

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

Winter 2022
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We're back in print with so much to catch up on



club

TORQUE

MEMBERSHIP REPORT

A warm welcome to the MX-5 Club of NSW.

New members are encouraged to contact their Chapter Convenors for local events and to visit our website - nsw.mx5.com.au for the full range of social, technical and sporting events.

As at 10th October 2022

CURRENT

MEMBERSHIP

1106

Canberra Welcomes 20 New Members

Allan Caldwell	Graham Kearns	Cathy Moore
Michelle Ducat	Graham Kelly	Donna Sharp
Stuart Ducat	William Lester	Jeff Sharp
Gordon Hunt	Jack Maton Hermans	Catherine Trickett
Vicky Hunt	Scott McCubben	Simon Trickett
Kristy Jirgens	Ted Mitchell	Angelo Valois
Vaughn Joyce	Bob Moore	

Hunter Welcomes 26 New Members

Matt Bastian	Andrew Hoddle	Craig Seymour
Sandra Becker	Christine Johnson-Evans	Rhonda Seymour
Linda Claydon	Debra Kermond	Aleta Snow
Riley Collins	Michael Lemon	Michael Tarsnane
Mitchell Cowley	Helen McNairney	Pam Taylor
John Evans	Rachel O'Sullivan	Rob Taylor
John Fraser	Jillian Power	Ted Wells
Mackenzie Fraser	Phillip Power	Peter Wigzell
Andrew Hobbs	Emmett Scott	

Mid North Coast Welcomes 8 New Members

Dayna Fisher	Frank King	Trish Paff
Alan Kerle	Kevin Newman	Keiran Rodgers
Tracy Kerle	David Paff	

Other Region Welcomes 1 New Member

Bradley Herring

Sydney Welcomes 80 New Members

Lachlan Bell	Lorraine Hunt	James Russo
Aminata Biger	Martin Jarvis	Amanda Ryan
Antoine Biger	Michael Jarvis	Damian Ryan
Dominic Biviano	Michael Jiang	Chris Ryman
April Brennan	Elvis Johnson	Ken Samuel
Maksim Brkljac	Hon Yin Leung	Sue Samuel
David Calleja	Derrick Lewis	Amanda Scouler
Patricia Calleja	Jonathon Lewis	Manisha Seewal
Tyler Campbell	Kevin Junyu Li	Riley Skinner
Claudia Carr	Wayne Luxford	Mark Stenberg
Jeremy Chan	Reece Lyndon	John Torr
Alex Chen	James Mahood	Sue Torr
Scott Cootes	Max Mahood	Lara Townsley
Jackson Crebert	Sharon Marks	Yves Trinajstic
Julia Dewhurst	Stefan Mayer	Vince Tropiano
Justin Dewhurst	Chris McCormack	Ron Walker
Kim Downton	Keith Moir	Denise Weinreis
John Filippis	Chit Lay Naing	Eilis Weir
Nicholas Fisher	Sylvia Newsham	Glenn Weir
Anne Fox	My Nguyen	David West
Kenneth Frost	Cassy O'Connor	Paul Whiteley
Jacob Giovenco	Rob O'Hanlon	Adam Williams
Robert Giovenco	Andrew Phan	Nick Williams
Stew Gott	Amber Read	Garry Wood
John Goulder	Susan Roberts	Jenny Wood
Derek Henderson	Olivia Robinson	Stephen Yeh
Michael Hoolahan	Tim Robinson	

Illawarra Welcomes 15 New Members

Shane Cheney	Naomi Paine	Logan Tomczynski
Francesca Fenn	Damien Sims	Nerida Williams
Ian Fenn	Julie Sims	Phil Williams
Trevor Griffiths	Kerry Tippet	Anna Wong-Ng
Chris Ng	Rod Tippet	Michael Zammit

South Coast Welcomes 13 New Members

Martin Allen	Madhu Fowler	Ian Reed
Susan Allen	Micheal Fowler	Valerie Reed
David Bowden	Fred Mackechmie	Paul Rigney
Kerry Bowden	Kim Mackechmie	
Michael Brooke	Ian McMurtrie	

RPM Welcomes 10 New Members

James Bloodworth	Chris McKinnon	Gail Sunderland
Bry Bloomfield	Deb McKinnon	Garry Way
Robyn Keyvar	Karen Purser	
Joe Magro	Andrew Stewart	

club TORQUE

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From the Editor

Welcome to the first edition of Club Torque under my leadership. What an experience the last month has been. Many people said I was either brave or foolish to volunteer to take on the role of Publications Officer. The jury is still out on that one. I've managed to stumble my way through gathering content, learning the software, doing the layout, and getting it to a printer. The first thing you may notice is that this edition isn't as "pretty" as you have become accustomed to. I'm certainly no graphic designer but hopefully you will find it to be functional. As time goes on and I get more experience, hopefully the standard of my output will improve.

Due to the long break since the previous online issue, there was a large amount of content to catch up on. We could have discarded that and started fresh, but the committee decided that we should honour the effort that members had made to submit reports and photos. With that in mind, I have crammed as much as I can into this edition, five months' worth instead of the usual three. The next issue will pick up from where this one left off, then by the new year we should have caught up.

Please remember that this is your magazine. I can only publish

the material that I am supplied. Keep those reports and photos coming in to publications@mx5.com.au. For a one-page article I need about 300 to 400 words and four photos. I would really welcome feature articles, tech talk, etc.

Finally, I need to acknowledge the assistance given to me to get this edition off the ground. Kim Jacobs and Peter Barnwell were instrumental in passing on much advice and resources. Without their help this edition would be months away. Bryan Shedden has been a great source of information and my opposite numbers from Queensland, Kevin and Suzanne Barnes, have been forthcoming with tips and support. Then there is my sidekick, Aaron Lewis, who has come around at least once a week and helped me through the process.

Regards
Stephen Carter



Membership Renewals - if you are having any difficulties logging into the Membership portal to process your renewal, please contact Bryan Shedden on 0422 340 010 and he will happily assist in resolving any issues.

It rarely takes more than a few minutes and then you are good to go for another year.



President's Report

several new members or members changing hats (as in my case). Considering the number of changes, the interim committee (the AGM is still in the future at time of writing) has gelled extremely well with a constructive and "can-do" attitude to improving several facets of the Club's activities.

As much as I found looking after the Club's motorsport activities for six years very satisfying, it was time for a fresh challenge, so I swallowed hard and committed to the Presidents position. What is that expression – a change is as good as a holiday? Well, no holiday certainly, but it is certainly a job that is very worthwhile, and I think will be highly rewarding as well. Time to put that management experience to good use! Many thanks to David Lawler for stepping back into the Motorsport Secretary's role to make that possible. Motorsport is definitely in good hands, but not without its challenges with the (hopefully temporary) closure of Wakefield Park.

We have the 25th Anniversary of Motorsport coming up in October. This will be a fabulous event, so please enter the event or come along on the day to help celebrate our Club's wonderful motorsport heritage. Your President may even turn up with his express presidential limousine (aka Devil), to stir up the boys in group 1.

One thing that struck me at the Presidents Picnic is how important Club regalia is to the NSW Club – a sea of colour. Chris Cameron is stepping down at the AGM after a phenomenal and lengthy time in the role of Regalia Officer. I'd like to publicly thank Chris for the time and energy that she has put into the role (and other activities) whilst on the committee. The Club is still looking for someone to succeed Chris as Regalia Officer, so please give it some thought if you think you can help. You will certainly have the support and assistance of the committee, so don't worry if you aren't sure that you have the right background

King regards,

Ian Combes



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Cover Photo

Another great shot from Rob Wilkins,
one of the club's enthusiastic photographers.

Cover Competition

Entries are now open for the cover competition of our next issue and can be submitted to publications@mx5.com.au. Please include the location and send portrait orientated photos to suit the shape of the page.

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Committee Report

We are providing this report for Members to keep you up to date with recent Committee Changes and Activities.

With the new Committee now established since mid-August, we are moving ahead with the business of keeping our Club operating as smoothly as possible.

Our new President, Ian Combes will provide his skills to organise, delegate and assist other Committee Members in their tasks.

We now have a new Treasurer, Helen Green who is working towards finalising the Club Financial accounts for 2021-2022, while also sorting out some difficulties inherited, working between two accounting software systems and two Banks. Helen is very capable and good progress is being made.

We also have a new Vice President, Joe Kovacic, who only took over the role early September but has hit the ground running, securing a major sponsor in MX5 Mania, with more to come.

The new Motorsport Secretary, David Lawler, who stepped into the role he previously occupied some years ago, has the challenging task of organising the 2023 calendar, made more difficult by the recent closure of Wakefield Park Circuit in Goulburn. He has some good ideas and is working towards achieving a good outcome for next year.

Overall, the Committee is now well balanced, with skilled people in the right roles that are working well together, as I can see at every monthly meeting.

We are now tracking in the right direction, so I expect smooth running from now on.

Please feel free to contact me or any Committee member, with any question, query, or suggestion you may have, it's no problem, you will be listened to.

Best Regards,

Phil Donnelley
Club Secretary.



The Journey to the Pub at Nerriga



Illawarra - 20th Nov 2021 - Report : Anda Clayton - Photos : Brendan Barr

The Illawarra chapter invited the South Coasties along on their run to the pub at Nerriga. Brian and I thoroughly enjoyed re-connecting with our former chapter friends, it had been too long.

The weather Gods weren't too unkind, in fact some of us even dared to have our tops down..... Very racy. Thanks to James and Senia for organising the run.. I think we all agreed, we must do this again soon! A great day out with likeminded friends...Zoom Zoom.

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Christmas at the Abbey

South Coast - 27th November 2021 - Report : Anda Clayton Photos : Anne Zattera, Anda Clayton



Uncertainty surrounding Covid restrictions meant we planned a one-day event for this year's Christmas Party ... no Brian's Big Breakfast this year.

Instead, we planned morning tea in the park with Olympian events like Finska and

Boules. Well, if the Covid devil does not get you, the weather goblins will and sure enough, 3 days of torrential rain, floods and other events simulating the end of the world meant outdoor events were off the agenda.

The event organisers, with crystal ball and far-sighted vision anticipated nature's wrath and had a sneaky plan "B". Olympian events were abandoned, and the venue changed to the rear



deck of the organiser's house. At least it was dry.

South Coast chapter had run 14 events during the year, 5 of which were multi day. We also held 10 monthly coffee meetings, 3 of which were via Zoom. This represents a significant amount of time and effort, not possible without the help and support of members of the chapter. That support comes in many forms from simply patronising events, lending their company and spreading happiness to other chapter members, taking photos, writing articles, to organising and running events. As convenors we are extremely grateful for this contribution.

The chapter recognised the special effort of run organisers. Geoff Smith, Guilia and James Scheimer, Kerry Warner and

Bob Downing were recognised for their extra effort with a small presentation. Our Member of the Year was awarded by Peter Battison, who had travelled down for the event.

The look of surprise on our Member of the Year, Bill Short's face was priceless! A well-deserved award. Bill and Janice have been keen attendees of most of our runs, Covid permitting, and have participated in all of our monthly meetings, even



via Zoom. Bill has also written a number of humorous stories (are we surprised?) and has submitted photos for publication. What is a run without Goldilocks? Congratulations Bill!

Thoroughly caked and caffeinated we proceeded on to our lunch venue. It was unfortunate that our chapter sponsor was not able to attend our party due to business commitments. Carl is an enthusiastic supporter of our chapter and a well-deserved Mazda Dealer of the Year. Lunch was an enjoyable affair at Milton's Altar Wine Bar, located within the gardens of The Old Church, overlooking the lush green countryside. At the rear of the church is a historic cemetery. Doesn't everyone dine next to a cemetery? The food was delicious and plentiful (maybe we shouldn't have indulged in that last piece of rocky road at morning tea?). Again I ask, are we a car club or a lunch club? Both!



Christmas Lunch in the Capital

Canberra - 11th December 2021 - Report & Photos : Rod Nicholas



The Canberra Chapter wrapped up another interrupted year with a most enjoyable lunch at the Yowani Country Club, hosted by our Convenors Peter and Annemie Wilson.

The year started brilliantly as we all quietly hoped for a less disruptive year than 2020. And so it was, for the first six months anyway. June to October was an on-again off-again period, with more events COVID-cancelled than held, but well-attended when they did get underway. In the early part of the year Convenors, Runs Coordinator and Run Leaders breathed a sigh of relief as run after run went off like clockwork. The same group mumbled and cursed when events were later cancelled as lockdowns were called, although we all managed a smile more recently.



Forty-one members gathered to make sure the year ended with



some laughs (it was particularly pleasing to see a couple of newbies among the group – I trust we haven't scared you off).

Co-Convenor Peter thanked all those involved in the Chapter throughout the year – those who took active roles in the 'administration' (Runs Committee, Website etc), Run Leaders, those who helped with social events, and (of course) all the wonderful members who joined runs, attended C&L and otherwise helped to make the Chapter such a joy to be part of. Peter also welcomed our new members and hoped their first taste of the Chapter this year was enough to have them coming back for more.

Congratulations go to:

- Maryanne Nicholas - Chapter Member the Year
- Lili Chi - Chapter New Member the Year
- Chris Barnes - Chapter Motorsport Member of the Year

Club President, Peter Battisson, took over to announce a couple of extra awards to members of our Chapter:

- Lili Chi - Club New Member the Year
- Frances Wood – Runner-up Club New Member the Year.

Our Lunch & Presentations was a resounding success – plenty of laughs, plenty of talk, plenty of tucker and a roomful of great people. There was general consensus that we did have a good year, and 2022 was looking even better.



A Christmas Bowl

Illawarra - 12th December 2021
Report : Brendan Barr - Photos : Anna Nietner

The opening event of our Christmas Party and Awards 2021 day rolled off with a tussle to see which model MX-5 would triumph in the lawn bowls championship. Teams were represented by owners of particular MX-5 models, Team NA looked particularly strong, but team NB had a secret weapon to counteract any perceived skills, even by the youthful Team NC and ND

From the first end Team NB appeared to accelerate to the lead, assisted by a turbocharged Anna, but some canny overtaking manoeuvres enabled the others to keep pace! So, Team NB engaged the Safety Car and substituted the secret weapon – Paul Byers, a late inclusion due to the removalist truck not departing on time. A protest was entered by Team ND indicating that Mr Byers was a Sydney import and not eligible! This enabled them to swoop to the lead on the last end and take the chequered flag. There may be more protests! After this we gathered in the air-conditioned comfort of the Figgy Sports Club. Tables were set and decorated, meals ordered, and we swapped many stories before the awards commenced.

The leaders and organisers were highlighted and thanked for

the wonderful efforts they made in coordinating events during the year, truly a magnificent effort during this difficult year.

New Members of the Year: Marina and John Farmer
MotorSports Member of the Year: Ralph Thompson

Finally, our 'major' award were presented by Illawarra Convenor James Mate, and the club president Peter Battisson.
Illawarra Member of the Year: Adele Weatherall
NSW MX-5 Member of the Year: Adele Weatherall
Congratulations to all awardees and especially Adele, whose efforts in supporting the Illawarra Chapter and the whole Club are greatly appreciated.



A Christmas Mystery

Mid North Coast - 12th Dec 2021 - Report : John Hansen - Photos - Gayle Adamson

Chapter members were looking forward to catching up and sharing a Christmas lunch to cap off a very disjointed COVID filled year. This year's lunch would also see the retirement of the current Convenors, Allen and Peter, after steering the chapter successfully for the past years. The Mid North Coast Chapter owes the outgoing coordinators and their spouses, Pam and Jill, a really big thank you for all of their work in keeping the chapter going in these difficult times.



The meeting point for our Mystery Run was at the Port Macquarie Service Centre, the Donut as it has become known. More than 25 members in 18 cars arrived, representing a range of MX-5's from a beautiful NA on historic plates through the range of NB's, NC's, ND's and new GT RF Limited edition. We welcomed new members Rosie, Ken, Jennifer, John, Jennene, Valerie and Gary.

Tops were lowered and off we swept for the first run stage down to Bonny Hills Beach Cafe for morning tea. The drive along the Ghost Road, whilst speed restricted to 80 kph, was interesting with silver gums and green regenerated bush lining the road, a far cry from the burnt black of the previous bushfires. We had a very pleasant walk along to the cafe watching the waves break onto the beach. The cafe was in full swing. Fortunately, we had booked and tables had been set aside for us. The view from the deck of the beach and the inviting waters was magnificent.

After morning tea and being mindful that lunch was less than an hour away, the convenors herded us up and off we set. Some



members took the opportunity to play off some of the morning tea on the swings in the park and even had a go on the slippery dip! Much to the amusement of onlookers.

The Bago Road to Wauchope is a very picturesque and bumpy road with several MX-5 corners that brought a smile to many of the drivers, especially hearing the exhaust notes echo off the cliffs as the road twists, corners tighten up and invites playing



with the gears. All too soon we were at Wauchope heading out to the lunch stop, Abundance Café, on the Rawdon Island Road. The luncheon dining area is next to large lake complete with water lilies and even some turtles which we could see swimming around.

After a very enjoyable lunch the serious business of the day began, awards and the election of a new convenor. Member of the Year was Peter Rodgers, New Member of the year award went to Chris and Mick, 5-year membership badges were awarded to Judith and John, and Jennifer and Kevin. A 10-year membership badge was given to Peter who was also elected unopposed as the new 2022 convenor.

All in all, it had been a marvelous day with good weather, good food, good driving and above all good companionship. What a way to finish a turbulent year and yet it wasn't quite finished; as we meandered up through the garden centre to our cars, there was the sound of bagpipes being played by Rob to end the day.



Jervis Bay Jingles



South Coast - 16th December 2021
Report : Brian Clayton
Photos : Anda Clayton, Bill Short

It was not a promising start in the rain, but the weather improved during the drive to Greenfield Beach on the shores of Jervis Bay. The weather had kept the crowds away from what is a beautiful spot among the bush, bordering a lovely sandy beach.

We had brought the "Finska" set along but the group had spread out enjoying the walk along the bush track and an inspection of the beach ... no takers for a dip. There were many contributions to the morning coffee spread of cakes and biscuits.

As midday approached, we adjourned to the Ex-Servicemen's Club at Huskisson for a lovely lunch. A pleasant way to top off events for the year and an opportunity to wish each other Seasons Greetings.





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Ending the Year in North Sydney

Sydney - 18th December 2021 - Report & Photos : Andy Bottomley

What a great way to end the year, following John and Janine from Maccas Dural on a mystery tour. We travelled on some great roads through Sydney's north-west to Riverside Oaks Golf Club at Maroota.

Before lunch the MOTY and NMOTY awards were presented. Bob Lipa was crowned MOTY, and Louie Loo & Julie Tan were crowned joint NMOTY.

Bob and John were given Christmas hampers for their assistance to me this year, by leading runs and organising dinners. Bryan & Ann Hicks presented them with car eskies.

After lunch we had our usual game of "What's My Name" and "Heads & Tails".

John & Janine have decided to step away from assisting the Sydney Chapter and will be greatly missed.

Congratulations and thanks to all who attended.



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Kangaroo Valley in the Twilight

Illawarra - 2nd January 2022 - Report : Bryan Shedden - Photos : Rob Wilkins



The annual twilight run to Kangaroo Valley by Illawarra Chapter has become something of an institution. It's a great way to kick off the new year and share tales of festive season celebrations. 25 club members met at Hungry Jack's Haywards Bay to start this year's event on Sunday 2nd January, including seven who travelled down from Sydney. Steve & Kirrily unfortunately had to pull out after their NC developed some strange noises on the trip down. New members Damien and Julie were warmly



blue skies and warm sunshine. During our drive, hailstones battered some parts of the Southern Highlands, but our journey was blessed with clear weather. Upon reaching Glenquarry, our path returned to Robertson via the beautiful stone fences of Kangaloon. From there, we meandered along Pearsons Lane and Myra Vale Road to Fitzroy Falls before descending Barrangarry Mountain. The valley views were stunning in the late afternoon sunshine. Finally, we arrived at the Friendly Inn at



welcomed with the presentation of Illawarra caps - they only decided to join the club this morning.

After a quick briefing of the route, 14 MX-5s and one Jaguar XF convertible set off, with Alex & Fiona as tail-end Charlie with L-plates on our ND. The new Albion Park bypass opened a couple months ago, which meant that access to the Illawarra



Highway from Haywards Bay has been cut off. No problem as it gave us the excuse to explore the rural scenery of Marshall Mount and Calderwood. We cruised past the dairy farms and then zipped up Macquarie Pass. Turning off onto Tourist Road, we kept our eyes peeled for errant kangaroos, but only saw brumbies in the paddocks. In what we can only hope is a sign of things to come for 2022, we were treated to glorious



Kangaroo Valley with appetites built.

Our hosts at the pub set us at a few long tables under a marquee in the beer garden, overlooking the bocce court, grassy fields and the mountain range backdrop. Six other club members had made their own way to Kangaroo Valley and were already deep in beers and conversation. Meals from the bistro were delicious (awesome steaks!) and the craft beers on tap are highly recommended. It was a very enjoyable evening with great conversation and many laughs. We're already looking forward to doing it again next year.





Canberra - 16th January 2022
Report : Norm Barker - Photos : Norm & Ros Barker, Maryanne & Rod Nicholas

Five Hills 2022

This was the first run for 2022, our annual Five Hills Run, on a very warm day. After many cancelations of runs through the last year and some members reticent about going out until they see where the latest variant of the virus is going, there were 13 MX5s lined up in front of the Russell offices. The bright sunlight made them sparkle as we prepared to for a cruise around Canberra's Lake Burley Griffin, going up and down five of the hills.



After a brief chat between members who hadn't seen one another for a while, Norm gave the briefing. The group headed to the first hill, Mt Pleasant which is in the grounds of Duntroon / ADFA and the road was looking a little overgrown on the sides due to the unusual amount of spring and summer rain. Next was up Mt Ainslie, which involved a steep climb on a winding road. A short stop was made to take in the view and chat with visitors who were admiring the cars.

After descending Mt Ainslie, the convoy drove past the Australian War Memorial and down Anzac Parade. At the bottom of Anzac Parade, the group turned right and followed the lake along to Black Mountain. This is another steep and winding



road and at the top we circled the car park. There is some discussion about the fate of the tower on the top of this mountain and it is currently closed indefinitely, but hopefully it will be re-stored.

At the bottom of Black Mountain, we headed west to the National Arboretum and up to the top of Dairy Farmers Hill. This has become a popular spot and so were not able to make a stop, as there were no car parks available. However, the car in front of our leader was taking in the view and not looking in the mirror so we had a first gear descent from the top of this hill.

Leaving the National Arboretum, we followed the route past the



Canberra Zoo and across the top of Scrivener Dam, through Curtin and Deakin and up Red Hill. At the top the convoy formed up in the car park for some photos.

Once all the photos had been taken, we proceeded to Lennox Gardens for a picnic. People spread out on the lawns and chatted. Everyone had an enjoyable drive and time together over the picnic.



Seal Rocks via the "Best Scones"

Mid North Coast - 16th January 2022 - Report : Rosy Black - Photos - Dayna Fisher

The meeting point for our Seal Rocks Run was the Port Macquarie Service Centre and attracted 10 members in 7 cars. It was a hot, sunny day so tops were lowered and we headed south along the Pacific Highway. At Kew we turned off and took the Comboyne Road to the end of the bitumen. The area was



so green and beautiful after all the rain and sunny days we've had lately. There we did a U turn and headed back to Kew, regrouping there before we returned to the Highway. We continued along the Highway and then turned off at Johns River and took the Stewarts River Road and then Hannan Vale Road to our morning tea stop. Moorland Cottage is famous for its "Best Scones" and they didn't disappoint. We all enjoyed scones and coffees in the lovely garden setting. Highly recommended for a coffee (and scone) stop if you are travelling along the Pacific Highway.

From there we headed south along the Pacific Highway passing through Nabyac (famous for its motorcycle museum) and just south of Coolongolook we took the Wootton Way which was a terrific drive through the forest with lots of challenging corners. We emerged just north of Bulahdelah and did a dog leg turn and then headed along The Lakes Way which is a scenic drive through Myall Lakes National Park with spectacular forests. Again, plenty of good corners. We passed through the tiny villages of Boolambayte and Mayer's Flat and at Bung-

wahl we turned down the Seal Rocks Road. We arrived at the small village of Seal Rocks which was very busy with campers and day trippers enjoying the beautiful weather. The road was crowded so we slowly meandered through the village and then turned around and headed to our lunch spot. The ocean and



beaches looked very inviting on such a hot day. We retraced our route back along the Seal Rocks Road to Bungwahl where we turned north along The Lakes Way. As we drove, we caught glimpses of Smiths Lake, arriving at our lunch stop, The Frothy Coffee Boat Shed at Smiths Lake Village. We had a table out on the deck and enjoyed stunning views of Smiths Lake.

We had a great day with lots of interesting and challenging roads, excellent weather, good food, good driving and most importantly good companionship. Thanks to Peter for organising and planning a great drive with lots of fast corners which were great fun.



Aussie Aussie Aussie

All Club - 26th January 2021 - Report : Senia Gaunson
Photos : Bryan Shedden, Rob Wilkins, Brendan Barr

The 2022 Australia Day event at Cordeaux dam was organised by the Illawarra Chapter run co-ordinators, Senia Gaunson and Lena Hill, with all chapters invited to join.

Around 60 members and guests came from near and far. Impressive convoys of colourful MX5's (and a pack horse Subaru) rolled down the dirt road to the picnic area, a sight to behold! The different contingents rolled in, 5 from Canberra, 4 from South Coast, 29 came from Sydney and 16 from the Illawarra. The remainder made their own way from all different directions.

After a cuppa and some delicious lamingtons, members explored the sights of the dam, some taking a stroll down for a closer look. Others were seconded into a game of cricket, which started out Sydney v Illawarra and ended up "every man for him / herself", if a catch was coming your way, you took (or dropped) it, irrespective of who was batting, occasionally even

the stumps moved to offer more challenge, as Fiona found out. We were graced by a few seasoned cricketers (who were wise to me, calling "strike 3, you're out") and they managed to get the ball close to the bat most of the time, occasionally even hitting the stumps. Bryan Shedden, wicket keeping beer in hand, showed men can multi-task, was eventually replaced by the skills of Brendan Barr and a devious Steve Gaal, who deserved man of the match for the ingenious "walking stumps" trying to slow down Fiona Shedden's run rate. Wally had a runner (Bryan, who didn't run) and Bob Gaunson was put on the spot with 6 runs to get from 6 balls for an Illawarra win. A draw was declared at 78 runs each (or was it 178?).

Drinks and lunch were followed by Thong Throwing (Jandals for those that confused them with an item of clothing), the Men's division was won by Bryan Hicks, with Jonathan Boyd a close second. Natalie Davies was declared the winner of the Ladies division, with Ann Hicks a whisker away in second place. Dante



Boyd was declared best young competitor and Tania Griffin "most determined".

Jenga was closely contested by all four chapters present, Vanessa Baston handed over Canberra's reins to Rod Nicholas when the going got tough, while Rod put in a valiant effort, it was not to be Canberra's day, he was left with a tumbling wall. Sydney's Dante Boyd had the most interesting way of removing bricks, leaving spectators ducking for cover to avoid flying Jenga bricks. Fiona Shedden, a seasoned competitor of Jenga, put in a magnificent effort for the Illawarra, as did Dewi Brewitt for South Coast, lulling Rod into a final collapse.

A fun day was had by all, the stragglers didn't want to go home, sharing another story and maybe another lamington, and the passengers, another ale or two.



Run to the Oz Day Picnic

**Canberra - 26th January 2022
Report & Photos : Rod Nicholas**

Cordeaux Dam - Never heard of it.

It's 200k from home but there'll be lamingtons. Right, we're going!

And so, planning our run to the all-chapter picnic began.

A small contingent of four cars moved out from Bungendore on a warming Wednesday morning. Lids down, caps on, we headed



ed out for a round-about trip through the scenic countryside to Tarago, then onwards through sleepy Bungonia to Marulan. The roads were in generally good condition,

some better than others, although the recent wet conditions had ensured there were a few nasty potholes to avoid.

Marulan to Bungendore on the Highland Way was its' usual pleasant trip, and the coffee and cakes at our stopover were well received. From there it was a shortish hop through Exeter to connect to the Old Hume Highway to Yerrinbool. It's hard to believe the narrow, bumpy, tree-lined Hume Highway was once the main link between our major capital cities – fun to drive now there's little traffic but as a highway – wow! Back onto the (new) Hume Highway / Freeway to Picton Road and then the Dam.

It wasn't hard to find our group – MX-5s everywhere and banners flapping in the light breeze. It didn't take long to realise there were members from just about every chapter at the picnic. Not surprisingly, they were a friendly mob, and our little group was quickly absorbed into a bigger circle of chairs while the lamingtons were passed about.

Damn good they were too – big, light and fluffy. While some members chatted, others set up a deceptively competitive game of cricket on the lawns under the gumtrees. We watched from afar as wides were bowled, stumps went a-wandering and runs were trotted.



No one seemed to avoid the call up for The Great Thong Throwing Event. I watched as members tried various throwing styles. The 'frisbee' seemed popular, even if it occasionally led to a floater that went anywhere but forward. I thought the 'knife throw' would be the one to set the record. Nope, unless it was the record for 'nearest to my foot'. Nursing a slightly wounded ego, I watched the rest of the tournament with mild amazement

as Bryan Hicks hurtled the thong deep into the park.

With hardly enough time to finish my third lammo, I was called to step into the Canberra Chapter's Jenga team. A four-way competition, the tension rose as the easy bricks were removed and an unsteady construction project teetered and totted on the table. Ducking occasionally from the flying blocks as Sydney's Dante Boyd took his turns (Dante's enthusiastic style demonstrated comprehensively that teenagers are no longer intimidated by their seniors), I carefully studied the construction before each of my turns. Well and good, but there were more wobbles than a Collingwood final by the time my last effort brought the whole shebang crashing down. A bit of a hoot actually.

The numbers dwindled as the afternoon drew to a close and folks moseyed off home. Facing a boring two-hour plus drive home, we headed off down the Freeway.

Araluen Pub Run

**Canberra - 29th January 2022
Report : Rod Nicholas - Photos : Rod & Maryanne Nicholas, Bill Short**



Four cars set off from Lyneham for a diversion along Mulligan's Flat Road, Shingle Hill Way, and the Bungendore Road. This part of the trip was quick and scenic with no dramas. The roads were in good nick and traffic was light.

In Bungendore we picked up another five cars and headed along the Kings Highway to Braidwood. There was considerably more traffic but eventually we pulled into Braidwood. Our final car was waiting for us in Braidwood – it would have been almost impossible to miss Bill and Jan's Goldilocks.

After a brief comfort stop, onwards we went. This final leg is a short 25k but the last 10 is steep and twisty as we wind down into the valley. Thanks to several wet weeks (or is it months?), the road has some unpleasant chunks missing, or about to turn to rubble, so a little dodging and weaving was necessary in places. It wasn't too bad, though Ted and Rozie must have had a bit of a shudder as their lowered NB lifted all four wheels after one little lump in the road! Still, the downhill twists are a heap of fun.

The pub was expecting us and made a good effort of feeding



our group of 20 as well as a group of bike riders. I think everyone agreed the tucker was good – I can vouch for the steak sambo.

It bucketed down while we had lunch but seemed to have cleared up when we started to head home. That was illusionary, of course, and the last few cars out (us included) copped a brief drenching that cut visibility to only a few metres just after we had emerged from the valley towards Braidwood. The biggest problem was that it also hid the potholes and broken bitumen, but everyone made it out in one piece.

Home from Braidwood was 'at your own pace' and the group had well and truly dispersed by the time we were on the track to Bungendore.

This is a great short run, with a good bit of fun for the drivers and a good spot for lunch. It will be even better once the roads are properly repaired.



Stepping Stone Pizzas

**Canberra - 4th February 2022
Report & Photo : Bob Judd, Bricet Klore**

If there is one thing Canberra Chapter members enjoy, it is spending time with each other in gorgeous surroundings, while consuming beautifully prepared and presented food and drink.

Friday night certainly ticked all the boxes for 30 members for a fantastic night out. Like the same event last year, Stepping Stone Café at historic Strathnairn Gallery offered us a prix



fixe menu including mezze plates and wood fired vegetarian pizzas. We noisily and happily consumed the seemingly endless pizzas while enjoying the sunset and overlooking the homestead's vineyard.

Unlike last year, the weather was unseasonably cool and windy, but the homestead's courtyard was beautifully sheltered and Canberrans are hardy types, well accustomed to all types of weather.

Feedback from attendees was universally positive, and perhaps we should consider making the outing a yearly event, after a very successful initial two trials.

Steve's Feb Pub Run

**Canberra - 8th February 2022
Report : Steve Wakeling - Photos : Jo**

We started at the base of the Cotter Dam and proceeded along Brindabella Rd to Uriarra Village where we turned right onto Uriarra Rd, which follows the Murrumbidgee River for several kilometres making the scenery impressive. Uriarra Rd took us to Fairlight Rd and across the border into NSW. Fairlight Rd was narrow with no white lines but in very good condition.

The next road was Mountain Creek Rd. Notorious for potholes. It too is narrow with no white lines for most of its length. Surprisingly it had been extensively repaired making the run much more enjoyable. Fairlight Rd and Mountain Creek Rd do not have speed signs for the corners so zooming along roads that are winding, hilly, narrow with unmarked corners which makes



for exciting driving in my MX5 NC2 with the roof down.

There is one sign I noticed that read "Winding road for 35 Kms". Have you seen a similar sign that exceeds 35kms?

There is one bad patch of Mountain Creek Rd where you will see a large shearing shed on the eastern side of the road. We had to go at a crawl just to be safe. This took us to Wee Jasper Rd and across the Murrumbidgee River at Taemas Bridge. More amazing scenery as the river has been swollen by months of regular and sometimes heavy rain.

Wee Jasper Rd leads to Yass where we turned right and headed to the Barton Hwy and on to Murrumbateman and to the pub for lunch.

We had eight members in six cars on this run. We also had a prospective new member in a beautifully restored red Triumph Stag. I'm told that these in a road worthy condition are very rare.

Mazdas to Merimbula



South Coast - 9th February 2022 - Report : Barry Pope
Photos : Bill Short, Robyn Blood, Anda Clayton

On a fine Wednesday morning, three Mazdas and occupants gathered at the Milton Heritage Bakery to commence a fun filled three-day itinerary with two nights at the Hillcrest Motel in Merimbula. Our first stop was at the Bodalla Cheese Factory for refreshments after a leisurely one-hour drive down the Princes Highway.

Lunch was organised at the Candelo General Store, following a circuitous route utilising the Snowy Mountains Highway and West Kameruka Road. These roads made for spirited driving in our wonderful little cars. Lunch at the Candelo general Store was excellent as verified by the popularity of the venue. We left Candelo, heading for Pambula via Myrtle Mountain Rd and Mt Darragh Rd. These roads made for more spirited and interesting driving.



The Longstocking Brewery on the road into Pambula lured us six thirsty travellers in for much needed refreshments. Well worth a stop here for its nursery, art gallery and obviously its craft beers. We left here in a state of refreshment for the short drive to the Hillcrest Motel in Merimbula. After rest and recuperation, the decision was made to dine at the Club Sapphire in Merimbula. This is quite a large bowling club with a very good restaurant serving excellent club meals and is well worth a visit.

Thursday dawned brightly and we made our way to Cobargo (almost destroyed by the fires of December 2019) for morning tea. Leaving Cobargo we headed for Bermagui and the Mimosa Winery for a spot of 'Fine Dining' for lunch. Meals were excellent as were the accompanying wines. Leaving the winery, we headed back to Merimbula via Bermagui with rain closing in. The weather meant no BBQ and a trip back to The Club Sapphire ensued. After dinner, the weather had cleared sufficiently, so Brian was able to exercise his fire lighting skills to get the fire-pit going and drinks were taken while dodging the accompanying smoke.



Friday dawned bright and sunny and we made our way to the Tathra Wharf for coffee and cakes. Leaving Tathra, we then made our way to the Bermagui Mudworks Pottery where many handmade items were on sale. Lunch was booked at the Tilba Winery. Meals here were of a more casual nature than the day before but still very acceptable. Following our meals, farewells were said with thanks to Brian and Anda Clayton for organising a thoroughly pleasant few days with many MX5ish roads.

Tracking History at Honeysuckle Creek

Canberra - 12th February 2022 - Report : Mike Lawless, Rod Nicholas
Photos : Mike Lawless, Rod Nicholas, Barry Matson



We had a perfect Canberra summer day for our run to Honeysuckle Creek campsite. We met at the Duffy shops late morning. There was a good turn up and enough cars to make an impressive display in the car park.

We travelled out the Cotter Reserve and passed the Cotter Dam which was releasing a fine volume of water into the Murrumbidgee. We then drove on to Tharwa and then further south. The sign at the tracking station turnoff at Apollo Drive had been removed but none of us was fooled and we all made the turn and climbed up the winding road to our destination on a perfect MX-5 road. After just under an hour after leaving Duffy, we arrived at Honeysuckle Creek. Honeysuckle Creek is high in the catchment area to the south of Canberra, about twice the height above sea level as Canberra. It's sparkling sunlight, pristine bush and crisp mountain air makes it a lovely place and, with the fine winding roads to get there, it's a great MX-5 destination.

There's not a lot left of the Tracking Station now, located in the depths of Namadgi National Park, but it's a great drive to get there. Even better with the perfect weather we experienced. We spread ourselves out at the BBQ enclosure that provided a comfortable and protected picnic site which we took full ad-

vantage of.

This site once housed the tracking station which played a role in various space missions. The Tracking Station was officially opened in March 1967 and closed in December 1981. The antenna was dismantled and moved to Tidbinbilla, where it became Deep Space antenna 46. Almost lost to history, all that's left now are concrete pads where once stood the antenna, operation building and other structures. There are explanatory sign boards, of course, with a few photographs, but they convey little of the wonder and excitement the facility generated.

The Tracking Station was part of NASA's Manned Space Flight Network and formed a vital link in the Apollo 11 moon landing in July 1969. As the Canberra Times reported: "While the dish at the New South Wales town of Parkes sticks in the collective memory as the radio telescope that received the moon-landing footage and beamed it around the world, the first eight minutes of grainy footage actually came from Honeysuckle Creek, a 26-metre-diameter dish surrounded by Australian bush".

It was a moment that changed history, marked a new frontier in space exploration and technology, and is remembered around the world for the iconic images of a man walking on the moon.



Phil's Restoration

Illawarra - 12th February 2022 - Report & Photos : Senia & Bob Gaunson



the way were there for a reason. This wouldn't happen in an MX5 we thought, they grip the road much better than that. Coffee and breakfast at Burrawang General store and lots of chats with other, like minded MX5 members is always a fun time. It was good to be joined by a couple of our new members, Damian and Julie Sims. From Burrawang, Phil led us back to his home at Windang, where he and Jennifer spoilt us with coffees, teas and cakes and showed us Phil's amazing workshop and restoration project, an MX5 NA, nearing completion. I know nothing about car restorations, so Bob will continue this story.....

Phil has done an amazing job rebuilding his Mazda NA. It is to such a high standard that people reckoned they could eat their dinner off the underside of the car. Phil discovered that one of the wires inside the petrol tank had lost some of its' insulation, that could be a potential fire hazard. He was concerned by this and thought it may be a common problem



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in the NA's. Phil's garage was impressively clean and tidy, with parts filed in neat containers, with spare engine and gearbox available as well, just in case. The paint job in acrylic lacquer was also impressive, in a dark BMW green colour. His library of folders on the various topics of NA construction should make him an authority on the restoration of this model, and would be extremely useful to other restorers. Everyone was impressed with the high standard of work and we look forward to seeing the finished car at the various car shows.



NSW Supersprint Round 1

Motorsport - 13th February 2022 - Report & Photos : Joe Kovacic

It was a warm sunny day for Round 1 of the NSW Super Sprint series hosted by MX5 Club of NSW at Wakefield Park. As the day warmed up so did the lap times, with some hot times and lap records being set by some of the drivers. We had a large field of ninety cars in six groups, with each competitor having six runs of six minutes.

Thank you to our eleven MX5 Club drivers who represented our club gallantly against a barrage of ARDC drivers. The fastest car of the day was a Ginetta G55 with a fast time of 60.78 secs. Congratulations to Ralph Thompson on having the fastest Lotus Exige representing the MX5 Club. Congratulations also goes to Jie Ren, Russ Maxwell, David Brown and Marty Voormeulen for achieving first places in their respective classes.

Congratulations to all of our 11 drivers on their results as follows.

Jie Ren 1st Place Class RM4 Time 65.08 secs.



Ralph Thompson 4th Place Class TA1 Time 67.06 secs.

Luke Kovacic 3rd Place Class RR3 Time 68.10 secs.

Russ Maxwell 1st Place Class 2R3 Time 68.64 secs.

David Brown 1st Place Class 2R2 Time 69.43 secs.

Marty Voormeulen 1st Place Class 2S3 Time 70.15 secs.

Martin Steel 3rd Place Class RM2 Time 71.25 secs.

Ken Hardy 4th Place Class RM2 Time 71.27 secs.

Dave Alland 2nd Place Class RR2 Time 73.31 secs.

Greg Bunn 3rd Place Class RR2 Time 73.55 secs.

Gerald Drechsler 5th Place Class RR2 Time 75.23 secs.

The Mazda MX-5 Car Club of NSW, with only eleven competitors, managed to obtain a convincing third place in the Championship.

Thank you to all our MX5 Club Officials for another well run and successful NSW Super Sprint track day.



Club Track Day Round 1

Motorsport - 14th February 2022 - Report & Photos : Joe Kovacic

A small field of 55 enthusiastic motorsport competitors attended Wakefield Park for Round 1 of the Club Track Days for the 2022 Season. Thanks to our Competition Secretary, Ian Combes, and Event Secretary, Barry Luttrell, for organising this event which entailed a lot of behind-the-scenes work.

We only had five run groups, so we managed to give everyone 8 x 8-minute sessions, resulting in up to 61 timed laps. Despite the threatening weather conditions, the track temp and conditions were good and there were no excuses for not achieving benchmark times.

We had six nervous first timers go out on track. Thank you to their driver trainers for helping them through this daunting but rewarding experience.

This track day was run under a new simplified class system comprising of 5 Classes: Standard, Clubman, Super Clubman, Modified and Open. Benchmark times are used to award points for places in each class. This system is a lot fairer for all competitors, meaning that any model

MX5 from NA through to ND can win their respective class.

It was pleasing to see 10 non MX5's competing, proving how popular our club track days are. Good to see two new i20N's driven by Andrew Digney and Jason Atkins, with fast times of 71.93 & 72.17 seconds.

Congratulations goes to Ralph Thompson, our resident motorsport driver in his turbo NC, for the fastest lap of the day in a blistering time of 1.06.17 secs. He took out 3rd Place in Open Class.

Unfortunately, no drivers achieved their benchmark times today. Gerardo Martin in Super Clubman Class achieved the Highest Benchmark of 98.68%.

Class Winners:-

Bryan Shedden	Standard Class	NC1	73.28 secs at 97.84%
Michael DeMaio	Clubman Class	NB8B	73.67 secs at 98.00%
Gerardo Martin	Super Clubman Class	NB8A	72.46 secs at 98.68%
Malcolm Steel	Modified Class	NB8A	70.67 secs at 98.47%
Ben Oldfield	Open Class	NB8A	67.34 secs at 97.71%

Thank you to all our Motorsport Officials on another successful Club Track Day.



Pelicans Love Fish

Pelican Rocks Café is a favourite haunt. Good food, great location and a Wednesday drive down our beautiful south coast - doesn't get any better than this. Wally set off from Haywards Bay with a convoy consisting of a Ford Mustang and six MX5's, driven by members with varying experience. It didn't take long for the convoy to spread but we mostly kept together thanks to Wally's patience.

We didn't take the most direct route along the Princes Highway to Greenwell Point as this would have involved a lot of road works - boring. But we did drive through Albion Park Rail without any problems thanks to



the new by-pass and along the highway to Dunmore where we exited to take some scenic roads across towards Jamberoo. We were under the speed limit when we passed a Police car sitting on the side of the road doing radar checks and had a Police motor cyclist in the middle of our convoy for a few kilometres when driving across to Kiama.

Illawarra - 16th February 2022 - Report : Bill Short - Photos : Bill Short, Wesley Hill

A brave move took the convoy through the main street of Kiama where we mostly held together. Then it was back onto the highway only to exit and have a pleasant drive through Gerringong. Oh dear - we manage to get behind a caravan and had a slow trip between Gerroa and Shoalhaven Heads. An uneventful trip across to Nowra and onto the highway. Bridge and roadworks were causing traffic chaos which we manage to get through without problems.

Pelican Rocks Café were great with very quick service and the food up to their usual standards - the reason we keep going there. Good company, a great drive, warm but nice weather and good food - the kind of lazy life I love. And yes, there were pelicans at Greenwell Point because at some stage one bombed Wall's car - he was not amused.



Butter Factory Run

Illawarra - 19th February 2022 - Report : John Zarembo - Photos : Senia Gaunson



Eleven members in seven cars met at Hungry Jacks at 10am for our slippery run to the butterfactory at Pyree. We proceeded along the M1 through Albion Park with comparative ease. We were able to travel with our roofs down, it was overcast but luckily no rain. We left the motorway at the Minnamurra turn off to go on the Swamp Road proceeding along the Jamberoo Road. The scenery was picturesque, everything green and lush thanks to all the recent rain. From there we continued on and wound our way through to Kiama. Then on to Gerringong and we made our way along Bolong Road enjoying the scenic drive. We passed Coolangatta Estate and Two Figs Winery (two places to go back to).

You know that you're nearing Bomaderry when you can smell the doughy / yeasty smell from the starch mill. We crossed Nowra bridge and turned left into Moss Street towards Numbaa and Terara. Who has heard of Numbaa, it sounds as if it should be a place in India? There were plenty of cows and lots of corn fields surrounding the road. We turned right into Jindi Andy Lane and eventually turned left into Greenwell Point Road finding the restaurant on the left-hand side. Senia took a group photograph next to our cars even if they were facing the wrong way and we proceeded into the Butter Factory. The Butter Factory Restaurant, as its name suggests, was a butter factory in a previous incarnation. It has been sympathetically renovated with a warm rustic charm. We were lucky enough to have our own designated area looking over the barn which was decorated for a wedding later in the day. They have an interesting bar and the food was delicious. Everyone enjoyed their chosen dishes and many of us vowed to go there again. Thank you Senia for finding this hidden gem.



River to Lake

Hunter - 24th February 2022 - Report & Photos : Les Kibblewhite

The Hunter River to Lake St Clair run was to be the last summer season jaunt to the undulating hills at the foot of the Mount Royal Range, north of Singleton. As this was a weekday run, there was a high expectation of a top down, mid 30-degree day with the peace of mind that the backroads would provide a particularly scenic route to drive. Well, the run was declared wet prior to heading off from Raymond Terrace to Paterson via Tocal for morning tea. There were nine MX5's, predominately red ones, with windscreens awash with rain. What an intrepid group of drivers and navigators. Note: We attracted an MX5 spectator in the foreground.



We left Paterson and headed to Gresford with no relief from the torrential rain, though, the Rain-X works great on an MX5 wind-



screen. The rain persisted through the farm-lets as we cruised through a country estate north of Singleton called The Retreat, Lake St Clair still some thirty kilometres north on a narrowing pavement, or as we call it, our MX5 adventure playground.

As we neared Lake St Clair, the rain eased then stopped as we entered the recreational area. The lake provides a premium outdoor leisure facility. Swimming, sailing, water skiing, camping and fishing are only a few of the popular activities enjoyed at the lake. For the keen fishermen, Lake St Clair has been stocked with Bass, Golden and Silver Perch and Catfish. Hence the weekday run. The foreshores of Lake St Clair provide attractive areas for picnics and barbecues. After a couple of hours, we departed with no regrets.

Lunch in the Gardens

South Coast - 24th February 2022 - Report : Anne Zattera Photos : Anne Zattera, Anda Clayton



A dozen of us started the day with coffee at Milton's Heritage Bakery. We met our new South Coast members Ian and Valerie and warmly welcomed them to our Chapter.

The day started drizzly, all eyes on the sky. We depart the Bakery and head down the highway to Eurobodalla, tops up just in case the skies opened up. Driving through the forest to Batemans Bay was quite lovely with the overcast skies casting a dappled light, rain drops sparkling on trees. In under an hour we arrive at Eurobodalla Regional Botanic Gardens. The smell of eucalypts is strong in the air, intensified by the rain. Birds in trees can be heard. Ducks and their ducklings wandering on the manicured lawns in front of a stunning bird bath.

On New Year's Eve 2019 bushfires devastated the gardens and

wildlife. Since then the staff and volunteers have rebuilt bridges, walkways, garden structures and other infrastructure. They have taken the opportunity to redesign and improve the 42-hectare site. Less flammable landscape material has been used to future proof the gardens.

We wander on the Arboretum Track taking in the sounds, smells and beautiful vistas. We see kangaroos on one of the lawns. Trees with blackened trunks but recovering with lots of new growth. Winding paths. We stop to point out and comment on lovely plants or dragonflies hovering. A truly peaceful place.

We wind our way on tracks, up stairs, across bridges and find our way back to the main building. It must be lunch time. We find our table, order our food and do what we do best - talk and eat. Some of us then visit the gift and plant shops for the mandatory retail therapy.

Do we have time for another of the walks? No, it's starting to rain. So, we head to our cars just in time to make a wet trip home.



Bermagui Revisited

Canberra - 25th February 2022 - Report : Steve & Cecilia Wakeling
Photos : Rod Nicholas, Norm Barker

Yes, we are off to Bermagui again. This time the weather was not in our favour and so most of the cars had their roofs up for the start of our 4-day adventure. Six cars left Bungendore and headed down the Clyde Mountain to Mogo for lunch. I had nominated Bermagui as the destination again as we had such a great time in Bermagui last year. We encountered light drizzle for most of the way to Mogo. After lunch we spread out to visit the shops. Leaving Mogo, we headed south to Bermagui. The countryside had certainly greened up and all the lakes and rivers were full.

After booking in at the Bermagui Motel, right in the middle of town, some headed off to check the place out while a group of us proceeded to the only pub in town for some refreshments. It overlooks the bay and serves Reschs (it's an acquired taste). Dinner that night was next door to the pub. This is part of the pub and reservations are essential.

Saturday morning saw us head down the back way to the Tathra Hotel for lunch. We stopped for a while for a poke around the old ferry wharf at Mogareeka Inlet. The Bermagui to Tathra road is a great drive for MX5s, but on this road we cross many creeks and rivers, over old one lane wooden bridges, and so after heavy rain the road can soon become impassable for low clearance cars. We made it safely to the hotel.

The Tathra Hotel was extensively renovated a few years ago and is now an excellent place for a meal. Despite the pouring rain, we found that weekend bookings are essential as the place was packed. Nevertheless, the service was quick and the meals were large, tasty and excellent value.

The journey back was a different matter as it bucketed down, especially around Brogo. Speed down to 60 to 80 kph and a few aquaplaning events saw us fi-

nally reach Central Tilba for a well-earned coffee/tea.

Dinner that evening was at the local Country Club, walking distance from the motel. The meal was excellent with some of the serves being on the very large size.

Sunday morning was free time with some of the members going for a swim. The Blue Pools were popular. We had arranged something special for lunch. Mimosa restaurant and winery is in the middle of nowhere. It's on the back road from Bermagui to Tathra, about 20 minutes from Bermagui. One end of the restaurant is open to the views over the vineyards and to the mountains beyond. Lunch was long and excellent. It was concerning to see that the streams we had crossed the previous day had risen significantly overnight. More heavy rain would certainly close the road and we would be trapped at the restaurant/winery (not sure if "trapped" is the appropriate word there). Free time after lunch was near perfect - sunny and warm; great for a walk along the beach, or (after our delicious lunch) a quick nap.

Dinner that evening was on the lawn under the motel's trees and accompanied with local pizza and really fresh fish and chips, wine, beers, nibbles and a game of Finska (which involves chucking a block of wood at other blocks of wood, and the complication of doing maths while under the influence of much merriment). Lots of laughs. I had asked the Motel owner (Sue) for a rain free evening and somehow, she managed to arrange it.

Monday morning saw us depart and head back up the Clyde for lunch at Braidwood. The Highway Patrol cop that sat at the rear of our small convoy for 50 km from Narooma didn't worry us much. If he thought he was onto a sure thing, he was sadly mistaken. The wet Clyde Mountain trip was very slow this time with roadworks and a broken down semi bringing the drive to a crawl.

Overall, a great drive again and a magnificent time was had by all



Paddy's Rest in the Rain

Mid North Coast - 26th February 2022 - Report & Photos - Uncredited

Considering the very wet conditions experienced over the past few days and the continuing heavy rain, we had an excellent roll up of fourteen members in seven cars. Things didn't go quite as expected as the initial plan was to meet at Paddy's Rest about halfway between Port Macquarie and Coffs Harbour and then travel to Bowraville for morning tea. However, we had to move morning tea to Macksville due to no café being open in Bowraville.

The loop run to Macksville via Bowraville became unintendedly more interesting when most of us managed to lose Mick who was leading. We found ourselves going the long way around via an unexpected gravel road and fresh tar, leaving our be-



loved cars in need of some TLC at home. When we finally met up for morning tea in Macksville there was some discussion on who would be washing the cars with certain unnamed drivers (who will not be mentioned apart from their names beginning with W and A) suggesting their co-pilots normally do the car washing.

As we drove into Macksville Peter noticed that Allan's bonnet had popped after hitting a large pothole, so Roby indicated that we should pull over. Fortunately, we did the drive into Macksville on the Saturday rather than the day before when the Nambucca River had flooded and broken its banks. Nevertheless,

we did see the river brown and raging towards the sea.

Following morning tea, it was back into our cars and driving in the drizzle through some beautiful rainforest, reminiscent of Far North Queensland. Some of us had our tops down as we travelled through to Scott's Head, Grassy Head and our next stop at the Smoky Cape Lighthouse.

At Smoky Cape one white MX5 demonstrated a skilful and unconventional reverse park, which ensured that no-non MX5 would disrupt the photo shoot. Before long a guitar appeared

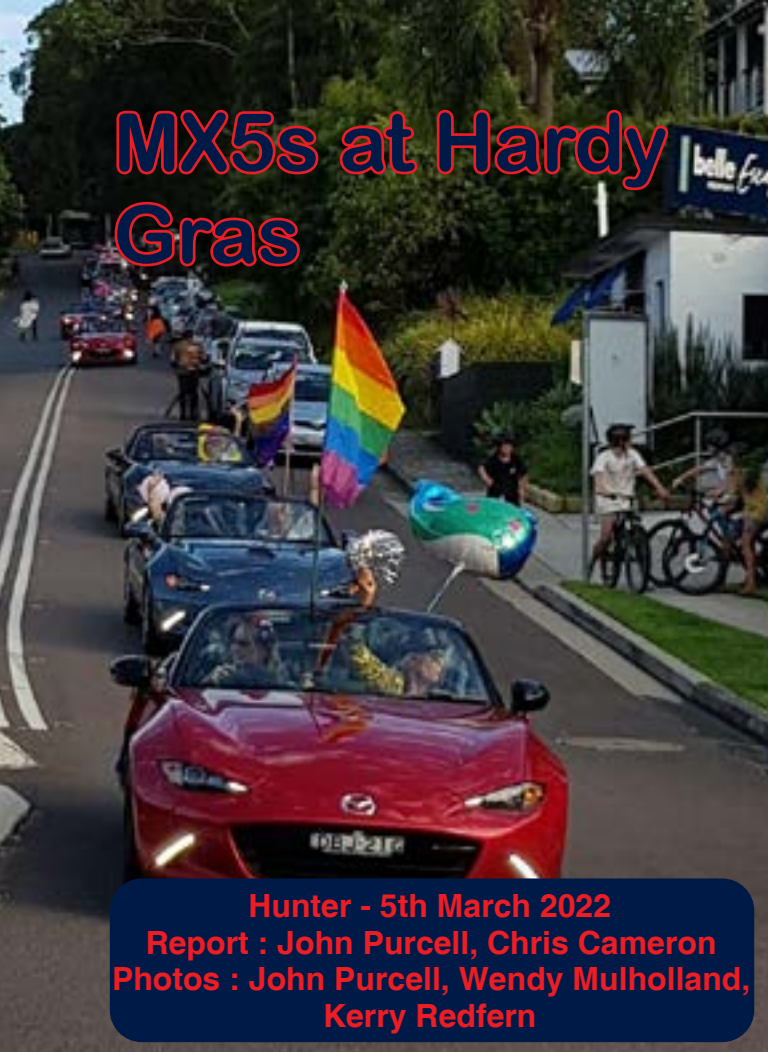


with Mick and Wayne providing musical encouragement for those of the crew who chose to walk up the hill to the lighthouse. On the way down the rain began and that was the end of top-down motoring for the day.

We then set off for the short drive to the Trial Bay Goal, but as the rain had now set in, we just paused briefly before driving to South West Rocks for lunch at the Heritage Beach Café, which was not only delicious but delightfully shared with our club friends.



MX5s at Hardy Gras



Hunter - 5th March 2022
Report : John Purcell, Chris Cameron
Photos : John Purcell, Wendy Mulholland, Kerry Redfern

Hunter chapter received an enquiry from the LGBTQIA community at the Central Coast asking if we would like to provide cars for a small parade to run in conjunction with the Sydney Mardi-Gras. The parade was to run on quiet residential streets through the secluded communities of Killcare, Hardys Bay, Pretty Beach and Wagstaffe. An enthusiastic group of Hunter members volunteered their cars & drivers and eagerly anticipated this unusual social event on our run calendar.

It was a huge relief that the weather gods gave Hardys Bay and us a break, with Saturday being the only day in over a week when it didn't rain. Our run started from Swansea. Brian (Bracken) led us down the Pacific Hwy, exiting onto Elizabeth



Bay drive and proceeding along the scenic coastal route through the Entrance to Forsters Beach. Here we took an enjoyable detour through some interesting Central Coast back roads such as The Ridgeway and Curock Road before returning to Terrigal

and continuing our journey to Hardys Bay. A special mention should go to new member Sandra on her first run, who without a navigator coped well with the quite complicated route, the traffic and being initiated into getting lost on a run.

We arrived to find an excited group of paraders wearing all sorts of costumes & bright colours plus a trike and motorbike all decked out with brightly coloured decorations to lead the parade. A spectacular 1932 red open-top Ford Phaeton was to go next and our MX5s made up the main part of the parade. Several of our MX5 members adorned their cars so we made quite a spectacle. Most of the paraders were carrying big rainbow flags which looked great streaming out behind us as we drove.

Their organisers, Anita & Jane, had promoted the event so we had people at almost every house waving and cheering – lots with canine companions sporting rainbow bandanas and little kids dressed in colourful attire. Even some of the adults had dressed up. Many had picnic tables, snacks & drinks and gave it all a real party feel. The waterfront was just amazing with people packing the footpaths, cafes and park areas and cheering every car.

At Wagstaffe – the end of the parade route - we turned around and went back along the waterfront to do it all again, then took our paraders back to the assembly point to drop them off. Our new friends organised a group photo, then with lots of hugs and thankyou's and a lovely bottle of wine for each driver, we un-decorated our cars and returned to the waterfront to pick up our passengers and drove over to the Empire Bay Tavern for dinner. When we drove back along the waterfront, our cars got lots more cheers and waves from the locals, which was really nice.

The consensus from our volunteer drivers was that they had a great time and thoroughly enjoyed our outing. Our parade friends were over the moon with the huge support they received from their local community and profusely thanked us for helping.

My passenger was Bill – a '78'er – who was part of the very first Sydney Mardi Gras parade. It was a pleasure and a privilege to chat with him along the way, and I know from our other drivers that they too thoroughly enjoyed the time with their passengers. Our little parade brought a lot of smiles to a lot of faces, and we were very happy to have helped make it possible.



Crookwell for Lunch



I knew as I pulled into the start point that we were going to be the odd one out – the pilsner in a round of stouts, the lone Pies jumper in a sea of Blues, the lemonade among a bunch of raspberry cordials. By the time we set off, my lead car – a pearl white crystal mica ND RF – was followed by five soul red NDs (three different versions of the colour), one true red NC and one copper red NC. At least, I was easy to find in the group. ***

We were off to Crookwell for lunch. Crookwell is a quiet little town surrounded by a rich agricultural and pastoral district. The district is recognised as one of the state's major producers of seed potatoes, wool, fat lambs, beef cattle, oats, hay, dairy produce, and cold-climate fruits. And wind. We passed several large wind farms on our travels, where some of the finest wind in New South Wales is cultivated for use in creating electrical energy.

We managed to keep the convoy pretty much together for our journey to our stop at Boorowa. The Barton Highway was a dull start to the trip, especially with the roadworks near Hall and that old bloke who chose to ignore the 100 kph speed limit and stuck to 80 for half the way to Yass. The Burley Griffin Way to Binalong, however, was a nice change. The Hughstonia Road to Boorowa was a delight – in much better condition than I expected and quiet, apart from eight lovely MX5s enjoying the topless weather.

Once refreshed, we headed to Crookwell along the Rugby/Boorowa Road. We seemed to be the only ones travelling our way and took full advantage of it. This road is full of delights – long sweeping bends, tight twisting corners, straights that follow the ridgeline and the valleys, the exciting village of Rugby. Oh, and



roadworks, and gravel roads where the bitumen has been ripped up, and water trucks, and red mud. Now, lest that worry anyone thinking of taking a drive out there, the roadworks are a tiny bit of the track and the gravel road was tight packed and smooth. And there won't always be a water truck settling down the dust and muddying the track – we were just lucky.

Lunch at Café Zest in Crookwell was simple but enjoyable, and conversation was plentiful.

Homeward bound, we headed to Gunning and from there, Gundaroo. These roads, too, were in surprisingly good nick given the rain over the past few months. Cars began to peel off after Gundaroo, whether to head south or find cheap fuel, but I lead a smaller contingent down Mulligans Flat Road, recently resurfaced and in very good condition.



When I garaged my mud-red crystal white pearl car, I'd just ticked over 300 km for the trip – a really enjoyable run, with near perfect weather and a great collection of friends. Our guests on this run, potential members Gordon and Vicki (who were sizing us up for a fit) were welcomed into the group enthusiastically. We must have created a good impression as they later informed me they had signed up. I hope they get as much fun from the Club as I do, but I wonder whether we needed another Soul Red ND (of course we do).

*** According to a survey in 2020, 80% of new car owners picked neutral colours, with white leading the way at 38% of new cars (leading for its ninth consecutive year), followed by 19% choosing black, then 13% opting for grey and 10% selecting silver. Rounding out the top ten list are colours like blue (7%), red (6%), brown/beige (3%), yellow/gold (2%), green (1%) and others (1%). If I had to guess about the most popular colour for new ND MX-5s, I'd say that Soul Red hits the top by a long way. White MX-5s do not seem to be particularly common. At least we stand out!

Cars, Stars & Elvis



**Illawarra, South Coast, Sydney, Canberra - 16th March 2022 - Report : Brendan Barr -
Photos : Brendan Barr, Anda Clayton, Dewi Brewitt, Rose Smith**

There was a sense of excitement building throughout the state as MX5ers from Illawarra, Sydney, South Coast and Canberra prepared for the multi day journey - the first in a long time. So, like in cowboy westerns, small herds of MX5 cars and occupants gathered in different paddocks and then started to journey towards rendezvous points along the route to the endpoint where we would all muster together. Illawarra joined Sydney on Picton Rd. We met South Coast and Canberra at Goulburn, where all the jackeroos and jillaroos descended into the wonders of the Roses café to imbibe water laced with coffee, and cakes to die for.

Stockman Bob mustered us all together to give the safety talk highlighting dangers being faced, - stampedes, scarcity of food or drink, getting lost, price of petrol – perils he was sure that we could surmount, given we have a beer company rep and a chocolate company executive in our midst.

So off we drove, hollering and a yipping. On to Boorowa and the infamous 'Peppers Diner.' The invasion caught them by surprise, but food and drink was supplied with a smile and a hope that we will return someday.

One jackaroo's steed was giving problems. Unknown at the time a faulty alarm indicated that his petrol was running dangerously low. By the time the herd reached Eugowra the gauge was registering that 'the well has run dry.' Bob's warning of the price of petrol proved correct when the unmanned petrol station bowser swallowed money and produced not a drop of petrol.



rol. Stockwoman Senia kindly offered to shadow the hapless rider of the petrol-less steed as it took a gamble and headed for Forbes.

We all stampeded into the Plainsman hotel, where jackaroo Wes gleefully jumped in the nearest waterhole. So cool and refreshing. The rest chilled their insides with a variety of coolants at the afternoon meeting before heading to a nearby ranch for some well-earned 'Range Fare.' To our disappointment prairie oysters weren't on the menu.

Saturday morning found lonely cowboys searching for breakfast throughout town before returning for morning muster. Then we were off to McFeeters Motor Museum for a fine display of horsepower and stocking up on supplies that suspiciously looked like presents for grandchildren.



With stomachs rumbling after another drive, we descended on Déjà Brew Café, Parkes for a caffeine hit. Senia, our herd leader for the day, cried 'wagons ho' as we pulled out to head for 'The Dish.' Soon she must have spotted Indians as we were quickly made to circle the wagons, not once, not twice but three times, maybe more. It sure saved the day, as there was no more trouble until we reached the Dish, where we arranged the wagons near a shady tree.

We entered 'The Dish' and were provided 3D glasses to view some amazing films on outer space. An extremely tasty lunch under the canopy in full view of the Dish was mesmerizing, as

the Dish rotated in its quest to unlock secrets of the universe. Our enjoyment was interrupted by an employee wanting us to move our wagons as a tree had fallen on some. Concerned riders quickly returned to view the destruction, breathing a sigh of relief when finding that a miraculous escape had been achieved. Although some minor scrapes had ensued (sorry Bryan and Wes) the largish tree had just missed us. The horizons were scanned for pesky Indians, but none were spotted – aliens got the blame.

Returning to our camp, we once again required a long hydrating session, where many stories of the day were recounted. Even better our beer company rep gave a short talk on a range of ales and invited all to taste the fare. They disappeared faster than a bull at the open gate of a cow paddock. Dinner saw us split between the Asian chefs. Some wanted Thai, some Chinese. Thai proved to be the best choice because we got to eat. The Chinese fare was not delivered despite 2 hours of waiting, that group left for some real cowboy food – an all-beef pattie did the trick.



Sunday morning we resumed our drive to finally meet The King, not of cowboys, but of Rock 'n Roll. Yes, Elvis was alive in Parkes it seemed, at least someone said he hasn't left the building yet. The Elvis exhibit was, quite amazingly, linked to another car museum, so off we charged to gaze in wonder at the patience people have in restoring these autos.

It was then time for the herders to split and return to each Jillaroo or Jackaroo's homestead. Many routes were taken, some via the plains of Wagga others via Bogan Way, which may have been entirely appropriate for any member residing in Albion Park, but he returned via the Blue Mountains.

A seriously enjoyable event made possible by the careful planning of Bob and Senia, plus of course the many people who let the wind blow freely through their hair, or around their ears in my case, who made wonderful friendships with other members and explored this wonderful country.



An Arty Detour

South Coast - Report : Bill Short

At the conclusion of the car museum tour the South Coast mob headed back into town to Albion Park, opposite Forbes Post Office, to view Gillie and Marc's sculptures of Pyramid and "I welcome you with love", which represents the powerful sense of belonging and the beauty of freedom that sculptor Ayad Alqaraghholi has experienced in Australia.

A quick walk around the local shops followed by lunch and then off along the Sculpture Down the Lachlan public art trail which stretches from Forbes to Condobolin along the Lachlan Valley Way. There were six large-scale works to view. The Goanna, Bird in Hand and Heart of Country sculptures were very impressive. The Heart of Country sculpture stood proudly, at six metres tall, gazing across the landscape as generations of Wiradjuri people have. Some impressive driving with hoods down over corrugated dirt roads to access the sculptures.

Three cars went on to a big dusty carpark just outside the town of Condobolin to view a number of Utes that have been painted and placed in the paddock.



Grand Slam to Mountain Men

Motorsport - 13th March 2022 - Report : Stewart Temesvary

Photos : Fiona Shedden, Greg Unger, Stewart Temesvary



The 2022 NSW 6 Hour Regularity Relay took place on 13th March with 33 teams contesting the event at the Sydney Motorsport Park GP Circuit, including seven teams from the MX5 Club of NSW.

Team 2 – Barge Racing (David Johnson, Sean Byers, Michael DeMaio, Rohan Matthews)

Team 3 – Panorama Mountain Men (Bryan Shedden, Stewart Temesvary, Glenn Thomas)

Team 43 – Pissed ‘N’ Broke (Gerry Martin, Kim Jacobs, Peter Barnwell)

Team 44 – Red Wine Racing (Greg Bunn, Ray Estreich, Stephen van Waart, Russ Maxwell)

Team 45 – Just Regular Guys (Matt Johnson, Matt Tarrant)

Team 46 – momentuMX5 (Craig Franklin, Greg Unger, Jake Murphy, Graeme Tierney)

Team 47 – Miata Racing Team (Mat Fraser, Marty Voormeulen, Jamie Martin, Malcolm Steel)

Despite winning the Victorian 6 Hour Relay at Phillip Island on two occasions and the Alfa Club 12 at Winton Vic on three occasions, the Panorama Mountain Men Relay team came into the 2022 NSW 6 Hour having never achieved victory in their home event, although Bryan Shedden was part of the Blue Mountains Mazda team that won the event in 2017.

Prior to 2022 the NSW Road Racing Club's Phoenix Racing team had three consecutive victories. In 2019 the Panorama Mountain Men were second, having been pipped at the post by Phoenix Racing, with Barge Racing taking third. In 2021 the minor positions were reversed.

The lead up to the event was not ideal with a lot of teams affected by Omicron. Panorama Mountain Men was one of the teams affected by the virus, with one of their top drivers, Gus Elias contracting Covid three days before the event and forced into isolation. Unable to find a replacement driver for Gus, the

remaining drivers opted to run with only three cars and three drivers.

While the Panorama Mountain Men did eventually win the event, it proved quite a difficult task with the team involved in an entertaining battle against Barge Racing. The NSWRRRC's Road Runners team was the early leader but dropped back after the first hour. In what was a see-saw affair, for the last five hours of the event both the Panorama Mountain Men and Barge Racing crews enjoyed the lead at multiple points with Barge Racing holding the lead into the final hour.

The fact that the two teams were sharing a garage meant there was a friendly rivalry that spurred both teams on throughout the day. Each team could see what the other was doing and it brought out the best in both teams.

As the laps kept coming, so did the bonus points and it was only a handful of seconds separating the teams at the conclusion of the six hours.

The battle for the final position on the podium was also hotly contested, with several teams battling for the spot. With one hour to go, Pissed ‘N’ Broke were in fifth place. The team became aware they were only a fraction behind 3rd place with a strong chance of overtaking the two teams ahead. They put on a late surge and eventually it was Pissed ‘N’ Broke that secured the third spot to make it MX5 Club of NSW lockout of the podium. A fantastic result for the club.

Mobil1 360 Relay at Sandown

Three weeks after their maiden victory at the NSW 6 Hour the Panorama Mountain Men (“PMM”) ventured South to Melbourne's Sandown Raceway to contest the Mobil1 360 Six Hour Relay on 3 April 2022, hosted by the Porsche Club of Victoria (“PCV”). With Bryan Shedden unable to get the time off from work, Greg Unger stepped back into the team to join Glenn Thomas, Stewart Temesvary and Gus Elias.

Even though the team was at full strength, they were under no illusions that the task ahead of them was not going to be easy. With Greg being the only driver who had previously competed at Sandown they knew winning the event would be like scaling Everest. Realistically hopes were to finish in the top 10 and anything better than that would be a bonus.

The PCV event is run in conjunction with an MSCA event on the Saturday. Greg, Glenn and Stewart were using the MSCA event on Saturday as familiarisation / practice. Despite the weather forecast only predicting a 5% chance of rain on Saturday, all three of their sessions at the MSCA event were run on a wet and greasy track, so they had no idea what times could be achieved in the dry.

The final session of the Saturday was PCV practice and Gus was using this to familiarise himself with the track. As it turns out this session was back to a dry track, so Gus practiced in the

dry and had no idea what wet times he could do. Unfortunately, towards the end of that session his NB8A suffered gearbox failure, with the car locked in third gear and unable to get it out of third no matter how hard we tried.

The supp regs required that no single driver does more than 100 minutes, so the team could not run as a three car team like at Eastern Creek. As manager of the team, Stewart made the decision to share his own NB8A with Gus.

With the weather forecast saying only a 20% chance of rain on Sunday Glenn, Greg and Stewart would have liked to nomi-



inate “dry” track times but chose “wet” track times to nominate because they were the only times known. They knew this may mean just cruising around the track at a slow pace if it didn't rain.

Early Sunday morning Gus made the decision to also nominate a “wet” time. Changes to nominated times had to be done prior to the Sunday practice and as Gus had not driven his or Stewart's car in the wet, Gus nominated the same wet time as Stewart. Some quick instruction from Stewart and then Gus utilised about 20 minutes of the Sunday morning's practice to get in the groove.

The start of the event saw a dry track and the drivers had to circulate at about 15 to 20 seconds slower than the expected dry times. Braking at the 150-metre mark rather than the 50-metre mark, limiting the back straight top speed to 140kph. In our opinion it is easy for a good driver to go flat out and be fairly consistent, but it is much harder to be able to circulate consistently at about 15 to 20 seconds slower than full pace.

Thankfully despite the forecast, rain did arrive after about two and a half hours and the track came to our nominated wet times. Those teams that had nominated dry times were then struggling to get anywhere near their times.

To the PMM drivers' credit they were in the middle of the pack in 12th after one hour of competition and 11th at the two-hour mark. By the halfway mark they jumped to 3rd with the arrival of the rain affecting most teams. This is about the time when the team started to think they might be in with a chance of a podium finish. With only two hours of competition left the team was 2nd and going into the final hour they were in the lead from a Porsche team and held that lead until the chequered flag.

To highlight the differences in speed and nominated times, the team's start driver, Stewart was lapped by some GT3

Porsche's after only about two laps of the event. By the end of the day PMM had covered 17 laps less than the fastest teams. However, the scoring is based on points per completed lap, so this did not disadvantage any of the teams.

Motor racing legend John Bowe and the MD of the Mobil1 Distributor presented the trophies. JB recognised us from the presentation ceremony at Phillip Island in 2018 we had a brief chat with him. Later he commented on Facebook about our Sandown victory saying “The event was won by a team of Mazda MX5s. They were amazing!”.

The victory now means the Panorama Mountain Men is the only Regularity Relay team to ever win all four regularity relays on the East Coast, something the team is immensely proud of. The team now focuses its attention on the 2022 Victorian 6 Hour at Phillip Island on 30th and 31st July 2022.

Achievements

The current combination of drivers came together in 2017 and since then have competed in 10 regularity relays, taking out first place in 7:

- Alfa Club 12 Hour Relays at Winton in 2017, 2018, 2019 (covid-cancelled in 2020, 2021)
- Victorian 6 Hour Relays at Phillip Island in 2018, 2019 (covid-cancelled in 2020, 2021)
- NSW 6 Hour Relay at SMSP GP Circuit in 2022 (2nd in 2017, 2nd in 2019, 3rd in 2021, covid-cancelled in 2020)
- Mobil1 360 at Sandown in 2022

Panorama Mountain Men are the reigning champions at all 4 regularity relay events!

Major achievements:

- First interstate team to win the Alfa 12 Hour in 2017
- First interstate team to win the Victorian 6 Hour in 2018
- First team to win back-to-back titles at the Victorian 6 Hour in 2018 and 2019
- First team to win three Alfa 12 Hour Relays in 2017, 2018 and 2019
- Winning the Porsche Club of Victoria's Mobil1 Sandown 360 on their first attempt

While these are all great achievements, the victory at the Porsche event is probably the sweetest because it was the team's first time at the event and they really expected to not be in contention for the podium.



Hunter Goes the Full Monty



Hunter - 19th March 2022 - Report : Barry & Jenny Luttrell
Photos : Two Cats Creative, Jenny Luttrell, Wendy Mulholland

The group gathered at Riverside Park Raymond Terrace and with 11 cars and 20 participants we were on our way to Nundle for lunch via Gloucester, Thunderbolts Way and Pioneer Look-out. Well, most were on their way as one vehicle suffered radio issues that delayed them along with John (tail end Charley) Not to be outdone, not far along Thunderbolts Way here was Josh changing a flat tyre (those dastardly potholes had struck again).



Everyone arrived at Billabong Park Gloucester for a picnic morning tea which provided a pleasant opportunity to socialise. With the rain stopping the remainder of the day was looking good.

We proceeded up Thunderbolts Way, one of the great MX5 roads with almost 100km of twisty sealed road that climbs to the top of the Barrington Ranges. A left turn onto Topdale Road and then another 80 km of tight twisty road down the mountain



into the Peel River Valley. Hunter Chapter member Stephen Carter from Tamworth, and a member of the cast of The Full Monty, joined us on Ogunbil Road to accompany our group as we travelled into Nundle for lunch and a look round the historic township.

Lunch at Mount Misery Gold Mine Café Nundle was delicious but a little slow. The final section of our run provided sweeping vistas of the Peel River Valley set against the mountain back drop.

We were joined by Club Life Member, Jean Cook, for a short walk to the Tutor Hotel for our dinner. Our meals were excellent and our host, Carla, and her team had all meals prepared and at our tables within 30 minutes of arrival. Many thanks for a great effort.

Another short walk took us to the show at the Capital Theatre. Another totally professional performance, this time by the Tamworth Dramatic Society, provided a fantastic night of fun, laughter, cheering and entertainment. Stephen Carter was an outstanding and very brave member of the talented cast (yes, he did go the Full Monty). Stephen caught up with the group for a chat after the show before a leisurely stroll home.

After an early Sunday morning breakfast our members headed off in small groups to make their own way home, most choosing the New England Hwy route. A great weekend was had by all.



Club Track Day Round 2

Motorsport - 20th March 2022 - Report : Joe Kovacic - Photos : Rob Wilkins



A perfect Autumn morning greeted a small field of 32 enthusiastic Motorsport competitors to Round 2 of Club Track Days at Pheasant Wood. Thanks to our Clerk of the Course, Ian Combes, for refining our sign on procedure. After a Drivers Briefing, we managed to get our first group of drivers out on a dry track by 9.30am. The Driver Trainers reas-



sured the four nervous first timers at the drivers briefing. Due to the small field of competitors, we had four run groups. We managed to give everyone eight sessions with up to 64 timed laps. The rack is a relatively new circuit and with a new surface it had plenty of grip right up to the intimidating walls. Plenty of great lap times were there to be had but no one was

able to achieve the tough benchmark times. Unfortunately, we had two drivers put their cars into the wall. Thankfully both drivers were okay, which can't be said about damage to their cars. Once again the track day was run under the new simplified Class system comprising of 5 Classes including, Standard, Clubman, Super Clubman, Modified and Open Class.



Fastest lap of the day went to Ralph Thompson in his NC Turbo MX5 at 57.68 secs. Highest Benchmark Percentage of 99.72% was achieved by Gerardo Martin in his Super Clubman NB8A. Thank you to our Motorsport Officials on another successful Club Track Day.



Class Results:

Standard	P1 Bryan Shedden 63.24 secs at 98.82%
Clubman	P1 Michael DeMaio 62.75 secs at 99.28%
Super Clubman	P1 Gerardo Martin 61.77 secs at 99.72%
Modified	P1 Luke Kovacic 60.77 secs at 97.07%
Open Class	P1 Ben Oldfield 57.94 secs at 99.40%

P2 Jake Murphy 65.25 secs at 97.31%
P2 James Muir 65.20 secs at 95.54%
P2 John Karayannis 63.65 secs at 96.78%
P2 Joe Kovacic 65.64 secs at 89.87%
P2 Ralph Thompson 57.68 secs at 98.46%



Long Way Around to Gerroa Fisherman's Club

Illawarra - 23rd March 2022 - Report : Bill Short - Photos : Uncredited

Six gleaming MX5s (due to the rain) and their owners met at Albion Park. Closure of roads on our planned route through Kangaroo Valley due to recent rains called for Plan B and a quick amendment to the run sheet.

Ten members in five cars had a quiet drive-up Macquarie Pass



until we were stopped by a set of traffic lights. From the crackling in the road, it looks like part of the road is slipping down the hill and the lights will be there for some time until repairs are made.

A quiet drive along Tourist and Kangaloon Roads with potholes now filled and down into Robertson to the recently refurbished Pie Shop for morning tea. You were forgiven thinking it was

Mazda's in the Mist which rolled in from the west. After some yummy pies we went down Jamberoo Mountain Road noticing a lot of water lying in the paddocks. We joined the highway at Kiama before taking the scenic coastal road to Gerroa with a bit of radio chatter about shopping and dining experiences when



driving through Gerringong.

Lunch was at the Gerroa Fisherman's Club. Food and service was not as good as we remembered but the view was amazing. All in all, we were grateful that the weather held and road damage was mostly repaired which helped to make the drive relaxing.

Thanks Wes and Lena for a great day to be out.

A Mountain Ramble

South Coast - 31st March 2022 - Report : Brian Clayton, John Cassidy, Chris Fondum, Dace Abolins - Photos : Anda Clayton, Rose Smith, John Cassidy, Mike Lawless



Day 1 From Everywhere to Tumut - Much anticipated, our run through the mountains was finally under way. Persistent rain in the lead up, and the promise of more to come, did not deter our band of adventurers. The local south coasters met at Be-wong for the trip over the Nerriga to Tarago Road, heading for our morning tea stop in Bungendore, where we were to meet our far south coast members from Narooma. Then it was on to Yass where we were to meet our additional group members from Illawarra, Canberra and Sydney chapters. This part of the trip involved an unplanned scenic detour to view the rare sight of Lake George full of water.

So far, we had been blessed with lovely weather as we left

the coast. With our tops down we set off for a short run down the highway before branching off at Coolac for a run along the Tumut River to Tumut. What a pleasure to leave the trucks and traffic behind and enjoy the fresh air and magnificent scenery of the river valley. We made our way to the overnight stop in Tumut. After "fivesies" in the small garden of the motel, it was on to dinner at a local hotel before retiring for the night. A great start for our mountain ramble.

Day 2 Tumut to Omeo - With full fuel and full bellies, we headed south in a rainbow convoy of eclectic MX5's. We snaked our way along the Snowy Mountain Highway, criss-crossing the Tumut River along the way, with its iconic Red Gums - Eucalyptus Camaldelensis emerging from the water like a ghostly apparition.

We arrive at the delightful town of Tallangatta, and feel we just stumbled onto the set of "A Man From Snowy River" as riders on horseback park there steeds between the MX5's. The Bakery was all it professed to be, delightful pastries and desserts that were more suited to a younger generation.

We continued our southern journey into the highlands, the countryside is glorious, revealing an escarpment or valley at



every turn, and the river never far from the road. Lunch was at the super-efficient Seasons Café. It gave us enough time to stretch our legs and explore the quaint alpine village of Mount Beauty.

Back in convoy, we headed up to Tawonga Gap Scenic Reserve for one last look at the spectacular valley below, and Mount Beauty living up to its name. The weather and the landscape seemed to change as we headed higher, the roads got more twisty and the clouds got thicker. The mist rolled in and temperature's plummeted and I regretted not putting my roof up when I had a chance. We were deep in snow country now. Through the sleet, mist and wind we carefully power on, a cliff face on the right side, and a sheer drop into the abyss on the left..

Mount Hotham felt like you were on top of the world as we pulled up in a safe spot. The wind was howling as the temperature gauge read minus 1. Roof up, heater on, we carefully descended the mountain into the tiny hamlet of Omeo. What a contrast in ever changing landscape, weather and temperature. What a fantastic drive.

Day 3 Omeo to Cooma - Heavy overnight rain had eased as we set off on the grandly named, Omeo Highway that would extend to a junction with the Murray River Highway, just east of Tallangatta, some 160 kilometres away. The road was much more than a by-way but it was certainly not a highway - at least in any modern sense of the word. Sparingly used by general tourist traffic, but well-regarded by motor cyclists and car club enthusiasts, it was a challenging and enjoyably long stretch of winding Victorian high-country road.

Along the greater part of its journey to Mitta Mitta the road is lined by tall stands of mountain ash. They are spectacular trees which would cast a deep shadow across the road at the best of times. But in overcast conditions they caused the light at times to take on quite an eerie glow. And they also added to our driving challenge in quite an unexpected way. The heavy



rains and extreme winds of recent days had contributed to the trees shedding large curling sheets and chunks of sodden bark which absolutely littered the road. But of more concern were occasional parts of small branches hidden among the debris which a few of us either collected or got stuck temporarily under our cars. However, we eventually arrived in Mitta Mitta without serious drama. I think everyone enjoyed this sector of the trip immensely.

The Mitta Mitta Valley was settled by early pastoralists in 1835 and Mitta Mitta became a proper settlement after gold was discovered in 1852. A general store / service station and the simple but quite well restored Laurel Hotel still operate today.

The break from driving was very welcome after our opening sector. The next 50 kilometres or so of the Omeo Road gradually resolved itself into gently undulating hills and before long we were turning onto the Murray Valley Highway. From there to our lunch stop at Corryong the road wove through gentle hills but was largely straight and clear and the earlier dense bush was replaced by grazing properties.

After lunch and a stroll around Corryong we were back in our cars and commencing our steady climb along the beginnings of the Alpine Way but crossing into NSW at a small bridge over



the upper Murray River and heading towards Khancoban and steeper terrain. Beautiful tall straight mountain ash surrounded us in greenery as we climbed. At higher altitudes these were replaced by mile after mile of the sad charred trunks of snow gums and other trees which had been decimated in the bush-fires of two years ago. While most of the snow gums seemed to be regenerating from their root system, it looked like being a very slow process.

We crossed over a couple of hydro dams, through the outskirts of Cabramurra, linked up with the Snowy Mountain Highway and we were soon rolling into Kiandra. Kiandra, derived from the Aboriginal word for 'sharp stones for knives' has a grand history of gold mining, and later as the birthplace of skiing in Australia.

If it hadn't been so cold and wet, we may have strolled along some of the trails, but we chose instead to head for Cooma, and the anticipated warmth of our motel rooms. The evening's activities awaited: drinks at a pub, a Lebanese banquet at Rose's Family Restaurant, and a birthday cake for Joanne who had shared her special day with our motley group of MX5 enthusiasts.

Day 4 Rambling Home - Waking to the sound of rain on the roof we all prepared for our various journeys home. For some it was an early start with brunch along the way, for others a hearty breakfast before hitting the road.

MMXXII Alpine Run

**Breakfast Club - 1st April 2022 - Report : Brett Hardey, Steve Lord, Andrew Lord
Phil Donnelley- Photos : Steve Lord, Brett Hardey**



At the start of the trip we decided that the report would be a "What was your favourite" type theme. Given that we were away for a few days and covering some ground, what a favourite was for one may not be for another..

This was my first Alpine run with the club, in fact it was my first time in this region altogether. These sorts of trips are the reason I got my car in the first place. I really find peace behind the wheel of my MX5. I may not have visited these exact places before, but I have done plenty of driving in the country before and love the feeling I get when traveling in the Australian "Bush". Twists and turns, sweeping bends and something new at every turn was an exciting part of the trip on day one and that feeling never really left me. My favourite part was "that feeling", you know the feeling, the one you get when you don't have a care in the world and you are doing something that is purely for the joy of doing it. I can't pick a favourite place, spot or incident, it was all special to me. Like most things in life though, people are what make things special. Sharing and experience with someone that you know is having as much fun as you is hard to beat.



This is my recollection of the trip but I have also tried to capture some other favourite things from other people on the trip. We encountered all sorts of weather conditions on this trip, from bright blue clear skies to fog that you could cut with a knife. It's interesting to hear that the different conditions were favoured by different drivers. Phil Donnelley enjoyed the challenge of

driving in the wet conditions with the extra focus needed on his concentration levels. This was no more evident than the run up over Mitta Mitta. The road up, over and through this part full of twists and turns, great driving in an MX5. However, the weather gods were not on our side and the rainy conditions slowed things down (for most). But it wasn't all rain and clouds for Phil, on day one the open roads and sweeping bends from Cooma to Adaminaby were great fun. The last words from Phil were that the whole trip was enjoyable and the company was great..

I don't want to Hop to any conclusions or Skip any parts, but Steve Lord's trip could have been Ruined when one member of our coat of arms decided he wanted to cross the road. Steve's car was a little worse for wear, but I assure you that things could have been much worse. Luckily Skippy caught Steve along the side of his car and not dead centre. As for highlights or favourites for Steve, I have been told that there were many. But one



part that stood out to him was the start of day two from the van park at Colac Colac to Mt Beauty. We started off in the dark and headed down the Murray Valley Highway through places such as Shelley, Koetong and Tallangatta before turning off at Huon and making our way onto Gundowring Rd. This stretch had it all. "The variation in scenery and the road types made it really special". We drove alongside the Kewa River and sometimes it was like driving through a tunnel of trees, "the feeling was exhilarating to say the least" to use Steve's words. In Steve's opinion there were so many memorable things that it was hard to pick just one because the whole trip was unforgettable.

Andrew Lord put it this way when putting pen to paper, and who am I to change anything written by a qualified teacher, especially when it put like this. Sometimes, the support act can outshine the main show. Admittedly, it's a rare occurrence. When it does happen however, it can often awaken one to a less popular, more accessible gem. When you travel to the Alpine region of Victoria, the image that is conjured in one's mind is that of the towering climb up Mount Hotham from Harri-

etville, or perhaps the Road Runner style exposed cliff roads of the Omeo Highway. Each of these is thrilling and satisfying in their own ways. For me however, as enjoyable as these headline acts are, there's something about the right car on the right road at the right time. For me, that's my NB MX-5 on the often deserted Murray River Rd / Granya Rd. The Murray River Rd from Jingellic is a softly undulating B road that traces the Murray River along the NSW/VIC border. As a sporting drive, it's not particularly challenging. However, the combination of fast 80-100km/h sweeping bends set into the backdrop of haunting, dead gumtrees rising out of the river make for a majestic backdrop. The 15km section of Granya Rd connecting to the Murray Valley Highway is for me the right road with the right car. It's an extremely technical section, littered with tight 25-35km/h corners wrapping themselves around a mountainside topography. As many others will concur, with its comparative lack of torque the NB model MX5 simply comes alive in second and third gear

in these conditions. Keeping the tachometer needle between 4000-6000rpm provides endless thrills and challenge in equal amounts on a road such as this.

These are just some memories from some of the members that were on the trip. Summing it up though and to complete the theme of a Favourite. let's just say that the favourite part lay somewhere and everywhere between turning the key on day one to unpacking our cars when we got home on day four.



John's Smarties Run to the Manning

**Mid North Coast - 9th April 2022
Report & Photos -
Peter Rodgers, Roby Leckenby**

The Rain God's smiled favourably upon us for the first time in months, as our run went ahead after two previous cancellations. Even though the weather looked a little dubious, we had six vehicles with eleven members on board for our run. This included David and Trish Paff our newest members from Taree in their newly acquired ND.

We set off from the Port Macquarie Service Centre having decided to keep our roofs open despite the likelihood of rain. In the end it was a good decision, for even though rain threatened during the day we all stayed dry.



Being the first weekend of the NSW school holidays we had to contend not only with significant traffic but also many drivers whose highway skills were in abeyance. This was sadly demonstrated by a five-car accident near Kew soon after we had passed by, leaving the south-bound lane closed for most of the day. We met up with our run organisers and leaders, John and Susan, at the Flow Bar Café in Old Bar where morning tea was much enjoyed.

After morning tea, we drove out to Wallabi Point to enjoy the view as well as testing our skills at avoiding numerous potholes. Continuing the drive, it was off to

Manning Point and more pothole avoidance. The Greenhouse Café at Nahiab was our final stop and lunch venue, which gave us the opportunity for a good long catch up. We got to know David and Trish, who being long term residents of the Manning shared some interesting historic information about the area including that the Café was originally a saddlery.

One of the highlights of the day was the smartie guessing competition organised by John and Susan: we were asked to guess the number of smarties in a jar with the closest guess winning a prize – the jar of smarties. In the end everyone was a winner as we each received a box of smarties as consolation prizes.

Nahiab is a lovely little town with many interesting shops, though there was some concern that Roby may have been abducted by aliens, but fortunately she had just gone pre-Easter shopping. All good things come to an end so it was back into our cars for the drive home, which took somewhat longer than expected due to roadworks and heavy holiday traffic. Thank you, John and Susan, for organising a fantastic day.





Kerry's Karts at Picton

Illawarra - 2nd April 2022 - Report : Chrissie Zaremba
Photos : Senia Gaunson, Chrissie Zaremba

On a clear day, nine cars left McDonald's Figtree for the scenic drive up Mount Keira Road to Picton. We were joined by more MX5 members at the track, many just as supporters. We were lucky to have a dry, almost sunny day with no wind. So, no excuses for the Go Kart drivers. While the men prepared to battle it out on the track the ladies had coffee and cake. The ladies made a good cheerleading team.



After pulling cords for the "lawn mower" motors (390cc and 15HP) they started and were off. Two laps were driven to warm up the tyres for the following races. After a few spins and near misses the group had a successful Round 1. Round 2 was less eventful than round 1 after a quick pep talk from the young

instructor. Round 3 started with a single file line up on the track and the guys were off and running.

Bryan Hicks won fastest time of the day by 0.053 of a second. John Zaremba with a personal best was most improved driver of the day. They took their places on the podium to rapturous applause and the attention of the paparazzi.

Kerry had spared no expense for the winner's prizes, wonderful blue paper plate trophies.

We then adjourned to King George the IV Hotel for a lovely lunch and lots of chatter and laughter. A good day was had by all.



Round 1 Results

1 Bryan Hicks	36.998
2 Phillip Belcher	39.536
3 Kerry Smith	39.766
4 James Mate	39.783
5 Stuart Shanks	40.163
6 Phil Reid	42.750
7 Dante Boyd	44.106
8 Jono Boyd	45.798
9 John Zaremba	46.831

Round 2 Results

1 Phillip Belcher	39.231
2 Bryan Hicks	39.562
3 Kerry Smith	39.652
4 James Mate	39.757
5 Stuart Shanks	40.289
6 Phil Reid	42.032
7 John Zaremba	42.488
8 Dante Boyd	44.200
9 Jono Boyd	44.645

Round 3 Results

1 Phillip Belcher	39.040
2 Kerry Smith	39.493
3 James Mate	39.818
4 Bryan Hicks	39.985
5 Stuart Shanks	41.000
6 Phil Reid	41.063
7 John Zaremba	42.982
8 Dante Boyd	43.794
9 Jono Boyd	44.158



It's a Long Way for Fish 'n' Chips

Canberra - 10th April 2022 - Report : Rod Nicholas
Photos : Rod Nicholas, Rob Wilkins, Barry Matson

It was only a small group from Canberra that gathered in Bungendore to hit the coast for fish 'n' chips, reinforced by a friendly face from Sydney. This was nominally Steve's run, but he roped me in as leader when a family commitment kept him home. Even I was a doubtful starter for a while – a dose of the spicey cough had threatened to keep me grounded but I had the 'all clear' medically, and felt good, so I was eager to get back on the road.



Of course, we don't need a massive convoy of cars to make a good MX5 run, so we deemed the four of us a healthy Zoom. The weather was kind,

so with tops down we got our motors running and headed out on the highway. I was flying solo, and the stereo was blasting a suitable mix of road songs to keep me well and truly in the mood.

The Kings Highway has an unattractive reputation, but I feel it is largely underserved. The road is good and well maintained (except for a couple of small patches where the recent rains have played havoc with the tarmac – even these were getting attention from the road crews). There are a reasonable number of overtaking lanes, or safe places to do so, and though the

speed limits could be a bit frustrating for some, safety has been a theme in road works for several years. There are still works going on following the fires a year or two ago and at Nelligen where the bridge is being replaced, but they didn't hold us up.

It was a good trip down and we rolled into the car park at Burrill Lake more or less on time. A large contingent of the South Coast chapter were there to greet us. Chatter was had and then a gaggle took the short trek across the bridge to the Fish Shop for some fresh, beautifully cooked seafood. More chatter was had as the now largish group of MX5ers had their fill of fish 'n' chips. It was great to catch up with members from other chapters – it helps to reinforce the message that we are one club.

All too soon, however, it was time to leave. Our Canberra chapter members were making our separate ways home, although we all headed back up the Clyde Mountain. The road home was, not surprisingly, much the same as when we came down the mountain. The few potholes were still there (I hear Barry caught a beauty on the Princess Highway), but for me at least the traffic was light. I had what was probably the best run up the mountain I've ever had – clear air all the way, and what traffic there was easily passed on the overtaking lanes. I had racked up another 450 km by the time I got home, with five plus hours in the car, which some may consider an unnecessarily long trip for fish 'n' chips. They would be wrong. I had a great day, doing what I really like – driving my snazzy little car, and enjoying the company of some like-minded friends.



Easter at Mangrove

Hunter - 16th April 2022 - Report & Photos : John Purcell

Easter Saturday it usually rains - but not this time. A leisurely start to the day at 10:00am allowed for Brigid and Rob from Sydney to join us at our start point, Blackalls Park. Fifteen cars with 26 members led by Barry and Jenny Luttrell left Blackalls Park and headed for Mangrove Creek Dam.



The route took us through to Mandalong via the recently completed windy section of Mandalong Road where we went from picking our apexes to doing slalom around the potholes on Jil-liby Road. From here it was onto Yarra-malong Road and then up the fun Bumble Hill Road where a call from Jenny warned us of an Echidna crossing the road. Said Echidna had nearly been run over by a Rolls Royce which Barry had just caught up with. Onto George-Downes Drive and on towards Wollombi before turning off on to Kyola Rd - a nice quiet back road which passes by the large horse stud owned by Funrise Australia who are a toy manufacturing company.

The picnic spot at the dam has plenty of covered tables and BBQs as well as the resident wildlife - mainly goannas who decided to check out the cars and

of course any food scraps left lying around. They have no fear of us intruders as they patrolled between tables, chairs and people looking for food.

Lunch over, our group broke up with some returning home while the rest headed north along George-Downs Drive to a very busy Wollombi for afternoon tea in the park.

A nice relaxing run, many thanks to Barry & Jenny and to all those who came along, giving up time on their Easter break to socialize with their car club buddies.



Hawkesbury Riverboat Postman

Illawarra - 21st April 2022 - Report : Lena & Wesley Hill
Photos : Lena Hill, Brendan Barr

DAY ONE – It was a cool and cloudy day when seven MX5s departed McDonalds Woonona. The promise of rain did not deter us putting our roofs down to enjoy some much-craved Vitamin D. Fortunately Bulli Pass was open to light vehicles so up we went enroute to Appin. We traversed the more scenic parts of Appin before enjoying some green countryside thanks to recent rains. Morning tea was at Maccas in Cranebrook.

With morning tea complete we departed for Windsor where we undertook a revised route to circumvent recently closed roads/bridges. We obtained a front seat view of the ravages of the recent floods as we passed over one of the bridges. Our journey continued through Glenorie where green paddocks and small holdings were in abundance with some very large stylish country houses. On finding our way to Wisemans Ferry we sat down to an enjoyable lunch at Wisemans Ferry Inn.

After lunch we made our way down to the ferry (past some signs that said 'Road Closed – Only Residents Proceed.') We were to learn that this was a local initiative to discourage large numbers of day trippers. We all boarded the ferry and I (Lena) was fortunate to be invited up onto the bridge to take some pics of the cars. On disembarking we made our way along Wisemans Ferry Road, dodging potholes, sinking verges and anything that you can name. The flood damage was evident in abundance. We stopped to put our roofs up some 15 minutes from Gosford and thank goodness we did because not five minutes later the heavens opened-up and another rain bomb was dispatched.

We arrived safely at Gosford Palms Motel and we congregated for 5 o'clock drinks. After some stories, tales and snacks we made our way to Settlers Tavern for our evening meal.

DAY TWO – The next morning all were sharp, ready and waiting to depart at 8am for Brooklyn to board the ferry. The earlier than usual start was to ensure we could all find a place to park. Some decided to breakfast at the local café in Brooklyn before boarding the ferry. On the ferry we were fortunate to be allocated the top deck (almost exclusively) where we had

panoramic views of the river and the inside of the boat's bridge where our captain – comfortably multitasking in not only steering the ferry but also providing a very interesting commentary about items of interest and historical significance along the river. Our captain telling us that he owns an MX5 and is a member of the club. The ferry made several requisite stops to both drop and pick up mail and some other packages.

We were well fed on the ferry – morning tea was served together with homemade Anzac biscuits followed by a light lunch. Although it was raining intermittently with some mist, we were still able to go outside and take some photographs including some interesting rock features (e.g. Eagle Rock), some flora and fauna, several Fish River Eagles and nests. Places of historical note included the history of the Old Hawkesbury Railway Bridge built in 1889 before being replaced by the current bridge in 1946 (the existing pylons remain to this day and couldn't be destroyed for fear of damaging the new bridge), and an 8-hectare site on Peat Island established as an asylum for inebriates in 1911 before it reopened as a psychiatric hospital. The two- and a-bit hour cruise seemed to pass so quickly and ended on a sweet note with the provision of an assortment of chocolate delights.

All in all, it was a lovely run and we highly recommend the Postman River Ferry. Indeed, there is a lot of scope to return to the Hawkesbury to sample some of their other cruises and learn more about the history of the region. The run was a tapestry of good roads, tasty food, and of course good company. Thank you to all those who made this run so enjoyable.





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