

Club Torque

Summer 2009



WAKEFIELD RACING AND THE RUN TO GERRIGONG





President Phil Ashton receives the Supersprint Club Shield and Trophy at the CAMS Presentation Dinner



Lynwood Cafe at Collector-December



Wakefield-December,08



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An article by our own motoring historian Ken, with a look at yet another long forgotten race track.

Concours d Elegance results -2008

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A letter of farewell from Mark Wilson Rolfe Mazda (and we wish him well).

Photos, Photos and more photos , a big thank you to all who contribute Sean MaCormaic, Keith Monaghan, Mike Hicks, Ken Liston and Mrs Anon.

In Memory of two MX-5 members who have recently passed away, a vale for each written by Laurie Tesoriero.

El' Prezidente's Brief

Welcome to 2009.

Over the previous few months we have had a number of great events on the MX-5 Club calendar. The Concours d' Elegance, Christmas Party and President's Picnic at Garden Island, were supported by many of our members both old and new. My thanks goes to all those who pitched in and helped to make these events such fantastic successes.

This year marks the 20th anniversary of the release of the Mazda MX-5 both here in Australia and world wide. From a Mazda's press release early in February:

"Mazda celebrates the 20th anniversary of the Mazda MX-5, the world's best-selling lightweight two-seat roadster.

On February 9, 1989, Mazda Motor Corporation revealed a sporty little roadster at the Chicago Auto Show. On February 27, 2009, the latest and greatest version of that roadster will make its Australian debut at the Melbourne motor show.

Today, the Mazda MX-5's popularity is unchallenged - more than 850,000 MX-5s have been sold on all continents of the world, except Antarctica - and to this day it remains the only two-seat roadster to combine the traditional front-engine, rear-drive layout, an affordable price, and the joy of driving."

As a bit of trivia, the oldest (earliest Australian VIN numbered) MX-5 in the Club is owned by Geoff and Roz Rose closely followed six cars later by Renaud Degois. Both are White.

The Club will be holding a number of 20th Anniversary events in October, the month the first NA was released and I hope that you will be able to join us in the celebrations.

Next year the Club has its 20th anniversary in June and planning is underway to make this a memorable occasion for all.

New Members

On behalf of the committee, I'd like to welcome the 67 new members who have joined since our last magazine, you will find that we are a friendly bunch and I'm sure many new friendships will result from your decision to join, be it for the social events, weekend drives or track days.

Please come up and introduce yourself at the next event.

Can we help?

Are there any events, places to see or things to do, that you would like the Club's committee to investigate? Is so please come and see us and we'll look into it.

Cheers,
Phil Ashton
President
Winning Blue MX-5 NC

20 YEARS YOUNG – already a legend, and moving ahead with the times!

This year marks the 20th anniversary of the 1989 launch of the MX-5, the revival version of the classic lightweight sports car that took the world by storm. In its different guises, production of the MX-5 has now exceeded 800,000 units, but what about the inspiration that sired this phenomenal car?

In November 1983 Mazda approved a project called “Off Line” to encourage designers to think outside the square – to consider design features of vehicles outside their normal sphere. Mazda hoped that loosening the reins would promote a fresh outlook and spawn innovative proposals. One of the ideas under this umbrella was the concept of a lightweight sports car, a vehicle long missing in action on the world motor markets.

Three sports car configurations were considered, front engine and drive train, mid engine and rear drive and front engine with rear drive. Design teams competed for selection – the Tokyo Design Studio worked on both the front engine/drive and mid engine concepts and the front/rear drive was allocated to the USA.

In the early design stages, the front engine/drive model looked to have the best chance as components were readily available from existing production vehicles. The mid engine concept was virtually eliminated by noise and weight issues and the US team trailed behind in the popularity stakes. Things changed full-scale clay models were produced for comparison. The US convertible model eclipsed the Tokyo front and mid engine fixed head coupes and Mazda commissioned the International Automotive Design team in Worthing, England, to build a running prototype car in the US style.



That company had an excellent reputation in the field, the founder was an avid MG collector, and Mazda was looking for an infusion of that historic British sports car bloodline. A fibreglass-bodied prototype was created from a mix of existing Mazda vehicle components and in September 1985 the car was tested against a Fiat X-19, Toyota MR2 and the new Reliant Scimitar in a demonstration for Mazda technical staff from Japan and the USA. They were enthusiastic, but the project was not out of the woods yet!

Mazda faced economic and other considerations in deciding whether to launch the lightweight sports car concept. Other vehicles with broader appeal competed for the cash investment and there were strong arguments for shelving the MX-5. Eventually the project gained sufficient support to give the US team the green light to prepare a final clay model.

In July 1986 Shunji Tanaka became the project's chief designer and refined the lines of the final clay to give it a sleeker appearance. Detail work to finalize the engine, transmission and interior designs. In September 1987 the final drawings were submitted, the manufacture of a trial prototype was approved and in 1988 a pilot build of 12 cars began.

The whole project came to fruition when the Miata badged MX-5 was launched in the United States at the February 1989 Chicago Motor Show. The rest is now history. By the end of the NA model run in 1997 Mazda had built 433,963 MX-5 sports cars.

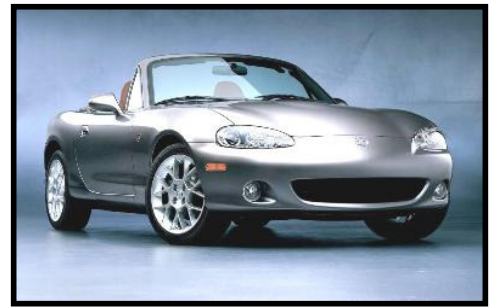


Close to ten years after the initial launch sales of the car were declining but the intervening period saw concerted efforts to design an equally successful second generation vehicle which remained true to the MX-5 ethos. This car was also the product of a design competition within the company and, once again, the United States clay models gained the approval for production. The final version, the NB, was unveiled at the October 1997 Tokyo Motor Show and received great public acclaim. The styling of the new car

boosted sales and production for the 1998 year reached 58,682 vehicles. In May 2000 The Guinness Book of Records awarded the MX-5 the accolade of *“The world's largest production open two-seater sports car”*.



The revised version of the NB was announced in July 2000 and reached international markets in 2001. Production figures for 2000 to 2002 were 47,496; 38,870 and 40,754 during those years. There was the usual range of special editions from time to time with variations for the markets in different countries. The Titanium car shown here depicts both the revamped nosecone treatment of the NB-8B and the magnesium alloy wheels fitted on this limited edition model.



During the currency of the NB series work commenced on the third generation car, design teams competed again in Japan and the USA but this time Europe also prepared a range of drawings. The best of these were then produced as scale model clays and there were seven proposals in all. Three designs were selected, one from each of the design teams, for production as full size clays. All bore traces of heritage from the style of the Ibuki concept car, but in the final analysis, the selection made was the Japanese design. That version was then built as the prototype production NC and submitted for approval towards the end of 2003.

Factory production of the touring model of the car commenced in May, 2005 with an annual production schedule of 40,000 vehicles, the majority aimed at the European and U.S. markets. A removal hardtop was designed as an extra for this model, but this was overtaken by the introduction of the electronic hardtop coupe. The touring version of the NC still seems to have the edge with the purists. A series of natural disasters, increased oil prices, environmental concerns and competition for sports cars in the 2006 market originally created by the MX-5 blunted the company's production expectations.

However, in the year of its 20th Anniversary, Mazda has reconfigured the NC to mark the event. The 2009 version of the car features a more aggressive visage, wider grille, restyled head and tail lights, improved engine performance and suspension, reshaped seats and a choice of 16 or 17 inch wheels.

Coming soon to a dealer near you – as they say – around March 2009.

Sean MacCormaic

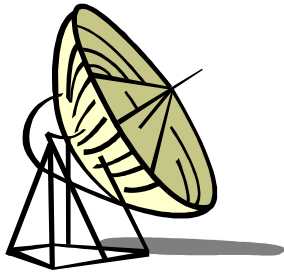
Proving the design criteria, an NA, the car that made the MX-5 a sports car classic, dices with an NB at Wakefield Park.

[Sources: www.mazda.com.au; www.mx5.com.au; www.miata.net.com. *The MX-5 Miata*, Brian Long, Veloce Books, www.veloce.co.uk.]



ADVANCE NOTICE- FOR A BUDDING EDITOR & CHIEF

Hi to all our fellow MXers , Paul and I have decided that this will be our last year doing the Club Torque Magazine, and even though we have enjoyed putting it together over the last 3 years, it is time to hand over the reigns and let someone else put their creative spin on the magazine. We have enjoyed the camaraderie and friendship that comes from being part of a wonderful group of people, your committee. So if you feel the urge to get involved, you will have our support and also of the committee, if you would like to know more please drop us an email. Sandie & Paul Williams.



canberra chapter

Past Events

- The Chapter Run was on 18 /1/09 was a sunset cruise around Canberra lookouts followed by a picnic by the lake - 21 cars went - we were joined by Murray, President of the VIC Club, who was holidaying here with his family - the sunset was great, pictures can be seen on the website. http://www.carco.com.au/mx5forum/sunset_cruise.html.

Coming Events

- Conveners BBQ (using the Club BBQ trailer) will be in 22/2/09 at Uriarra Crossing. Ian and Barbara are running a treasure hunt run prior to the BBQ. I will let Kevin know how many RSVPs the week after 11 Feb to get the cheque for the subsidy.
- We will be using our annual display at the Shannon's Wheel Expo on the lawns of Old Parliament House on 22/3/09 to celebrate the 20th Anniversary of the MX5. We have reserved a space for 20 cars. I have been in contact with SA club to borrow the New 20th Anniversary Banner.
- We will have 16 people going to the FOSC at Bathurst to help out the 3 cars that will be entered.
- Planning is underway for a long weekend run on the ANZAC day weekend (yes ACT gets a extra holiday :) to do the Grand Pacific Drive - Wollongong to Jervis Bay

NEWS

I have sound sad news to report - Mark Wilson, Rolf Mazda is leaving Canberra and has sold his MX-5. He is moving to Port Macquarie. Below is his farewell letter to the chapter. He has been a great support of our club, I will be meeting with his replacement soon to find out how Rolf Mazda will continue its relationship with the club.

Cheers

Pat

hunter chapter



Just a brief report about the Hunter Chapter:

The monthly Coffee & Lies meetings are well attended, the next one is this Thursday.

The Christmas function at the Lanyard Stonegrill was attended by 10 members and 1 non-member who intends to join.

The January Chapter BBQ was attended by 14 members and 2 non-members who intend to join.

Our February Run will be held on Sunday 15th to Wiseman's Ferry

Our March Run will be the Motorfest at Hawks Nest on Saturday 14th.

Our April Run will be an Easter 4 day Run to Coffs Harbour, organised by Stephen Carter. We are being joined by a few Queensland members.

All in all, the Hunter Chapter is going well. The camaraderie is exceptional, with people putting their hands up to organise Runs.

regards,

Tom Wilde

MEMBERSHIP NEWS

Greetings from the Membership and Membership Data Base Secretaries



Well here we go for another year of enjoying being with other people who also love driving their MX5s.

It certainly has been a busy time for us with 437 members renewing their membership for the 2008/2009 and 67 new members so far.

We would like to offer a big welcome the following new members and wish them all a happy and long association with the Club.

Tony Nesbitt, Arnold Johnston, Peter Stephens, Jeremy Paterson, Andy Connell, Phil Abraham, John McGrath, Geoff Dillenbeck, Kerri Zaccar, Ben Stephenson, Melissa Paull, Andrew Stephenson, Col Stephenson, Lindsay Warren, Bob Collins, Robyn Collins, Liz Carroll, Mong-Ke Chong, Andrew Cole, Glyn Ballantyne, Kristie MacDonald, Deen Hameed, Adam Walker, Tim Brown, Roger Palfreyman, Judy Palfreyman, Peter Grant, Belinda Grant, Clayton Wilson, Helen Browning, Rob Lees, Graham Wheatley, Marilyn Hingee, Rob Hackett, Alan Moule, Steve Davis, Neville Spencer, Carol Spencer, Ray Jowett, Carol Jowett, John Hutchinson, Kerry Hutchinson, Andrew Edgar, Judy Weatherly, Pete Bickford, Steve Morrell, Ross Mundy, Wendee Mundy, Mark Garven, Kris Smee, Dano Smee, Allan Bugh, Ariella Brosan, Rohan Matthews, Michelle Matthews, Amit Asdhir, Greg Bunn, Lesa Bunn, Bryan Shedden, Steve Pender, Domenic Mazzei, Malcolm Poslinsky, Anna Poslinsky, Danny Kuzmanovski, Peter Clark, Kiri Gerlach, Paul Brown.

For those who do not know, the Club has annual awards for member of the year and new member of the year. These are awarded to members who have acquired the highest number of points. Points are awarded to each member in a number of ways - including attending club events, running a club run, writing articles for the Club Torque Magazine and assisting at the concourse etc.

Congratulations to the Members of the Year - Peter and Jill Feutrill and the Runner Up - Cheryl Ashton.

Also we would like to **congratulate** the New Member of the Year - Glenn Thomas and the Runner Up - John Petrich.

Thank you very much for your input and your participation. For those who missed out this year keep trying, the Club needs your involvement and assistance.

Happy MX-5ing

Ken Liston
Membership Secretary

Stephen Carter
Membership Data Base Secretary

ADVANCED NOTICE

JUNE LONG WEEKEND TO DUBBO – 6th-8th JUNE 2009

Accommodation: Blue Gum Motel Dubbo for two nights.

Cost: \$224.00 per double for the weekend including continental breakfast.

Organisers: Kim & Peter Ranger 0402 050 758 or 9524 8003

Tinier and booking form will be on our website shortly.
BOOKING & PAYMENT DEADLINE IS 5TH MAY 2009

COMPETITION REPORT.

October 2008 to February 2009.

This report closes off the 2008 Competition Year and opens 2009. Once again it has been successful for both the club and its members who have competed at our Wakefield Park Track Days and in open competition. The Club's Track Days continue to be well supported and another five days have been booked at Wakefield Park for 2009.

At the CAMS New South Wales Presentation Dinner on the 31st January this year David Raddatz collected his trophy for winning the 2008 Production Sports Car Race Championship. This was a back-to-back win for David and the fourth year in a row that the Championship has been won by a driver in an MX-5. At the same function President Phil Ashton collected the trophy and shield on behalf of the club for winning the Club Pointscore in the New South Wales Supersprint Championship. The win was a result of strong support by the members competing in a variety of classes. This was the sixth occasion that the club has won the shield since we commenced competing in the Supersprint Championship in 1999. Congratulations to all those that contributed.

Sunday 26th October saw another healthy field of forty-eight drivers competing at our Wakefield Park Track Day. All competitors had the opportunity to complete seven supersprint runs of four timed laps plus a five-lap regularity. Fastest time of the day, a 1.06.02 was recorded by Chris Tonna in his very quick racing 'SE'. Second outright went to Russell Battisson with Leigh Hemmings third in his PRB Clubman. In class 1 William Mewett recorded his second win whilst in class 3 for modified under 1600 cc cars Tony Williams turned the tables on his regular sparing partner Mark Wilson. In class 4 Mark Hellmund was a narrow winner over Andrew Irwin. Regularity winner was Ian Vickers from Phil Hall and Glenn Thomas.

Sunday the 7th of December was our final Track Day for 2008. We had a good field of fifty-five competitors, thirty-nine members and sixteen visitors. Leigh Hemmings set fastest time of the day in his PRB Clubman recording a best of 1.07.00. Second was Pat Rooke in Turbo Boy with

a 1.07.60 and third was Eric Scheeren in his Arrow SEi Clubman with a 1.07.99. All up we had five clubmans enter including two wide track PRBs with Honda S2000 motors. Class 1 winner was Ian Willoughby; Tony Williams again headed the large pack of class 3 cars, as did President Phil Ashton in class 4. Dianne Byers took the Fastest Lady Crown in husband Paul's new NC whilst David Hammon dipped into the 1.10s in winning class 5. Dennis Brady won the regularity in his race MX-5 NC.

Our next Track Day at Wakefield Park is on Monday the 23rd of February 2009, entry form and regulations are on the club website.

Only two cars made the trip to Phillip Island on the 14th December to defend the cup in the NSW/Vic Challenge for 2008. A little disappointing after early indications was that, we were going to have about eight entries representing NSW, Mark Wilson from Canberra and Phil Mayo from the Hunter travelled down to Phillip Island and thoroughly enjoyed the experience. Although Phil was not sure that he would say that after running off the road and through a ditch over Lukey Heights to avoid being hit by another competitor during his first run. Both Mark and Phil acquitted themselves well on their first visit to this great circuit, Mark recording a 2.05.59 whilst Phil recorded a 2.18.14. Unfortunately the cup stayed in the hands of the Victorians once again proving that there is definitely a home track advantage. The Victorians are due to travel to New South Wales in 2009.

Read Phil Mayo's report on the weekend elsewhere in this edition of Club Torque.

The final round of the State Supersprint Championship was conducted as a day/night meeting on the South Circuit at Oran Park on the 18th October. 2008 was once again a successful year for the club winning the Southern Sporting Car Club Shield with the most points with New South Wales Road Racing Club second and the Manly Warringah Sporting Car Club third.

Class results of the regular club members were as follows: -

Class 1A – First Ian Vickers on 67 points with Stewart Temesvary second on 66 points. In class 2A Robert Gage tied for fourth place on 47 points. Class 2B saw David Roden second on 64 points, with Mark Hellmund third on 49 points and Andrew Irwin fourth on 37 points. Kevin Addison was fourth on 27 points in class 3B whilst Lindsay Burke was third on 56 points in class 3C followed by Robert Kai fourth on 48 points. Peter Browning won class 4C with 50 points. Yours truly was third in class SVB on 52 points with Daryl Sheather fourth on 22 points. Renny Roden scored second place in class SVC on 62 points, the class winner John Bugh in his PRB also taking out the outright crown for 2008. John drives for the New South Wales Road Racing Club and is also a member of our club. Other members who competed in occasional rounds and scored points that contributed to our Club Championship win included Bradley Cecil in his Mitsubishi Lancers, Matt and Robert Guyder, President Phil Ashton, Ed Cory, Pat Rooke and Faye Diven in husband Ian's PRB Clubman. Trophies for class and type wins were awarded at the Supersprint Presentation Day on the 8th February 2009.

First round of the 2009 CAMS Supersprint Championship will be at Oran Park GP on Sunday 15th March.

On the 22nd and 23rd of November seven club members competed in the inaugural Australian Supersprint Championship held at Eastern Creek. Whilst the number of entries was disappointing those that competed received great value for money and had an enjoyable weekend. In class 2B John Burgess and I found the Lotus Elise and Honda Integra just a little too quick. In class 4D Brian Anderson debuted his MBW M Coupe to take third place whilst Pat Rooke borrowed "Turbo Boy" from Russell Battisson as Turbo Girl was still without her blower. Leigh Hemmings won class 4A in his PRB Clubman with Peter Browning taking out third place. The NSW Champ John Bugh in his PRB won class SVC but was outgunned in the outright category.

On the racing scene as mentioned in the introduction, David Raddatz won the NSW CAMS Production Sports Car Championship outright for the second year in a row. He was also the winner of class B, well done David. Nick Martinenko finished fourth outright and third in class B with Brett Morse ninth outright and the winner of class John Burgess and yours truly spent most of the weekend in very close company without enjoying Stewart's consistency in lap times. The next FoSC race meeting is at Bathurst on the Easter Weekend in April.

E. Matilda Mravicic was tenth and Chris Tonna was twelfth despite running in only three rounds each. Other Club members to run in selected rounds included Val Stewart and Pat Rooke. Four MX-5s in the first ten outright is a very good result.

A disappointing field of seven MX-5s, four NSW members, two Queenslanders and one non-member competed at the Improved Production Nationals at Oran Park on 8th and 9th November. Thank you to members Col Faulkner, Michael Hall, Laurie Sellers and Rick Marks for supporting this event. Col Faulkner being the most successful club member over the two days with a second and two thirds.

Final race for Production Sports Cars for 2008 was the one-hour race at the Phillip Island circuit in Victoria on the 22nd and 23rd of November. Six teams from the club made the trip south. David Raddatz and Daniel Deckers in the MX5Mania car, Chris Tonna driving solo in "Nemo", Nick and Matilda in Nick's green machine, Lou Iezzi and Anthony Robson in Lou's new SE, Val Stewart in her RX 7 and Steven Head and Adam Spence in Steven's NA. David and Daniel recorded the best result with tenth outright and fourth in class B whilst Lou and Anthony were the best of our runners in class C.

First Production Sports Car round for 2009 is at Eastern Creek on 21st and 22nd March.

First race meeting in 2009 was the Festival of Sporting Cars at Oran Park South on an extremely hot 24th and 25th January. A total of thirteen-club member competed, ten raced and three competed in the Regularities. Brian Anderson in his BMW M Coupe and Anthony Robson in Lou Izzie's new SE race car traded places in the five races towards the front of the field, Brian recording two thirds on Saturday whilst Anthony's car performed better in the slightly cooler weather on Sunday. Steven Head was the best of the other MX-5s recording finishes between eighth and twelfth. Michael Hall and Peter Whitten traded places around the middle of the field and were followed by Ken James in one of Chris Gough's NC, Laurie Sellers, Rick Marks and newcomer Tim Brown.

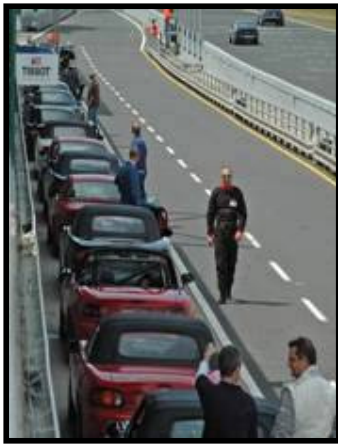
In Regularities over forty cars competed on the short 1.9 kilometre South Circuit resulting in some extremely close and satisfying driving. Stewart Temesvary starred scoring a win, a third, fourth, seventh and fifteenth.

On the following Sunday Round 1 of the 2009 Mazda MX-5 Challenge was conducted at Wakefield Park. A healthy field of twenty starters fronted for qualifying on the Sunday morning. Four sprint races followed with Daniel Deckers driving David Raddatz's car running out the winner in

each, Nick Martinenko, Matilda Mavicic and Greg Tasker taking it in turns to share the minor placings with Nick winning the honours with three-second places. Amongst the naturally aspirated cars Steven Head in his NA was the best beating the NC of Chris Gough in three of the 4 races. Next round of the MX-5 Challenge will be at Eastern Creek on Sunday 5th April.

So all in all Mazda MX-5 Club members and their

2009-NSW/Vic Interstate MX-5 Challenge



After a couple of false starts it was agreed the IC would be held at Phillip Island on 14th Dec unfortunately only 1 week after a Club Track Day at Wakefield Park, so it was only 2 NAs making the journey south – Mark Wilson trailed the quick and ever reliable (415,000km on the ODO), White NA “Zoom Zoom” and Bob

Pimm (owns a Black NC) and I headed off from the Hunter in my Red V Special. Here’s our story:

I am keen to drive as many of the classic race tracks as I am able before I become too decrepit so PI was a great opportunity. I remember the Vics saying at Natmeet that the PI track day run by the Alfa Club was great value as you get plenty of track time late in the day because lots of Alfas break down – Sorry Alfa owners but it was true! The weather forecast predicted 4 days of rain so I opted to not tow a trailer with R spec tyres all that way and not be able to use them so I only had my 17” wheels with slippery Nankangs – oh well – the entry was in and accommodation booked so off we set on a raining Friday to travel via the Hume then turned off at Goulburn to travel the back road to the Monaro Hwy and had lunch in Cooma (14Deg C), then onto Bombala, Cann River and stop over with a friend at Marlo, Dinner on the sheltered deck of the Marlo Pub overlooking the mouth of the Snowy River – Nice!

Saturday morning was sunny so we set off with the top down for a beaut run down Southern Victoria stopping for a famous “Ma & Pa Hamburger” at Yarrum where we also met the rain again. We also met lots of BMW / Race Bikes going the other way, we found out their track day had been cut short by the weather.

cars continued to perform very well in open competition during 2008 and early 2009. We look forward to another successful year in 2009.

Safe and enjoyable MX-5 motoring.

Mike Hicks.

By the time we crossed the bridge at San Remo onto the Island it was pouring rain and blowing a cold 40+knots - Bass Straight doing what it does best. We had a coffee in the PI Track Café where on a map of the track I was worrying about which part of the track the little car was going to be blown off into the spume.

Arriving at the track at 6.45am the rain had stopped and the wind had dropped to 25knots off the sea, Scrutineering and briefing time (they warned there could be Cape Barren Geese 1m high on the track, and stay off the grass as you will not stop and will hit the wall!!!) allowed the track to dry out.

The 3 training laps were a blur – trying to remember corner speeds, apexes, gear change and brake points, finding out that the Nankangs did not grip and watching the mirror for overtaking cars. I do remember him saying “stay out of the white rocks they are 1/2 “round - to stop motor bikes - and will dent your car like hail” – GREAT!

There were a total of 27 MX-5 entrants but unlike our track days where we have groups of about 10 cars, there were 21 MX-5s in my grid with speed differences of up to 35secs a lap and no organised grid positioning so it was not long before you were being overtaken or overtaking someone. Overtaking is allowed anywhere so it did not take



long to resemble race conditions.
My 1st run was unforgettable- I soon found out the tyres had very little grip - on the warm up lap I used

the rear pit entrance as an extended braking area into the hair pin, locking up and bathing in tyre smoke, rejoining the track a couple of cars later, behind an SP who accelerated away on the straights and up hill only to slow on the corners. After a slow lap following him, he braked and pulled to the left edge of the track at Hayshed so I followed an NB (that I had just let passed) to over take him on the approach to Lukey Heights. As I was beside him he suddenly pulled to the right, when he was 200mm off me I decided to steer straight off the track at 130 kph rather than go sideways into the unknown. Unfortunately there was a slight dip off the track which launched me - landing in the white stones with a crunch but able to steer away from the wall. I was also able to drive on the stones to rejoin the track without a tow. The rest of the session was taken with trepidation wondering what the rest of the day had in store but I did manage to catch and pass the SP on the next lap through the dipper after Lukey Heights. The SP went on to run another 3 cars off the track by the end of the day.

You can see the in car video on Youtube – Search: Phillip Island MX-5 run off.

Just before the next run a PA announcement call me to my car – 3 officials were there to tell me I had a noise level reading over the 75db limit. This was puzzling as it was agreed by Bob and other drivers near by that the car was not loud compared to most of the cars (check the Youtube video). There were a lot of cars back on their trailers going home before the 3rd run. I quickly borrowed some garage jacks and refitted the cat converter which lowered the noise (and power) a bit. I did not have any further high noise readings and luckily Mark did not have any over the limit readings either as Zoom Zoom is a bit louder than my car. He had a good day and as usual his car ran like clockwork with a quick best time of 2min 05sec a lot quicker than my best of 2min 18sec, I remember him going past me on the corner before the straight like I was standing

still, his new rear wing and R specs doing the job. Mark has now sold the car so someone is getting a great little track car.



Towards the end of the day because of the number of dropouts we could join the grid straight after our run but we both declined wanting to look after our cars and get packed up and on the road home.

After the last run there was a presentation of the trophy by Mark to Sam Gumina. Sam went to great trouble to match us with similar potential cars to compete for points on each run but the local knowledge won out so the Vics hold the trophy until they travel to NSW to defend it. They are interested in another track other than Wakefield Park so that might encourage more Vics to travel.

Bob and I headed off on the 1100km trip home stopping on Sunday night at Seymour with our only problem being swarms of locusts near Wagga- lucky NAs force most of them over the top of the car.

The NSW contingent – Mark Wilson & Bob Pimm(Pitt Crew)

Saturday Morning Sunshine –Bob's Turn At The Wheel
Regards

Phil Mayo

I read an article that said the typical symptoms of stress are eating too much, impulse buying, and driving too fast.
Are they kidding? That's my idea of a perfect day!

Or an MX-5 driver

ROLFE MAZDA-CANBERRA



Greetings all,

And thank you for all of your emails and phone calls – Yes indeed, after 38 years the time has come for me to move from sunny Canberra.

I'm headed to Port Macquarie at the end of Feb, to take over from the retiring Dealer Principal at the local Mazda, Subaru and Holden dealership. If all goes well I hope to buy a share in the business, which has always been a goal of mine, and these days it's a very difficult one to achieve if you're not born into the right family.

Unfortunately it's one of those goals that sometimes means leaving Friends and Family to achieve what you want - not an easy thing to do, but the timing is right, the opportunity is a very good one, and let's face it – Port McQ can't be that bad a place to be stranded.... (Except for the lack of a racetrack....)

I would like to thank you all for your friendliness, the support you have shown both myself and Rolfe Mazda, and all of the fine advice and help that many of you have given me personally in my quest to make my poor little NA go just a little faster. I'm only selling the car because there is no track where I'm going – But I have a feeling "The Bug" won't let go that easily, and that I may be seen at Wakefield sometime in the future...

In the meantime, and for as far as I can tell, Rolfe Mazda will continue to support and sponsor the club, and provide facilities for the monthly meetings. If you need any help or advice from the Dealership, please feel free to contact Andrew Wyeth in Sales, or Dave Perry in the workshop – Both are very keen to continue to support the Club and to earn your business wherever possible.

I will be here for the next meeting Wed Feb 25, and I will do my best to catch up whenever I'm back in town.

Thanks again, and Zoom Zoom!....

Mark Wilson

Dealer Principal

mark.wilson@rolfemazda.com.au

CONCOURS D' ELEGANCE RESULTS

Sunday November 16th dawned fine and clear as MX-5's from all over Sydney converged at *The Mean Fiddler* at Rouse Hill for the Club's 2008 Concours d' Elegance.

This year, 18 vehicles entered as full "Concours" competitors while 17 entered "Show and Shine".

"What's the difference" I hear you new members ask? Well, put simply, full Concours entrants had their beloved vehicles judged tip to tail, inside and out across the following 7 exhaustive (and for the judges exhausting) categories:

- Originality ("Custom" and "Modified" categories excepted)
- Exterior Panels and Paint
- Exterior soft-top and glass
- Interior
- Boot and spare wheel (or puncture repair kit for spare-less NC's)
- Engine bay
- Underside and wheels

"Show and Shine" entrants had a simpler cleaning and polishing task – they were not judged on boots or engine bays.

How detailed was the judging? Well, that street directory you used to navigate your way to Rouse Hill is "non standard" so marks off! Mazda issued Owner's Manual or Service Book missing? Sorry.

True to MX5 Club events, Concours d' Elegance became a long and leisurely lunch for those who could stay.

And the trophy winners were...

Concours d' Elegance:

- | | |
|-----------------|------------------|
| • Best Overall | Riko Rubin |
| • Best NA | Colin Caldwell |
| • Best NB8B | Dennis Dalzotto |
| • Best NC | Ian Miller |
| • Best NC Coupe | Laurie Tesoriero |

- | | |
|-------------------|------------|
| • Peoples' Choice | Riko Rubin |
|-------------------|------------|

Show and Shine

- | | |
|-----------------------------|-----------------|
| • Winner | Dave Perin |
| • 1 st Runner Up | Franck Verheyen |
| • 2 nd Runner Up | Craig Coyl |

2008 Christmas Party Review

*T'was 25 days before Christmas
and from all over town
92 MX5-ers were
heading southbound.*

*Not quite as far as the South Pole did they go
but to the land of the mighty Dragons ho ho ho!*

*A party was happening with great food and good cheer
to celebrate with friends the end of the year.*

*Santa came from the North Pole via Mazda in Melbourne.
He brought lots of gifts for us to share ~
there were Cheese Slicers and Caps everywhere!*

*There were raffles with money raised for MX5's 20th year ~
it will be very a memorable one ~ you have nothing to fear!*

*Trophies and Certificates were presented for Concours and more
with congratulations and thanks given to our wonderful
Members who have performed "above and beyond", so
freely giving of their precious time to make your Club run
smoothly and provide all Club Members with many hours of fun.*

*Special thanks to the Moss' who coordinated the day.
All those who attended went home with a smile and full tum
after a day filled with laughter and such good fun they say!*

*Your Committee have started planning for Christmas 2009.
It's a surprise event you will hear about later in the year ~
all you will need to do is get out your good gear!]*

*Zoom Zoom Zoom ~ Enjoy the Celebrations.....
2009 ~ 20th Anniversary of the MX5 * 2010 ~ 20th Anniversary of our MX5 Club*

*Anon (to save embarrassment!)
I SO WANT TO TELL YOU WHO THIS IS, Publicity*



**Vice Pres Sean, Santa, &
Pres Phil**



**Social Sec Annette and
Santa**



"Sit on my knee young lady"



**An interesting
combination ~
Sweets for the sweet
with oysters for the sexy ??**

WE HAVE THE RUNS



INAUGURAL MID WEEK RUN TO TERRIGAL

Our inaugural midweek run was a real surprise. We arrived at Rofe Park at 10am and were totally blown away by the number of cars. We didn't realize how many retired MX-5ers there are and for that matter the number of younger drivers who can actually get a flexi day. We had 27 MX-5's and a couple of other vehicles who we may have just convinced to buy an MX-5. We handed out the Club radios to the Mike Hicks & Pam Estreich along with run sheets to all. We headed off on our way along the old highway for a short time before we landed for a coffee stop at "Pie in the Sky". There we caused more of a stir as they only had on three staff and we arrived with 50+ people, but after our apologies they managed

to serve us all fairly promptly and we then ventured off up the Coast taking mainly the old highway and part of the expressway for a section before venturing through the back roads of Ettalong, Avoca before arriving at Terrigal around 1pm where we all parked our vehicles and headed off for lunch to various venues. Quite a lot of us had lunch at the Crown Plaza Terrigal. A special thanks to Mike, Pam and Maggie for their assistance on the radios, keeping everyone in tow and passing on instructions down the line.

Kim & Peter Ranger Captains



Mid week run- fun

TUESDAY MAY 5

MEET: Pheasant's Nest 10am for 10.30 departure.

This is the second informal midweek run in a highly successful new program devised by Kim and Peter Ranger. Twenty eight cars joined their inaugural Terrigal run and retirees and others who can manage to get the day off are invited to support this initiative. From Pheasant's Nest we will exit the Freeway to the Avon Dam Road and travel the old Hume Highway through Bargo and Yerrinbool, and then veer onto the Old South Road to bypass Mittagong and use the back roads to reach the Macquarie Pass below Robertson. We will descend to Albion Park, cross country to the Jamberoo Mtn. Rd and return to the Southern Highlands for lunch stop at a suitable location.

ORGANISER: Sean MacCormaic 0427 044 484

RSVP: None required – just turn up on the day.

LAND & SEA RUN-

In the midst (maybe we should say mist) of Heathcote McDonalds 27 MX-5s gathered ready to brave the elements for the *Land & Sea* run lead by our capable Captains Peter and Kim who would head up the shiny column of cars and assure that we headed along the right path; nothing is really going to detract from the club nature of a run like getting lost and arriving at a different destination to everybody else. Our Captains were ably supported by talented tail gunner, Phil, who looked after the club's reputation by making sure that no car drove too slow! Another impressive note about this gathering was the attendance of at least ten (by my count) new members and/or guests.

We headed off along the tree lined Princes Highway as it swept away from the Southern Freeway past Woronora Dam. It was along this part of the drive that we noted Paul and Sandra had a new baby in their family and were no longer in the little white NA. Most appropriately, not long after Darks Forest the clouds descended to road level severely decreasing visibility; however, the hazard lights worked like little navigation beacons or light houses guiding us safely along our path, though there was the occasional exciting moment here and there when the lights in front disappeared for a moment or two!

By the time we descended Mount Ousley Road into the northern regions of Wollongong we managed to exit the cloud and again started to climb back up hill to encounter some nice MX-5 friendly corners. The good parts along Jamberoo Mountain Road were highlighted by our diligent Captains on the Run Sheet as "Caution Narrow Windy Road" (Oh – and there was also some exceptional scenery along this road if one took the time to look out the side windows)

We again descended the hills for a well placed comfort stop at Kevin Walsh Park, Jamberoo. This well placed stop provided a great opportunity to meet many new members and/or guests who joined us for the run as well as reacquaint with old friends. The stop over also allowed us to get in the



mandatory group photo, courtesy of Keith Monaghan before once again hitting the road.

We headed off along some really nice country lanes tracking alongside the Princess Highway through some very pretty pasture land that was contrasted

against the rugged beauty of the treed distant hills and mountains. Our next destination was the Gerroa Boat & Fisherman's Club with its drop dead views of Seven Mile Beach Reserve through to the distant Crookhaven.

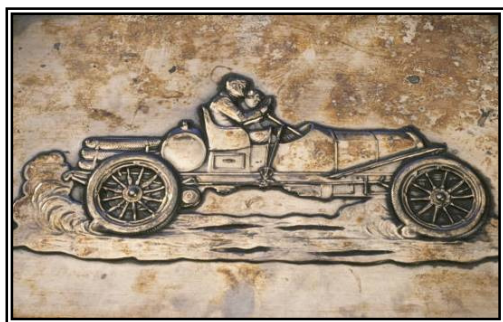
The Boating Club's signing in process afforded the

opportunity to again meet some more club members and talk about bits and pieces such as cars, driving experiences, cars, car accessories, etc. It was during these conversations that Diane relayed a hilarious incident that occurred when she was trying to navigate her first car, a Corolla, around a roundabout. Without giving away any secrets it is probably a fair assumption to say

that Diane found out about the importance of the car's steering wheel. For further details you're just going to have to question "Diane". Not to be outdone by this yarn, another member told us of the equally hilarious dangers of smoking pipes while driving (and they can be quite dangerous, can't they Ray).

Once settled within the Club we spent a nice relaxing afternoon consuming the wonderfully spectacular views, great value for money food, and the excellent company of the other MX-5 Club members and guests. While I'm not sure as to how successful we were in winning the Boating Club's raffles, it appeared that a great day was had by all even with the less than perfect weather. I'm sure that all who participated would want to thank our hard working committee for making the day possible with particular thanks to our fantastic Captains, Kim and Peter.

The Blue Ant 



A Day at Mount Druitt Motor Racing Circuit

On an unforgettable hot day in 1957,

four adults, three kids and a baby squeezed into our friends Austin A70 and away we went to the car races at Mount Druitt.

We seemed to drive for hours along The Great Western Highway which was then, just a skinny strip of tar, one lane each way. I can remember turning right off the highway into what would now be Mount Druitt Road and traveling over a railway level crossing. This was next to the old Mount Druitt railway station which was further west than its current location. This road then became Belmore Street. There was little development west of it, just open grazing land and pockets of bush. Mount Druitt was on the outer western fringe of Sydney in those days. We then turned left off Belmore Street onto a dusty track (probably close to where Luxford Road is today) and followed a number of other 50s, 40s and pre war cars up and over a small hill from which Mount Druitt got its name. We then drove down the other side on a tarred road which I realize now was part of the actual circuit, Castle Curve and then Stable Straight. We eventually parked the car nose first towards an old airstrip which was the main straight of the circuit. It is still there and runs down the middle of the now Whalan reserve. A sporting complex now stands on the middle of the old air strip.

My memories of the place are of a huge dusty, yellow tufted grassed paddock, crowds of spectators standing close to the edges of the track where, in some places, nothing more than a single strand of wire separated them from the racing cars. It was dusty and hot, no shade or grandstands. I remember caravans with swing up side windows that sold cups of tea and pan toilets surrounded by sheets of corrugated iron with no roofs (very luxurious). The noise of the open exhausts and the smell of "Shell Racing A" fuel were fantastic.

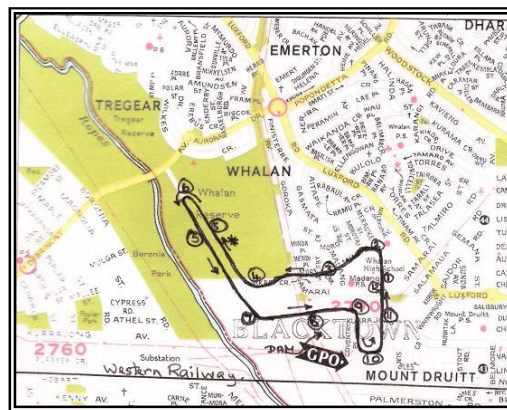
From my vantage point, standing on the bonnet of the Austin, with my "sandshoes" off, of course, (cars were a lot more solid in those days) I stood there mesmerized by the racing. Most road cars in those days were lucky to do 110kph and to see the

open wheelers and some of the really fast sports cars passing each other at over 160kph head on, on the airstrip was really something. I had never seen cars go so fast! I saw all sorts of cars that day, open wheelers, sedans, home made specials and of course my favourites, sports cars. The memory of David Mackay in his white leather sided helmet, goggles and his white overalls, blitzing the field in his blown green MG TC still lives with me. After the racing was over, we walked up to the pits and saw what seemed at the time to be the greatest collection of racing and sports cars up close and angry. I thought to myself at the time I would get a sports car when I was old enough and race it at Mount Druitt.

The Track, where it went

Today very little remains of the track apart from the old airstrip. If you know where to look you can see where Stable and Farm Straights once ran and where Belfs Curve and Railway Corner joined and left the Airstrip Straight. Whalan Reserve and the what's left of the Airstrip Straight is accessible from Debrincat Ave if you want to have a look at what's left of Sydney's premier motor racing circuit of the 50s.

I would like to give special thanks to Hazel Magann of The Mount Druitt Historical Society, for providing me with information and photos of the circuit.
Ken Liston



Start/Finish 2. Castle Curve 3. Stable Straight, 4. Belfs Curve, 5. Airstrip Straight, 6. Devils elbow. 7. Railway Corner, 8. Farm Straight, Dam Corner, 10. Tyresoles Corner, 11. Pit Straight, 12. -Pits, *. My vantage point high up on the Austin.

Arno Boge

A President We Will Never Forget

2002-2004

In October 1999 Arno & Linda Boge purchased their stunning gold MX-5 and just a month later joined the MX5 Club NSW.

The happy couple like all of us quickly got into the “Fun” theme of the club and then decided to give something back by serving on the committee. In 2002 Arno was elected President succeeding the famous, never aging and perennial Jean Cook. I’m sure we will see her resurfacing yet again to a committee position.

Arno will be best remembered for his sweeping constitutional reforms with Club Secretary Phil Roberts. Arno was also instrumental in the planning and development of Natmeet 2004 held at Leura in the Blue Mountains. He was also responsible with John and Jan Burgess for the running of many successful and memorable Concours d’ Elegance events including the spectacular one at Fox Studios which is still receiving public interest. His passion for Wakefield was always evident with his strong support for Mike Hicks, the Lord and Master of club track events. His gold MX-beauty won many track trophies and Concours awards.

Arno Boge made the best car club in Australia even better for us all. He will never be forgotten. We will miss his gentle charm, his German witty sense of humour and most of all his passion for fun, friendship and motoring excitement. After all that’s what we all experience and enjoy as MX-5 Club members.

Laurie Tesoriero Club Member 675



RON LYONS

1945-2009

Ron Lyons joined the MX-5 Club at the Open Day held at Vicarys Winery on the 24th of June, 1990, as member Number 70.

Early in 1991 he became Club Captain and put together a programme of social runs to be held every month.

These social runs were well planned and became an integral part of club activities, which still continue today.

He also pioneered weekend runs the first, being the The Snowy Mountains.

In March, 1990 Ron arranged at short notice, a run to Kangaroo Valley, for the visit of the then Club Patron, from Japan, Hirzi Sand, leader of the MX-5 project. Over 120 cars attended this function, which made an amazing spectacle.

In 1992 Ron became our second Club President and membership continued to rise. In 1993 Ron married our very capable club secretary Anne Kohl.

Ron was an expert in preparation of his MX-5 for concours Events and won class and “best car of the show”, many times. He continued to participate in Club activities until both Anne and Ron moved to Queensland and sold their cars.

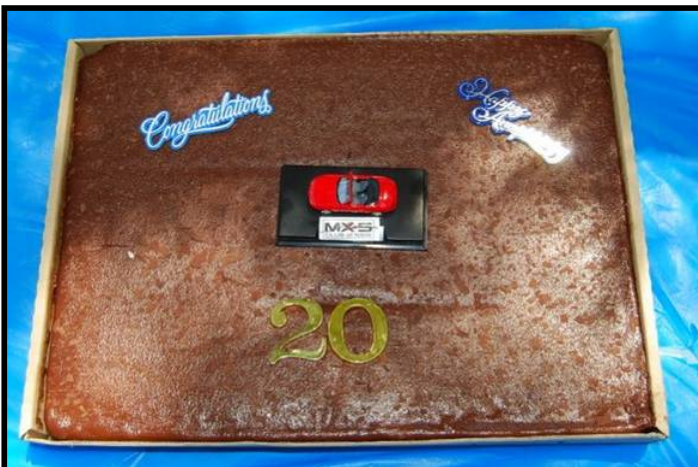
Ron passed away suddenly on the 3rd of January whilst holidaying in Thailand with Anne.

Our sincere sympathies to Anne and family.

PRESIDENTS PICNIC FOR 2009 GARDEN ISLAND



**NO EXCUSE FOR NOT GETTING THE
MOST OUT OF YOUR CLUB
MEMBERSHIP DOLLAR. MAKE SURE
YOU JOIN IN AND HAVE A GREAT
TIME**





***GERRINGONG HERE WE
COME!!!!!!!!!!!!!!***

