



*club*

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

# TORQUE

## IMPULSE SHOP

THE FIRST TWO NC3s IN THE CLUB!

## NEW CLUB CHAPTERS

RPM AND MID NORTH COAST LAUNCHED!

**SUMMER 2013**

Print Post Publication: PP381712/02600



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# club TORQUE

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

## SUMMER 2012



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**W**elcome to the Summer Edition of Club Torque. What a busy few months it's been! It seems as though every Chapter has been busy jetting around NSW & ACT with tops down and sunscreen on, with many ending their drive with a delicious meal or refreshing drink at some idyllic location.

Alas, there has been little rest for the Torque Team. We've been working overtime in the Torque Bunker to deliver another quality publication for your literary pleasure. Tim has been busy marshalling the team and nailing down deadlines. Andrew has been studying the thesaurus and doing cryptic crosswords to enhance his vernacular. Neil has been ensconced in art galleries looking for tips for that killer shot. Hopefully all our sweat over the summer has paid off.

In this issue, we take you back in time. We visit roads of yesteryear when the Nurbushring MX500 took in the Old Pacific Highway over the Bulahdelah Hills. We take a snapshot of track days past with Peter Browning as he lifts the lid on over a decade of Mazda motorsport. We marvel at the superb piece of engineering that gave birth to a legend – the NA MX-5.

Thanks for all your feedback regarding our first issue. Keep it coming! You can contact us on [publications@mx5.com.au](mailto:publications@mx5.com.au)

With the summer season behind us, the Torque Team hopes you have settled into the new year well. We'll catch you again in Autumn.

Best,  
*The Torque Team.*

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# PRESIDENT'S BRIEF SUMMER 2013

BY BRYAN SHEDDEN

Happy new year. The summer break is usually a quiet one for the Club, but there has been a lot happening behind the scenes.

The month of December started with a 7:00am presentation of Member of the Year (MOTY) trophies at Dural McDonalds, preceding the BreakFast Club's Christmas Run. Our MOTY 2012 winner is Peter Battisson. This is the first time the award has been presented to a member from outside metropolitan Sydney. Peter lives in Canberra but claimed more MOTY points than anyone else, through his participation in BreakFast Club runs, NatMeet, officiating and driving at track days, and Club Torque contributions. His Canberra Chapter participation was not even counted! Peter's business, ACDC Pty Ltd, also happens to be our Club's major sponsor and only advertiser in Club Torque, but I can honestly say that was never a factor in the result. Congratulations Peter!

The New MOTY 2012 winner is Chris Flak, who just completed his first full year as a Club member. Chris also resides outside metropolitan Sydney (just - the Blue Mountains), and has been a regular at BreakFast Club runs, Sydney cruiser runs, Chapter runs, track days, and making Club Torque contributions. Congratulations Chris!

Trophies were also awarded to the runner-ups, and I was stunned to discover that our entire editorial team claimed the spoils. Timothy Heppell was our MOTY runner-up, while Neil Hamilton-Ritchie and Andrew Lord tied for NMOTY runner-up. Well done guys, and thank you for a superb debut on Club Torque – Spring 2012.

Since I am the first President to come from outside of the Sydney area, it might not come as a surprise to hear that I want to improve the service our Club provides to regional members. I helped establish the Illawarra Chapter in 2012, and this has proven to be very successful with around 20 people at dinner meetings, and up to 30 people at chapter runs. The enthusiasm has rubbed off, and we now have two more new Chapters. In January, the RPM Chapter (Rivers Plains Mountains) was established in the Blue Mountains, serving members from Penrith to Bathurst, with Lesa Bunn as Convenor. I would also like to welcome Blue Mountains Mazda who is the new sponsor of the RPM Chapter. Also in January, Peter Rodgers started organising informal gatherings at Port Macquarie, and this quickly led to the establishment of the Mid North Coast Chapter, serving members from Coffs Harbour to Great Lakes. With these three new Chapters, 97% of members are now covered by Chapters, compared

with 75% less than a year ago.

Speaking of sponsors, I'm pleased to report that Hume Smash Repairs and Carco have renewed their sponsorship of the Sydney and Canberra Chapters, respectively, and I thank them for their support on behalf of our Club.

The formation of all these new Chapters does create a few headaches with scheduling of Sydney events, and Captain Michael Soulos is working on it with the Chapter Convenors. However, Michael cannot do it alone and we are in need of a person to act as the Sydney Cruiser Run Coordinator. We had 169 members participate in Sydney Cruiser events last year and it would be extremely disappointing to see those events suffer because we cannot find someone to fill this role. Please call Michael if you're willing to help.

The new Club website project has made solid progress over the last few months. We have received detailed proposals and quotes from four web developers, and should have decided which one we chose by the time you are reading this magazine. The new website is scheduled to be launched by mid-2013.

There are a couple of committee changes to report. Brad Robinson has resigned as Treasurer to attend to urgent personal business out of town. Thank you Brad for all your hard work managing the accounts for the Club over the last year and a bit. Our new Treasurer is Marie Smart. Marie has been a Club member for only a few months and is Chris Flak's partner. Apparently his enthusiasm for the Club has rubbed off. Welcome Marie, and thanks for stepping in to help us out.

Cathie Curran has resigned as Event Calendar Coordinator after serving the Club for the last three and a half years. Cathie did a wonderful job of keeping the Event Calendar up to date and dealing with the intricacies of IMG Sports Technology Group, our service provider. Cathie will continue to help us transition to the new website, which will feature an integrated event management system that should alleviate the need for an Event Calendar Coordinator in future.

The last thing I'll mention is that the committee has developed a detailed Business Plan and Budget for CY2013. Our objective for this year is to deliver more benefits to our members by returning a zero profit, minus the cost of the new website which will be treated as a capital expenditure from existing equity. There are several exciting new initiatives in the pipeline... and all will be revealed very soon.

## NSW CLUB CHAPTERS



*“Our objective for this year is to deliver more benefits to our members... There are several exciting new initiatives in the pipeline”*

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MEMBERS

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Current financial Club members can now purchase automotive parts and accessories at trade prices from Burson Auto Parts stores. Burson Auto Parts have generously extended their Club discount offer to all financial MX-5 Club members around Australia. Simply ask for your discount when you purchase, and present your current membership card. Quote account number 112558. Burson Auto Parts have more than 100 outlets on the east coast, offering a complete range of tools, spare parts and car care products. Check out the range at [www.burson.com.au](http://www.burson.com.au)



# NSW MEMBERSHIP REPORT

## CURRENT MEMBERSHIP

**TOTAL**  
**581**  
[FINANCIAL]

**NEW**  
**MEMBERS**

**46**

**112**

[UNFINANCIAL]

Please check your membership card to check if you are financial. If you are unfinancial you should have received a renewal reminder via email. If you didn't receive this your email address is incorrect on the system. Please contact membership and give them your new email address. If you are unfinancial and don't want to re-join please contact us so we can adjust the system.

## NEW MEMBERS

*Welcome!*

Kerry Allanson	Margaret Harper
Chris Allanson	Mark Harper
Peter Barnwell	Tim Herring
Lucie Blom	Gerald Hooper
Dale Burrows	Andrew Kent
Peter Burrows	Bill Kinnane
Leanne Carpenter	David Minshall
Chris Carpenter	Stephen Oakley
John Carrick	Noelene Puckeridge
Steven Clare	Mark Puckeridge
Kelly Davies	Christopher Rhodes
Glenn Davies	Samuel Ridden
Roland Davies	Glenn Sheehan
Astrid Doutaz	Kevin Sherman
Aileen Duff	Mark Shurety
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Brigid Gallop	Peter Sterrett
Ronald Gallop	Natalie Strain
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# IMPULSE SHOPPING RPM STYLE

30<sup>TH</sup> JANUARY // REPORT BY BRYAN SHEDDEN

Charles Darwin Park at Lake Wallace inspired a different kind of "Origin of Species" - the first NC3s to join the MX-5 Club of NSW.

Lunchtime conversation at the inaugural RPM Chapter run was dominated by the temptation of potential NC purchases. The group hovered around iPads doing Google searches to see who could find the first one to suit them - the searches were initially focussed on used NCs but a new Crystal White NC3 caught their attention. Pam Estreich & Lesa Bunn continued the daydreaming session at Wallerawang over coffee. On the drive home via Bells Line of Road in their SE, Ray hatched a secret plan and decided to take Pam past Hornsby Mazda to have "a quick look" at the NC3 in their showroom. Arriving late, the place was closed but they spied some staff inside. Ray snuck around the back and found an open door. The staff insisted they were closed but Ray brushed them off with "yes yes we know". Ray asked "is that NC sold" and "no" was the answer. Pam and Ray then made themselves at home, trying out the seating position while the staff incredulously wondered "who are these strange people" and they were kept back after hours. After some haggling on price, the deal was done. It was only then that Pam & Ray realised they hadn't even taken the car for a test drive! By Friday, Pam picked up her new NC3! Were we excited? You bet! Pam was the proud owner of the first NC3 in our Club.

Not to be outdone, Greg had his own secret plan. The very next day, Lesa was on her way to buy some candle holders at a sale and Greg suggested that they drop past Hornsby Mazda to have a look at their other NC3 demonstrator. "No" insisted Lesa. But Greg was determined, went out and gave the Subaru a wash, and then made an appointment "just to see what we'd get as a trade-in". "No" demanded Lesa. "Just go and have a look" said Greg. "We're not buying it" insisted Lesa. Greg upped the ante by making a cup of tea and Grant chipped in with "go on Mum, just have a look". Lesa finally succumbed and later that day found herself driving a sparkling new Aluminium Metallic NC3 on a test drive up the Old Pacific Highway, even stopping to take photos of the car. It was all too much for Lesa after this, and after another round of haggling, the weary but delighted dealer had another NC3 departing the showroom floor.

In the space of one week, there were two new NC3 sales at the same dealer with both cars going to MX-5 Club committee members. Now that's what you call impulse shopping!





# MX500 NURBUSHRING

17<sup>TH</sup> NOVEMBER // REPORT BY MICHAEL SOULOS  
& PHOTOS BY PATRICK BRAMSTON & JEFF MEARES



A colonial builder thought that the community would benefit from routing the Pacific Highway over two spurs of the Great Divide rather than building the road around the obstacle. This section of highway became the notorious and deadly Bulahdelah Gap.

By the 21st Century it is car enthusiasts and the MX-5 community that benefit from this awesome 15 km of by-passed highway, now called Wootton Way. This great MX-5 road snakes its way over ridges, through bush and past farms with a 280 degree sweeping turn at the top of a ridge reminiscent of the Karussel in the Eifel Mountains. It is more than one corner that justifies naming this road the Nurbushring, it is the experience of driving the road (up to 4 lanes across), first one way, then to turn around and do it again.

For our members in the Hunter and Mid North Coast the Nurbushring is on their door step. For Sydney members it's a 2 hour road trip from Mt Colah. On a wet and grey Sunday morning a dozen MX-5s, a Lotus Elise and two Highway Patrol cars were parked at Maccas at Mt Colah. At 7.00am all but the white Holden's with flashing lights headed north to meet up with cars from the Hunter near Raymond Terrace and at brekkie.

All the way to Bulahdelah an intrepid band of open topped fives +1 Lotus charged up the F3 and Pacific Highway under leaden skies. By staying at or near the speed limit with windows up the intermittent rain proved no more than an inconvenience. After breakfast at Patrick's motel, we all followed the Ringmeister's exquisite racing NA the



4km north to run the Nurbushring.

Patrick took us out and back following like troop of multi coloured ants scurrying behind their scout to learn the right lines for all the corners, some wide & open, others tight, whilst others with multiple apexes but all good fun, especially at 80kph. When the surface is wet the drive is nervously exciting. Patrick cautioned everyone about driving the Nurbushring in the wet as a light drizzle turned to rain to heighten everyone's anticipation, then he pulled out to take photographs that did nothing to increase anyone's self confidence.

For an hour or so the sounds of MX-5s and one Lotus drowned out the noise of falling rain. One after another the cars crossed and recrossed the ridgelines, ran the hollows and revelled in challenging the corners, maintaining traction by easing off with the right foot and working overtime on the steering wheel. For the curious, a Lotus has buckets of zoom zoom and sounds like a symphony under load.

After everyone had exhausted themselves on the Nurbushring, we turned for home through Stroud Roads then over to Dungog where the skies cleared. From Morpeth, Mark Gray (Cruisin Newy), a Novocastrian, did a great job leading us through places previously unknown to rejoin a familiar road near the foot of Freemans Gap. After fuel and farewells at Freemans Waterhole it was the usual uninspiring run down the boring F3.

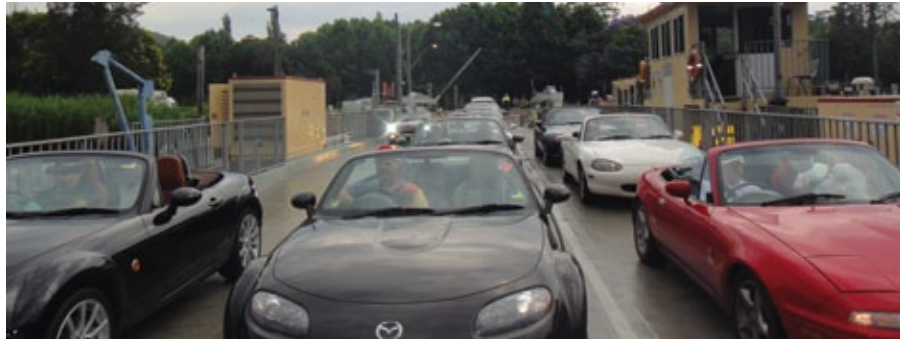
If you have never driven your MX-5 on the Nurbushring then, 'just do it.'





# PASEO CON DESAYUNO MEXICANO POR NAVIDAD

1<sup>ST</sup> DECEMBER // REPORT & PHOTOS BY CHRIS FLAK



The morning greeted us with a sticky humidity that followed overnight drizzle and promised a hot and humid day. Indeed that was the case later as the mercury soared and the humidity refused to go away. The group gathered at McDonalds Dural and there were a few “unexpected” extras. Our club President had arrived to make some presentations as the Breakfast Club had scooped the pool with awards! It seemed Christmas had come early for some! A brief shower of rain sent some of us scuttling out to the car park to put tops up. A few kms down the road it was tops down again all the way to Wisemans Ferry and points beyond.

The road to Wisemans from Dural winds its way out towards the Hawkesbury, first with gentle curves which become increasingly frequent and tight as it descends towards the river. Once leaving the ferry on the other side and turning right, everything changes. The hills crowd close to the road which follows the river for a piece, and the vegetation achieves luxuriance heretofore un-noticed. Recent showers have made the surface somewhat slippery, especially where the overhanging trees shade tight corners that would not see the sun until after midday. So the road progresses alongside the river, mimicking the rivers meanderings. It is an old river, the Hawkesbury, and it has

many stories to tell.

Although there were other cars about, there was a sense of loneliness and the promise of a more rustic lifestyle than the city. The experience is made more apparent due to the unevenness of the asphalt and tight car suspensions are given a workout. As well as old bones. Small communities are clustered here and there, ranging from valley farms to half-hidden cottages up in the bush. Here and there houses cluster together along the road, as if seeking company along the sleepy and lonely river.

The road leaves the riverside and takes a steady climb up into the hills again and the countryside opens up , revealing farms, sheds and livestock, before arriving at Central Mangrove. Here the driver is given a choice of direction, turning right sends the car towards Calga, and an eventual meet up with the freeway. Any journey along the F3 is generally unexciting, and the run joined the traffic heading south as far as Brooklyn, including the 90km/h crawl at Mt White, where each car strives to be 1km/h quicker than the other, to justify its presence in the right lane, while hopefully avoiding the scrutiny of the Highway Patrol and the feeling of getting away with something. Hooray you just saved 10 seconds off your trip. This is

a section of road that really tests the patience of some drivers and would be a licence-losing experience for some on the double-demerit holidays.

The Breakfast Club arrived at McKell Park at Brooklyn, a pleasant area on a knoll overlooking the water. Here we were treated to a Mexican Breakfast, cooked by Brad and Carmen. This was most enjoyable repast, as we sat elbows nicked at the park tables, complete with Santa caps or Sombreros. Santa himself also attended, spending the drive in the passenger seat of Peter’s car. I must say Santa was very quiet on the day, but there is a photo showing him about to enjoy some Christmas cheer.

Travis, one of the first-timers for the Breakfast Run, won the prize for the best presented car.

After cleaning up, and shooing off a feral turkey that wanted to raid the food, some of us headed off to PITS to join with the Coffee and Lies group. At the end of breakfast, a bearded gent was walking across the park. Brad offered him a bacon and egg roll. “No thank you, but Merry Christmas” the man replied.

That’s the spirit of the Breakfast Club. A good drive, good company and generosity.



# SLIQ PUTTY ROAD RUN 2013

12<sup>TH</sup> JANUARY // REPORT BY VICTOR LEE PHOTOS BY YEMIN WIN & VICTOR LEE

What should one do on a day with a weather forecast of 42 degrees? The MX-5 BreakFast Club Putty Road run of course!

Fortunately for us early birds, it was only 24 degrees at 6am and our 27 strong convoy cruised up the Putty Road without a care in the world. There were quite a few new comers to the run this time around and a good mix of members of various experiences as well.

The briefing was... well, brief. “Folks, this is by far the best run to kick start your BreakFast Club experience. Not only is

it a great route, there are literally only three turns from here to Wollombi so it’ll be impossible for anyone to get lost,” I announced. You could see the tension being lifted from people’s shoulders as they put down their maps and breathed a sigh of relief.

Wollombi was a welcome addition to our standard route and really brought a different flavour to our actual breakfast. A long table was assembled on the balcony of Cafe Wollombi and besides the rising sun causing a few burns on people’s necks, the fresh air and the summer breeze definitely enhanced our

coffee, tea, juice or whatever.

I don’t lead as many club runs as I used to anymore but Putty Road has always been my favourite club route. There are different stretches of roads, various types of scenery and the fact that no one can get lost means that people are able to focus on their driving and enjoy their top-down experience. To me, that’s what a BreakFast Club run is all about and I hope that this run will stay the same for many years to come!





## LOOP THE LAKE RUN

18<sup>TH</sup> NOVEMBER 2012 // REPORT & PHOTOS BY PETER HILKMANN

The November run, *Loop the Lake* and bare foot bowls was very well attended as usual, with 22 people attending and having a very enjoyable day.

Spring had sprung, and all the Jacarandas were in full bloom. So what a perfect day to drive with the top down, or as some say... "Topless". And while we are at it why not have a "Count the Jacarandas" Competition!

Starting at Beresfield we made our way toward Fennel Bay via Fessifern. Then followed the Lake in a clockwise direction via Warners Bay & Belmont

until we got to Swansea, where we stopped for morning tea and a long chat. This gave the new people a chance to settle in and meet some of the other members.

After morning tea we made our way south along the old Pacific Highway, to pass the southern perimeter of Lake Macquarie, on to Morissett and Wangi Wangi ending up at the Rathmines Bowling Club in time for lunch.

During lunch it was time to announce the winners of our Jacaranda counting competition, at which point everyone

worked out that there were "LOTS" of Jacarandas on our drive.

After lunch we were all very eager for a competitive game of bare foot lawn bowls, which everyone enjoyed immensely. Some light refreshments in the clubhouse after the game, and we were on our way home again.

Special thanks to Max, for organising the lunch and bare foot bowls. It was a great afternoon with great company and thoroughly enjoyed by everyone who attended I'm sure.



## HUNTER CHRISSY SHINDIG

16<sup>TH</sup> DECEMBER 2012 // REPORT & PHOTOS BY PETER HILKMANN

This year, the Hunter Chapter decided on something a little different for our Christmas Party. So thanks to the great organizational skills of Wendy Parsonage, we had a great afternoon at Lake Macquarie Light Rail, located near Toronto, in Lake Macquarie. With the catering provided by The Golden Roast, Newcastle.

Bruce Bettinson kindly volunteered to organize a run with a difference before the Christmas Party. So instead of everyone setting off at the same time, and traveling in convoy fashion to the end destination. Bruce had organized a set of instructions to follow, with every car leaving at 2 minute intervals, and

in 2 different directions, (one clockwise around a route, and the other anti-clockwise around the same route). Bruce had already driven the course at a leisurely pace and penalties were applied to those who reached the destination too soon.

In the mean time he had set himself up in a quiet site for everyone to stop and carry out a parking challenge he had set up for us. And The Winner was... Mark & Lynda Gray.

This was a fantastic run and well done to Bruce for coming up with something different for the members to enjoy.

As mentioned... after Bruce's run we ended up at Lake Macquarie Light Rail, for a fun filled Xmas & end of year celebration. We had a guided tour of the facility, as well as a train ride around the track in one of the restored trains.

It was a great finale to what was a fantastic year for the Hunter Chapter, with lots of high quality runs organized by members and of course who could forget the fantastic time we all had at the 2012 NatMeet in Canberra.

Thanks again to Wendy Parsonage and Bruce Bettinson for their efforts in making our final event for 2012 a huge success.





## CONVENOR'S RUN & BBQ

20<sup>TH</sup> JANUARY 2013 // REPORT & PHOTOS BY PETER HILKMANN

The Hunter Chapter held its annual Convenor's Run and BBQ in Jan. Traditionally held in January because we will always have fine weather then. Not This time however. It had been raining for a couple of days already, so I thought... That's OK... It will be fine on Sunday!!! It wasn't, but that didn't deter anyone from coming, nor dampen their enthusiasm.

We Started the run at 1:30 in the afternoon, so that the BBQ could run into the evening, (when it would be cooler). Heading straight for Wollombi,

via Kurri Kurri and Cessnock, travelling at a leisurely pace, with all the roofs up to keep us all cosy and dry.

At Wollombi we had about 1 hour of free time for people to explore the local shops, some opting for afternoon tea at one of the local cafes, whilst others visited Wollombi Tavern to sample the famous Dr Jurd's Jungle Juice, coming away with a bottle or two.

Time once again to continue our journey. This time heading toward Singleton, via Broke. Then along the back roads

via Stanhope, Largs and Morpeths, to Thornton, where the rain had stopped just in time for us all to enjoy a beautiful evening with each other's company, discussing the days drive, and savouring the food and drinks.

Announced at the BBQ was the Hunter Chapter MOTY. And this year the award went to Mark Gray, a very keen and enthusiastic participant in every aspect of the Hunter Chapter. Well done Mark, and well deserved.



## MID NORTH COAST MUSTER

12<sup>TH</sup> JANUARY 2013 // REPORT & PHOTOS BY PETER RODGERS

We had our first get together at the Rivermark Cafe in Port Macquarie. Fifteen people turned up in thirteen cars (including a very flash Elfin). Not only did we have cars from Port, but from as far away as Tamworth, Forster and Nambucca Heads. After our initial meeting, ten of us in six cars headed up the Oxley Highway to Ginger's Creek for some refreshments before returning to Port mid-afternoon.

The weather put on a bit of a show for us, delivering temperatures of over 40 degrees west of Wauchope. On the way

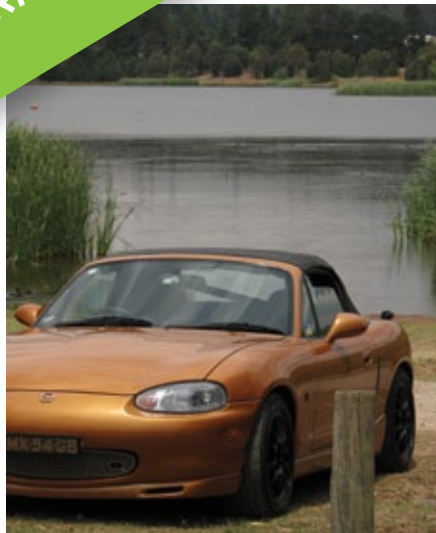
back we got caught in a violent storm with hail, wild winds, flying branches and several trees blocking both lanes of the Oxley, requiring a winch wielding 4WD to clear the road for us. We were very fortunate that none of the falling trees, large flying branches and huge hail stones hit us on our journey back east.

I've got to say that it is somewhat unnerving to sit out a hail and windstorm in a forest with nowhere to go and just a bit of fabric between my head and the hail and flying branches. However it could have been even more uncomfortable

as only a few minutes before we were driving with the top down in the pouring rain, but sensibly we stopped at Long Flat to raise our lids.

Encouragingly, Mark Wilson, the local Mazda Dealer Principal and his wife joined us for the day. Mark is very supportive of our group and has offered space at his dealership for social get togethers. Thanks Mark and thanks to everyone who came along and enjoyed the drive, camaraderie and weather spectacle.





## RPM CONVENOR'S BBQ

12<sup>TH</sup> JANUARY 2013 // REPORT BY LESA BUNN & PHOTOS BY BRYAN SHEDDEN

"They'll be coming over the rivers, across the plains and over the mountains when they come" - and come they did - even from overseas.

35 people came together for the RPM Chapter's first event, a picnic at Charles Darwin Reserve on Lake Wallace at Wallerawang. As with anything new there was a rocky start, word came through from member Tony King that the original intended location for the inaugural event, Lake Lyell was very popular during the holidays. A quick decision was made that a "dry run" was necessary. The Estreich's and the Bunns headed off the weekend before to Lake Lyell and were shocked to find the popularity of this seemingly "out of the way" location. "Packed out" the site manager advised as he threw open his diary to reveal a page full of highlighted bookings for the 13th, "suggest you look at moving it to Lake Wallace" he said. So off we went a little deflated to find the scarcely heard of Lake Wallace. Thankfully it was only about 10 minutes up the road, easy to get to and perfect for what we needed. A major sigh of relief and coffee became the next priority. Thank heavens for Tony's advice and the knowledge a "local" can bring.

As the lead up week progressed another hiccup. A terrible fire was burning on the outskirts of Lithgow which would block

our intended route if it continued into the weekend. Phone calls and emails abound and a backup route was quickly selected.

What a relief to turn up to Summerhayes Park on the Sunday morning and see a lineup of MX-5's in the car park. Greetings and introductions abound as we were introduced by Cameron Macarthur owner of Blue Mountains Mazda, the MX-5 Clubs newest sponsor, to some, MX-5 owners from the mountains area who were interested in joining into some local events. Russell Wheatley took time out of his holiday from the UK to join us for the day as well as our President Bryan Shedden and members from the Sydney Region Sandra and Graham and Paul and Di from "Camerons Corner".

The group headed off along Hawkesbury Road to Kurrajong to meet up with members coming from that location with Ray and Pam Estreich offering to convene those meeting at this point that included Franck and Margaret Verheyen and Ken and Maggie Liston that came along to show their support. It came as quite a surprise to the local Rural Fire Captain at Kurrajong when he threw open his door to find MX-5s parked all over his car park. He was chuffed and only disappointed that he missed an opportunity to fund raise by putting on a sausage sizzle. Something for next

time we assured him. The good news he informed us that the fires were under control and the road ahead was clear for our run to Wallerawang.

As is typical of the mountains, the Bells Line of Road offered all seasons. What started out as a beautiful sunny day soon turned to misty cold mountains run that had heaters on and everybody reaching for their jumpers. Wave to the nice policeman. As we crossed Doctors Gap at Lithgow it was a huge relief to see blue skies all the way to Lake Wallace. It was great to see our MX-5 friends from Lithgow Dennis and Judy and Rohan and Michelle Mathews from Dubbo who came with their family to join in on the day. Everybody enjoyed a yarn and a picnic around Lake Wallace in typical MX-5 fashion: bonnets up, bonnets down, heads in and under cars. Following the picnic most of us descended on the Old Wallerawang Station Cafe for coffee, laughs and tall tales.

Welcome to all those that came for their visit MX-5 Club event: Robert and Judy Quodling, Ian and Alan and Glenn and Kelly Davies. Glenn and Kelly have since become members of the Club. We hope to see you all at future RPM Events. Thankyou to all those that travelled long distances to join in on the day and show their support of the Chapter



## DAYLIGHT SAVINGS RUN

24<sup>TH</sup> NOVEMBER 2012 // REPORT BY KEITH MONAGHAN & PHOTOS BY BRYAN SHEDDEN

By 3:30pm 15 MX-5's and 27 members had gathered at Hungry Jacks, Haywards Bay for the Illawarra Chapter Daylight Savings Run. Due to my poor organisational skills (sorry!) and being surprised at the great turnout, we were down a few run sheets. Thankfully some locals who knew the route volunteered to go without. With the afternoon sun shining down upon us we set off along the back roads of Marshall Mount towards the fabled Macquarie Pass. Unfortunately, traffic slowed our ascent giving us the (not-so-appreciated) opportunity to take in the scenery of Macquarie Pass National Park. After

a slow climb, we were able to open up along Tourist Road before again being held up whilst travelling along Kangaloon Road (there's something to be said for the Breakfast Club runs). Thankfully, the magnificent scenery of the Southern Highlands made the casual pace bearable, and we continued on to Robertson Pie Shop for a short break.

From there we continued on down Jamberoo Mountain Road, with a great game of chase had with an unnamed blue NA. Upon reaching the bottom of Jamberoo Mountain and meeting the strong smell of cooked brakes (big

ol' falcon wasn't coping too well), we carried on up Saddleback Mountain for a stop at the lookout and posed for many a group photo (which kept growing due to stragglers) and almost said goodbye to Bryan after a fierce gust of wind threatened to blow him off the railing upon which he was perched.

Leaving the lookout we said goodbye to a few members, and most of us carried on down Saddleback Mountain and on to Werri Beach Fish Shop for some top fish and chips. Thanks to Kieren Heikkinen for organizing and leading an excellent afternoon drive.





# SOUTHERN HIGHLANDS JAUNT

28<sup>TH</sup> NOVEMBER 2012 // REPORT & PHOTOS BY GREG JOHNSON

8 members and 3 visitors gathered in 6 MX-5s at McDonalds at Heathcote for a mid-week jaunt around the beautiful Southern Highlands. The run to Bulli Tops on the Old Princes Highway wasn't a speedy event (even by Cruiser standards!) due to a "pea souper" all the way from the Helensburgh turnoff but that added a little excitement to the event. Radios were kept busy keeping everyone together and more importantly, apart!

We were all relieved to get through a very foggy Bulli and the turn onto Appin Road soon saw us clear of fog and enjoying the light traffic through to Appin. The roads were clear down to

Appin Weir and Douglas Park leading to a spirited run into Picton for morning tea. The toilets were a little harder to find than expected which is a lesson to run leaders to reccy the route thoroughly.

After an enjoyable morning tea and natter we travelled to Thirlmere and then along empty roads through Buxton and Balmoral to Hill Top and across the Hume Highway to enjoy the deserted back roads around Bowral. The smell of fertilizer (man made and otherwise!) is so much more pungent in the farming country around the back roads when you're in an open car! Who would want to be in an air-conditioned box?

It was then back to very light traffic through to Nowra Road and then a short speedy run around the lovely sweepers at the back of the dam at Fitzroy Falls. This brought us to the turn off to the evocatively named Wildes Meadow, then up to the Burrawang Pub for a welcome beverage and lunch.

Great driving fun on interesting roads built for an MX-5 make mid week runs a top event. Everyone enjoyed the day and the company of like-minded MX-5ers without the hassle of Sunday drivers invading our favourite roads.



# MOONEY MOONEY TWILIGHT RUN

27<sup>TH</sup> JANUARY 2013 // REPORT BY JOHN CASSIDY & PHOTOS BY BARRY AND ROSE POPE

The looming grey clouds and continual rain failed to dampen the spirits of the 23 enthusiastic MX-5er's that had travelled far and wide to join the first twilight cruiser run of the year. At 3.30pm, with military precision and 26,000cc of engine power (or there a bout's, if you combine the 13 cars) we snaked our way north as the clouds darkened, and the rain increased.

The 42km leg to Wisemans Ferry was fairly sedate, as we negotiated a number of L drivers that were attempting to gain invaluable wet weather experience. Regrouping at the ferry, I was relieved to see we still had our original full contingent of starters.

Ken and Maggie generously gave us the loan of a two way radio for the remainder of the run, which opened up a whole new world for us. I felt a little like someone who had discovered hearing

for the first time, although I must admit there was a part of me that wanted to sing the convoy song, and I can't pretend that I wasn't disappointed that nobody mentioned "A bear in the air!"

All thirteen cars were aboard the ferry for the short trip across the river, and as advised, we allowed the non MX-5's to disembark, as we waited and regrouped once again, while I tested out my new two way toy.

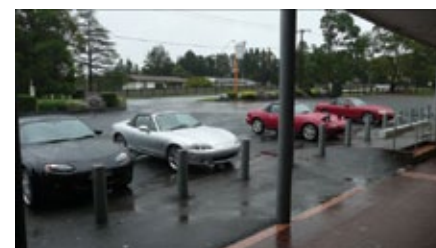
Following the meandering Hawkesbury as it wound its way through the sandstone valley and lush green pasture land, we encountered some stray ducks across the road, and some wary cattle watching curiously from behind a fence.

It really was so very picturesque and thoroughly enjoyable despite the inclement weather as we left the fishing village of Spencer behind.

The corrugated Iron Café at the site of the old milk bar in Peats Ridge was a very welcome sight to some members of the group who had enjoyed an extra latte in Dural. A welcome stretch of the legs and an opportunity to meet and mingle, the conversation soon turned to the challenging conditions, but everyone agreed how pretty the scenery was.

We reformed the convoy (still no bear in the air chatter across the two way radios) and we then made our final descent down to the Hawkesbury River via Calga and the technical section of the Old Pacific Highway, until we entered the township of Mooney Mooney.

The food was tasty and plentiful, the conversation was exuberant and enthusiastic, the company delightful, and the view, amazing!







# HIGHLANDS TO SURF

22<sup>ND</sup> DECEMBER 2012  
REPORT & PHOTOS BY KEITH MONAGHAN

Just over 20 MX-5s met up at Pheasants Nest for the Club's last run of 2012. This was a combined Sydney/Illawarra run, but we also had a visitor who'd made the trek down from Port Macquarie (hope you enjoyed yourself, Peter). It was a beautiful day, and the late afternoon timing provided a very pleasant temperature. Perfect for some top-down motoring!

Following the old Hume Highway south, we skirted around Mittagong and Bowral and followed the back roads to Robertson. You get some fabulous views over the surrounding countryside from Range Road, while Tourist Road and Kirkland Road have some magical sections driving through eucalypt forests. After passing through Robertson, we pulled up at The Pie Shop for a leg stretch and some refreshments (the pies are great, but they have some very tasty sweet treats as well).

Back on the road, we were lucky enough to have a reasonable run down Macquarie Pass (nothing worse than getting caught in slow moving traffic). Most of us had a nice run across the back roads to Yallah, but some of us missed the turnoff. Fortunately, we all met up again on the freeway heading north. Exiting at Five Islands Road, we took the "Tourist Drive" up to the top of Mt Kiera. The main road down Mt Kiera was closed, but that meant that we didn't strike very much traffic at all. From the top, we instead cut across to Mt Ousley, then followed the highway up to Bulli. Then it was a quick run down the pass and a just a few kilometres along to our picnic spot at Austinmer Beach. Most of us grabbed some fish 'n' chips for dinner, which we enjoyed sitting on the grass behind the beach. We were even lucky enough to spot a pod of dolphins cruising along just beyond the breakers. All in all, a great way to spend a summer Saturday afternoon.







# A RUN TO RIVERSDALE GARDEN FAIR

4<sup>TH</sup> NOVEMBER // REPORT & PHOTOS BY DAMON MULLER

When the idea of having a run out to an ‘open garden’ was first raised in the meeting to work out the 2012 runs, some at the meeting scoffed. The blokey blokes of the MX-5 Club would never deign to drive their manly, masculine MX-5s to go see some plants and stuff. Ignoring the nay-sayers, we went ahead and penciled in the November run as an ‘open garden run’.

Conveniently, there was an open garden at Goulburn in November at a property called “Riversdale”. Goulburn is a nice easy return drive from Canberra, if not a terribly exciting one. But the route we plotted via Tarago, passing Wakefield Park and into Goulburn via the south, is a pretty nice drive.

We met in Russell for a 10am departure under overcast skies. We weren’t the only car club meeting there, as it happens, with a bunch of Corvettes also gathering for a drive into Goulburn. As tempted as they must have been by the opportunity to see the open garden at Riversdale, they demurred, and went their own way. A dozen or so MX-5’s joined us for the drive, and we arrived at Riversdale in a timely fashion, and then parked in a dusty fashion, and made our way on.

Riversdale is a National Trust Property located on the original site of Goulburn, and dates from 1840. According to the blurb:

“The garden has been gradually restored and features glorious plantings of old roses, bulbs, irises, peonies and many other traditional plants. Elms, a honey locust and flowering medlar date from the 1840s and 1850s, and some of the fruit trees in the old orchard date from the 1860s. There’s an inviting mix of enclosed areas, shrubberies and old-fashioned perennial beds.”

In addition to the gardens and the interior of the house there were sizzled sausages for sale, coffee and icecream vans, and a bunch of local wineries offering tastings. The cider folk in particular did well from the MX-5ers, with a number of club members going home with a cask of locally produced cider. By the time we’d arrived the day had cleared up and got quite a bit warmer, so the cider and the icecream went down a treat (though not together, obviously).

All in all it was, despite the doubters, a very successful run. One thing we’ve observed in the Canberra Chapter is that, whilst the club runs are often designed more around the drive than the destination, good destinations bring bigger crowds. The combination of a good drive and a good destination, such as this run, is a surefire winner.



# CHRISTMAS LUNCH AND PRESENTATIONS

4<sup>TH</sup> NOVEMBER // REPORT BY BOB JUDD PHOTOS BY BRICET KLOREN

We had managed to get a booking into the Poacher’s Pantry Restaurant early in August – before they had even worked out the menu or the prices. It was worth the effort as we had one of our best three course meals for some time. We had a choice of smoked duck, ocean trout or peppered beef carpaccio – and that was only the entrées! The main meals were excellent and, to finish, the desserts were to die for!

39 Canberra Chapter members and 6 guests enjoyed the facilities of this restaurant and winery that exist on a working sheep property only ten minutes from the outskirts of Canberra suburbia. Thanks to club stalwart, Paul Beerworth, getting there was as much fun as the rest of the day with an hour’s drive through the surrounding countryside on some of our most interesting B-roads.

The diners arrived to find our tables decorated with small gifts. Ros Barker hand crafted a patchwork Christmas rosette for the women and made a fridge magnet for the men. Jan Broughton made packets of three gorgeous honey biscuits, consisting of an ‘M’, ‘X’ and ‘5’. Robyn and Ian Bottcher’s daughter, Sarah, made beautifully decorated shortbread biscuits for us all.

Presentations were made in the breaks between the courses. A bottle of local wine was presented to each member that had taken the time and effort to organise one of our monthly club runs. Their effort in volunteering is well appreciated by their fellow members, but as always, there is room for new people to put their hands up in the future.

The presentation of the Motorsport Member of the Year trophy went to Ian Vickers, who had a very consistent year on the track.

A Certificate of Appreciation was presented on behalf of the Canberra Chapter to Paul and Margaret Beerworth for their efforts in the recent MX-5 NatMeet hosted by the NSW MX-5 Club and held in Canberra. Margaret whispered in my ear that she had just the place at home to hang this valuable memento!

The major award of Member of the Year trophy went to Ken Keeling for his major effort during the year in organising the 3-day Riverina Run and his constant role as Roving Ambassador. During the year, he has represented our Chapter by meeting with members of the North East Victorian Chapter, the Southern Queensland Chapter and members living in the Northern Rivers. His little blue NA is always being seen buzzing around town on its way to the coast or into the mountains to discover new things for club members to enjoy on future runs. Well done Ken!

Peter Battisson, as well as winning the heads and tails competition, was recognised for having been awarded Member of the Year by the MX-5 Club of NSW for his participation in their events. Well done to Peter as well!

As we start a new calendar year, we look forward to another great year as members of the Canberra Chapter on runs and get-togethers planned by our Runs Committee.





# COFFEE AND LIES

5<sup>TH</sup> JANUARY // REPORT BY BOB JUDD & PHOTOS BY BRYAN SHEDDEN & DAMON MULLER

*And the bush hath friends to meet him, and their kindly voices greet him,  
In the murmur of the breezes and the river on its bars,  
And he sees the vision splendid of the sunlit plains extended,  
And at night the wond'rous glory of the everlasting stars.*

When Club President, Bryan Shedden suggested that he come down to Canberra to meet the Canberra Chapter members at our monthly Coffee and Lies, I bet that the above words from Banjo Patterson's Clancy of the Overflow were the last things on his mind. However, as he, his partner Fiona and son Alex, sat on the Terrace outside the Australian War Memorial on that warm summer's morning and as they met the 36 members that came along that day I'm sure these words came rolling back from his childhood.

January is usually a lazy month for Club activities. Christmas, New Year and the summer's heat usually add up to the wrong

recipe for getting the toy out of the shed. However, at least 24 cars braved the scorcher of a day to come and say 'G'day'. If Bryan had any doubts about the keenness of the Canberra Chapter members, I'm sure this would have corrected them.

Of course, it helped that we primed him up the night before with a BBQ dinner for a small group of former convenors and Members of the Year, and that we all discovered the joy that copious bottles of red wine can bring.

Bryan and his family spent three days enjoying "the vision splendid" of Canberra and hopefully returned home with fond memories of their fellow members in the Canberra Chapter.



# FIVE HILLS TWILIGHT RUN

20<sup>TH</sup> JANUARY 2012 // REPORT BY ROZ AND NORM BARKER & PHOTOS BY DAVID GOBLE

Drivers saddled up with their passengers and took off to the top of Mt Ainslie (Hill 1) for a brief stop and photo. The group then proceeded across Lake Burley-Griffin via Commonwealth Avenue Bridge and around Parliament House (Hill 2). No room for a stop as the security was looking worried enough! We ploughed forth up Melbourne Avenue and Red Hill Lookout (Hill 3) where we made a short stop for a group photo in the car park. The tyre marks are not ours by the way. The few people at the lookout were impressed.

The group backtracked to Parliament House and around State Circle (Hill 4), and after joining Commonwealth Avenue Bridge and took the first exit to go to Black Mountain (Hill 5). This is a twisty and bushy road and the group kept together well. Having done the loop past the tower, it was back down the Mountain and off to the National Museum for a picnic by the lake. Most brought food to share which provided an opportunity to mix and talk over dinner.

The timing worked well and the weather was good. Everyone ate and relaxed as the sun set over the lake. The run was well organised by Norm and Roz Barker and enjoyed by a great group of what we now consider as our very good friends. The MX-5 Club is the best!



# SUMMER TRACK DAYS AT WAKEFIELD

2<sup>ND</sup> DECEMBER 2012 & 20<sup>TH</sup> JANUARY 2013

REPORT BY MIKE HICKS & PHOTOS BY TIIT SAUL & BURSTMODE PHOTOGRAPHY

Since the last edition of club torque we have conducted two Track Days at Wakefield Park. The first was on Sunday 2nd December 2012 and the second was on Sunday the 20th January this year. Both events once again attracted very strong entries with 84 in December and 70 in January. We owe a vote of thanks to all the club members who acted as officials on each day, without the support of these members it would not be possible to conduct these days.

In December fastest time of the day went to Simon Kendrick in his very rapid turbo MX-5 with a time of 1.07.16, Paul Diaz in his R35 Nissan was second in a time of 1.08.98 with Todd Herring not too far behind Paul with a time of 1.09.32. Fourth and quickest of the fairer sex was Val Stewart in her RX7 with a time of 1.09.75. It is great to see the growing number of ladies competing at these days, in addition to Val we had Leanne Carpenter, Dominique Spoelder, Melissa Keller, Michelle Matthews, Lesa Bunn, Rachel Lawler and Louise Diaz, well done ladies.

Class winners on the day were Phillip Christie in class 1 with a time of 1.19.69, Glenn Thomas just nosing

out Keith Monaghan with a time of 1.16.95 to win class 2. Eric Hardas had class 3, standard NC's all to himself and recorded a time of 1.24.55, after lunch Luke Kovacic joined in with dad Joe's NC after the SE experienced a few problems. Bryan Shedden just shaded John Karayannis by 0.04 to win the clubman class 4. Peter Browning won class 5 with a 1.14.53 whilst Phil Munnings won class 6 in 1.14.17. Peter Feutrill just shaded Russell Maxwell in the modified NCs, class 7, with a time of 1.11.98. Simon Kendrick took out class 8, whilst Phil Ashton won class 9 for the more highly modified road and race cars. Todd Herring in his turbo charged Nissan engine NA was quickest of the slick brigade in class 10 whilst Paul Diaz was the winner of the non MX-5 in class 11.

Interesting new car to appear was Phil Abraham having his first drive of his recently acquired MNR Vortex clubbie, Phil used the day getting used to his new car prior to the 2013 Supersprint Championship. Chris Gough and Nick Martinenko shared Chris' Mazda 2 that is slowly moving away from being a standard car, times in the high 17s and mid 18s were very respectable. Having

sold his RX 7 recently Lance McGrath ran in his Honda Accord. News is that there is another race car just around the corner. Alexei Doudkine debuted his Toyota 86 as a first timer; his times will obviously come down as he gains further experience.

Sunday 20th January dawned an overcast day which was welcome relief compared to the heat of a few days earlier. The field was broken into 6 groups in an endeavour to give all sufficient track time. Unfortunately a number of incidents during the day, broken wheels, spot grass fires etc all conspired to prevent this from happening. Despite this all competitors had the opportunity to complete 6 runs with a few lucky ones having 7. The cooler weather in the morning ensured that the day was conducive to recording quick times and many were to record P Bs in the morning runs. Todd Herring went approximately 2 seconds a lap quicker than previously to record the Fastest Time of the Day in 1.07.15. Second was Val Stewart 1.08.89 in her RX 7 about 1 second quicker than her December best. Third on the day was Todd's cousin Richard who shared the NA recording a best of 1.09.19.



Don Battisson won class 1 with a time of 1.18.67; Keith Monaghan turned the tables on Glenn Thomas winning class 2 in a time of 1.16.74. Luke Kovacic left the SE at home and drove dad's NC to win class 3 in 1.14.96. John Karayannis turned the tables on Bryan Shedden winning class 4 by 0.03 seconds in a time of 1.16.27. At the December meeting the difference was 0.04 seconds in Bryan's favour. Melissa Keller has been steadily working on reducing her times and at this meeting broke into the 19s a further 2 seconds improvement over her December time, well done Melissa. Peter Browning also reduced his previous best by a second to record a time of 1.13.53 to win class 5, an incident late in the day probably took a little of the gloss off this performance. Fortunately Peter was O K and the car is once again ready to go. In class 6 Stuart McFadden just shaded Phil Munnings by 0.15 seconds to win the class with a time of 1.13.78. Peter Feutrill was once again the winner in class 7 with a time of 1.11.59 and Hayden Tilley was able to secure a win in class 8 prior to breaking a wheel in turn 4, fortunately without further damage to the car.

The battle for class 9 honours is really hotting up with both Phil Ashton and

Steve Green breaking the 1.10 barrier for the first time. Phil won the day with a 1.09.65 with Steve not far behind on 1.09.88, well done guys. Naturally Todd Herring won class 10 whilst Keith Bridgement recorded a win in class 11 with a best time of 1.10.25, only 0.26 and Keith will also break the 1.10 barrier. Chris Gough's Mazda 2 improved its previous best time by a further 3 seconds, obviously Chris and the '2' were not in hibernation over the Christmas / New Year period. Good to see Chris' nephew Aaron back behind the wheel after a recent tour of duty in Afghanistan, a further third of a second would have seen him equal Uncle's time. Alexei Doudkine improved his time in the Toyota 86 by 4 seconds whilst Jason Atkins recorded a 1.17.37 in his '86' first time out, watch this space.

Our next Track Day will be a drive day at the Marulan Driver Training Centre on Sunday 10th March, entry forms are on the website. As there can be no timing we will use the day to train new-comers and to sharpen the driving of others. Get your entry in quick as entries will be limited to 40.

The 2013 State Supersprint Championship starts at Wakefield Park

on Sunday the 24th March, followed by round 2 at Sydney Motorsport Park G P Circuit on 14th April. At the conclusion of that day Trophies for the 2012 Championship will be handed out at a function in the ARDC's "Garage". To date 22 members have registered in the Championship in an effort to win the Club Trophy for the second year in a row.

The next and final competitive Club Day for 2012/13 is scheduled for Sydney Motorsport Park South Circuit on Sunday 5th May. Entries for this day will be limited to 70 and will open and be on the website in early March, remember CAMS licences will be required for this event.

The Club's Competition Trophy Presentations will be held in the ARDC's 'Garage' on Saturday 6 July, please put this date in your diary. You will also note that this is the same day as our first event in our 2013/14 Calendar which also happens to be at Sydney Motorsport Park South Circuit. This is a change from previous practice where trophy presentations took place at the same time as the Club's AGM later in the year.







# TARGA WREST POINT

2-3<sup>RD</sup> FEBRUARY 2013 // REPORT BY CHRIS GOUGH // PHOTOS BY BEN SALE



The TargaRacing team headed to Tasmania in early Feb for Targa Wrest Point, a 2-day Tarmac rally on roads to the south west of Hobart. This year we ran 2 NC MX-5s with Matilda Mravivic/Kelly Handley and Mark Mackay/Dennis Neagle with the service crew of Nick Martinenko, Stu Thorpe and myself. This was the 3rd TWP Matilda and Kel had done together whilst Mark and Dennis were teamed for the first time. The Showroom class would be tightly fought with the NC's up against opposition including Renault Megane RS 250's, Holden HSV R8 DTS, and BMW 130.

Day one began with the short Lucaston stage designed to get the crews ready for the fun ahead. Stage 2 headed towards Tahune and the famous airwalk. The road is the only way in and served as stage 2 on the way in and stage 3 on the way out before they headed east to Esperence Coast before repeating all 3 stages again. The final stage of the day would be the Longley stage before

returning to the service park in Hobart. The pace was frantic at the front of the class with both Renaults using their power advantage and gaining a small lead by the end of the 2nd stage. Trouble struck the leading car midway through stage 3 when the front wheel came adrift and the car ground to a halt. The 2nd Renault had no such issues and the stage times between it, the HSV and the 2 TargaRacing MX-5s was very close with just a couple of seconds between the first 3 at each stage.

At the end of day one the top 5 were Mark Mackay/Dennis Neagle sitting in 2nd behind the turbo Renault, with the HSV R8 in 3rd, Matilda and Kel in 4th and the BMW in 5th.

Service was very straightforward with a fluid top up and tyre adjustments and a quick clean before refuelling and locking away in Parc Ferme for the night.

Day two began with Matilda and Kel

just under a minute behind the 3rd place HSV. They fired out of the box and had reduced the time by nearly 25 seconds by the end of the 3rd stage. The nimble handling and excellent brakes of the NC showing it's superiority over the heavy and much more powerful HSV R8. By the end of stage 11 they were level with the R8, and by the end of stage 12 had pulled out a small margin. The stage times were incredibly close with the first 3 trading fastest times and incredibly on the stage 10 all did an identical time!! By the end of day 2, of the top 5, Mark and Dennis had managed 3 fastest stage times and equalled one whilst Matilda and Kel had done 2 and equalled one.

The final result saw the TargaRacing NC's finish in 2nd (Mackay/Neagle) and 3rd place (Mravivic/Handley).

All in all a fantastic weekend was had by all and we can't wait to do it again next year!!





# AUSTRALIAN MADE NC ROLL BAR

REPORT BY ROBERT HART // PHOTOS BY ROBERT HART & BROWN DAVIS

Recently a ‘half cage’ designed and constructed by Brown Davis Automotive was installed in my 2008 NC soft top.

The installed cage is intended to be compliant with Federation Internationale de l’Automobile (FIA) ROPS design and construction standards. CAMS is the National Sporting Authority (ASN) for motor sport in Australia, delegated this responsibility by the FIA.

Typically this “half cage” would be appropriate for use in CAMS-sanctioned motor sport events where a “Type 2 Half Safety Cage” (refer General Requirements for Cars and Drivers - CAMS Schedule J: Section 13 “Safety Cage Structures – Specifications – Open Sports Cars”) is acceptable, whilst also being suitable for use on a public road.

This cage retains the flexibility to lower the soft top (with the backstay members removed). It also features substantial tubular members, increased elevation of the main roll hoop (greater rollover head clearance), improved rearward vision, replication of all ancillary tapings (for speakers etc ...), and twin mountings for race harness eyelets for both driver and passenger. As such it represents an excellent and possibly unique solution for the NC owner who wishes to improve their safety in relation to a rollover event while competing in ‘club-level’ motorsport.

My thanks are offered to David Brown (Managing Director) and Kevin Sharp (Engineer) at Brown Davis Automotive for agreeing to develop this cage and for giving freely of their time to discuss and

work through our requirements. Brown Davis had the exclusive use of my MX-5 for three weeks and gave up a space in their workshop over that period without complaint in order to develop their solution.

This cage is being offered to MX-5 Club members for \$1,395, powdercoated satin black, and with all the necessary CAMS paperwork. This in my opinion represents excellent value for a sophisticated and complete solution.

Brown Davis Automotive (03) 9762 8722 has expressed a desire to continue to develop the cage based on Club member feedback.

Thanks to MX-5 Club of Victoria & Tasmania for permission to reprint this article



## THE WAY THINGS WERE AT THE TURN OF THE CENTURY

15<sup>TH</sup> JANUARY 2013 // REPORT BY PETER BROWNING

I was recently cleaning up some old papers and happened across a copy of MACazine, the monthly club magazine of the former MAZDA Automobile Club of Australia (NSW), which was in some ways the spiritual predecessor to the motorsport side of our MX-5 clubs.

MACA (NSW) had been active since the 1970s and won the NSW state supersprint club championship in 1991, 1993 and 1994 in the days when the RX7 reigned supreme. However MACA (NSW) was wrapped up after the turn of the century with the club fragmenting and members moving to the MX-5 club or going Improved Production racing. Some familiar names in 2000 included: President - Robert Kai, Secretary-Lindsay Burke and Club Champion-Peter Browning.

The big news at the time was the wedding of Robert Kai and the anticlimax of year 2000 being that the millennium bug had not destroyed the world. The competition news was problems booking track time due to the closure of Amaroo Park and conflicts with the upcoming Olympics.

MACA (NSW) ran an active go-kart competition and the entry fee for an open supersprint at Wakefield Park was \$80. The MACA (NSW) club championship was based on the Group 7 Motorsport

Speed Series which was run over seven supersprints and one hillclimb and I was fortunate to win it in 1999 and 2000 in my RX7 series 1 race car.

The Group 7 Speed Series also wound up after the turn of the century, with competitors moving to the NSW state supersprint championship and MX-5 Trackdays.

Other rotary competitors included Peter Foote (still racing a RX7), Peter Tomlinson, Derek Plante, Nick Dunkley and Grahaeme Shea (still racing a rotary).

An interesting comment from a 1999 MACA Competition Report by Anthony Burke-“Many (MACA) members are choosing not to run any more NSW Road Racing events (these events have been below the standard expected and not been great value for money)”-Some things don’t change!

My 1.51.4 was good enough for 11th outright in 2000 and my best result in that state series in the RX7 was a third outright at Wakefield Park, but in 2012 that time would have been around 29th behind Ralph in his NC-how things have changed, particularly tyres.

Val, David, Nick, Matilda and Zane have progressed a long way since those early days. However, I have advanced quickly

backwards from my race prep RX7, to the race prep 1600 NA6, Fanta, and now my mildly modified road registered NA6, Britney, who did well to break 2 minutes, with a 1.59.8. However I am still having as much fun as ever, even if that involves a little brush with a flag point, and have snuck in a couple of class 5M trophies. The older I get, the faster I was, but I am still having lots of fun.

It is also fascinating to see the times that were competitive in 2000 and where the drivers are now. Times for Eastern Creek in 1999/2000 included:

Brian Anderson	PRB	1.45.66
Peter Browning	RX7	1.51.48
Peter Tomlinson	RX7	1.51.96
Greg Hosken	MX5 turbo	1.53.36
Peter Foote	RX7 turbo	1.54.16
Val Stewart	RX7	1.55.10
Ed Chivers	MX5	1.55.54
Zane Al-Said	MX5	1.58.00
David Raddatz	MX5	1.59.00
Bill Dougal	RX7	2.00.30
Nick Martinenko	MX5	2.01.82
Roger Sant	MX5	2.03.30
Matilda Martinenko	MX5	2.04.02
Robert Kai	RX7	2.06.43
Lindsay Burke	808	2.07.59





## —DRIVER TORQUE—

*Interview and photos by Neil Hamilton-Ritchie and Timothy Heppell*





# ADAM RUMJAHN

## '90 Crystal White NA6

- Genuine Mazda Add-on CD Player
- OEM Bilstein Shocks
- M2 1028 Strut Brace
- M2 1028 Aluminium Bootlid
- Mania Front and rear braces
- Factory Headrest Speakers
- Polk Audio 6.5" Speakers
- Front and Rear lower OEM lip
- Refurbished NA8 Hollow spokes
- JDM Factory foglights
- JDM optioned split sun visors
- JDM optioned sunglass holder

Could you tell me about your most exciting drive or moment in your car?

The run up the Putty road a few weeks back with my wife in the passenger seat. We were just about to drop into the gorge when I discovered the limit of my decade-old Bridgestone GIII's half way into the first double apex corner! Unfortunately I wasn't last, so there were witnesses. Whoops!

What is your favourite performance modification to date and why?

My M2 1028 strut bar, not so much for the performance but for the design and construction. The welds in the aluminum bar are a thing of beauty. What a shame this sub-division of Mazda is no more.

What is your favourite visual modification to date and why?

I've actually got two. My LED headlights provide awesome performance with a modern look whilst staying true to the original design. I also have a genuine ultra rare M2 1028 aluminum boot lid that I have yet to fit. I'm really looking forward to this addition.



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

My daily is a Honda Civic Type R. It's raw compared to other modern cars of today but its like driving a BMW 5 Series after a weekend in the MX-5, just not as fun. That could just be because I'm driving to work.

If you could drive any track or road in the world what would it be?

Probably not the Nurburgring. Maybe a few weeks to explore Italian and French B roads with my wife instead.

As a car enthusiast, what element of ownership do you most enjoy—Modifying, Driving or Socialising?

Definitely all three. Working out what to restore next to wind back the years as well as joining the club's monthly BreakFast Club run. Keeping pace with all the modified MX-5s and catching up with the usual suspects over a coffee is another part of the BreakFast club I enjoy.

What inspired you to keep your car in original factory condition?

I still remember the first time I drove one, brand new back in '92. When I decided to buy one I wanted to focus on recreating that driving experience from 20 years ago. Since owning mine I've been focused on winding back the clock both in look and feel—the 90s was a great time!



# EREN KAVAZ

## '90 Red NA6

- 1.6 Big nose motor
- (with 198-200-200-200 comp across all pistons)
- Exeddy HD clutch kit
- Kooltech oil relocation kit
- Brand new Mazdaspeed engine
- Cusco shock tower brace
- MX-5 Mania under car bracing
- NB8A front brakes
- Slotted RDA rotors
- 1.8 torsen type 2 diff
- Full polly bush kit
- 949 fully adjustable swaybar end links
- Signature swaybars front and rear
- Yellowspeed competition coilover kit
- 15x8 6UL wheels
- Kuhmo KU31 80%
- Full paint respray in 2pac
- GV stile front lip
- Feed syile sideskirts
- Full safety 21 cage with NA8 seatbelt tower strap
- Full marine carpet flooring in cabin
- Full marine carpet enclosure in boot
- Full suede door panels with red rally strap

How did you get into cars?

It was inevitable really. I would read my older brother's Street Machine magazines and help him work on his Gemini. I was able to get my hands into places he couldn't and it all just snowballed from there.

Could you tell me about your most exciting drive or moment in your car?

The drive home from when I bought it. I bought the car from Queensland and on the way home the main freeway was being resurfaced so we took some pretty windy and exciting roads home. Not a bad way to get to know the car.

What is your favourite performance modification to date and why?

My favourite performance mod would have to be the polyurethane bush kit, it changed the feeling of the car completely. It went from being a tight and harsh ride to being a compliant and progressive chassis that feels good at low speed or on the limit.

What is your favourite visual modification to date and why?

I was responsible for both the paint job and interior. The paint is really unique and makes it stand out from the sea of other red MX-5s. The interior is a cross between race and functionality. The jungle gym isn't installed in the car for everyday use.



If you could drive any track or road in the world what would it be?

Tsukuba is my favourite track in the world. The layout is perfect for time attack and it has a mix of tight and sweeping corners with decent enough straights.

Is anyone in your family also a car enthusiast? If so, what do they drive?

Both my brothers are car enthusiasts. My older brother is planning a '67 Mustang build at the moment and my younger brother is building a turbo NA6 MX-5.

What are your goals when you modify a car?

I have one major philosophy when I build my cars. I always upgrade my suspension components and braking systems before I increase power output. Safety is always a major factor when I build my cars as it is no use going fast in an unsafe car if you can't brake or steer.

You are selling your MX-5 soon; will you miss it and what are you getting next?

I'll be buying a Lancer Evo VI as I've had a front wheel drive car, rear wheel drive car and now I want to experience 4WD and a turbo. I will buy another MX-5 in the future but it will be a track-only car, with different running gear and a full CAMS approved cage etc. I don't want to compromise between street and the track.







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