is in very good condition. After dinner at the

Turkish café in Cooma we said our goodbyes and arrived home in Canberra at 7:45 pm.

Another very pleasant Sunday spent in good company.



PHIL'S FRAZER PARK RUN

16TH FEBRUARY 2014 // REPORT & PHOTOS BY PHIL MAYO

This run had previously been done 3 years ago, lead by Helen Mayo when I attended a Club Track day, and it was enjoyed by everyone who attended. So it was planned again when a picnic at the beach was the right idea for the hot February weather we had been experiencing. However my last run broke the last long dry spell and the weather forecast heralded another wet Sunday. My red NA was out of action as a new clutch was not working as it should, so

attached, so everyone had a browse. Some were even keen to start morning tea but were encouraged to wait until the next stop only 5km down the road.

Morning tea was in the Norah Head Bush Street Reserve which has views up the coast towards Bird Island. It is also opposite the Rock Pool Retreat Cafe who were able to be a backup in case it was raining, and supplied coffee and cake to those who weren't picnicking.

top down to take in the natural bushland.

The scenery changes from open bushland with Banksias, Scribbly Gums, Bloodwoods and Angophora, into closed bushland with Cabbage Tree Palms, Lilli Pilli and Ti Trees, and finally opens out with Coastal Heath land followed by the vista of the headlands, enclosed surfing beaches and a lagoon.



we were lucky to be able to borrow Jen & George Boyko's black NB. Thank You Jen & George.

Despite the forecast and grey skies, 15 cars were at the meeting place at Beresfield with picnic essentials in their boots. After a briefing we headed south towards the Central Coast via Kurri Kurri, The Gap, Cooranbong then along the Hue Hue Road and along Sparkes Road to Toukley.

Our first pit stop was at the Toukley Information Centre on the shores of Tuggerah Lakes. It also has an art gallery

Historic Norah Head lighthouse is only 500m down the road so after morning tea we all headed to the busy carpark and proceeded to walk down to the lighthouse with its lovely lighthouse keeper's cottage. Unfortunately the rain decided to settle in for the day, so the inspection was hurried and the decision was taken to have lunch at a club.

From the lighthouse we travelled north to Budgewoi turning off before the town to enter the Munmorah State Recreation Area. This beautiful area is crossed by a network of bitumen roads with lots of MX-5 corners, best experienced with the

Unfortunately the rain had increased so we did not get out of the cars- just driving the loop past the beach. The rain did not stop a local surfing contest at Frazer Beach.

From the park we headed east to the Pacific Highway and then to the "Doylo" Doyalson RSL to have lunch in the Bistro and then make our own way home into a heavy deluge making its way up the coast.

Maybe I should plan a run out to Western NSW and up through Western Qld to break their drought!

BRUCE'S BIRTHDAY BASH

23RD MARCH 2014 // REPORT BY BRUCE & GILL BETTINSON
PHOTOS BY BRUCE BETTINSON & MARK GRAY

A beautiful morning saw 18 cars and 31 Members gathered for a day's drive.

We were off, out into the country to enjoy the rural theme and the occasional country smells.

Heading for our morning tea destination, we went the long way round via historical Morpeth, Seaham onto the Bucket's Way via Stroud, into Dungog.

Unfortunately some of the roads could have been in better condition, however we carried on regardless.

After our break we headed towards Branxton which provided some beautiful views of the country side after some much needed rain.

Driving through the vineyards, we headed for a park just outside Kurri Kurri for our picnic lunch.

To encourage some exercise after sitting down all morning, we had a friendly knock out competition of quoits.

After our normal goodbyes some of our chapter headed off to check out the new freeway back to Newcastle.

Hope a good day was had by all.



TONY'S VALLEY & VINES DRIVE

23RD FEBRUARY 2014 // REPORT BY TONY HEATHWOOD
PHOTOS BY TONY HEATHWOOD



What a great turnout for my first attempt as run leader. 17 gorgeous MX-5s with a total of 31 occupants.

The convoy departed Hungry Jacks at Haywards bay right on time at 9:30 and headed south towards Jamberoo under a fine but slightly cloudy sky.

A great drive up the smooth, recently resurfaced Jamberoo Pass was marred by a couple of non MX-5 (slow) vehicles, but the scenery was magnificent as always. The sight of seventeen consecutive MX-5s heading up the long hill into Robertson was a sight to behold.

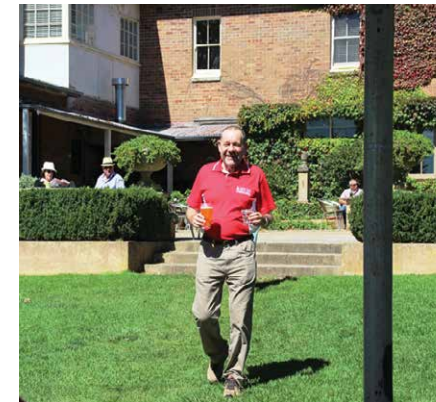
Some folks were not happy that we weren't stopping at the famous Robbo Pie Shop but we pressed on via the Tourist Rd, past Wingecarribee Reservoir and on to morning tea at the Sailing club reserve at Fitzroy Falls reservoir. Thanks to Bryan for suggesting this beautiful spot. Covered seating, hot water, beautiful leafy reserve with a breathtaking view of the reservoir. If you have not had a picnic at this spot it is a must see for the Southern Highlands. Don't forget to take a jacket as it is always cooler up there.

Drivers and vehicles then enjoyed the winding drive down into Kangaroo Valley and back out again and on to Berry. Unfortunately, Kangaroo Valley Road had to be shared with a large number of Sunday (slow) drivers. Probably a good thing given the poor condition of the road surface in places.

Getting back on to the highway at Berry in Sunday traffic was a challenge yet we were able to drive into the finish at Coolangatta in a conga line of convertibles. The girls at the Mountain Ridge Wines restaurant were most impressed with our entrance.

For me the best part of the day was the food, wine and fellowship with all the MX-5ers following our journey.

Thank you to all the attendees for making this such a great day.



GRAHAM LORD'S WORKSHOP VISIT

22ND MARCH 2014 // REPORT & PHOTOS BY BRENDAN BARR



Twenty four interested people turned up to marvel at the skills involved in properly renovating Jaguar cars. Getting these classic Mark V, E-type or XJS back to pristine condition is Graeme's passion, or as he puts it, 'getting paid to do what I enjoy.'

Nuts, bolts, suspension parts, engines and differentials were all inspected while we listened to Graeme's wonderful tales of searching worldwide for parts and materials. A favourite was a beautiful XJS, painted in John Player Special colours with a twin turbo V12 engine, reputedly once owned by Kerry Packer.

Some of us even noticed the good old

Austin 1800, 'the floating lounge room' as it was once called. Not many people have an Austin 1800 ute, naturally Graeme did. Morning tea was greatly enjoyed by all and Phil expressed our thanks and presented some bottles of wine to show our appreciation.

We then headed to Burrawang Pub for lunch and a good chat fest. Mark thought that all his birthdays had come at once, however one proved to be enough!

Our visit to Graeme Lord's workshop convinced all club members that having a passion for a Japanese sport car versus an English sport car is a far more economically sound (dare I say sane) decision!

Our thanks go to Graeme for happily sharing his 'hobby' with us. The expertise displayed, coupled with his enthusiasm and hospitality, show why his business is so successful.



CAPITAL COUNTRY CRUISE

29-30TH MARCH 2014 // REPORT BY JULIE SANDO

PHOTOS BY BRENDAN BARR, TONY HEATHWOOD & BRYAN SHEDDEN

Meeting up at Haywards Bay on a beautiful Saturday morning, we looked fantastic with most of us in the red & white of the Illawarra, all ready to have a great weekend away. Peter & Jill (our fearless leaders) gave a brief rundown of what was expected over the coming days. We then split into two groups and headed off over the beautiful mountains via Macquarie Pass. It was tops down the whole way!

The 13 MX-5s were a sight as we passed through Robertson then twisted and turned through some great back roads until we got to Bundanoon, no stopping though, and then a left, left, left, right, left to Badgerys Lookout; a place that it seemed no one had been to before. Both groups met up here again and Bryan led us on a bushwalk (?) and of course the group photo was taken from the lookout.



We then all got back into the cars for the 2nd part of the morning, more great driving before arriving at the Meridan Cafe, Marulan for lunch.

Most of us rolled out of the cafe after a huge meal. Some of the ladies found a craft shop and the cafe owner wanted a photo, so ensued much shuffling of cars (getting the non-MX-5s out of the way) and more picture taking. We were finally on our way again heading down roads with names like: Mountain Ash, Windellama, Sandy Point, Cullulla and my favourite Werai (because I had no idea). We finally arrived at Bungendore where the owner of the Carrington Inn was very welcoming and helpful. With cars parked for the night and bags unpacked most went for a walk around the town of Bungendore before some decided that the pub was where they needed to be!!



At 5:30 we regrouped for a game of trivia with teams competing for some very big prizes. We had 4 teams in all and in the end it was very close with only 1 point separating 1st & 2nd. A good time was had by all and any protesting fell on deaf ears. Dinner was at the Woodworks Cafe across the road and we were joined by a few members of the Canberra Chapter.

We woke on Sunday to a bit of misty drizzle, but after breakfast at the Blind Duck (where the meals were huge and good value) and much chamoising of cars, we were again briefed by Peter and left to meet up with a group of 7 MX-5s from the Canberra Chapter members. The weather cleared very quickly and it was sunny within half an hour.

Again another great drive through lots of Capital Country back roads, all well sealed, no dirt in sight, before we arrived at Gunning, where it was market day. I think everyone bought some homemade cakes or pies and as we were ready to leave Hella & Pam decided they needed some farm fresh apples ... waiting ... waiting.

Weather now quite hot and with some changing from jeans to shorts in the street, it was time for us to leave ... just another 53km into Goulburn where we stopped for lunch at the Bakehouse Cafe and officially finished the trip. Two MX-5s headed for petrol ... the owner of the SE model noticed that it took five more litres to fill up than Mark's car. A look at the air-con switch confirmed one reason for this. Much applause greeted the final arrival of the last five cars, who apparently took an unplanned detour with a left turn instead of right, sending them towards Crookwell instead of Goulburn. No names will be mentioned, but let's just say that Mrs President is directionally challenged! A quick chat with a farmer in a paddock had the stragglers back on the right path and a late lunch.

Approximately 400km in total over the two days. Great company, fantastic driving and a good time had by all.



COFFEE & LIES

5TH APRIL 2014 // REPORT BY PHIL REID
PHOTOS BY BARRY POPE



On setting out for Coffee 'n Lies the weather tempted us for a top down drive, but with ominous clouds in the distance we opted for tops up. Framing Macquarie Pass was a fantastic rainbow beckoning us towards Robinson. We encountered a fair amount of wind blown debris and rain on the pass. Far from acting as a deterrent this only enhanced the effect of driving through a rain forest. Others who made their way via Jamberoo Mountain were able to enjoy a top down run until they arrived at Robinson.

Arriving at Chats, we had to dash from the car to the cafe as the rain continued to fall.

We were early to arrive and enjoyed our first cup of coffee while watching as our numbers grew to 16. There were a few new faces amongst us, one couple from Cronulla and another from Albion Park. Both couples are considering joining our great club. We hope that we made a good impression and that they enjoyed our company as much as we enjoyed theirs.

We were well looked after at Chats. The proprietor was only too happy to accommodate us by allowing us to rearrange the room to suit our group. Coffee, tea, toast and other goodies were enjoyed by all. We have arranged with the owners of Chats for future get togethers on the second Saturday of the month.

Conversation was full, rowdy and engaging. We made no attempt to police the lies. Perhaps we will have no need at future meet ups to look out for lies, as we may change to name of the get together to Chat at Chats.

One by one, people went on their way. Some headed for the pie shop at Robinson, some for home and others off on other weekend adventures. It would seem that fun was had by all. We would like to thank all who came for such a successful first Coffee 'n Lies and we hope it will continue to be as well attended.



GORGEIOUS GORGES RUN

13TH APRIL 2014 // REPORT BY BRENDAN BARR
AND PHOTOS BY BRENDAN BARR, BARRY POPE AND JOE CABELLO

The first call at 6.50am asked the question in everyone's mind, 'are we going?' Why should 48 hours of near continuous rain put us off?

So we all met at Hungry Jacks with blue skies threatening to burst through the clouds and force the obligatory donning of sunglasses. We welcomed two brand new members, Andy and Vicki who were on their first run, and Joe and Azi who were testing the waters.

After the route was explained and safety procedures checked, 20 people in 10 MX-5s and a Mitsubishi, (Peter's MX-5 refused to start, so he came in the backup) headed off for Burrigorang lookout at Nattai. Mark, 'the enforcer' was Tail End Charlie, ensuring that we all kept a correct distance from the leader.

The perfect weather allowed 'tops down' as we swept up Mt Kembla and on towards Picton, where we turned into Barkers Lodge Road for a beautiful drive past lush, green horse studs up to the lookout. Morning tea was consumed in the chilly air as we took in the fantastic vista of Gorgeous Gorge 1 – Lake Burrigorang, Sydney's water supply, at 94% capacity. Jan's slice was a hit with all as we sipped our BYO morning tea.

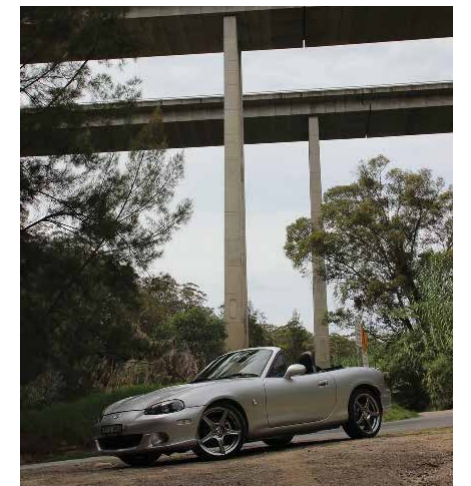
Then we were off through The Oaks, to Cawdor and cutting across upmarket farms to Douglas Park and under huge overhanging sandstone rocks into Gorgeous Gorge 2 – formed by the Nepean River. As we drove over the causeway, it was hard to decide whether to enjoy the water view or gaze up in awe at the towering mass of the M1

motorway bridge that spanned this gorge. A quick twist and turn and we were heading down into Gorgeous Gorge 3 – Broughton Pass and over the Cataract River towards Appin.

We headed over to Bald Hill lookout via our last Gorgeous Gorge - Lawrence Hargrave Drive, to Bald Hill lookout to watch some people risk life and limb at hang gliding.

Down our last gorge we emerged to cross the beautiful Seacliff Bridge and gain easy parking opposite Austi Beach Café, where we finished off a great run with a tasty lunch and a good chat.

Thanks to Joe and Barry for the extra photos, to Mark and Hella for the radios and also to the weather for holding out for so long!





PICNIC TO SEAL ROCKS

8TH FEBRUARY 2014 // REPORT BY PETER RODGERS
AND PHOTOS BY ALISON KENNEDY

A small but very select group of MX-5 enthusiasts set out in glorious summer weather for our picnic run to Seal Rocks.

We drove south by our usual route, which took us through Moorland and Landsdowne, stopping for refreshments at Maccas just south of Taree. Being suitably refreshed we then headed south for the Nurbushring, which we had all to ourselves. Stopping at the southern end of the Nurbushring, we were entertained by a local lad on his BMX bike.

Then off to Seal Rocks for our picnic, though being required to drive somewhat sedately through the bends by a car in front that not only disregarded all of the slow vehicle laybys but that also sped up at every opportunity to overtake! So it was with some relief for us that this

vehicle continued north along the Lakes Way rather than turning east towards Seal Rocks. Our relief was short lived once we found ourselves on the unsealed section of the Seal Rocks Road - see the picture!



Lunch was a very pleasant affair with Jodie Carty being presented with her trophy as runner up to New Member of the Year - congratulations Jodie! Following lunch we aided our digestion by walking to the lighthouse before heading home.

APRIL RUN TO GLOUCESTER

12TH APRIL 2014 // REPORT BY GREG COX

Due to a number of Mid North Coast members attending NatMeet XI in Queensland, it was a smaller than usual contingent of two cars that departed Port Macquarie bound for Gloucester.

Travelling south down the Pacific Highway, we turned off at Coopernook and travelled the more drivable MX-5 back roads via Lansdowne to meet Carole and Kevin at their home in Wingham.

After Kevin showed off his new silver NC, we enjoyed a delicious morning tea with more food than we could eat. Thanks to Carole and Kevin for their hospitality.

After removing Keiran from the recliner chair he had adopted, we all proceeded south to join The Bucketts Way, and travel through to Gloucester. We encountered little traffic to slow our progress, and enjoyed the winding road and scenery of this picturesque mountain region.

We soon arrived at Gloucester, and thanks to Peter's trusty GPS, found the Barrington General Store, where we stopped for lunch. An interesting business; selling everything from postal services to petrol, groceries, camping gear, and a fully licensed restaurant. Being close to the Barrington Tops National Park, this is a popular area for camping



and hiking through the rainforest.

We all enjoyed a tasty lunch over good conversation, and also discussed plans for future runs.

We then departed just prior to the rain arriving, so a quick stop to close the roof, and then back to Taree where we parted company with our Wingham friends. Then on to Port Macquarie.

An enjoyable day was had by all, with good company, food, and our Mazda MX-5s.

ND MX-5 CHASSIS

You will need to stretch your imagination, but what you see here is the important bits of the ND. Revealed at the New York International Auto Show in April, this bare chassis gives some hints about what we can expect from the next generation MX-5: substantially reduced kerb weight, lower unsprung mass, lower centre of gravity, lower yaw moment, and

improved handling that comes from all of that. Scuttlebutt has it that the official reveal of the ND might be in September or October 2014. Bring it on!





SEATTLE TO SEACLIFF

6TH APRIL 2014 // REPORT & PHOTOS BY LESA BUNN

A gorgeous RPM country morning greeted a large contingent of MX-5s and their owners us at the Peppercorn Café at Mulgoa, for the start of the Seattle to Seacliff run. Some members who had travelled from other Chapter areas arrived early to sample the wonderful breakfast on offer at the café, which will be the location of the MX-5 Charity brunch on 25th May.

Visiting all the way from Seattle, Karen Burkhart and David Ivancich were very impressed with the turnout.

As the run of 28 MX-5ers left Mulgoa and headed off to collect our Sydney mates, we were surprised to find we were being trailed by another MX-5, a red

NB with a white hardtop who happened along the way. I'm sure they were surprised to stumble across us all.

At Loftus Oval we were joined by another 16 MX-5 members from Sydney Chapter and a lovely couple Vicki and Andy who had just purchased their NC "Mango" a couple of days before.

The run headed off towards the National Park just as the rain started and as we travelled further South it became obvious that lunch in the park was not an option. The National Park can be hard work in the rain and the fog. A quick change of plans was needed, and Kim Ranger came to the rescue with the suggestion of Thirroul Bowling Club, which was



perfect for our large crowd.

Thankfully, Jean and Dave and Amy Perin headed off towards the coast allowing Karen and David to see some of the beautiful coastline before the rain set in.

A big thankyou to all those that attended. Karen and David were very impressed with the strength of the Club and very appreciative that people took the time to make them feel welcome.



GHOSTBUSTERS TOUR

14TH FEBRUARY 2014 // REPORT & PHOTOS BY LESA BUNN



Following a beautiful run from the Mountains to the Big Smoke, RPM members joined Sydney members at Balgowlah RSL for dinner.

As darkness fell, Guy and Steph led a group of 22 wannabe parapsychologists through some great little back roads to the North Head Quarantine Station for the start of our Ghost Tour.

Crazy hats were donned in an attempt to ward off evil spirits and excitement abound as we boarded the bus for the short trip from the Visitors Centre to the start of the tour. Would we or wouldn't we see a ghost tonight?

Home to migrants of all classes arriving in Sydney between 1830 and 1984 suspected of carrying contagious disease, the quarantine station has an interesting but often sad history, as our lovely guide informed us.

Renowned as one of the most haunted locations in Australia, our guide built a picture of the various spirits that have been seen, felt and even smelt at various locations, and entertained us with stories of living souls still running from their encounter with the "residents" of North Head.

By lamp light we were led from building to building, learning about the history of the place, and in particular, the ghosts of many that continue to haunt the place today.



A truly beautiful place even in the dark, the Quarantine Station tour left many with questions looming - Why was it so cold in some rooms, what was that strange smell, did Paul Byers really think Di wouldn't know it was him trying to take advantage of her fear in the dark, and did the ghost Mr Slimy, known for his amorous advances on women, really touch Sandie in the dark?

A fun night was had by all, and at the end those brave enough to attend can say - We came, we saw, we kicked it's ???.



HELP WANTED!

I'm sure you are enjoying your membership of the MX-5 Club of NSW, and now here is your chance to share the love by contributing to the management of this great club. A brief description of each vacant role is provided below. Committee members should be prepared to attend committee meetings on the second Wednesday of the month at Ryde-Eastwood Leagues Club from 7:30pm. However, meeting attendance is essential only for the Secretary position, so don't discount yourself if you live far away. Please contact Bryan Shedden at president@mx5.com.au or 0422 340 010 for expressions of interest in these or any other committee position.

SECRETARY

- Issue notices of all meetings.
- Keep minutes of all committee meetings and general meetings.
- Organise the procedural part of the Annual General Meeting.
- Attend to all correspondence to and from the Association.

PUBLICATIONS OFFICER

- Plan the content of each edition of Club Torque
- Obtain articles and photos from members and other sources for inclusion in Club Torque.
- Produce the layout and design of Club Torque every three months.
- Liaise with the printer to arrange printing and fulfilment of the magazine (bagging, mail merge, post office lodgement).

CLUB TORQUE EDITOR

- Assist the Publications Officer with obtaining articles and photos for Club Torque.
- Write the editor's column and compile other articles of interest eg. Driver Torque.
- Subedit all articles to improve the formatting, style, and accuracy of text.
- Proofread all articles to detect and correct errors of text or art.
- This is not a committee position



JAMBEROO PUB RUN

9TH MARCH 2014 // REPORT & PHOTOS BY JAY FLAK

Jamberoo Pub Run. That name still runs through my head and always puts a big grin on my face. It was by far one of the best runs I've ever been on in a long time and I'll never forget it.

Me and my dad woke up at around 7am and I felt like going back to sleep, but knowing that I had a big day ahead of

me involving one of Japan's best road cars kept me going.

I had no idea about the roads that we were going to drive on, the moment we started going through backroads with bends, dips, crests, it made waking up early definitely worth the effort! I had to keep the camera strap wrapped around

my wrist and hold on to it so it didn't fall out of my hands. Even with the description that you see here, I still can't find a way to better way to describe how fantastic that day was.

It was filled with good chats, good cars, fantastic roads, and in the end..plenty of photos!



On the 24 April, some of us who had decided to exercise our annual leave between Easter and ANZAC Day, embarked on a journey we called the "Mid Week Mountain Run".

While it was only a small group (5 in total) we were joined by a member of the Porsche Club who had heard about the quality of the runs that the MX-5 Club of NSW holds. He was equally impressed with the organization and attention to detail provided to each driver around the run sheet, code of conduct and incident sheet handed out, and said that Porsche club runs could well learn from this.

We headed out from McGraths Hill up the Bell's Line Of Road through heavy road works and a reduced speed limit of 60 km/h. Taking a quick break at Bilpin, we proceeded along Bells to Lithgow, heading up to Blackheath for a relaxed lunch where we exchanged track day stories and talked about all things MX-5 (and a little bit of Porsche).

A relaxed trip back down the mountains had us with the roof down and making our way home through the traffic with a number of NSW Police ensuring we maintained a legal speed limit. It was also great to see some RPMers come and join us (even if it was in their back yard). All in all, a fantastic day that was enjoyed by all who came along.

MIDWEEK MOUNTAIN RUN

24TH APRIL 2014 // REPORT BY GUY COLES
AND PHOTOS BY STEPHANIE KATZ



WAKEFIELD PARK CLUB TRACK DAY

2ND FEBRUARY 2014 // REPORT BY DAVID LAWLER
PHOTOS BY BILL FORDHAM

The forecasts predicted hot weather in the week leading up to the 2nd Feb track day at Wakefield Park, and contrary to common perceptions about weather forecasting, they really got it right! Temperatures were over 30 degrees all day, reaching around 38 in the mid afternoon- and these conditions affected drivers, cars and officials.

There were 67 starters, including 12 first timers. It was good to see Tony Williams back after a break away from the track of more than a year whilst he built his new home.

The battle between Mark Hellmund and Cameron Macarthur for fastest time of the day was close, with Mark coming out on top by a mere 0.15 seconds with a best lap of 1:07.60 in the 2nd run of the day.

Even with the unfavourable conditions, new class records were established by:

- Tammie Hotz in ladies class 2
- Tony Williams in class 5 (the break certainly didn't slow him down)
- Phil Munnings in class 6
- Ralph Thompson in class 9
- Keith Bridgement in class 11

A special mention is deserved by first-timer Baden West for his impressive time of 1.12.02, which I believe is the fastest first-timer lap at Wakefield Park, although he did have to be extracted from the turn 2 gravel trap later in the day.

I had the pleasure of driving Baden's turbo NA8 during the first-timers session, and can attest to it's speed.

A big thanks to all the officials whose contributions make the track day

possible, and an extra special thanks to Phil Roberts, Lindsay Burke, Joe Kovacic and James Cook who spent the day outside in the sun and the heat on the dummy grid, start/finish line flags and circuit entry.



SYDNEY MOTORSPORT PARK CLUB TRACK DAY

27ND APRIL 2014 // REPORT BY DAVID LAWLER
PHOTOS BY MARK PALMER

Wow, what a great day! Not too hot, not too cold, no rain, friendly competition, 8 runs, lots of PBs, and even the weather co-operated. Did I mention 8 runs, how good is that!

Sunday greeted 65 starters in 6 run groups, including 5 drivers participating at their first club track day. Predictions of showers later in the day made it important for those keen about their lap times to get in some fast times early.

Patrick Bramston set the fastest time of the day with a 1:02.63, narrowly beating



Thanks and congratulations to all the officials who helped in preparing and running the track day and contributed to its success. There are always too many people to name, but on this occasion I want to make a special mention of the flag marshals Andrew Johnson, Anthony Carpenter, Bill Fordham, Craig Adams, Heather Koorey, James Cook, Judith Hilling, Peter Carpenter, Phil Abrahams, Robert Kai and Suzanne Stone. They diligently monitored the on track action all day from their posts around the circuit, and without them a track day at Sydney Motor Sport Park would not have been possible. Thanks gals and guys.

Ralph Thompson with 1:02.86. Patrick's quick white NA is still out of service after a major failure at Winton last month, so he was driving his other car, a red NA which he describes as the "wife's car".

Bryan Shedden made his first appearance at a NSW club track day is his as yet unnamed blue NB, and managed to beat his previous PB set in Little Reddy. From my occasional vantage point at the start-finish line, I was entertained by his regular drifting through the last few corners.



Call it a mid-life crisis if you will, but buying an MX-5 at my age was more than that.

I had been looking at a '67 Mustang muscle car ,however that would only be useful as a cruiser- a weekend special. And they aren't that flash to actually drive.

I knew the MX-5 was a good thing having driven all series and many variants since they came out 25 years ago. The thing is, with an MX-5 you get a few bites of the cherry – top down cruising, general driving, city runabout, sporty Sunday social driving and, if you join the MX-5 Club, motorsport.

It opens up a whole range of motoring fun and everyone in the family can have a crack. So I got an NB8C one owner Classic.

Lovely car, looks great but I wanted more get-go, and so started the performance

competitive on the track. But that's a work in progress especially after the recent super sprint track day at SMP on April 27.

The wick has been lit.

It was trailered down from Newcastle because I didn't have enough faith in the car's resilience. I didn't want to be stranded at SMP with no wheels to get home.

Needn't have worried because, as you all



So next track day it will be driven there, have the spare and other unnecessary stuff deposited in a pile behind the pit space, and onto the track with it – just like most other members do.

The car is in "road" condition with street tyres, standard pads, relatively quiet exhaust, open diff and... creature comforts like air conditioning, leather, audio upgrade and other stuff.

It's great to drive on the street, great to take for a spin after work to clear out the cobwebs and.... great fun on the track, even with the open diff that makes it behave a little like a drift car.

Who cares, you've gotta run what you brung and that was one of the more appealing features of the recent track day.

It was surprising for a newcomer to turn up Sunday morning and see more than 70 MX-5s ready to 'race.' And even

TRACKIN RIGHT FIRST TIMER'S STORY

REPORT BY PETER BARNWELL // PHOTOS BY TOM BARNWELL

modification saga that saw a turbo fitted, coil overs, front sway bar, Haltech ECU, braided lines – all the usual stuff many MX-5 owners put on their car.

It goes great now, the only thing is the driver has run out of talent to make it

know, the rudely robust MX-5 is a tough little customer up for any challenge.

It was first time out for me and the MX-5, and as it turned out, was a truly engaging and satisfying event brilliantly run buy the club.

more surprising was the depth of talent demonstrated by many of the drivers/ owners. I obviously need to spend more time in the car and especially on the track. It's character building when you get rounded up by a near stock NA with half the power.

But it's not all about the power after all....

So, the next track day beckons, this time at Wakefield in cold old Goulburn. After the first taste the second will be that much sweeter and the MX-5 is sitting in the garage waiting to be let loose.

New oil, bleed the brakes, check the pads, put a spanner over it, change the gearbox oil and we're ready to go.

Can't wait.



MOTORKHANA PRACTICE DAY

16TH MARCH 2014 // REPORT BY PETER RODGERS
PHOTOS BY BRYAN SHEDDEN



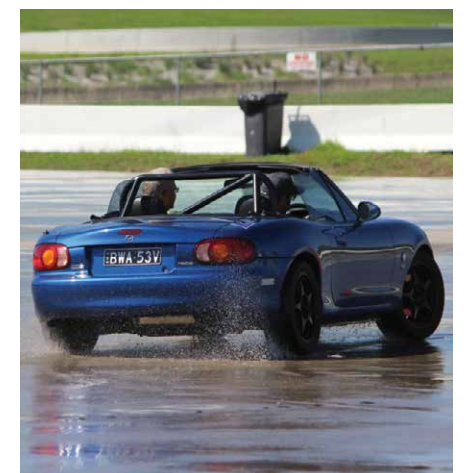
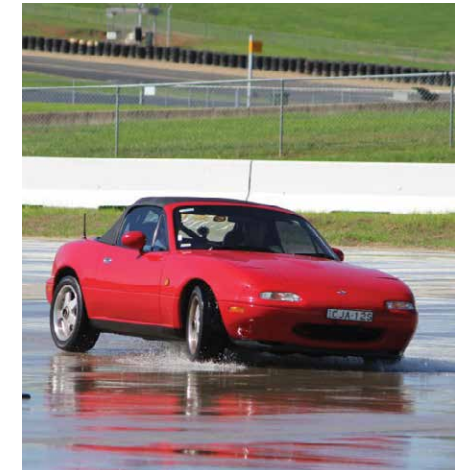
Was it worth the 850 kilometre round trip from Port Macquarie to Eastern Creek for the Motorkhana Practice Day? Absolutely! Not only was the day brilliant, but we also got to have a great drive in the MX-5 both ways with the roof down.

Never having done a motorkhana or been on a skid pan before, I was somewhat apprehensive prior to my first run, but I needn't have worried with the pre-run driver briefing and with an instructor on board, the only concern was facial damage from the ear to ear grin. In fact that grin was permanently attached to my face all day as can be attested from some of Bryan's photos.

However it wasn't just the fun that made the day such a success for me as I learned new handling skills and discovered even more proof of the wonderful handling our little cars have.

I do however have a complaint – someone obviously adjusted all of the clocks and watches as it seemed as though the day ended not long after it started :-)

A big thank you to all of the officials, without whom the day would not have happened, nor been such a success.



2014 NSW/VIC INTERSTATE CHALLENGE

23RD MARCH 2014 // REPORT BY DAVID LAWLER
PHOTOS BY NEIL CHOI

A group of 10 drivers from the MX-5 Club of NSW ventured to Winton to defend the Interstate Challenge title, which had been won from the Victorians at Wakefield Park last November.

Most of us arrived at Winton on Saturday, some doing the AROCA circuit training day, others the open practice session in the afternoon. For many it was



our first visit to Winton, which provides short and long track variations, both with a challenging combination of tight corners, a fast sweeper, some bumpy areas, and a few walls disconcertingly close to the track.

A few tentative laps by the first timers, a few slides and the odd spin, and we gradually got to grips with the track. On the last lap of Saturday practice, Patrick Bramston suffered a major oil leak which he assumed was due to a blown turbo. Once his car had been brought back to the pits, and while he was out helping clean up the oil, the rest of the NSW MX-5 crew checked out his car, and pronounced a blown oil pipe, and not the turbo, as the cause. His car was left at the circuit, in readiness for repairs next morning.

Thanks to the Vics and particularly Tim Emery, the Deputy Motorsport Captain of the MX-5 Club of Victoria & Tasmania, for their efforts in making us feel welcome, with a drinks and socialising session followed by dinner at a local hotel. We of course received lots of “useful” advice on the best way to drive around Winton, like go through the sweeper in 2nd gear at 60km/hr, hugging the kerb. Yes, very useful, ... for making it easy for them to pass us! It was all light hearted and a lot of fun.

Sunday morning dawned clear, which was a relief after the predictions of rain in the lead up to the event. However, what was not so good was that Patrick found the problem with his car was much more serious than we had thought. A sizeable hole in the sump of his engine indicated there had been a major failure in the bottom end. That was the end of the event for him, and it made the task for the rest of us in defending the Interstate Challenge title a bit harder.

A few minor adjustments in the placement of NSW MX-5s into their corresponding Vic MX-5 club classes were required, with Ralph Thompson bumped from Super Modified to Open class due to his car lacking the rear shelf carpet, and Russell Maxwell was moved



from Modified to Super Modified.

The NSW competitors were Gustavo Elias, Bryan Shedden & John Karayannis in the Clubman class, Peter Battisson and Peter Browning in the Modified class, Mel Keller & Russell Maxwell in the Super Modified class, David Lawler in the Restricted Open class, and Ralph Thompson in the Open class.

Then it was on! An untimed practice run followed by 2 timed runs on the Winton short circuit in the morning, then 3 timed runs on the Winton long circuit in the afternoon. The track is quite tight, twisty and bumpy, and I am amazed that a field of V8 taxis, erm supercars, can get around it without taking each other out.

Bryan Shedden was running his NB for the first time, and found a few teething problems, with an overheating engine, non-functioning ABS, and a major lack of grip from 4 year old rock hard tyres which lead to a few off track excursions. I loaned him my old set of KU36s which Bryan fitted to his car and immediately improved by 2.5 seconds around the short circuit. Mojo restored!

John Karayannis was suffering from a lack of rear-end grip, and despite a number of changes to suspension settings



and tyre pressures over the day, never quite found his usual form.

Also in the clubman class, Gus Elias was easily the best of the NSW drivers, however he was still outclassed by the best of the Vics unfortunately.

Ralph Thompson drove skilfully to win the Open class, and was glad of his bump up from Super Modified where his best time would have scored a 2nd.

The rest of us did our best, but in the end the Vics won 4 of the 5 contested classes, and came out winners with 69 points to our 56 points. To make it worse, I had forgotten to take the Interstate Challenge trophy to the event, and had to endure a lot of good natured stirring from both sides as a result. Lesson learned.



Thanks again to AROCA and the MX-5 Club of Victoria & Tasmania for their roles in hosting the event. I look forward to visiting Winton again.

MRA ROUND 1 WAKEFIELD PARK

26TH JANUARY 2014 // REPORT BY BILL KINNANE

This was the first of the 4-round 2014 MRA (Motor Racing Australia Championship) series to be held at Goulburn's 2.2km long Wakefield Park Raceway. The meeting ran 5 categories: 5.0L V8 Touring Cars, Modern Sports Cars, Regularity, Minis and Super TT (Tin Tops).

MX-5s comprised 9 of the 14 starters (including 4 BMWs and one Toyota 86) in the Modern Sports Cars inaugural sprint format meeting. Outright honours went to Matilda Mravacic who won all 3 races in her very fast NB Turbo. The next best result for an MX-5 was Rob Hay who achieved a 3rd place and two 4th places.

All races involved intensive competition throughout the field with the day only spoilt by a spin at turn 2 of lap 1 in the final race that resulted in the withdrawal of one of the Queensland-based BMW M-coups and an MX-5.

MX-5 CUP

ROUND 1

2ND MARCH 2014 // REPORT BY STUART MCFADYEN
PHOTOS BY JOHN SMITH JOHNSPHOTOS0065@GMAIL.COM

Watching the in-car video back, it feels like I'm watching someone else. I'm touching the wheel, I grab the gearstick, adjust the mirror, tighten the belts, back to the wheel, the gearstick. I don't remember doing any of them, but it's clear from the video that there's nothing I could do to stop it. If I wasn't sitting on the grid for my first ever race, I'd have looked very suspicious indeed.

It's pouring with rain, I'm in an unfamiliar and purpose built race car and the red lights have just gone on on the starters gantry. I bring the revs up to 4000rpm. It's at that point, over the angry howl of the engine that I hear myself say: "What the F??K do I do now?!"

Going racing is something that I had been building up to for several years. I had done a few years of track days with the MX-5 club (after buying a nicely modded little NA8) and gone on to do a number of supersprints, but like a lot of people had always seen the jump to door to door racing as a jump too far. Like a lot of people in the club my track car is my other car too and I was a little nervous about staking my only transport in an overtaking move, where all I stood to gain was a position- but stood to lose my ability to get to the shops. So, despite deciding that I was sure racing was something I wanted to do and because my car fell a little short of the basic requirements of racing, I thought the best thing to do would be to rent a fully race prepped car off the guys at Deckspeed Racing for the first round of the new MX-5 Cup. It was a short-term solution and a way of dipping my toe in the water but it turned out to be more affordable than I had thought.

In the weeks leading up to the race weekend the whole thing had seemed



a little daunting. There are a lot of similarities to a normal track day, but there are a lot of differences too. Obviously what you don't want for any day at the track is to turn up and realise you've skipped a tiny but show stopping detail. This is where the guys organising the MX-5 Cup did such a stellar job. Any questions we had were quickly answered. It meant that all of us newbies went into the weekend feeling as comfortable as we possibly could.

Race day. Wake up at 3.30am. No chance of getting back to sleep. And it's raining.

Round 1 was part of the support races for the Wakefield 300, so the weekend was busy, with over 100 cars of all makes and types trundling around the pits. There were 3 of us that had never raced before lining up in the 15 car field, Russell Maxwell and myself were in cars we hadn't driven before and David Lawler was staring down the barrel of his first ever track session in the wet. It wasn't the introduction any of us were hoping for, but we made it through qualy unscathed which settled some of our first timer jitters.



That brings me back to where I started, fidgeting with my belts and mirror, heart pounding. The first few corners were a blinding white blur of spray and brake lights, but after that all those worries about whether I was ready or whether I had any right being there disappeared as the white mist turned to red. It was in short, the most fun I have ever had in my life. A lap or two in, I got back a couple of the positions I had lost at the start, then set out after the rest of the field. Then, apart from being lapped by Daniel Deckers (like I was standing still - just in case I was feeling too proud of my performance) that was it for the wheel to wheel action for race 1. I'd survived my first race... and I wanted more.

There were three more races and they offered more of the same action. The conditions didn't let up, but the nerves did. I had some great little dices, lost some positions, gained some positions but had a ball doing it. It was exciting on a 'kid on Christmas morning' scale - I'll definitely be back. But importantly, the fun we all had that weekend represented the tip of an iceberg of hard work that had been put in by the MX-5 Cup organising committee. Craig Durrant, Luke Otten, Daniel Deckers, Chris Quick and others, all put in huge amounts of their own time to try and develop something that will help grow the sport we all love. For me personally, their efforts were the difference between me seeing this as achievable or not. I can't thank them enough.

From me a big thank you also to Daniel and Michael at Deckspeed Racing for their help in getting me in a race car that weekend. They were a wealth of help and guidance about all things racing, from getting the car prepped



to fixing any issues with car or driver. I'd highly recommend hiring a car for anyone thinking their car isn't quite up to the task. Thanks also to Russell and Andy Harris, my assigned mentors for the weekend, offering help and encouragement in spades.

Oh, the other little thing I did that weekend was the Wakefield 300. A 300km televised endurance race. Less ticking off a life-long dream and more knocking it out of the park. But that's a story for another time. If I bump into you around the paddock somewhere, no need to ask, I'll probably already be telling you all about it.

MX-5 CUP

ROUND 2

27TH APRIL 2014 // REPORT BY STEVE GREEN
PHOTOS BY SCOTT WALKER

WAKEFIELD 300

2ND MARCH 2014 // REPORT BY CRAIG DURRANT
PHOTOS BY JOHN SMITH JOHNSPHOTOS0065@GMAIL.COM



Round 2 of the MX-5 Cup saw a solid field of 13 cars take to the track even though a club round was being held at the SMP circuit on the same day. Modern Sports Cars holding 2 x 1 hour Endurance races over the same weekend also had some Cup runners on different duties for the day.

No rush for the Cup team to get ready in the morning, a scheduled 11:30am qualifying kept things pretty relaxed in the pits. A big off at the top of the hill by one of the Excels pushed this back further by an hour as well.

Daniel Deckers showed it was all worth the wait with a very quick qualifying time of 1:06:05 to put the Deckspeed car on pole. Race 1 set the scene with Daniel taking out the first 2 wins being pushed all the way by the very experienced

David Stone. David's persistence would pay dividends in Race 3 with a first to the flag when Daniel experienced mechanical problems.

Chris White really found some speed with a P.B and finished in the top 3 in all the races. Special mention to Michael Hall who kept Chris honest for the minor placings all day. Michael toughed it out after receiving a nasty burn to his hand while changing engine oil on the Saturday.

Luke Otten, Andy Harris, Stuart Mcfadyen and Steve Green were locked in battle for the 3 races. Awesome to see the guys going at it. Luke, even in an unfamiliar car, is always quick. Andy gets more impressive every time he hits the track and Stuart is a racer through and through. Clean close racing at its best.

Craig Durrant debuted his new race car, getting quicker with every session, and will be up the pointy end next meeting no doubt. Bill Kinnane mixed it up with first time Cup entrants Robert Viner and Cameron Hallam. Great to have them on board.

Ian Caldwell's run of bad luck continued. After qualifying well in 5th place, his weekend came to an end off the line in Race 1 with mechanical failure. Tough to swallow considering Ian travels all the way from Port Macquarie and has been a strong supporter of the Cup.

Two rounds down and the MX-5 Cup has certainly delivered competitive good spirited racing. Any newcomers, now is the time to have a go.

The Wakefield 300 continues to be an extremely popular endurance car race. With regulations ensuring that entry is open to a wide variety of amateur racers and their vehicles, the race is quickly fully subscribed.

Practice and qualifying on Saturday took place in what was surely some of the wettest conditions ever experienced at Wakefield Park. With the large numbers of entrants, the race was split into two fields, based on qualifying times.

Once starting grid positions were determined, two 300's were run on Sunday, the first starting at 10am, and the second just after 2pm. The fields were split based on their qualifying times. Fortunately the day remained dry, apart from some brief and light showers.

WAKEFIELD 300 - B MAIN

The first race featuring the second half of qualifiers - in fact covering 280kms in order to be of similar duration to the other 300 race - had 9 MX-5s competing in a field of 33 cars. After a gruelling 3 hours, the race was taken out by Adam Dodd and Terry Nightingale, in a Targa Racing MX-5. The Lacey's, a husband and wife team from Queensland, took third place- also in an MX-5.

The three hour enduro took its toll as always, with 11 of the 33 starters failing to finish the race.

WAKEFIELD 300

This year's 300 race witnessed the usual level of dropped shoulders, bumps and on-track biffos. 16 of the 36 cars

starting failed to finish due to mechanical problems- a high attrition rate.

The 2014 race attracted a range of vehicles, which included 11 MX-5s. In the mix were a number of Lotus's, the exotic Queensland built Skelta G-Force, alongside Beemers and Mazdas. First, second and third were taken by Loti, with fourth going to a BMW. The highest placed MX-5 came in at 5th, piloted by Daniel Deckers and Luke Otten in the Deckspeed car.



FOSC WAKEFIELD PARK RACEWAY

5-6TH APRIL 2014 // REPORT BY BILL KINNANE

FOSC (Festival of Sporting Cars) hosted a two day meeting with categories historic racing cars, sports cars and touring cars, plus sidecar motorcycles and regularity events. Four MX-5s competed in a field called Historic & Invited Sports/Touring Cars even though true historic sports and touring cars had their own separate events this time. The field included Ron Goodman's very fast (and valuable) 1956 Porsche 356, a 1977 Nola Chev Sports Car, a Mustang, 7 Alfas, an SR20 powered 1985 Nissan Bluebird, and a V8-powered 1993 Nissan Skyline.

Saturday's qualifying and two races were run in inclement weather and the slippery conditions were not helped by an Alfa dropping either oil or coolant down the entire length of the main straight. Those that had the misfortune to occupy even-numbered grid positions in the second race of the day had to start on a wet layer of sawdust that covered the left half of the main straight!

Sunday brought fine weather conditions and a clean track thanks to the mighty overnight efforts of Wakefield Park's maintenance crew. The better grip helped

some of the field to improve times dramatically compared to the previous day, but David Stone put on a mighty effort to finish the weekend with five 2nd places behind the V8 Skyline; truly a giant-killing David and Godzilla battle. Bill Kinnane finished with three 3rd places after the 1999 Honda Civic Type R took two 3rd places on the second day. The MX-5s of Tim Brown and Bill Shipton put in solid performances.

NSW SUPERSPRINTS ROUND 1

10TH NOVEMBER 2013 // REPORT BY DAVID LAWLER

The first round of the 2014 NSW Supersprint Championship was run at Wakefield Park on Sunday 13th April by the Mini Car Club of NSW.

The MX-5 Club of NSW was represented by 15 members, slightly down on typical numbers due to many of the club's supersprint regulars being away at the MX-5 Natmeet in QLD.

The MX-5 Club drivers acquitted

themselves well, although there were two whose cars called it quits early, mine being one of those, with a split power steering line.

Tony Williams made a great return to supersprints by winning class 2A, with 5 club members taking class 2nds, and another 5 with 3rds.

After this first round, the ARDC is leading the championship with 395

points, followed by the MX-5 Club with 340 points.

The next NSW Supersprint Championship round is at Sydney Motor Sport Park on Saturday 10th May, and with more MX-5 Club members expected to be running, we hope to see some good results and to pull back the ARDC lead in the championship.

BATHURST MOTOR FESTIVAL

19-20TH APRIL 2014 // REPORT BY GLENN THOMAS
PHOTOS BY TONY KING

The Bathurst Motor Festival 2014 was held over the Easter long weekend and wow, what a lineup of cars – Formula 3, Production Sports, Group N, Production Touring, Porsche and NSWRR Regularities. It was in the last Group that Graham Fletcher, Tony King and I went to play in. This event was too expensive, provided too little time on the track but... it was one of the most exciting and satisfying events that I have ever participated in. The experience was made even better because both Graham & Tony provided brilliant expert mentoring and support throughout the whole long weekend – Thank you both! Club members Stewart Temesvary, Guy Coles, Stephanie Katz and Tammie and Warren Hotz (plus their entire family) also provided support.

The experience of driving Mount Panorama can never be fully conveyed by the images. The anticipation of entering the kink at over 215 Kph, the thrill of the car sliding at these speeds, close concrete walls always in the mind and eye, feeling the car hammering down on the suspension through corners and under brakes - it's a real buzz!

We enter Pit Straight via Murray's corner and make our way to Hell corner; the first of 23 bends! Climbing Mountain Straight leaves me praying for more power as a V8 passes by but the MX-5 comes into its element as, at about 170kph, we do a late tap of the brake, down to third and hard on the throttle into Griffins Bend - this part often puts the V8 back in the MX-5's mirrors!

Now we are off into "The Cutting" – a 1:6 gradient cut into the rock of the mountain surrounded by very close concrete walls. It is imposing but the MX-5 loves it! Now off to Reid, Sulman

and McPhillamy Parks. Sulman Park has the highest point of the track, topping out at 862m above sea level and the skylines and the close concrete walls hide the correct line of the corners and stand ready to punish any errors! Fortunately I had Tony King's expert advice on how to drive here and his voice was in my mind every time the Blue Ant (my car) travelled through this area. Sulman merges to McPhillamy, and through to Brock's Skyline providing breath-taking views over the Bathurst Region. Unfortunately I only see these in the photographs but was otherwise distracted when driving!

Skyline ends with a steep right hand corner and the entry into the Esses provides a unique experience for drivers descending the Mountain. Mount Panorama demands drivers use the Flag Marshals as the line of sight coming off Skyline, and many other parts of this circuit, is slim to none.

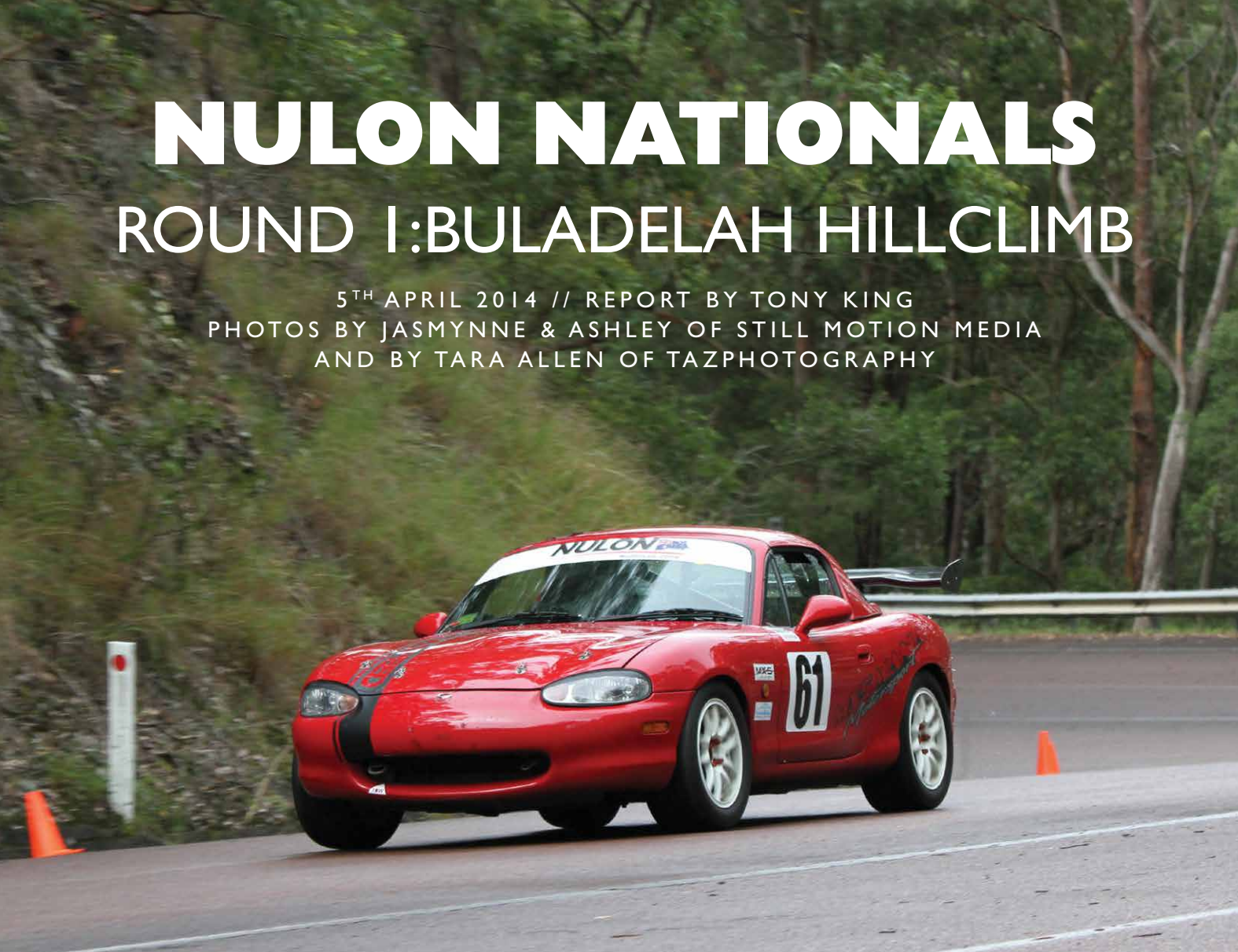
The Dipper is the third sharp corner in the Esses and, like the cutting, makes drivers vary aware that this track is on the side of a mountain! It is a steep, sharp left-hand turn. Forrest's Elbow is a critical corner that requires a late turn-in in order to make the most of Conrod Straight. Conrod straight is the fastest section of the Mount Panorama track, with V8 Supercars touching the magical 300km/h limit. Given BlueAnt tops out at about 215kph, we really need to keep a close eye on the mirrors for faster cars. And once more we slide into the Kink with no lifting the pedal and no braking – what a thrill! The car again shudders under the brake pedal entering the Chase once more as we wash off over 100kph at the 80 metre mark. The only other thing I can say about this track is... you've got to try it



NULON NATIONALS

ROUND 1: BULADELAH HILLCLIMB

5TH APRIL 2014 // REPORT BY TONY KING
PHOTOS BY JASMYNNE & ASHLEY OF STILL MOTION MEDIA
AND BY TARA ALLEN OF TAZPHOTOGRAPHY



The Nulon Nationals series has been designed to get clubs from across the eastern seaboard together to share their love of motorsport. The MX-5 Club of NSW has been invited to participate in this series, along with teams representing Skylines Australia, Toyota 86/BRZ Club of NSW, EvolutionOz, Team BYP Racing (predominantly Hondas), Fords and HSV Owners Club, plus a team made up of Nulon sponsored drivers (in mostly drift and time attack cars).

Each team comprises five cars, with drivers collecting points for their club in a range of disciplines including a 1200m hillclimb at Buladelah, a full track day to be held at Wakefield Park and a 500m-600m high-speed airport run at the Cootamundra Airport. Teams have some flexibility to select cars and drivers most

suited to each discipline, however three out of the five cars must back up to the next round at each stage in the series.

Winners of each round will receive product and cash as well as points towards their club. After three rounds, the 2014 Nulon Nationals winning club will receive a huge prize including \$10,000 in product support from Nulon Oils which is available to each and every club member, as well as a cash donation to the club to support their local events.

Round 1 was held on Sunday 6 April 2014 at the Buladelah hillclimb, which utilises a closed portion of the old Pacific Highway (now the Wootton Way) for the event. The MX-5 Club team comprised Patrick Bramston (a Buladelah local and veteran of this hillclimb), Steve Green,

Glenn Thomas, Verne Johnson and Tony King; with Keith Monaghan (in absentia) as Team Manager.

Scrutineering took place at the Buladelah Showground on Saturday afternoon and as teams begun to arrive, news filtered through about cars being pulled over and defected on the run up the Highway. A number of cars were turned around by the Highway Patrol and sent back to Sydney, while a few hardy souls elected to proceed to Buladelah and then to trailer their cars home after the event. It was certainly not the "Welcome to Buladelah" that the organisers or the local Chamber of Commerce had in mind.

Team MX-5 arrived at the course early on Sunday morning and set up in

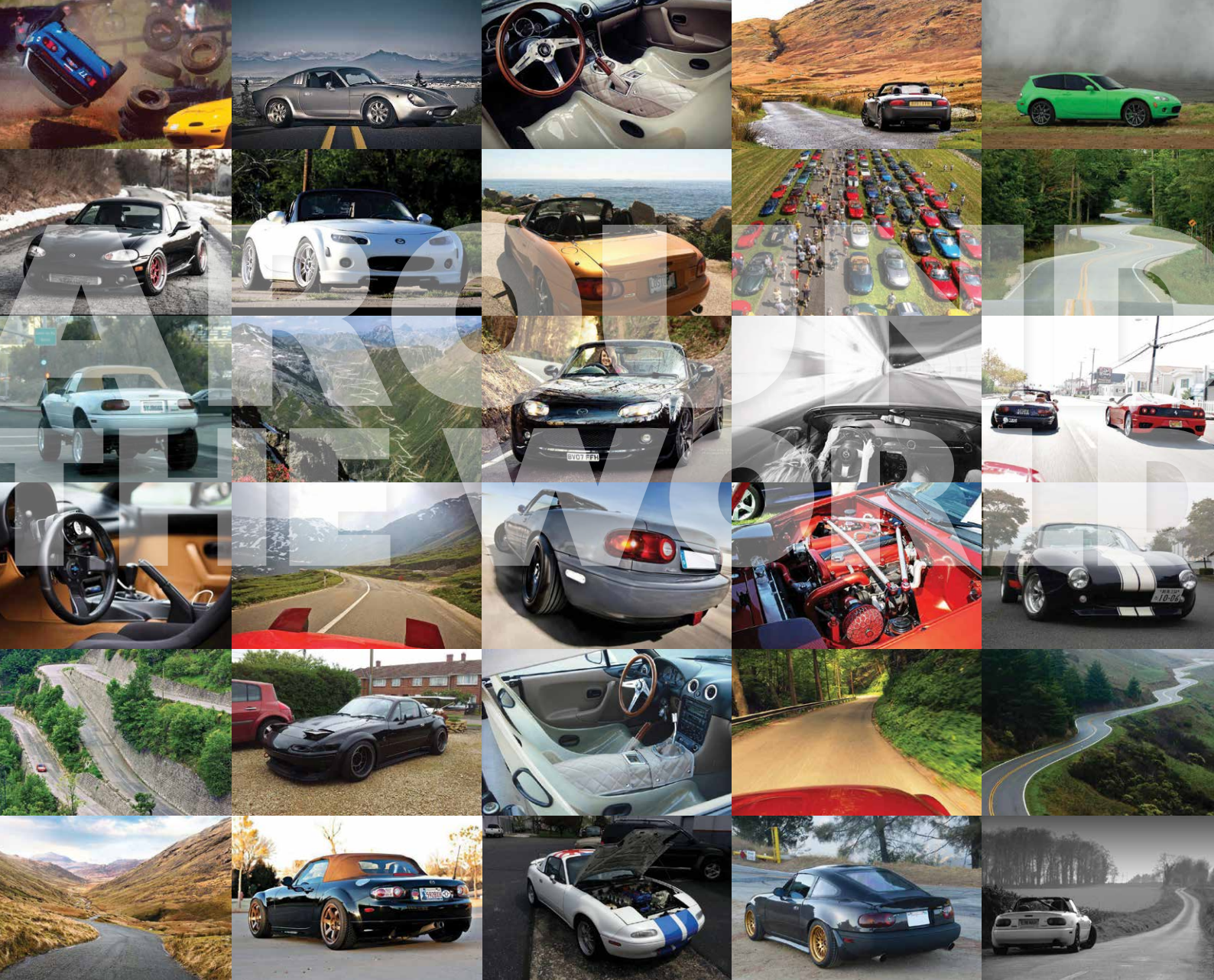


anticipation of the day to come. Being part of the old highway, the course itself was three lanes wide and included five corners, with two additional chicanes. An Armco railing ran along most of the left hand side of the course, while a rock face ran along most of the right hand side. While the course wasn't very technical, it was potentially very fast with little room for error.

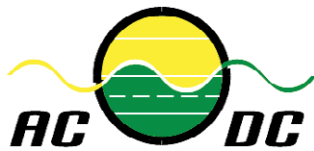
The main concern however, related to the level of grip that would be available. Large Eucalypt trees now overhung the road, filtering out direct sunlight and dropping their leaves onto the pavement. In the shade next to the rock embankments on the shoulder of the road, moss was growing 20mm high in some places! The organisers did a great job cleaning most of the debris off the course, however moisture, dust and oils from the leaves remained trapped in the pavement surface. Showers of rain on Saturday evening combined to make a very slick track surface. Needless to say, the plan was to take it easy for the first couple of runs, allowing drivers to work out where all the corners went and to test out the available grip.

As Lady Luck would have it, the first run of the day was delayed due to issues with the timing gear and while it was fine and sunny, the humidity was rising and the clouds building. At around 10:45am Glenn Thomas led the team away with his first run up the course. The rest of the team completed their first (sighting) run without incident, but were all looking forward to getting serious on the second run.

Alas, it was not to be. Not long after the second run got underway, it began raining lightly and by the time the MX-5s approached the start line, a competitor had also managed to spray the entire course with power steering fluid. The third run was held on a drying track, however it would be fair to say that conditions remained challenging and grip was still difficult to find. Heavy rain started falling as competitors lined up for their fourth run, and conditions soon deteriorated to the point where the organisers suspended competition for the day.



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