

club

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

TORQUE



Canberra 20th Anniversary
Brass Monkey 2016
CareFlight Fundraising

WINTER 2016

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News	
MX-5 News	08
Member News	09

Events	
Canberra 20th Anniversary	13
Brass Monkey 2016	14
Technical News	17
Gosford Car Museum	18
Arakoon Run	21
Harrington Run	22
Shannons Wheels Expo	23
Sapphire Coast	24
Forever Young	26
Taralga Pub Run	27
Rylestone Run	28
Careflight Charity Lunch	29
Blowing Off Steam	30
Treetop Adventure	31
Illawarra Christmas in July	32
Superloop to Nerriga	33
Wyong Milk Factory	34
Hunter Christmas in July	35

Motorsport	
Ladies' Motorsport	
Development Program	36
Marulan Driver Training	37
Phillip Island	38
Supersprint Round Up	40
Nulon Nationals	42
MX-5 Cup	43

In Servo-tude

Mel Keller



When I was a kid, a trip to the servo was an adventure. It all began when the car rolled over the black, bell snake; summoning Joe the mechanic from his office. Joe was tall and lanky and habitually wore pristine white overalls and a huge smile. He would wave to us kids in the back before leaning on the driver's window for a lengthy chat with

my Mum. While the tank filled with petrol and the car with fumes, Joe would check the tyres then pop the bonnet and top up the oil and water, give the battery a quick check and the hoses a tweak. If Mum had any concerns or unusual noises to report, Joe would thoroughly investigate before giving the offending part a belt with the largest hammer he could find.

He was an artist with the squeegee; the windscreen a symphony of suds accompanied by a whistled concerto. We never ventured into the servo as, when he had finished, Joe would return to the driver's window for a bit more of a chat. Then he would take the money and give change from the depths of his overall pockets, occasionally with a bonus 5 Flavour Lifesaver covered in lint. (We didn't mind the lint but they were always the yellow ones and nobody eats the yellow ones).

Admittedly, we had to visit on a Friday, after we'd been to the bank because in those days, you paid for everything with cash and the only place open on a weekend was nowhere. But it cost very little to get the car a regular service because it was always being serviced. Thanks to Joe, our little Capella was on the road for twenty trouble-free years.

Now we have the convenience of the modern service station. Open 24 hours; you can buy vintage Krispy Kremes and Keith Urban CDs at 4am, top up your mobile phone and pay with a wave. You can visit the bathroom (provided you have the key), swap a bottle (you'll need a different key) and grab a bag of ice (yeah, there's a key for that too). Now we queue up for all that convenience, for hours on cheaper Tuesdays. The staff are locked in a cage with the cigarettes and all of the customers are in a fuming hurry.

And no-one pops the bonnet anymore.

I still want to get some service out of the station so after I fill up, I make a little space for myself by the Air. For ten, quiet minutes, I check the oil and coolant, tweak the hoses and give the battery a quick check. I look at the tyres and give them some air if they want it. I check all my lights are working and then finally, I start whistling and squeegee the windscreen. It's a little ritual that keeps me in touch with my car and with my past.

Joe's servo was part of our community and when he retired, we went to his party. For entertainment he gave us kids rides on the hoist and for the party food - giant bowls of 5 Flavour Lifesavers. In every colour.

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OUR VOLUNTEERS

STEWART TEMESVARY



Regularity relay is a relatively recent addition to our Club motorsport calendar and the MX-5 Club of NSW has successfully fielded teams in the Phillip Island 6 Hour, Winton 10 Hour, the FoSC regularity and the NSWRRC Easter 6 Hour. The growing popularity of regularity is in no small part due to Stewart's award winning organisational skills and enthusiasm. For the last six years, Stewart has aided drivers in their development and training, co-ordinated team entries and payments and assisted the team managers and pit crews. With his encouragement, the

discipline has developed within the Club, offering a new competition experience to our motorsport and driver training enthusiasts.

Not only are regularity events a great deal of fun for all involved, they promote the Club at State and Interstate level. In 2015, the Club was represented by one of the first all-ladies relay teams and in 2016, over 20 drivers took to the track at Phillip Island with Team MX-5 Club of NSW taking second place.

Stewart is currently busy helping teams prepare for the next NSWRRC Regularity Relay.

CURRENT MEMBERSHIP

TOTAL
891

NEW
MEMBERS
67

NEW MEMBERS

Welcome!

Jennifer Chappell
Kevin Chappell
Joshua Jones
Jameson Prescott
Ann Hicks
Bryan Hicks
Wanda Rassmussen
Donna Rassmussen
Greg Smith
Greg Rassmussen
Kerry Smith
Kevin Vinall
Natalie Townsend
Yuki Chau Kam Yu
Gregg Noonan
Jeanelle Frazer
Adam Fong
Vivienne Van Dissel
Phil Van Dissel
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Philip Beard
Amanda Murray
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Vanessa Baston

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Frances Molden
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Michael Daly
Stanley Wong
Wally Wojewski
Josh Perfremont
Philip Belcher
Brian Bracken
Steve Alford
Disey Alford
Dianne Henderson
Dennis Henderson
Julie Austin
Peter Austin
Felicity Harnden
Nick Harnden
Christine Cameron
John Purcell
Benjamin Curtis
Jocelyn Green
Edward Green
Murray Sampson
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Bryan Shedden

President's Brief



On 9 July I had great pleasure in attending the celebratory lunch for the 20th Anniversary of the Canberra Chapter. The formation of the Canberra Chapter in 1996 was a landmark moment that saw the activities of the MX-5 Club of NSW step beyond its foundation in Sydney. In the years that followed, Canberra Chapter established the model for formation of other regional chapters across NSW – Hunter in 2006, Illawarra in 2012, RPM in 2013, Mid North Coast in 2013, and Sydney in 2013. All these Chapters have underpinned the massive growth and success of the Club in the last few years, and I certainly anticipate that more new Chapters will appear in time. It's amazing to realise that the Canberra Chapter is currently as large as the entire Club was in 1996!

It was wonderful that Louis Serret – founding Convenor of the Canberra Chapter – attended the celebration as a special guest.

In his speech, Louis explained that the foundation date for the Canberra Chapter was a mystery, but it came soon after Canberra hosted NatMeet in Easter 1996. Initial gatherings were very low key with a few MX-5 mates, and Louis left lots of business cards on windscreens in a bid to attract new members. The monthly Coffee & Lies event was quickly established and were the catalyst of things to come. Monthly

runs were organised and apparently they were often very "spirited" (the original BreakFast Club!). Louis moved to Sydney in 1997 and is still a Club member but lost contact with the Canberra Chapter. The Chapter's longest serving member – Ed Cory – joined the Club in 2000. So it was no surprise that everyone attending the celebration was fascinated to learn about these unknown origins.

In other news, the Club's fundraising efforts for CareFlight hit top gear during the last few months. The Charity Lunch at Southern Highland Wines raised \$1825, the Illawarra Trees Adventure raised \$230, the Hunter Barefoot Bowls Day raised \$521, and the Brass Monkey Run raised \$909. Our total CareFlight fundraising for 2016 is \$3485! Thank you to everyone who contributed to this worthy cause. We are hoping that CareFlight will attend the President's Picnic on 24 September where we'll try to raise a bit more, and then present a very large cheque.

A final comment on the Member Survey - it is now completed and the Committee was pleased that a total of 402 members completed the survey. Secretary Wesley Hill is donating his professional services to analyse all the data, and we're looking forward to seeing the results when he is able to squeeze it into his busy work schedule.



Louis Serret



Bob Judd, Ed Cory,
Louis Serret,
Paul Beerworth,
Jean Cook,
Tony McDonald

MX-5 NEWS

OUR NEXT TOP MODEL

Ever dreamed of owning an entire garage full of MX-5s? Well now you can. Mattel has released a 1:58 scale diecast model of the 2015 Mazda MX-5 ND in their Matchbox 1-125 Series MBX Adventure City range. The car is accurately rendered with extraordinary attention to detail. If you're in the mood for something sportier, Hot Wheels have rolled out their ND complete with a massive wing, skirts, splitter, lowered stance and racing livery. Reasonably priced and with no on-roads, Matchbox and Hot Wheels are available from your local supermarket or variety store. And for those who are more serious about playtime, Japanese model company Tamiya have released a 1/10 scale radio-controlled ND and a beautifully crafted 1/24 model kit with the first ever female driver figure at the helm. Both are available online in Australia with the 1/24 kit retailing for around \$60 + postage and handling.



ENGINE UPGRADE

V8 MX-5 ND

If you want to get more power from your MX-5 the engineers at Flying Miata are offering a solution. They have installed a HSV 6.2 litre LS3 V8 engine with a tune that delivers up to 525hp to a 6 speed manual ND. To avoid compromising the famous MX-5 handling; the traction control and power steering have been adapted although the weight bias has been altered slightly to accommodate an extra 117kgs. Work is underway to convert the set up to right hand drive and adaption kits will be available in Australia through local Flying Miata distributor MX5 Mania.



IMPROVED SAFETY

ND SCORES FIVE STARS FOR SAFETY

ANCAP CEO James Goodwin praised the safety features of the MX-5 ND, noting it received the "highest pedestrian protection score we have seen for any vehicle to date."

PEDESTRIAN SAFETY



Mazda's active bonnet reduces the risk of pedestrian head injuries with improved clearance.

FRONTAL IMPACT



The ND has dual frontal, side chest and side head protecting airbags and intelligent seat belt reminders fitted as standard.

SIDE & POLE IMPACT



The ND scored perfect marks (16/16) for the side impact test and 2/2 for the pole impact test.

REST IN PEACE

PETER SIMPSON

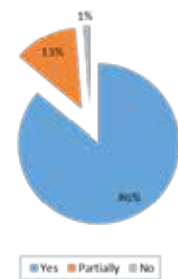
Peter Simpson died on Friday 8th July after several years battling Alzheimer's Disease. Peter was a very active and integral member (#112) of the MX-5 Club of NSW, since joining in 1990. He loved the car and the Club and was full of enthusiasm and ideas for the road ahead. He was President of the Club for two and half years in 1993-95, and his wife Ruth was Social Secretary in 1994-95. Peter and Ruth attended the first NatMeet in 1994, held in Adelaide, South Australia. Peter put his hand up to organise and run the very successful 1996 NatMeet in Canberra. Peter and Ruth were honoured as our Club's first Life Members in 1997. They moved to Buderim in Queensland in 1998, setting up the Sunshine Coast Chapter in 2001. Peter and Ruth were also honoured with Life Membership in the MX-5 Club of Queensland. Our deepest condolences to Ruth and family. Rest in peace Peter.

SURVEY SAYS

Our thanks go to the more than 400 members who completed the MX-5 Club of NSW 2016 Member Survey. One of the most important of our Club missions is to provide maximum membership benefits to all members;

regardless of age, gender and location. Data from the survey will help the Committee direct funds and resources to support our volunteer Convenors, officials and organisers and provide the best activities and services for everyone. Club Secretary **Wesley Hill** has devoted his expertise and many man-hours to designing and delivering the survey and is now busy collating the results. A small taste of what we know so far continues on the next page.

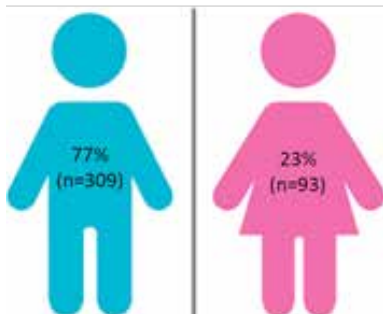
Club successful in meeting needs



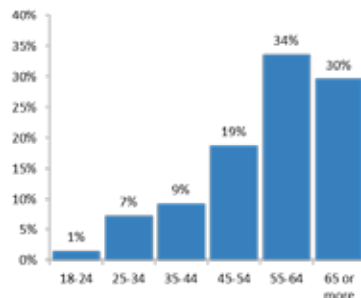
MEMBER NEWS

2016 MEMBER SURVEY

Gender

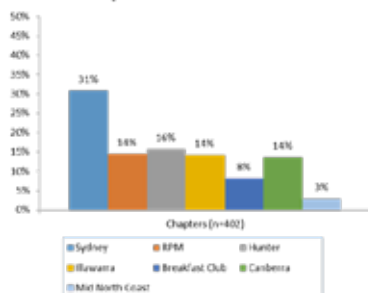


Age group



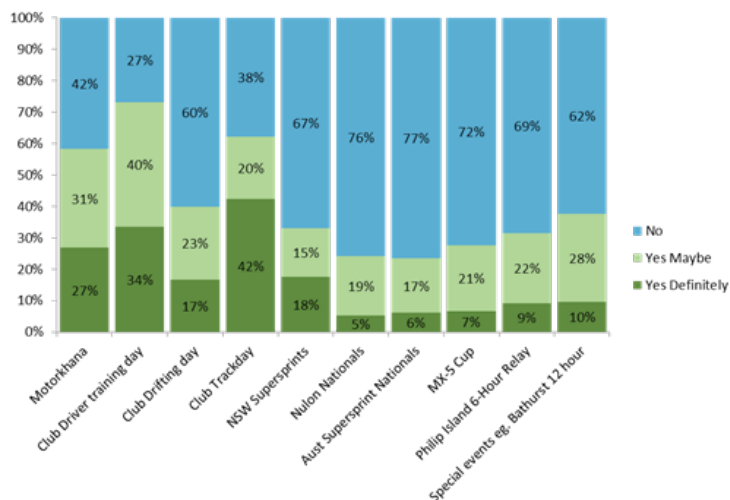
Gender and age group of those completing the survey - male (77%) and female (23%), those 55 years or older (64%), those 45-54 (19%) and those 44 years or less (16%). These percentages closely match the composition of Club membership.

Spend most time with



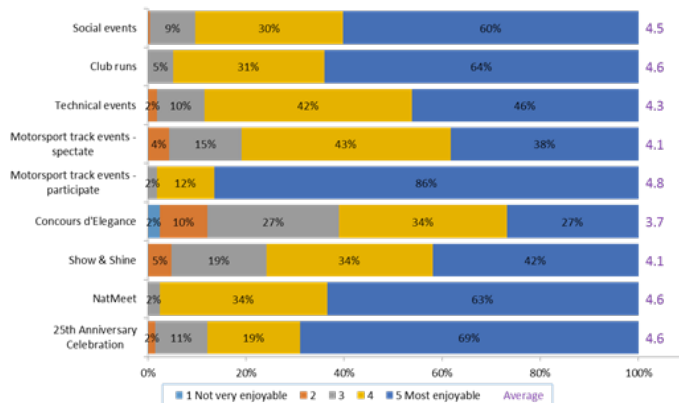
Of those who completed the survey most time was spent with the Sydney Chapter (31%), followed in second position by four chapters – Hunter (16%), RPM (14%), Illawarra (14%) and Canberra (14%), followed by Breakfast Club (8%) and Mid North Coast (3%).

Motorsports events would like to participate in



The popularity of our Club Driver Training Days continues with 74% of respondents keen to participate, followed by 58% willing to try Motorkhana and 62% ready to roll at one of our Trackdays.

Club events - Level of Enjoyment



Participation in Club events over the last 12 months show 7/10 members attended Club runs, 5/10 were at social events and 4/10 were involved in driver training and motorsport. Club events that were deemed most enjoyable (a score of 5/5) are the 25th Anniversary celebrations (69%), Club runs (64%) and NatMeet (63%). Of the Club runs, overnight runs were rated most enjoyable at 79%, evening or sunset runs 64% and one day runs were rated most enjoyable by 63%.

PACKING CHALLENGE

It is often said that a lack of storage is the downside to owning a convertible. Well, we would like to disagree. It seems MX-5 owners can fit anything and everything into their cars. But if you want to help us prove it, why not take part in the MX-5 Club Packing Challenge. If you have the art of car packing down pat or have transported something large, precious or just plain weird, let us know. Remember, it has to be roadworthy and it only happened if you have the photo. Submit your contribution to the Club Facebook page (@MX5ClubNSW) or email publications@mx5.com.au. Thanks to Rohan and Michelle of the RPM Chapter for their photo: "Is that a canoe on your rocket?"



Run With It

Social runs are at the very heart of our Club. But how do you choose which run is right for you? We have considered our run distances and times, the technical difficulty of the roads involved and the posted speed limits along the way and developed this grading system for all Club runs. Now you can just sit back and enjoy the drive.



RUN GRADE

E

Easy runs are casual runs of around 100kms to a lunch venue and back. The route avoids 100km-110km/hour roads as much as possible. Recommended for all drivers.

C

Cruiser runs are around 100 - 200kms to a lunch venue and back with at least one stop. The drive is mostly on 80km-100km/hour roads and are suitable for all drivers.

L

Long runs are between 150- 250kms and feature a variety of terrains and road conditions with a meal and regular stops along the way. We recommend that you do at least 1 "C" run before a long run.

H

Hard runs are between 150 - 400kms with a mix of highways and some challenging roads. Hard runs are social with regular convenience, refreshment and sightseeing stops. Suited to confident MX-5 drivers.

XH

Challenging runs are technical runs of up to 600kms or more per day with few, if any, stops. Featuring early starts and twisty, demanding back country roads, challenging runs are for experienced MX-5 drivers.

RUN STYLE

CONVOY

Most Club runs are convoy runs where cars travel as a group with a fixed route, run leader and sweep. Convoy runs are passenger friendly with convenience and social stops along the way.

WAYPOINT

Drivers make their way to a chosen destination at their own pace using a suggested route. The run organiser will nominate suitable waypoints where drivers can stop if they wish to meet along the way. There is no run leader or sweep. Waypoint runs are suitable when large numbers of cars are taking part or when high traffic volumes are anticipated.

At all times, run participants must accept sole responsibility for safe and courteous conduct on the roads. Drivers must hold a valid drivers license and vehicle registration, obey all road rules and drive with respect for the prevailing conditions.



Our Canberra Chapter Celebrates 20 Years



After a week or so of really indifferent Canberra weather – read wet and cold – the day of our anniversary celebration was dry with occasional sunny patches, so our prayers to the local weather gods were apparently heeded!

66 participants gathered at the lovely setting of the Stone Room at Grazing at Gundaroo to mark the Chapter's milestone, including our official guests – among them Louis Serret, our Chapter's founding convenor – as well as members of RPM, Sydney, and Illawarra Chapters, and of course, Canberra Chapter. Our Club President and his wife also shared our celebration with us. On entry, members were greeted with a slide-show of photos that had been sourced from several Canberra Chapter members. (Thanks to Bryan for providing his computer and projector to show these photos.) The slide-show provided a happy reminder to the gathering of the great runs and times we have shared together over the Chapter's 20 years. All tables were decorated with navy and gold balloons (our Canberra Chapter colours), trays of gingerbread cookies cut into the letters/number 'MX5', and Smarties, of course, in the chapter colours as well.

The first of the door prizes were drawn shortly after the meal commenced, with Mike Masters and Dennis Wicklander being the lucky recipients of the promised 'really amazing' prizes. The official cake cutting ceremony followed, with our chapter's longest serving member at the function – Ed Cory – accompanied by one of the Club's longest serving members – Jean Cook – performing the honours. Ed and Jean were joined by the chapter's founding convenor, its Life Member, the Club President, and ourselves, for the taking of ceremony photographs. Much to our disappointment, the cake's very soft icing started to melt after being on display for the ceremony and photos, and so it was very quickly whisked away to the restaurant's cool room to regain its composure!

As we were celebrating a major milestone in the Chapter's life, a few words were in order to mark the

occasion. Louis Serret was the first to speak, recalling how the Canberra Chapter's formation came about, and the types of runs that were conducted in its early years. We also learned of the genesis of the Chapter's now-famous 'coffee & lies' event! Louis was followed by Paul Beerworth, our chapter's Life Member, who gave us an equally comprehensive recollection of his time as our 5th convenor. And last but not least, Bryan Shedden, our Club President, congratulated the chapter on achieving its 20th anniversary, and at the end of his speech, presented us with a token of his appreciation for our efforts as current co-convenors of the chapter. It was interesting to note from Bryan's speech that Canberra Chapter has as many members now as the whole Club did back in 1996 – no wonder we've been busy as co-convenors!

More prizes (equally amazing!) were presented to Jan Gibson and Tony Heathwood who managed to answer the quiz questions correctly – although there was some debate amongst those who missed out on a prize about the accuracy of the source of the answers! Wikipedia got the blame!

Iris then distributed a beautifully designed 20th anniversary commemorative badge depicting the ACT's floral emblem, the Royal Bluebell, to each of the Canberra Chapter members present. Badges will also be distributed to all Canberra Chapter members who could not attend the anniversary lunch.

Lovely desserts and slices of the anniversary cake with tea and coffee finished the afternoon's festivities. Based on the feedback during and subsequent to the event, it seems everyone enjoyed themselves and considered the day a great success. Many commented on the excellent standard of the food provided by Grazing (yet again), and the relaxed and friendly atmosphere shared by those present.

Satisfied with our efforts (apart from the melting cake), after tidying up we headed home to have a good stiff drink and a well-earned lie down!



Brass Monkey 2016





BATHURST 17 JULY STORY MICHAEL SOULOS GRANT WEBBER PETER ALEXANDER
DAVID WILKINSON PHOTOS **MEL KELLER FIONA WYNAND GRANT WEBBER**

My thirteenth Brass Monkey was a relief after last year's Antarctic Vortex event but in saying that we did come across snow drifts by the side of Shooters Hill Road. We had 132 for the charity breakfast at the Bathurst RSL, whose buffet was of a highest standards, and we raised \$909.15 for Care Flight with the generous support of all those present.

In 2016 the weather gods bestowed on us fog and mizzle starting at 5.50am and lasting all the way to Hartley, conditions easily handled by our trusty fives with windows up and audio keeping time with windscreen wipers as the law of physics kept the cockpit dry unless you were in a Cobra or Clubman. Our drive across the Central Tablelands to Bathurst as the sun broke through the cloud and mist was most pleasant.

At the 6.00am start all my mirrors were ablaze reflecting headlights from across three lanes of the M4. By the Nepean River all the cars were behind me in a line stretching back beyond my line of sight for about two kilometres. After breakfast, the return runs started from the top of The Mountain in Bathurst and apart from the recent President's Picnics and 25th Anniversary I have never seen so many MX-5s crammed in such a small space.

Run with the Hunter Chapter by Grant Webber.

After the early morning cruise to Bathurst and a hearty breakfast, all the Monkeys reconvened to the top of "The Mountain" to enjoy the view and to organise the runs home. There was time for a few laps around Mount Panorama before we left (of course)!

Lapping done and fuel tanks brimmed it was on to Turondale Rd for the run over the Turon River then down to Sofala and on to Ilford and the Bylong Valley Way. We can now confirm the ND GPS was programmed by like-minded souls, as a suggested "shortcut" to Kandos turned out to be an inspired blast through lovely bush scenery. From near Denman we took another GPS-suggested shortcut along Yarrawa Rd that had us on to the fantastic Bureen Road in no time, and on to Jerrys Plains. A final stop to stretch our legs and farewells, and we were on to the Hunter Expressway for the schlep home. All told, it was a fantastic first experience of the Brass Monkey and with these wonderful cars and such great company, we will be back for sure.

The Short Run Home by Peter Alexander on behalf of Mr. Toad.

Mr. Toad's third Brass Money was his first official outing as the leader of the pack - in a BreakFast Club run to boot. Armed with a GPS emergency beacon, printouts of the route with turn-by-turn instructions and pictures, two phones from different manufacturers with the route pre-programmed and first up navigator we headed off down The Esses.

At 10:30, the long line of cars exited the race track. The good feeling from leading a procession down Conrod Straight lasted until the very first roundabout when Murphy's law came into effect; Google & Microsoft had differing views on how to get out of town. This caused a few embarrassing stops & some driving by instinct until the navigator found our place on the written instructions.

Once we got out of Bathurst the drive was most enjoyable. The early morning



rain had turned into a sunny day with no police, pelotons, or caravanners to spoil our fun through The Lagoon, O'Connell and Tarana. Temptation to put foot down was (mostly) resisted, especially at Midori corner (Magpie Hollow & Martins Road) where horns were tooted in memoriam. Shortly after that notorious landmark we came up behind a Honda Civic which allowed the group to bunch up shortly before the end of the run at the Shell Servo at South Bowenfels. All in all a great experience and looking forward to leading my second run and fourth Brass Monkey.

The Long Run Home

The report is from one of our newest members **David Wilkinson**. What a great weekend Karen and I had on the Brass Monkey! We were blown away when we arrived at the RSL for breakfast to see so many MX-5s all lined up. I dragged Karen around to look at every one of them (searching for a NC with a CAMS compliant roll bar). Met nice folks over breakfast and then off for a few leisurely laps of Mount Panorama. As recent arrivals to Australia, this was a first for us and it was fantastic to experience for real the place of so many epic motor racing battles. Then on to the wonderful Long Run!

As newbies to the MX-5, I was very impressed with its performance and balance and equally impressed with the route and organisation of the run. The drive through Rockley, Mount David, Black Springs, Porters Rest, Shooters Hill, Oberon and Tarana was an absolute blast and to be surrounded by so many spirited drivers with an obvious passion for their MX-5s just made the experience so much better. According to Karen, we went through some lovely countryside – none of which I noticed as I was far too busy trying to get my driving ability up to the standard the MX-5 deserves. Great event guys and thanks to all who put in the effort to organise it – we can't wait for the next one!

Make a diary note to Chase the Brass Monkey to Mudgee in July 2017.





SYDNEY 17 JUNE STORY **MATT EVERINGHAM** SPEEDNATION.COM. AU



A relatively quiet Wednesday set the scene when over 30 Sydney Chapter members descended on Hurlstone Park in Sydney's inner west for the first SB Auto Tech Night. SB Auto are relative newcomers to the MX-5 scene, having only just entered the MX-5 Cup racing series. The night was cold, but the coffee and cars warmed everyone up. The turnout was impressive; NC cars dominated the numbers, however NAs and NBs still had good showings. Guy Coles' black beauty 'Macey' was a stand out as always, along with Aden Syrls' white on white NA. The focus of the evening was turbo MX-5 systems, with the attendees able to ask questions and benefit from the extensive knowledge and experience of guest star Stephanie Turner from BEGi.

The night also included discussions about suspension, braking and maintenance to ensure a complete overview and balance. SB Auto is already planning more tech nights with a focus on each of these other important areas. Later on a few lucky punters were treated to a free wheel alignment check, with Stephanie and the SB Auto crew going through various settings to help the owners and attendees get the most out of their vehicles.

Amazing food fuelled the banter, with the last of the attendees staying until after 10pm. Thanks to Stephanie and BEGi, Guy Coles and SB Auto.





Gosford Classic Car Museum



From the moment gossip and news articles started flowing through about plans for a huge car museum in Gosford, the planning started for an MX-5 Club visit.

Gossip became reality and teaser photos started filtering through of an ex-Bunnings building converted into a classic and super-car showroom. With estimated values banded about in the hundreds of millions and sneaky photos of rare Ferraris, Lamborghinis, vintage Mercedes Benz and everything in between, this was a visit that was getting a lot of interest from members.

With a bit of planning behind the scenes a date was set for the Hunter, Sydney and RPM chapters to all converge on the museum for a group viewing. On the 9th July a large contingent of Sydney and RPM chapter members met at the Mt Colah McDonalds for the run north via the Old Pacific Highway to the Gosford RSL for lunch before then heading to the museum, while an equally large number of Hunter members met later in the day at Morisset McDonalds for the journey south via Yarramalong and Peats Ridge, also with a bit of the Old Pacific Highway thrown in.

On arrival it was quick to see that this wasn't any old car museum. Upon entering the museum eyes went wide to take in a line of classic Porsches before gravitating towards the group of Ferraris at the end of one row. An Enzo and F40 were front and centre and not far away was the stunning Mercedes Benz 300SL Gullwing, with a long line of Lamborghini Miura, Countach and Murcielagos behind. And this was just the first 2 rows!

The size of the museum was astounding, once inside our large numbers dispersed and there was plenty of room to stand back and take in just what was on display. There could have been another 100 people in there and you wouldn't have known. Certainly not

the jostling of shoulders that is usual at car shows. Between the super cars and super classics was the outdoor section (yeah, just when you thought a Bunnings building was big enough, they have two outdoor sections too!) which displayed some of the more odd looking Eastern European cars which were a sample of the vehicles the museum owner sold and traded through a chain of car yards after the fall of soviet Russia which helped amass his fortune. One of the staff even talked us through some of the cars on display and where they came from, which was an interesting insight into the background. He even showing us inside the presidential limousine with its bullet proof glass and armour plated doors. There were a number of staff moving around the museum who were happy to talk about the cars and knew quite a bit about them, though I'm sure their main role was to make sure our drool wasn't dripping on the cars.

Heading back inside, set up in the middle of the museum was the land speed record vehicle, the Aussie Invader III with a top speed of over 1000kph. We took measurements and no, unfortunately the engine wouldn't fit in an MX-5.

On that topic, there wasn't any MX-5s on display but we figured they were just too much fun to drive to be put in a showroom! After plenty of time to peruse the displays everyone started to make their way home. Some of the Hunter members hung around for dinner afterwards. Sadly the very popular race-themed Trackside Restaurant had recently closed its doors so we headed to the Settlers Tavern which while not car themed, had some of the best meals at the cheapest prices we've seen for a while.

The most common question asked on the day was, if you could pick one car, which would it be? Most responses were along the lines of, "oh please don't ask that, I'd never be able to choose!"

Me, I'd have the Ferrari F40 in a heartbeat!

Mountain to the Sea

SYDNEY 24 MAY STORY **BOB QUINLAN**
PHOTOS **ANDY BOTTOMLEY**



I arrived at Pie in the Sky at 9.20am on a cool Autumn Tuesday for a run to Patonga for lunch. By 9.30 the others started to arrive and our leaders Vicki and Andy Bottomley got there with run and sign on sheets. They also told us two new members John and Fran from Camden had missed the turn and were at the twin servos on the Sydney-Newcastle Freeway. At 10.30 six MX-5s and 10 members left Pie in the Sky and headed north on an empty Old Pacific Highway. About half way between the Hawkesbury and the Gosford turn off a silver MX-5 passed us going south. This MX-5 turned around and joined us - it was Fran and John. When we got to the Gosford turn off the only other people going north on the Old Pacific Highway were 3 cyclists.

What a great run we had! Arriving at Patonga we parked the 7 MX-5s - all 7 were different colours. You don't get that too often. Photos were taken then a bit of a look around before we decided on fish and chips for lunch. A walk along the beach was planned but the sand was too soft. We returned to our MX-5s said good bye and headed off home on the Sydney-Newcastle freeway with plenty of traffic. Thanks Vicki and Andy for a wonderful day.



20 Club Torque

Hunter Barefoot Bowls

HUNTER 26 JUNE STORY **JOSH FITZGERALD**
PHOTOS **PHIL MAYO**



2016 was rolling on and we had yet to make a decision on what to do for the Hunter Chapter's charity event. It needed to be something fun and social, something everyone could participate in. On a club run when discussing with the group, a new member suggested "why not barefoot bowls"? Eyes lit up and light bulbs started flashing, what a great idea! Even better, it turns out Elaine is on the committee at the local bowling club and so set about preparing a fun filled day for our members. The question was asked, should we do a run to the bowling club? Being a car club the response was a resounding 'yes'! So on 26th June, members met at our usual spot at the Beresfield Hungry Jacks car park for a leisurely run lead by David and Elaine over Mount Sugarloaf and looping back around to Boolaroo Bowling Club via the Oak Milk Bar at Freemans Waterhole. On arrival at the club, food was served, raffle tickets sold and with beers in hand we headed out onto the green to get into the action. With a cold snap bringing freezing temperatures and gale force winds across the state, forcing other chapter runs to be cancelled due to snow and frost, the barefoot bowls looked like it was going to turn into Uggbot bowls! Thankfully on the day, the sun was shining and while still freshness to the air, it was definitely warm enough for the shoes to come off for a few members. Elaine started us off with a 'spider'. Two targets placed at the end of the green and prizes for the closest two



bowls. Doesn't sound too hard, except everyone had to bowl at the same time! With this being the first time the vast majority of members had rolled a bowl, it was no surprise to see almost every bowl end up in the gutter way past the targets. After the remaining bowls still on the green were identified and winners announced, on we moved to the main event. Lindsay worked tirelessly running the sweep, dividing people up into groups across 6 rinks and recording the scores after each end. Two ends were played and everyone was switched up again to mix the members up. After a few rounds, competitiveness was ramping up with the tape measure coming out on more than one occasion. Game on! After multiple rounds, the game was called and Jen ran a coin toss while Lindsay tallied the scores. Well the coin toss was as competitive as the bowling with the tape measure coming out again! We headed inside where the raffle was drawn with multiple prizes on offer. Then attention turned to who was the overall winner of barefoot bowls. A congratulations to Bruce Bettinson, a deserving winner in a very tight points tally. A very big thank you and congratulations to Elaine Gazzard for organising such a fun filled day, with \$511 raised for the MX-5 Club of NSW's charity "CareFlight". Barefoot bowls will definitely be on the calendar again! Oh and just in case you were wondering, thankfully no one tried to roll a "Flipper" and yes, the beers were at genuine 1976 prices.

Arakoon via Crescent Head

MID NORTH COAST 14 MAY STORY **GREG COX**
PHOTOS **PETER RODGERS**

We were blessed with another perfect day for our May run from Port Macquarie to Arakoon via Crescent Head.

After some Mid North Coast regalia transactions, our five cars departed the Rivermark Café and after 40 minutes on the M1 freeway arrived at South Kempsey. Here we were joined by Mike and Ian from Nambucca Heads, and new friends Simon and Kristine from Macksville, on their first club run. From Kempsey it was only a 20 minute drive through to Crescent Head for morning tea at the Holiday Park. Overlooking one of Australia's best surf beaches, we enjoyed refreshments and catch up conversation before leaving for our lunch destination at Arakoon.

While departing the Crescent Head car park, our now 7 car contingent attracted the attention of the local constabulary, who may have seen some revenue opportunities, but were more likely just motoring enthusiasts?

Driving north from Crescent Head we followed the winding Belmore River flats through some beautiful country to the small village of Gladstone, where we turned back toward the coast following the mighty Macleay river.

These narrow winding roads really lend themselves to MX-5 handling, and make the drive a real pleasure.

We soon drove into South West Rocks, and turned south through the Arakoon National Park arriving at our lunch destination, Trial Bay Kiosk & Restaurant. Situated in the national park with bush and ocean views, we sat on the outside deck and enjoyed a nice meal with good company and the usual frivolity. (We missed you Carole)

As the sun started to sink, and the temperature fall, we departed on our individual journeys home after enjoying another drive through this beautiful part of the world.



Harrington Run

MID NORTH COAST 18 JUNE STORY **GREG COX**
PHOTOS **KEIRAN RODGERS**

The small fishing village of Harrington, situated at the mouth of the Manning river, was the destination for our June run.

With another East Coast Low bearing down on us, our eight MX-5s departed the Port Macquarie Service Centre for our first leg to Johns River for morning tea. Driving west along the Oxley highway we soon arrived at Wauchope, where after a quick stop to regroup, we turned south and travelled down the Bago road, where a slow moving utility spoilt our enjoyment of the twists and turns this road offers.

Joining the A1 freeway at Herons Creek, we continued south, turning off at Johns River for our refreshment break at Rosies Café.

Just as we drove off the exit ramp the rain started, so we timed the stop perfectly.

A tempting assortment of coffee and cake was enjoyed by all.

Departing John's River, we crossed the A1 and travelled west around the Lansdowne State Forest for a short diversion to the quaint village of Hannam Vale. Originally settled for Dairy farming and logging, it is now more a recreational farming and popular B&B destination.

After a short stop, we drove back to the A1 circumnavigating South Brother Mountain, and rejoining at Moorland for the remaining 20 kilometres to our destination, the Harrington Hotel. Due to the uncertain weather it was necessary to sit inside, but we could still savour the water views of the Manning River and beach area while enjoying our lunch.

Thanks to Barry and Jenny Luttrell from the Hunter chapter for travelling north to join us, and expounding their knowledge of competition events, and discussing plans for future MNC / Hunter Chapter joint activities.

Thanks also to our often forgotten MNC chapter paparazzi and Facebook editor Wayne Lang, who never fails to capture every moment of every event on film, or memory cards these days, particularly the most embarrassing.

Our relaxing lunch soon came to a close, and it was time for some to depart for home, while a small group drove the 5 minutes up to Crowdy Head Light House. Here we were entertained watching several pods of dolphins surfing in the waves, while whales cruised north off shore.

The perfect end to a great day.





Shannons Wheels Expo

CANBERRA 15 MAY STORY AND PHOTO **NORM BARKER**

Although the previous week had been wet, and the show had been transferred to the Treasury car parks rather than the lawns of Old Parliament House, it was a bright and sunny day for the event. There was a good roll up with 600 cars from all clubs on display and the restricted space had the advantage that it was not as far to walk around to see the whole display. Our chapter had 16 cars with an example of each model and most colours. Our display was enhanced by our banners and many of the owners standing by their cars ready

to talk to interested viewers. All the children were attracted to one of our members' red NA which was dressed up with eyes on the headlights and tongue hanging out of the grill (see page 3). A lot of people stopped to talk about our MX-5s and some enquired about the possibility of joining the club. It was also good to take the opportunity to look around at the other cars on display and have discussions with their owners. In a place like Canberra you always meet someone you know from another connection which gave the exhibition a real community feel. There were also a number of commercial

stalls which were of interest, offering a variety of car care and aftermarket parts products. As well, of course, there were the usual food and coffee outlets.

Of special interest just opposite our spot there was a variety of cars from a Rotary Club and one was a rare Mazda Cosmos.

With so much to see and talk about, the day went quickly and soon it was time to pack up and leave. The trip home saw many cars from the exhibition on the roads back to the suburbs.

Sapphire Coast Meander

CANBERRA 20 - 22 MAY STORY **KEN KEELING**

PHOTOS **KEN KEELING BOB JUDD JANE HICK KERRY STEPHENSON**

Notwithstanding a forecast for a cold morning with showers to follow, 12 Canberra cars plus one from Bathurst (RPM) departed Queanbeyan in cool but reasonable weather for Braidwood and a coffee fix.

With caffeine levels restored at the rustic "Provedore", our little convoy headed off to the coast through a number of roadworks down The Clyde to Batemans Bay and then on to Narooma Golf Club for lunch. We met our 15th car, making a complement of 29 people.

After a pleasant luncheon sojourn, it was off to Central Tilba to sample the ice-cream, stock up on cheese and browse the interesting shops.

Armed with enough cheese to complement the evening wine it was a short hop to Bermagui for coffee overlooking the Fishermen's Wharf area, an idyllic setting.

On the move once again we travelled the coast road to Tathra, passing along the picturesque Cuttagee Beach before venturing into the more winding sections of road to the Bega River Bridge and along the beach dune to our overnight accommodation at Tathra Big 4 Tourist Park.

A group gathering in the early evening made serious inroads into the cheese and wine stocks, so much so that several of the group declined to venture forth with the rest in a perambulating search of an evening meal close to our accommodation. A good night's rest

ensured all were ready for departure at a civilised 9.30am for our loop around the Sapphire Coast hinterland. Heading south, we skirted the centre of Merimbula and headed up the highway before diverging at Wolumla westwards onto scenic rural roads that ultimately lead us to coffee at Candelo - and one quite dusty local MX-5 NB, rather well endowed with cobwebs! We never found the owner of the MX-5, but somewhat surprisingly, we did find several sources of good coffee. There was general consensus that another "refreshments" stop at Candelo would be well merited next time we were passing that way - especially to sample some of the father & son team's offerings at "Two Blokes Food Cafe and Deli".

Departing Candelo, we headed up to the Myrtle Mountain Lookout to take in the views to the coast.

The group was re-briefed and broken up into several groups before departing to continue down Myrtle Mountain toward Wyndham for the turn east onto the Mt Darragh Road. At this point things became a little less organised. Some of the more enthusiastic drivers had gone ahead in a lead group but I dropped out of the mid-group Mt Darragh Road to stop & wait to ensure the last group of cars also correctly made the turn eastwards. When they arrived, we headed east toward our next turn - Back Creek Road that should have taken everyone to Nethercote and thence on to again join the highway south of Eden. Alas - as Robert Burns so presciently put it: "The best laid schemes o' mice an' men." And quite a few of the faster cars followed their noses (rather than the briefing) and didn't turn south until they met the highway at South Pambula. Some did manage to follow the brief and enjoyed the scheduled scenic drive via Nethercote. Despite one dedicated person parking his car at the designated Back Creek Road junction and waiting patiently for them to make the turn toward Nethercote, the tail-enders also managed to miss that turn and





continued on toward South Pambula. With unfounded faith, I stopped and joined my waiting friend at the corner with some confidence that they would soon realise that I was no longer following.

One had turned back and joined us waiting at the corner and, after a brief discussion, it was decided that the other two cars now with me would go on via Nethercote to Boydtown whilst I would follow the "lost" cars. Of course that allowed me a perfectly reasonable opportunity to pursue them - only in order to save those poor wandering souls lost in the wilderness. Catch them up I did and the three cars turned around, briskly retraced about 10 kilometres to the Back Creek Road corner and then enjoyed a pleasant drive via the designated Nethercote route to arrive at Boydtown before the others had finished ordering lunch.

And what a very pleasant lunch it was - followed by the Seahorse Inn management happily giving us permission for a "photo opportunity" on the lawns by the shoreline.

The next several hours were spent exploring Eden and its attractions, including more good coffee down at the harbour-side cafés. A run up the highway, almost to Bega and thence by link roads across to the coast had us all happily back at our Tathra digs in good time for après drive drinks - and more cheese!

Dinner was a group barbeque at the excellent Big 4 facilities. Needless to say a seriously good evening was enjoyed by all.

Our final morning was yet another "office hours" start - which seemed to suit most people. After some final photos and a very complicated briefing - "start here, via Pambula to our coffee stop at Bombala, thence Cooma for lunch" - my "sputniki" headed off on the home run. Once on the road, the delays of traffic lights and roadworks in Merimbula didn't faze us too much, although a "regroup stop" was required, but with all the little ducks in a row once again it was off to South Pambula to leave the main roads and head via Wyndham to Bombala. On the run up the mountain between Wyndham and Cathcart, some took the only real opportunity of the day for some fun in our little "corner king cars" before our stop to top up the caffeine levels at Bombala.



After coffee, the byways of the Monaro High Country took us toward Dalgety, before diverting north toward Cooma and an encounter with some mobile (and pretty stupid) rural road hazards.... Speaking of lunch, our final group activity for this run was lunch at Cooma - at The Lott ... and a good lot of lunch it was too. Lunch enjoyed and farewells said we broke up and individually headed homewards on the well-made - and very well policed Monaro Highway. I believe everyone made it home without an involuntary contribution to the State Revenue offices in either NSW or the ACT.

By all accounts, from the feedback received, it was a good outing well enjoyed by all participants, including our RPM visitors who have indicated they will certainly again join the Canberra MX-5ers on another of our "longer weekends away".

Home again and refuelled indicted 859 kilometres on the odometer and a run organiser pretty satisfied that all had gone well for a previously untried format for my runs - that of staying in carapark cabins rather than motels. The new format promoted group dynamics that were certainly different and very convivial, which is a pleasing outcome for a new concept - at least for me. And I think the Big 4 Tathra provide both good service and an excellent facility that merits another visit by us sometime in the future.

My thanks to all those who organised and provided for Saturday evening's barbeque and also to those who provided additional photos.

Forever Young

CANBERRA 24 JULY STORY **NORM BARKER** PHOTOS **ROZ BARKER**



Sixteen MX-5s gathered at the Hall rest area on the northern border of the ACT. The day was sunny but cold, having snowed during the week. After the drivers' briefing, the convoy set off on the Barton Highway towards Yass. Traffic was light and the countryside was a brilliant green that had not been seen in this area for some years. Progress was good and as we turned onto the Hume Highway and headed south we were again pleased to see that we virtually had the road to ourselves. Everyone commented on the beautiful state of the countryside and the sunshine.

Morning tea was at Bowning at the Roll On In which is a rustic original hut now a cafe. It was nice and warm inside. The staff were very efficient and we all had a refreshing stop. The leader rounded up the group and gathered in the car park for the next leg of the run.

After travelling through the village, the convoy joined the Burley Griffin Way and headed to Harden, going through Binalong. Just after Murrumburrah the group turned off to Wombat, and then onto the Olympic

Way to Young. The first stop in Young was the Museum, where a number of volunteers greeted us and gave us an explanation of some of the exhibits. Next stop was the old Young railway station, now the information centre and gallery. We spent a short time looking at the gallery and the displays and making a few purchases, before walking across the road and around the corner for lunch at the Commercial Hotel. After lunch some walked around the town, making some more purchases, and we all met back at the station.

Leaving Young, we headed off to Boorowa via a little place called Murringo which was a picturesque drive but the road was a little broken up from the recent rains. Most of the group stopped at Boorowa for afternoon coffee at the Superb Bakery which is always a favourite stop when the club heads west. After the Boorowa coffee stop it was "make your way back to Canberra". The run was an enjoyable Sunday cruise in the company of friends old and new.

Taralga Pub Run

CANBERRA 18 JUNE STORY AND PHOTOS **KERRY EVANS**



On awakening on the morning of our Taralga Run and hearing steady rain on our roof and hearing all the dire warnings from the weather bureau, I was wondering if our group should be travelling in amphibious army DUKWs rather than our trusty little MX-5s. Whilst travelling from home to our meeting place and with the rain still falling steadily, I was wondering how many from our original number would not be daunted by the rain. On leaving McDonalds at Mitchell we had 14 cars – 12 MX-5s and one Toyota 86 with new members Di and Steve Alford (welcome) on their first run and Malcolm in his Renault Megane (as his supercharged NB was in getting new injectors fitted). Mal generously volunteered to go tail-end Charlie for the run. The first part of the run was via Macs Reef Road to Bungendore where we were joined by Wal and Jane plus Ross and

Colleen, both in their respective NCs. The run from Bungendore via Tarago to Goulburn was a great drive, even though it drizzled most of the way. The countryside was beautiful. We struck a patch of roadwork on the Goulburn side of Wakefield Park (which was not there last Friday week when Tom Ballard and I did our reccie), which, with the rain made quite a mess of the cars. On arriving in Goulburn we were also met by Annette and Laurie Taylor who had driven up from Wagga to join us. Twenty of the group went to Roses Café and the remainder went to the Services Club for morning tea. Refreshed and relieved, we reformed and drove the rest of the way to Taralga Pub, where they had reserved a room with an open fire for our steadily growing group. On arrival we were met by Ben Haynes who had driven from Bathurst in his new ND to join us for lunch. After a great lunch, we posed

for a group photo taken on the steps of the pub (note the Ford intruder on the far left who joined our group uninvited!) then said goodbye to Ben before we left for the run home. From Taralga we went via Laggan, Crookwell, Gunning, Gundaroo and Sutton to home. This section of the run was on some stunning roads through beautiful countryside. The rain held off which made the driving great and with the sun breaking through the clouds to the west it really lit up the paddocks with a backdrop of very black clouds to the east. I hope everyone enjoyed the run as much as Rhonda and I did. Even the rain couldn't deter the friendship and great company of our group. Our little cars performed well and proved they are a pleasure to drive in any weather. Thanks to everyone who participated in the run.

Rylestone Run

RPM 13 AUGUST STORY WAYNE YOUNG PHOTOS STEVE HANSEN

It was an early start for RPMers and visiting MX-5ers from other chapters as our run leaders Lesa and Greg led the group off from Glenbrook in the Blue Mountains at 7:30 am on the Saturday. The lead group met with more MX-5ers from the mid and upper Blue Mountains at Hartley Historical Village for a quick hello and pit stop. It was noticed that four generations of MX-5s were present in the group of 15 cars. A very warm greeting (notwithstanding the winter chill) was given to Jo and Brad who were venturing out on their second RPM run.

It was then off via Lithgow to Wallerawang where we stopped for morning tea at Lake Wallace. The lake is a picturesque water storage located just off the Great Western Highway about 15 kilometres south west of Lithgow. We were joined by Bathurst member Ben and friend and all enjoyed hot BYO coffee and tea. The hot beverages were very timely as it seemed as though the temperature had dropped even further. A delicious selection of homemade sweets was also on offer from many of the members (including Donelle's delicious fudge!).

Feeling now a little warmer, and with the car heaters on max, we travelled through the nearby township of Wallerawang and then along the Castlereagh Highway through the townships of Cullen Bullen, Ben Bullen and Capertee. At Ilford we left the Castlereagh Highway and enjoyed a drive along the sweet flowing curves of Bylong Valley Way through Kandos and then on to our lunch destination in Rylestone.

Our early arrival gave us all plenty of time for a leisurely walk through the town - ample time for retail therapy, coffee and a visit to the Rylestone Artisan and Produce Markets. The Convent and Chapel Wool Shop was very popular.

Following the shopping we were all looking forward to a special lunch

experience at 29 Nine 99 Yum Cha restaurant. It is an incredible dumpling house owned by artist Na Lan. This delightful restaurant has been featured on the Sydney Weekender and is listed in the Best Restaurants of Australia website. Our large group of 35 was well looked after by the staff and we enjoyed a sumptuous lunch with an amazing selection of dumplings and Chinese herbal teas.

Most of the group then headed off to Mudgee for our overnight stay. Our lodgings in Mudgee were at the very comfortable and affordable Wanderlight Motel which quickly looked like an MX-5 parking lot. The BBQ area adjacent the motel pool was popular for some afternoon pre-dinner refreshments in the fading light (and quickly fading temperature).

28 enthusiastic and by now cold MX-5ers headed off on the walk to Mudgee's Red Heifer Grill and Carvery for dinner. The main meals were outstanding (as were the immaculately presented deserts for those that were tempted). Having been suitably fed and watered we endured a very chilly walk back to our warm hotel rooms.

Breakfast on Sunday was at Cafe 89 in Mudgee's town area. Fabulous food, very nicely presented, great coffee and friendly, courteous service made for another delightful dining experience. After breakfast on Sunday we said our farewells as some headed off for the trip home, others chose to head off to sample the offerings from the wineries in the region, Chris and Donelle headed off on what they said was a lovely little drive to Gulgong (they particularly enjoyed the road back), and a group of 4 cars enjoyed a tourist drive home with visits to attractions including Lake Windamere and the Dam and the Oriental Hotel at Mount Victoria. A huge thank you to Lesa and Greg for leading the drive and to Donelle and Chris for organising a thoroughly enjoyable and memorable weekend.



CareFlight Charity Lunch

ALL CLUB 07 MAY STORY **JAN GIBSON** PHOTOS **BRYAN SHEDDEN**

On Saturday 7 May, Illawarra Chapter members gathered at Haywards Bay, the starting point of our run to the Southern Highlands, where we would meet other chapters for the annual combined Charity Lunch for CareFlight. We arrived at Hungry Jacks car park at 9:30 to find 13 shiny MX-5s with their enthusiastic owners, including four new members on their maiden run, ready to take on the twisty, undulating, narrow and exciting country roads to our destination, Southern Highlands Winery. Our run leader called the group together, handed out run sheets and gave a brief summary of our trip then back to the cars start engines, re-set odometers, radio check, all OK, we're off. We headed south towards Kiama, not our usual run up Macquarie Pass, turning at Riverside Drive onto Swamp Road before passing through Jamberoo village then up Jamberoo Mountain. Very little traffic enabled an enjoyable run up the mountain and after 23 kilometres of winding road we reached the Illawarra Highway. Turning left we passed Robertson Pie Shop where several MX-5s from Sydney Chapter were parked, their owners enjoying morning tea before joining us later. We continued on through Robertson turning onto Pearsons Lane before winding our way along country roads through Exeter and back to Suttons Forest. Arriving at the winery the Illawarra group was greeted by Club members from Canberra and Sydney Chapters. Soon after we were joined by hungry contingents from Hunter and RPM Chapters. The net result was 48 MX-5s lined up on display in the parking area

and 86 members ready to enjoy a day of fine food, wine, conversation and as always great company. Thank you all for supporting our annual charity lunch! Lunch was a buffet of salads, roasted crusty potatoes, BBQ sausages, and chicken & mushroom. It was delicious for most, although those at the end of the queue would have preferred their sausages to have been cooked. Then it was onto the fun part of the day with a few games of heads and tails, the winners receiving a bottle of Southern Highlands Wine, followed by the raffle. Our sales people worked the room extracting as much cash as they could from our generous members. Many smiling faces as tickets were drawn and winners chose from a variety prizes that had been donated. Sue & Keith Monaghan scooped the grand raffle prize of a night of 5-star accommodation at Star Casino's Astral Tower, a prize donated to us by Entertainment Books. It was soon time to say our goodbyes as we headed in different directions home, a fantastic group of people united by our love of our MX-5s. Many thanks to the generosity of everyone who donated prizes and bought tickets, we raised \$1825 for our chosen charity, CareFlight. A special mention goes to Paul and Julie Farquhar, who, along with Jan Gibson, organised the event and also organised the Illawarra run to the winery. This was Paul & Julie's first foray into organising a club event and it was fantastic! Also thanks to the many extra helpers on the day who helped lighten the load ... Hella, Fiona and Alex are the names that were mentioned.



Blowing off Steam

RPM 09 APRIL STORY **GLENN DAVIES**
PHOTOS **GRAHAM FLETCHER GLENN DAVIES**

As a first time run organiser and run leader, I thought what could be better after a hard week at work than an early morning run along the Putty Road; especially with the bonus of Australia's largest Steamfest at the other end. However, with only a week to go before the run and with only a couple of RSVPs, I thought, my first run was going to be a disaster. It turned out that this is not unusual and I needn't have worried as RSVPs rolled in resulting in a solid 11 cars and 19 members for the start. Special mention has to go to Graham and Gillian Fletcher for attending the run, acting as the tail gunner, supplying photos, then they were up at 4:00am the next morning for the drive to Wakefield for official duties, followed by a track day the next day. That's MX-5 Club dedication for you!

RPM regulars were joined by Veena Takainhicka and Subhas Devabathin from the Sydney Chapter on their first MX-5 run and keen to experience the famous Putty Road. So with the much appreciated assistance of Maree Eccleston on radio duty, we headed off on a crisp but beautiful morning, just like we all dream about for top-down motoring.

Light traffic allowed for a very clear run to our first stop at Grey Gums which was unusually quiet with no sign of the usual biker groups. We had the place practically to ourselves and enjoyed a relaxing morning tea including some of the largest muffins we have ever seen.

The second part of the run through the twisty bits was partly spoiled by a lone SS Commodore who hadn't got the memo that this road is reserved for driving enthusiasts!! We need to make this an election issue MX-5ers!

The convoy finally arrived at our destination "Steamfest" where we found parking to be a bit of a challenge. The run officially ended at this point with people to make their own way home once they had blown off sufficient steam!

There were at least 5 steam engines running from Maitland Station on short trips in the local area. These included the recently restored Beyer Garrett, plus some vintage rail motors. The station area was jammed with people catching the trains, or simply watching the steam engines and taking plenty of photos.

The group chose not to take a steam train ride so we all made our way into the adjacent "Steam Park". The park featured 20 plus large steam powered vehicles including: steam tractors, steam lorries and steam buses; plus numerous steam powered miniatures, ride on miniature railway and 100 or so stationary farm engines.

All in all the combo of the Putty Road, Steamfest and great weather made for a very enjoyable day. We would highly recommend Maitland's Annual Steamfest as an MX-5 Run destination.



Treetop Adventure

ILLAWARRA 22 MAY STORY **BRYAN SHEDDEN**
PHOTOS **PAUL FARQUHAR BRYAN SHEDDEN**

Nowra Trees Adventure is Australia's premier tree top adventure ropes experience. The park features exciting and challenging obstacle courses high up in the tree canopy, that will have all the family swinging, leaping, climbing and flying through the forest – allowing thrill seekers and nature enthusiasts to experience the trees like never before. Alex and I tried out the place during the Christmas school holidays and had a fantastic time. I showed some of my GoPro videos at an Illawarra Dinner Meeting and it was immediately clear there was strong interest from our adventurous MX-5ers to give it a go. Sunday 22 May would be the day and who would of thought we'd find ourselves sweating in short-sleeves on a beautiful warm afternoon only a week before winter. Don & Jackie McCormack generously offered to reward the gang with dinner afterwards at their home. They would donate homemade wood-fired pizzas in exchange for our donations towards CareFlight. Wonderful!

10 MX-5s assembled at noon at Haywards Bay for the waypoint run to Nowra via Gerringong in order to avoid the endless roadworks for the Berry Bypass. Arriving at 1:15pm, we met up with Jackie and her daughter's family to bring our tally to 15 adults and 3 kids, plus another 4 spectators. That qualified us for a 10% discount, which all agreed to contribute towards a CareFlight donation. We then made our way from the park entrance through the Shoalhaven Zoo, carefully following the strict instructions not to look at the animals along the way. Is that a crocodile over there? No nothing to see here!

We were kitted out with helmets, harnesses and gloves, before being trained on the use of the various safety

gear. Once you're clipped on, the harness system is foolproof and you're protected from potential falls at all times. Then we were off with our choice of four different tree top courses. Most started with the easiest Green course of 10 challenges including three flying foxes up to 6 metres high. The braver ones started with the Blue course of 16 challenges including three flying foxes up to 8 metres high. After completing that, we moved on to the Red course of 15 challenges including two flying foxes up to 12 metres high. The ultimate that only a handful attempted was the Black course of 21 challenges including a 15 metre high flying fox. We flew like foxes (winged ones!). We clambered like monkeys. We whooped and hollered like kids! It was enormous fun and a great workout too.

Exhausted after two hours of adventure in the tree tops, it was back to the MX-5s for the short drive up the road to Don & Jackie's place at Bomaderry. Parked in their long driveway, we were stunned by their beautiful acreage property with gorgeous views of the sun setting behind Cambewarra Mountain. Don had his outdoor pizza oven stoked up and the homemade pizzas started flowing. They were absolutely delicious with some delightfully surprising ingredient combinations - if you've never tried marinated figs on your pizza you're missing something special. As the evening chilled off, the gents gathered around the pizza oven with a beer or two, while the ladies opted for the warmth of the gazebo. It was a wonderful evening - thank you Don & Jackie!

Donations towards the pizza dinner and the 10% group discount resulted in a total of \$230 raised for CareFlight. Thanks to all for their generous donations (again)!



Illawarra Christmas in July

ILLAWARRA 09 JULY STORY AND PHOTOS **BRYAN SHEDDEN**

15 members of the Illawarra Chapter met at Haywards Bay for a drive to Gundaroo. We were joined by Bryan & Ann who hired an ND for the day so that they could sample the MX-5 lifestyle. We made the right impression because within two days, they bought themselves an NC and joined the MX-5 Club! The plan was that we'd arrive in Gundaroo by noon for lunch at Grazing with the Canberra Chapter and help them celebrate their 20th Anniversary. So just a simple 2.5hr run down the Hume Highway, right? Not a chance! We're in MX-5s and only the best driving roads will do us.

With clear blue sky overhead, Fiona led us south (not west) to Nowra via our well-trodden path of Kiama, Gerringong, Gerroa and Bomaderry, before skirting around HMAS Albatross for the scenic route through Morton National park to Nerriga.

We made a brief pit stop at Nerriga Pub and many homemade treats for morning tea emerged. Jan produced a batch of scones still warm from the oven and Fiona served ANZAC biscuits. The call to lock & load saw us dash to our MX-5s, and head west to the brand new Oallen Ford Bridge, and climb towards Windellama before turning onto Sandy Point Road and Cullulla Road. These are superb driving roads through the Southern Tablelands, with plenty of lovely flowing corners. At Tarago we skirted around the southern end of Lake George via Bungendore, before crossing the Federal Highway for the final squirt to Gundaroo. Like clockwork, we arrived bang on noon after our 250 kilometre drive!

We quickly joined the festivities in the Stone Room at Grazing at Gundaroo and received a warm welcome. Some Illawarra members even won some lucky door prizes, which came in very handy for their overnight stay. Thank you Canberra Chapter and congratulations on your 20 years.





Superloop to Nerriga

ILLAWARRA 25 JUNE STORY **BRENDAN BARR**
PHOTOS **BRENDAN BARR BRYAN SHEDDEN**

The Saturday morning routine was proceeding smoothly coffee, tasty toast and the paper. The morning solitude is loudly interrupted by the ringing of the mobile.

I answered, "Yes I know the run is tomorrow, I saw your text yesterday."

"Well if you read it, you would be here ready to start, because it is today," came the retort.

With no one to blame but myself, it was time to grab a warm coat, head for Bundanoon and hope to catch up.

A solitary drive up Macquarie Pass in the winter sunshine, uninterrupted by slower cars is a great start, leading to thoughts of a F1 début.

A warm reception greeted me as I caught the 'Super Loop' crew at Bundanoon and with barely a murmur of "late to your own funeral" from the crew, I settled in for some wonderful coffee and cake.

Time to meet the two new members, proud owners of a shiny new Soul Red MX-5. There are nearly 50 NDs in the club now. We drove to the Nerriga Pub via the back reaches of Bungonia and Mountain Ash Road. What a great drive, winding through beautiful scenery and scooting over flowing

rivers and streams.

A random member of the public spied the arrival of 10 MX-5s at Nerriga pub. Seizing the opportunity, he approaches the group "I own an MX-5 and I have been trying to buy this part for it but can't find it anywhere...." Naturally someone actually had one in the boot of his car! Satisfaction is always guaranteed with the Illawarra Chapter!

Lunch and plenty of chatter later we were ready to hit the road again. Most headed for Nowra, for another exhilarating drive.

As we cruised along the side of Shoalhaven River, Tony, who was leader of the pack pulls a sudden left, which we all follow, only to find him heading into Two Figs winery. A couple of cars bailed, but a hardy four motored on. What a great view we were presented with, a vista over the whole Shoalhaven delta and out to sea!

Even better was the winery, with excellent tasting, judging by the number of cases that were packed into boots before departure into the setting sun for the run home.

A fabulous day, admirably organised by Graeme and Carol, many thanks to them for the effort.



Wyang Milk Factory

HUNTER 22 MAY STORY ANDREW DIGNY
PHOTOS **PETER HILKMANN GRANT WEBBER**

For those that choose to rise early, this day was the complete package. After waking to my alarm and having a quick peak out the window to see a light fog, I thought this was going to be a nice sunny day and boy was I right. After a quick run down the M1 to the twin servos, we met another 13 early rising MX-5s ready for an early morning blast. Thanks to Helen and Lindsay's brisk pace combined with a great mix of tight, twisty roads, long sweepers, virtually no traffic and a beautiful sunny morning, I found this early morning drive the most enjoyable leg of driving I have done so far in my short time with the MX-5 club. We arrived at the Wyong Co-op to be greeted by another 12 cars complete with smiling faces and after a social coffee or milkshake (and a guilty cake or two) it was off to check out the cheese and chocolate outlets and to sample and buy a few more treats for the wine tasting and picnic later in the day. The labneh cheese was so good I purchased some. After a quick briefing, 25 cars set off for Catherine Vale Wines and after departing the Central Coast area and ascending into the Mountains District (that's what the sign said) with duelling Banjos playing in my mind, we encountered all sorts of wildlife (motor bike riders, bicycle riders, firemen, like minded travellers enjoying a Sunday drive, etc.). Still an enjoyable drive but a little busier than the morning leg. Being a

little slow on the uptake, I didn't realise that we were meeting the RPM chapter at the winery and was surprised to see another 14 MX-5s already parked when we arrived. Thanks to Wendy Lawson and her staff at Catherine Vale Wines, over 50 members and guests enjoyed a presentation and the tasting of 4 white wines and 2 red wines, all of which are grown on 10 acres of vines on her vineyard. At the conclusion of the wine tasting a lucky door prize was drawn and won by Max (the lucky door prize was wine donated by Wendy). Afterwards everyone retired to the lawns in front of the cellar doors to enjoy a picnic lunch and great company. Whilst everyone was enjoying their picnic, I had noted there was a sparkling wine (champagne) on the menu and snuck back into the cellar doors to see if I could sample one. Given that Wendy only does a limited run of sparkling wine every 7 or 8 years or so (2008 on sale, 2015 just bottled) she had not presented the sparkling wine at the tasting, but without hesitation opened a bottle for sampling and even offered a second sample whilst chatting. The wine was great and the host gracious, how could I not purchase a bottle of bubbly. Pretty soon after that, thoughts turned to preparation for another week of work, so all too soon, I headed home in preparation of another week of nose to the grindstone. All in all, 350 kilometres well spent!

Hunter Christmas in July

HUNTER 23 JULY STORY GRANT WEBBER ELAINE GAZZARD
PHOTOS TOM WILDE JOSH FITZGERALD

This year the Hunter Chapter decided to celebrate the mid-year yuletide at the South Coast. Our trip down had us leaving the Twin Servos bright and early for a run to Picton for morning tea. Despite the chilly temperatures and “brisk breeze” it was tops down all the way from Picton, through Balmoral and Hill Top, over Mount Gibraltar and dropping down in to Bowral. We had a quick regroup before tackling Oxley Hill on the way to Berrima and finally Moss Vale for lunch. An astute recommendation from Jen and George has most of us lunching at Bernie’s Diner on Argyle St; definitely a must-do for anyone visiting Moss Vale. Following lunch we had a short back-road run to Fitzroy Falls. It was quite spectacular to see the water plummeting over Fitzroy Falls spend as much time going upwards due to the prevailing wind as falling to the depths below. However the wind did give some members the excuse to don some truly outrageous head wear in the pursuit of warmth.

A quick run on the wonderful Myra Vale Road past Fitzroy Falls Reservoir had us in historic Robertson and then down the scenic Macquarie Pass. Of course being a Saturday afternoon our drive down the escarpment was at the ideal pace to truly enjoy the magnificent views over the South Coast. After an impromptu and delightfully chaotic fuel stop in Albion Park we set course for our overnight rest stop; Jamberoo Resort. Special thanks to the resort, who had decorated their dining room, stoked a wonderful fire, and even organised some live entertainment for us. All cars were quickly emptied and we gathered around the fire for pre-dinner nibbles of homemade cheese and mulled apple cider; a special treat from Helen and Lindsay. Our special guests for

the evening, Bryan, Fiona and Alex Shedden, soon joined us fireside for gourmet fare and tall tales. We had a great Christmas dinner with all the trimmings, including crackers and pudding. The prize for the best decorated car was awarded to Rob and Dianne, for their splendid tinselled NB. Day 2 started on a clear, crisp morning. After breakfast and all bills paid, we gathered in the parking area for today’s run briefing from Grant our resident palaeontologist. Our group was joined by club President Bryan & his son Alex and Peter from the Illawarra chapter. It was great having them join us. Setting off in true MX-5 tradition we turned right out of the resort and climbed our way up the tight and twisty Jamberoo Mountain Road. With revs high in the cool morning air it was the perfect wake up call before heading off to Kiama the long way via Berry. A few members of the public hampered the drive up Jamberoo Mountain Road but once past them there were some great corners and sweeping bends. The trees covering over the top of the road gave the tunnel like impression with tail lights lighting the way. Morning tea stop was the quaint town of Berry, where everyone found something they liked. The berry good coffee, the berry excellent carrot cake and the berry good shopping all in all a berry nice time. Next stop Kiama for lunch and the blowhole didn’t disappoint with some spectacular water displays. We left in convoy towards Sydney and although the Macquarie Pass was pretty solid with bumper-to-bumper traffic, we had a pretty clear run home. Thanks to Grant and Helen for an absolutely awesome weekend and the other attending members for your company and friendship.



Ladies' Motorsport Development Program Part 2

MOTORSPORT STORY STEPHANIE KATZ
PHOTOS GUY COLES ROB WILKINS



Graduation Day at Sydney Motorsport Park north circuit and Oh No - it's starting to rain!!!!!!!

My final session has arrived, I had a sleepless night because I was excited to be heading back to North Circuit, but a little nervous because this was my first actual supersprint event. The day started as a normal track day event, prep car, register, scrutineering and then drivers briefing. At the drivers briefing all the ladies from the program were congratulated by the other drivers for finishing the program (feeling chuffed). The rain was getting even heavier so Bart pulled us ladies aside and said "This is the slipperiest track in the country when wet". He went on to explain the track in detail about where the most grip would be and areas to stay away from. That rundown gave me a bit of relief as we headed out for a few familiarisation laps behind the safety car.

My group was being called to the marshalling grid and the rain is now heavier than earlier. This being my first wet track day I was starting to wonder how this is going to feel, how will my car handle? We are off, wipers on. My first lap I warmed the tyres and brakes but when I entered the last turn before the main straight I lost all grip and pirouetted onto the grass. I put into practise what I had been taught and stopped safely, at least the flaggie had some entertainment for a few seconds. Safely back on the track I continued my session without any other incidents.

Next session I did the same again.

One of the things this program has taught me was assessment of the situation and knowing my limitations.

The track was skatey, slippery and treacherous so I made a confident decision to crawl before I race.

This has been a great program, I am really confident on the track and have also improved my handling of my car on the road. My ability to assess the situation, understand the capabilities and limitations of the car and myself has been significantly enhanced. I have gone from sitting in the staging grid literally shaking with fear, to being calm and prepared. I can match it with experienced supersprinters, understand the etiquette so I can pass safely and respectfully (which I did to an HSV Commodore).

On the road now, I look at driving in a totally different light. I am confident, yet defensive. It is so much safer on the track than on the road and the skills I have learned have helped me to plan ahead to what I know the drivers around me are going to do.

I'd like to thank the Club members that have given me support and encouragement during this time. I wanted to represent the MX-5 club in this program and show the CAMS and NSWRRRC Program Organisers that we are keen to get involved and support the development of drivers of all genders and experience levels. I would strongly recommend all club members to get involved in this type of program as your driving skills and safety will be significantly enhanced.



After an early rise at a Goulburn Motel and stepping outside to a car covered in ice, it was a quick trip up the highway to the Marulan Driver Training Centre. There was a little trepidation as I have never taken a car around any type of race track. Sure I have been faster than Daniel Ricciardo (in my dreams) around a number of leisure go-kart tracks over the years, but the outward bravado did hide a few nerves, never the less.

To be honest I wasn't sure what such a small track could provide other than as it is named, 'a driver training centre'. I stand corrected, as the day was an extremely fulfilling day, the track is technical and demands constant attention, but let's start at the beginning. We all arrived, signed on, then received a driver briefing before a walk of the track. On the track walk I did note that some of those tyre walls and embankments do look close to the track,

most notably the tyre wall surrounding the final bend before the main straight. Even a driver training track can bite.

So my time has arrived and it is time for that first experience on the track. I don my helmet, slip into the car to move it to the track entrance for my adviser, only to discover I can only drive my car with the roof down when wearing a helmet (I'm only 175 cm tall). Here's hoping all future track days are sunny.

The first three rounds included instruction from three different experienced drivers and thanks to my advisers (Steve Green, Luke Kovacic and Ed Cory) I quickly learnt a few new skills. I particularly appreciated the insights into the best racing lines around the track and even learning that a quick change up to 3rd gear, followed by a quick tap on the brakes for weight transfer and then foot to the floor was faster around a particular corner rather

than trying to redline it in 2nd gear, see you can teach an old dog new tricks (thanks Luke).

After that it was as many rounds as possible of trying to improve my track skills. From a first timer's perspective it was interesting to watch some of the more experienced drivers meticulously adjusting tyre pressures in the pits, visions of a Yokohama Time Attack event sprung to mind.

So it is 3pm and my wife is bored and wants to go home (she has sat in the café since 9am this morning, god bless her soul) and the flag marshal's box still has the 'group 7' sign displayed. So with seven groups at 10 minute intervals, that takes us past the 4pm closing time. It's now 3.01pm, will he or won't he? The flag marshal leans out the window and puts up the 'group 1' sign again, yee haa. Absolutely fabulous day and many thanks to the organisers and advisors.

Marulan Driver Training Day

DRIVER DEVELOPMENT 03 JUNE

STORY ANDREW DIGNY PHOTOS GRANT WEBBER





Phillip Island 6 Hour Regularity Relay

MOTORSPORT 30-31 JULY STORY **BRYAN SHEDDEN**
PHOTOS **TAMMIE HOTZ BRYAN SHEDDEN CAMS**



The Victorian 6 Hour Relay has grown in popularity since the first was held in 2006, and is widely recognised as the best event for L2S licence holders. It is conducted at Australia's premier race track - the Phillip Island Grand Prix Circuit. Teams of four or more drivers participate in a regularity, taking turns on track to match their nominated time as closely as possible ... for six hours straight! Each driver shares the track with up to 49 other cars at a time, which means there is much more passing than most race events. A complicated formula rewards consistency and heavily punishes those who drive too quickly or disobey flag signals. It is an extremely challenging event that demands strong teamwork.

Teams representing the MX-5 Club of NSW have competed in the event every year since 2011. For the second year running, we fielded five teams of four drivers, with each team supported by an enthusiastic pit crew to manage timing, pit boards and catering. Most of the teams stayed in holiday homes at Cowes for the weekend so the 6 Hour is a fabulous opportunity to laugh with friends and strengthen camaraderie. And empty a few bottles of red! Winter at the Island is usually a dreadful proposition with rain, sleet and howling gales off the Southern Ocean. But the weather for the 2016 event could not possibly have been better. After light overnight rain, the mornings started with a damp track but the skies were blue and a light northerly breeze rapidly dried the track. Saturday was practice and gave all drivers the chance to figure out a laptime they would nominate for Sunday's regularity.

Team MX-5 Club of NSW

141 Actual Laps, 186 Bonus Laps, 1 Penalty Lap, 1 Imposed Penalty
Second Place. **David Lawler's** Saturday

was plagued by an excessively noisy exhaust and a leaky tyre which meant selecting a regularity time was a bit of a mystery. **Ed Cory** experienced a puncture on Sunday and also had to fit backup tyres to get through the event. **Gus Elias** and **Ian Combes** had a trouble-free weekend. After earning a Penalty Lap, the team had dropped to 7th at 2pm. Gus drove like a demon, racking up 42 of the team's 60 Bonus Laps in the final hour, and snagged a podium finish in 2nd place.

Team Blue Mountains Mazda

138 Actual Laps, 54 Bonus Laps, 0 Penalty Laps, 5 Imposed Penalties
The "Bradbury Strategy" meant a slow start in the bottom third of the field as they struggled to get close to their very conservative nominated times. **Warren Hotz** was forced to share a drive in **Greg Bunn's** NC after the engine in his turbo NB blew up on his second lap. The team climbed to 18th at 13:00 after claiming 10 Bonus Laps, 6 of them by **Ray Estreich**. The team came home with a wet sail with 42 Bonus Laps to be 5th at 15:30. Then heartbreak when **Bryan Shedden** was called to the tower for a yellow flag infringement from two hours earlier. 5 Penalty Laps were imposed by the Stewards and the team plummeted to 18th place; robbing the team of a 3rd place finish.

Panorama Mountain Men

141 Actual Laps, 186 Bonus Laps, 21 Penalty Laps, 10 Imposed Penalties
Our 2nd place team from 2015 started behind the eight ball with 10 Imposed Penalties for a Red Flag infringement on Saturday, which was not reported until Sunday morning. However, **Tony King**, **Stewart Temesvary**, **Glenn Thomas** and **Brendan Thomas** shrugged off that disappointment and racked up plenty of Bonus Laps. They were in the middle of

the field all day, finishing in 25th place.

PISSers Racing

136 Actual Laps, 171 Bonus Laps, 32 Penalty Laps, 0 Imposed Penalties
Phil Ashton, **Keith Monaghan**, **Paul Byers** and **Guy Coles** racked up plenty of Bonus Laps and were in 7th place at 15:00 despite scoring 4 penalty laps. But they scored another 28 penalty laps in the final hour, dropping the team to 26th place.

Team RPM NB

131 Actual Laps, 127 Bonus Laps, 33 Penalty Laps, 1 Imposed Penalty
The team of four rookies - **Matt Tarrant**, **Graham Fletcher**, **John Karayannis** and **Dan Szwaj** did very well to be 6th at 11:30. Unfortunately the Penalty Laps followed after lunch as they got a bit faster with familiarity, and they dropped to 38th at 13:00, before recovering to finish in 33rd place. They did go home with a trophy for "Best Presented Team" - Graham Fletcher was delighted to claim it! Special thanks to Blackheath Automotive Services and Blue Mountains Mazda who supported production of the team shirts.

Overall, the event was won by Team "All BRANDs", who were in the top 10 for all but the first hour. They had a very consistent performance and won despite receiving 1 Penalty Lap for breaking out. It was the second win for this team from the Austin Healey Sprite Drivers' Club and it is notable that two of their drivers were in MX-5s! And so, that makes three podiums in six attempts for members of the MX-5 Club of NSW. A superb result and hearty congratulations to Gaynor (Team Manager), David, Ed, Ian, Gus (drivers), and Angela, Cathy, Tim (Pit Crew)! Our quest for the top step continues and we'll be back to give it another shot in 2017.

Supersprint Round 2

MOTORSPORT 15 MAY
STORY **BRYAN SHEDDEN**
PHOTOS **BRYAN SHEDDEN**



Round 2 of the CAMS NSW Supersprint Championship was held on the Grand Prix circuit at Sydney Motorsport Park on Sunday 15 May. A clash with the Nulon Nationals at Bathurst hillclimb meant that our team numbers were down for the day, yet we fielded a strong team of 20 MX-5 Club drivers, which was an excellent effort. Supersprints at SMP have been a wonderful social outing for our club members, with Ed Cory coordinating the booking of pit garages for our drivers to congregate. Sadly the ARDC scotched those plans by introducing new rules giving booking priority to ARDC members. After countless emails and phone calls, Ed was granted three garages and three carports for our team, scattered from one end of the pits to the other. Not happy ARDC! But thank you Ed for your perseverance and tenacity. The day



started painfully slow with very long queues at check-in for the 122 entrants. This was compounded after the first run when a clubman dumped its guts on the main straight and required the clean-up crew. Then on the third run, an Alfa Romeo GTV took an ambitious line through the very high speed turn 1, got onto the dirt and speared back across the track into the concrete wall. The driver was not injured but his car was a mess, and it happened right in front of me! There was another very long delay while the officials sorted out the aftermath - it was after lunch by the time we had our second run.

Thankfully the proceedings sped up after that and by the end we had five runs of four laps each. Our star driver was Chris White in Class 4B, who broke an 11 year record by 0.998s with a great at time of 1:44.272. Congratulations Chris! There were class podiums for Bryan Shedden 2nd in 1B (1:56.756), Keith Monaghan 3rd in 1B (2:02.483), Scott McGarry 1st in 2A (1:59.629, only one lap due to engine trouble), Jason Russell 2nd in 2A (2:00.950), Luke Kovacic 3rd in 2C (1:51.347), Ralph Thompson 1st in 3B (1:50.152), Chris White 1st in 4B, Ed Cory 2nd in 4B (1:59.351), Marty Voormeulen 3rd in 4B (2:00.353), Glenn Thomas 1st in 6A (1:57.473), Stewart Temesvary 2nd in SVB (1:58.415), and Warren Hotz 2nd in SVC (1:51.110).

The team scored a total of 437 points in the Club Championship bringing our tally to 908. Yet this wasn't enough to stop ARDC from taking the lead, as the home advantage helped them move to 939 points. That evening, the presentation for the 2015 Supersprint Championship was held upstairs at the Garage Cafe. A tidy haul of trophies were awarded to our competitors, although only a handful were present to collect. Our winners were Bryan Shedden (3rd 1B), Phil Donnelley (3rd 1C), Scott McGarry (1st 2A), Tony Williams (2nd 2A), Jon Fox (3rd 2B), Luke Kovacic (3rd 2C), Mark Palmer (2nd 3A), Ralph Thompson (1st 3B), Phil Abraham (2nd 3B), David Lawler (2nd 4B), Ed Cory (3rd 4B), Matt Perry (2nd 4D), Tony King (1st 6A), Mike Hicks (2nd SVB), Greg Bunn (3rd SVB), and Russ Maxwell (3rd SVC). Congratulations!

Supersprint Round 3

MOTORSPORT 19 JUNE
STORY **BRYAN SHEDDEN**
PHOTOS **ROB WILKINS**



Round 3 of the CAMS NSW Supersprint Championship was held on the Druitt (North) circuit at Sydney Motorsport Park on Sunday 19 June. Winter has definitely arrived and we were not particularly looking forward to a cold and wet day at the track. It was dry for registration, scrutineering and briefing, and drivers were nervously studying BOM radar maps on their mobiles. The first group managed to get a dry run before the rain arrived, and then it stayed wet for the entire day. Most drivers didn't get a dry lap and the times suffered. That didn't stop most drivers from getting out there and having some fun ... including ARDC's Warwick Morris in a Lamborghini Gallardo - he ran all day! Steph Katz from the Ladies Motorsport Development Program was there to graduate (see page 36). The wet conditions provided a huge challenge for them! Marty Voormeulen



wasn't put off by the bad weather and ran all day without a roof - with occasional help from an umbrella while waiting on the marshalling grid. A big shout out too for Rob Wilkins who spent most of the day out in the weather taking photos of the cars on track - love your enthusiasm Rob! Phil Abraham blew

Supersprint Round 4

MOTORSPORT 10 JULY
STORY **BRYAN SHEDDEN**
PHOTOS **ROB WILKINS**

Scott McGarry had mended his broken diff from the previous round and enjoyed a much deserved day of trouble-free lapping. Likewise, Phil Abraham left his haunted clubman at home and reverted to his trusty Lotus Elise. Unfortunately Gus Elias lasted only two laps before he heard a loud bang



up the gearbox in his Vortex Clubman - I swear that car must be haunted as he's had no end of trouble with it. Fellow Novacastrian Scott McGarry's woes continued after the sump plug fell out and the diff ran dry of oil.

Russ Maxwell was our quickest driver (1:18.429, 1st in SVC) as he was elevated to Group 2 and had the first drops of the rain. There were class podiums for Bryan Shedden 2nd in 1B (1:37.600), Scott McGarry 1st in 2A (1:30.890), Jason Russell 2nd in 2A (1:38.197), Luke Kovacic 1st in 2C and outdriving the Porsches (1:25.070), Chris White 1st in 4B (1:25.076), Ed Cory 2nd in 4B (1:34.978), and Marty Voormeulen 3rd in 4B (1:44.653). The team of 13 drivers scored a total of 299 points in the Club Championship bringing our tally to 1207, keeping us in second place. ARDC have stormed ahead to 1347 points.

Round 4 of the CAMS NSW Supersprint Championship was held on the Brabham (Extended) circuit at Sydney Motorsport Park on Sunday 10 July. Having been soundly beaten by ARDC at Round 3 on the North Circuit, the call for help was heeded by our Club members and we fielded a very strong team of 25 drivers. It was our best turnout for the year. The weather gods rewarded us with a fine day, starting very cool and reaching as high as 19°C. The track was initially wet after overnight rain, but quickly dried out and made for perfect conditions. The day was run very efficiently and drivers were given the opportunity for five runs of at least three laps each.

After considerable effort by Ed Cory, our team set up camp in seven pit garages and the odd carport. Squeezing three MX-5s to a garage maximises the opportunities for camaraderie and also minimises the cost for our competitors.

from his front suspension and then struggled to steer straight. Limping back to the pits, his front left wheel had close to 10° of negative camber and was toeing out considerably. Closer inspection revealed that the subframe on his NB8B had completely sheared at the lower control arm! Gus believes the subframe cracking was the final result of the incident he had during last years interstate challenge at the South circuit. Chris White was our quickest driver (2:10.217, 1st in 4B and a new class record obliterating the old one by over 8 seconds). There were class podiums for Bryan Shedden 1st in 1B (2:22.499), Keith Monaghan 3rd in 1B (2:30.143), Scott McGarry 1st in 2A (2:22.181), Jason Russell 2nd in 2A (2:27.717), Luke Kovacic 3rd in 2C (2:15.636), Phil Abraham 1st in 3B (2:27.431), Phil Ashton 3rd in 3C (2:18.668), David Lawler 2nd in 4B (2:15.669), Ian Combes 3rd in 4B (2:21.124), Glenn Thomas 2nd in 6A (2:23.078), Ray Estreich 3rd in 6A (2:23.403), and Greg Bunn 3rd in SVC (2:22.039).

The big news was that our team scored a whopping 556 points in the Club Championship, compared to 447 for the ARDC. This means that we have clawed back their lead and now trail by only 30 points with ARDC on 1793 and MX-5 Club of NSW on 1763.





Nulon Nationals Round 2

MOTORSPORT 14-15 MAY STORY **VERNE JOHNSON**
PHOTOS **BC PHOTOGRAPHY**

For the second round of the 2016 Nulon Nationals the MX-5 Team headed to Mount Panorama Bathurst for 2 days of fun on the Mountain. The team for Round 2 consisted of Todd Herring, Tony King and I in turbo cars, and David Lawler in his NB naturally aspirated track car. Team captain, Keith Monaghan was unable to join us for this round.

It was a foggy and cold start to Saturday as we headed up to McPhillamy Park to set up for the day. The field of 80 odd featured a wide range of cars from some quite innocent stock hatchbacks through to full carbon fibre time attack cars competing with the 11 club teams and 9 workshop teams. Saturday's hill climb was to start at the top end of Conrod Straight and head in the wrong direction back up through Forest Elbow, the Dipper and the Esses, finishing at Skyline. Heading off midway through the first group for run 1 I was unaware that three cars in the 20 or so that headed off before me had already had disagreements with the unforgiving walls. This was a short steep climb and while it was suited to the MX-5s in terms of corners, the steep grade makes it difficult to compete for outright honours. The quickest car of the day

being Phil Heafey in his Evo setting a 26.23 sec pass, with the quickest MX-5 running a 28.81.

After a few beers and a feed at the Nulon arranged event on the Saturday night, it was another early start to head back up the mountain for Day 2. Today we would be starting from Mountain Straight heading up the mountain to finish at McPhillamy Park. This climb is a lot faster and for most, more daunting than the previous day.

Day 2 saw Benny Tran take out the fastest time of the day with a 43.90 second pass in his insane time attack Honda Integra. Todd Herring the quickest of the MX-5s recording a 51.21. All four team competitors earning valuable points for the club with David Lawler the highest contributor over the weekend competing in the naturally aspirated under 3.5L class. Another great event and the MX-5 Club finished the weekend in 5th place overall out of the 11 teams, accumulating enough points to maintain the 4th place we held heading into the event. Yet another great event hosted by Nulon which was well run by the Bathurst Light Car club. Thank you Nulon.





MX-5 Cup Round 4

MOTORSPORT 26 JUNE STORY **VERNE JOHNSON**
PHOTOS **SCOTT WALKER**

Round 4 of the 2016 MX-5 Cup was run at Wakefield Park on Sunday 26th June. The 13 entrants had a cold start to the day seeing a chilly -2C on arrival at the track and an expected maximum temperature of 9C for the day.

Personally this was my third round of racing and I was looking forward to continuing my battle with Cameron Macarthur in his super quick SE. With an earlier oil spill on a cold track qualifying didn't produce particularly quick times but it did look like there would be a number of interesting battles going on through the field.

Starting from P2 in race one I made a good start to the race and for a change, found myself leading the race. Despite managing to better my previous PB in 4 of the 6 laps, I was not able to hold off Cameron who took the lead in the final lap and the race win. There were a number of battles through the field with less than half a second separating Ian Caldwell in 6th and Curran Brennan in 7th, and less than a second between Greg Tasker in 8th and David Johnson finishing 9th. Race two was seven laps with some great racing with Cameron who once again managed to take the lead pulling up the hill to turn 3 on the final lap, and despite doing my best to apply some pressure for the remainder of the lap once again I had to be content with second place. Only about 1.5 seconds separated Curran Brennan, Greg Tasker and David Lawler

finishing 7th to 9th and all piloting very different cars.

Due to time constraints the final race of the day was grouped with the Pulsar Cup and shortened to 7 laps. There was a little apprehension initially however both groups of drivers where spoken to and given assurance that both categories would do what we could to ensure clean racing with the big variation in car speeds.

There was some carnage amongst the Pulsars however the MX-5s stayed out of trouble and most seemed to enjoy the added element of the Pulsars on the track at the same time. I know Matthew Johnson thoroughly enjoyed the competition in race three after having some fun dicing with the leading Pulsars. Cameron again took out the win in the trophy race followed by myself in second and Matilda Mravicic in third place. Cameron Macarthur took out his second win in a row in Class A, Wayne Cooper winning Class B, Greg Tasker Class C and Matthew Johnson Class D. After 4 rounds of this year's cup, only 5 points separates the top 4 drivers so the championship remains wide open.

As a new driver in door to door racing, I encourage anyone thinking of taking the step from sprints to come and give it a try. As with all MX-5 motorsport in NSW, it is a great bunch of people, everyone is willing to help each other out and some good clean competitive racing through the field.



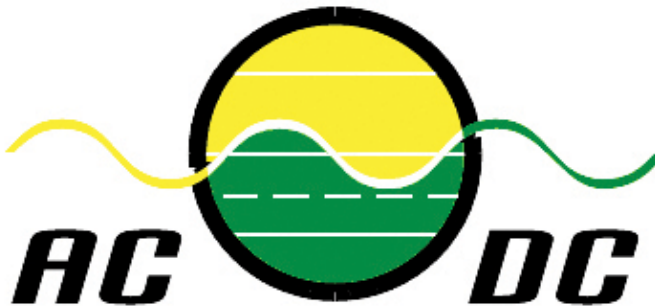


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