

club

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

TORQUE

DOG'S EYE & DEAD HORSE | 30TH ANNIVERSARY | SOOTY | MX-5 SP

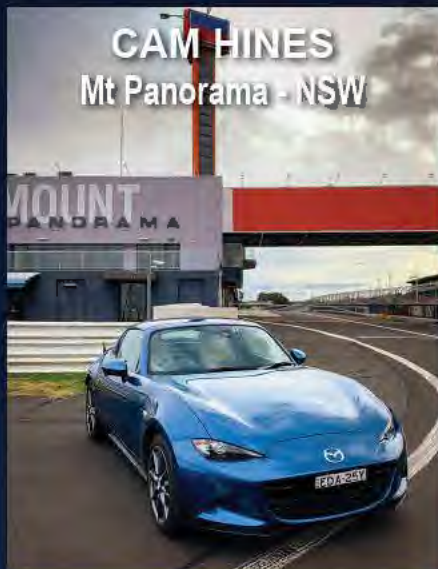


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Winter Cover Competition

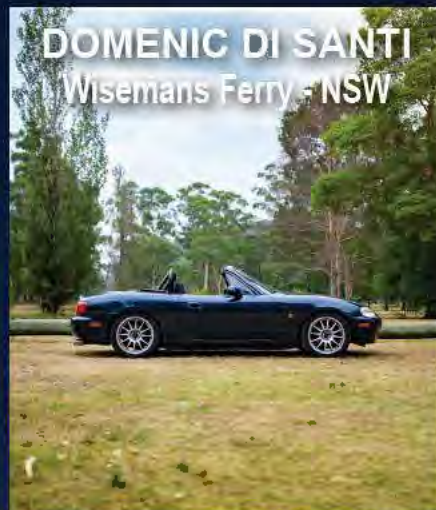
CAM HINES
Mt Panorama - NSW



PATRICK BRAMSTON
Wootton Way - NSW



DOMENIC DI SANTI
Wisemans Ferry - NSW



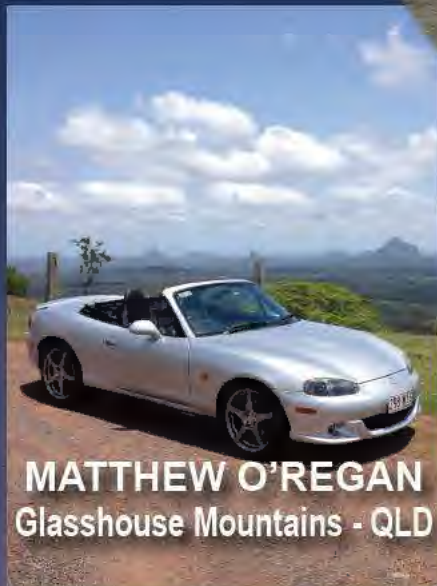
Entries are now open for the cover competition of the Spring edition of Club Torque and can be submitted to publications@mx5.com.au

Entries close by 15th November 2020.
Please include location and send portrait photos to suit the orientation of the page.

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- NSW



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Glasshouse Mountains - QLD



KIM JACOBS
Hartley - NSW



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club TORQUE

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President's Report



Keith Monaghan

Winter 2020

A time Of Change

It has been a difficult time for the club in this period of COVID-19.

Over the last four to five months there has been continuous change in how our club can operate which has led to a number of health related procedures being developed and a lot of change in how the club runs its events.

Major events to be affected are NatMeet and our 30th Anniversary celebrations. Both these have been postponed until 2021.

I would like to thank committee members, chapter conveners and run leaders for their quick action in modifying the events to meet continually updated requirements needed to meet the latest COVID-19 restrictions.

We were able to run the first Motorsports Australia State event under COVID-19 guidelines. This was monitored by Motorsports Australia and was a great success. I would like to congratulate Ian Combes and his team for conducting such a brilliant event.

We as a committee had to look at ways to conduct our

meetings and we have found 'zoom' meetings to be very successful. This system has allowed our office-bearers from distant areas to be able to take part in these meetings. It has given office-bearers a greater insight into the running of the club and has allowed them to take a more active role.

In these difficult times it is great to see members of the club keen to participate in events based on government COVID-19 guidelines with some input from ourselves. I would like to thank all the members for their support and patience in this period. Please follow the guidelines as we as a committee need to be mindful of the health and wellbeing of our members in the events we offer.

On a more pleasant note I would like to congratulate Kim and Peter (Barney) on the success of their first magazine. It was a difficult task to take on, but effort and results were great.

Thank you for your support and understanding in these difficult times.

Keith Monaghan

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MEMBERSHIP REPORT

We've had 67 new members join since the Autumn edition of the magazine was published.

A warm welcome to the MX-5 Club of NSW.
New members are encouraged to contact their Chapter Convenors for local events and to visit our website - nsw.mx5.com.au for the full range of social, technical and sporting events.

Canberra Welcomes 7 New Members

Craig Benson	Aaron Randall
Lili Chi	Frances Wood
Adam Davey	
Michael Grigg	
Chinmoy Misra	

Hunter Welcomes 7 New Members

Cameron Bell	Lauren McEwan
Michael Clarke	Di Mudge
Aaron Lewis	Donald Redding
	Glenda Redding

South Coast Welcomes 2 New Members

Kerry Warner
Lesley Warner

RPM Welcomes 8 New Members

Mark Boesel	Michael Hughes
Daniel Downing	Elise Manewell
Presley Gruet	Skye McIntyre
Annette Hughes	Aristo Pieratos

Illawarra Welcomes 11 New Members

Nadine Atkins	Angie Duncan	Hans
Steven Atkins	Craig Duncan	Henrichsen
Kenneth Davis	Saki Galaxidis	Bret Tierney
Sam Di Domizio	Brett Hardey	Dianne Tierney

As at 30 August 2020...

CURRENT MEMBERSHIP

1068

Sydney Welcomes 32 New Members

Rowan Ellis	Frederick Jolley
Ben Escudero	Aaron Li
Daniel Gardner	Randall Li
Najia Haimd	James Liew
John Hay	Susanne Maynard
Kathy Hines	George Pieratos
Lynette Hynes	Mark Pierdziwol
Lea James	Ralph Post
Mick James	James Russell-Cook
Chris Johnson	Robin Russell-Cook
Elvis Johnson	Marcus Scott
Braddon Jolley	Michael Wilcock

Membership Renewals - if you are having any difficulties logging into the Membership portal to process your renewal, please contact Bryan Shedden on 0422 340 010 and he will happily assist in resolving any issues. It rarely takes more than a few minutes and then you are good to go for another year.

UP UP AND AWAY

EDITORIAL

I am over COVID everything... news reports, restrictions, denial, stupid behaviour, shallow promises, idle talk... everything, so I won't mention it again apart

classic car experts, I am told people are beginning to realise that 20th century Japanese sporty cars are good things and are worthy of speculative investment because

they are trending up.

Things like the early Nissan GTR, Mitsu' Evo (I've got one...), Toyota Celica GT4, Nissan 300ZX, RX7, early (un-molested) Silvias and even the Honda S2000 are fetching good money when they come up for sale.

The same would apply to other mainstream Japanese cars and even more to older models. Try buying an early Mazda RX2 or 3 and you'll see what I mean.

So, what am I trying to say here?

If you have an eye on your bank balance, it would be smart to hang onto your older MX-5 even if it needs renovation. Some will undoubtedly be parted out (thank goodness) because they are too badly damaged or abused but if at all possible, a smart owner will keep his or her beast going in as stock a condition as possible.

I reckon you can get away with an exhaust, coil-overs, wheels and minor upgrades to the brake lines and clutch for example, all of which can be returned to stock relatively easily.

But other more radical mods may adversely affect the car's value down the track.

Who knows what a good NA will be worth in 2030? Fifty, sixty grand... who knows?

from saying I don't want to get the damn thing.

What I want to talk about here is how popular old MX-5s have become to the point where decent early NAs are pretty much a collector's item.

Even ratty examples fetch good money.

I saw one in mint condition online a few weeks ago advertised at \$30,000.

Others I am led to believe have gone for more.

Wow, that's a lot of cabbage for a little MX-5 with a Mazda 323 "econobox" four banger engine and plenty of other generic Mazda bits and pieces.

And the interesting thing is newer generation MX-5s are trending up too especially certain variants of the NB and even some low km NCs are going for solid money comparatively speaking.

What's it all about?

After a few conversations with



It's better than superannuation at the moment which has dropped alarmingly.

Popularity of the MX-5 NA seems to be stronger with young males than anyone else, possibly because of the pop-up headlights but also because the car responds so well to minor modification... and has a folding soft top roof of course.

How could you resist?

So, I didn't and recently bought not one but two NAs to fix-up and on-sell just like they do on the TV show Wheeler Dealers.

The first one lasted a couple of days as it had fat 15-inch wheels an exhaust and a supercharger (off a

Mini Cooper S) bolted on.

Nice little car. Gone in 60 seconds (well almost).

The second was a bit of a rescue job as it had been fairly seriously

molested to the point where the owner had replaced the alloys with steelies... yes, silver painted steelies, and had a crack at various other areas

that needed "rectification."

But it had a new roof, clutch and recoed injection system and looked good from a distance. I had a set of Mazda2 15-inch alloys to throw



on together with a proper battery "box" and a replacement centre console. After a week of detailing and minor repairs/replacements it came up a treat and sold for more than I paid. So, one more rescued.

It made me feel proud that both cars went to good homes and that I had put two NAs back into circulation and not come out behind in the wallet.

Happy days.

That's stopped now due to you know what but stand by, more could be in the offing soon. It's good for the soul rescuing such a great little car.

See you on the road soon.

Cheers Barney

Rego Requirements

The Mazda MX-5 Club is pleased to offer both Historic and Classic registration for members of the club for their MX-5's that meet the requirements.

To participate your car must meet the minimum age requirement, you must pay the one-off fee to the club and take proof of payment with the appropriate forms completed to one of the club's assessors for the compliance check and club approval.

The club guidelines containing all the relevant procedures, information and links for each of the two registration schemes are available on the club website.:

- Historic Conditional Registration Scheme Club Guidelines
- Classic Registration Scheme Club Guidelines

These procedures outline the differences between the two types of registration but to comply for Historic registration the car must be in original condition or, if parts are replaced, that must be as close to period specific replacements as possible. All other cars are covered under the Classic registration.

The one-off fee of \$50.00 is to be direct deposited into the club's bank account with the reference HC and your four digit membership number (i.e. HC0000).

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Hunter Andrew Digney
0412 213 990

adigney2@bigpond.com

Canberra Peter Battison
0417 269 325

breakfast@mx5.com.au

Let The Good Times Roll

Our Club Turns 30.

From Club President. Keith Monaghan

June 24 marked the official 30th birthday of the MX-5 Club of NSW.

On that day 30 years ago, 104 people signed up to become foundation members of this great club.

The first run was held two weeks later, on July 8 and we still have 5 original members from that first meeting.

Our club is one of the first Mazda MX-5 Clubs in the world underlining the point that Aussies are indeed early adopters.

From humble beginnings this mighty club has grown to over 1000 members and 8 chapters.

We have become diversified, holding events across the full spectrum of what our favourite little cars can do.

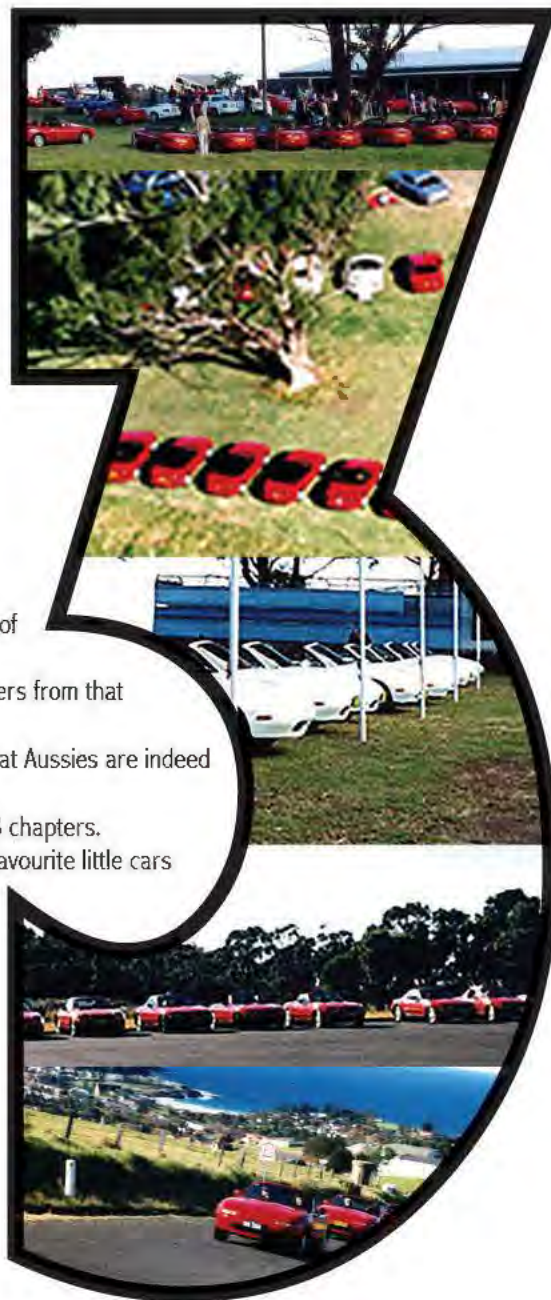
This includes club runs, dinner events, driver training and a variety of of motorsport events.

The calendar shows there's at least one event on every week, often, more than one. We have a very high participation rate across all events we organise for our members and feedback is positive.

Over the years we have hosted a number of major events. These include celebrations for important anniversaries of our club, a number of NatMeets, club motorsport events and state recognised motorsport competitions.

Our club is recognised as being professional and friendly in all our events.

But we are nothing without the support of dedicated members and this club exemplifies what that support can do.



Evolution of the



Original Logo



Proposed Logo - Rejected by Members



On this occasion for celebration I would like to thank the over 200 members who have volunteered to hold an official position in the club over the past 30 years. These people are backed up by the chapter volunteers who help organise events that keep the club so active. Without these volunteers the club wouldn't be what it is today.

I would also like to thank all the members for their participation and support. Without this we would not be where we are today.

I am proud to be a part of this great club and a part of the large number of people who have made it what it is today.

In October this year, it was planned to have a big celebration to commemorate this great 30 year milestone for our club. Keep tabs on the website event page for a revised date due to COVID restrictions. Above all else, it's good to remember that without the mighty Mazda MX-5 we would not be where we are today. What an incredible catalyst this car is for our great club.

Cheers Keith

Now, the History lesson

The Mazda MX-5 burst on to the Australian scene in 1989. Soon after, a group of enthusiasts approached Mazda Australia with the idea of forming a club for MX-5 owners.

With the assistance of Allan Horsley of Mazda Australia, the first gathering of MX-5s in NSW was held at Vicary's Winery at Luddenham on Sunday 24 June 1990. On that day 104 members signed up to become the Foundation Members of the Mazda MX-5 Club of NSW. A photo gallery from the day and images from the first club run are available on the club website.

Legalities as they are, the club could no longer exist as a group of MX-5 owners banded together as a "club", so a new Constitution was formed which allowed for "the club" to become an Incorporated Association. This means that the club is now a legal entity which offers members the security of being protected and controlled by the Incorporated Associations Act and the Rules of the Club.

Membership has now grown dramatically and developed into eight regional chapters. We have people of all ages - from 0 to 90ish - and from all walks of life.

Bring on the good times.....

club logo...



Proposed Logo - Rejected by Members



Current Logo

TALLAGANDRA HILL WINERY... NON EVENT

CANBERRA CHAPTER

Words and Pics • Rod Nicholas

Sunday April 26, 2020

My calendar reminded me that today we were going on a run to Tallagandra Hill Winery. 'Traffic is light. It will take 30 minutes to arrive' it told me.

Ordinarily, that would have been a fib. Our run leader, Ken, was not going to take us on a 30-minute commute down the Barton Highway and Nanima Road, not that I know what he really had in mind. But Ken is not one of those guys who likes to take the easy way. You just have to look at how carefully he plans his long runs (the unfortunately cancelled Terrific

doesn't put anybody off. We can drive with the lid on. The heater in the MX works well, and don't forget the heated seats. And I bet the Winery has a beaut open fire that we can all stand around and warm our little tootsies, while we sample their wine and pizza. Anyway, the sun will come out—it always does when we're with the mob from the Club!

'You're not allowed in NSW under these COVID restrictions' he snapped back. 'The boys in blue will slap a fine on you'.

'You're probably right, ya little devil' I mumbled back. 'But I'm gonna do it. Not now, so don't go sulking again. When it's safe, next year probably. And I'm gonna take the long way. I've got this route planned already—280 km from home to Tarago, Bungonia, Crookwell, Gunning. Dunno if that's the way Ken would take us, but it'll be a ripper. You don't have to come—I only want happy people in the MX.' With that, the sad little devil slipped away.

'And don't come back!' I yelled as I watched him go. 'I'm off to Hops & Vines in Hall to grab a bottle of Tallagandra Hill's tempranillo. If I can't get to the winery in person, at least I can drink their wine.'



[Rod Nicholas was once a normal (???) MX-5 owner/driver who didn't often see 'little devils' perched on his right shoulder. Since late March, though, he's started to twitch and wriggle every time his calendar reminds him of another run with the Club that isn't happening. He has been seen to go into the garage with a coffee on Thursday mornings and sit in his ND, mumbling to himself. He has said to his poor suffering wife that 'when this isolation is over, he is just gonna jump into the ND and drive—doesn't matter where, but it will be all day. And another. And maybe another'.]

**DRINK
NAKED**

Tassie Tour 2020, for example) to pretty much know that the short way there was not the Ken Way There. 'Oh well', the sad little fellow perched on my right shoulder whispered in my ear. 'It's a crappy day; raining, windy, cold. Everyone would have cancelled.'

'Rubbish' I told him. 'A spot of rain



MEMBER NEWS

The AGM v The Pestilence

Due to the above our Annual General Meeting (AGM) will be held by Zoom video conferencing this year, so there won't be any excuses to get away for a weekend of indulgence. It will be you in a box on a screen with a bunch of other "attendees".

The date is:

Friday October 23, 2020 from 7:30pm – 8.30pm.

Organiser is:

Wesley Hill, 0422 035 893, RSVP to secretary@mx5.com.au

The AGM provides an opportunity to hear what has been happening in the management of your club and to have your say in its future.

Details of the meeting:

ID and password will be shared by email to members who RSVP for the meeting.

The Agenda is:

- Agenda & Minutes 2019 AGM
- Committee Nomination Form
- Proxy Form
- Membership Tenure Awards will be presented to those members who have reached the milestones of 5, 10, 15, 20, 25 and 30 years of continuous membership, in thanks for their commitment to our club.
- The President's Award will be presented to a worthy recipient in recognition of Extraordinary Service to the Mazda MX-5 Club of NSW.

President's Picnic Postponed

You've guessed it, the dreaded plague has scuppered plans for our 30th Anniversary President's Picnic with the event postponed until possibly September 2021 making it technically our 31st Anniversary President's Picnic.

With other events already rescheduling to the front half of 2021, we have been forced to speculate on a September date for this potentially huge get together.

Here's hoping.

DOG'S EYE WITH DEAD HORSE

Words • Peter Barnwell

Pics • Kim Jacobs

The plan was to go by MX-5 to enjoy COVID easing and get out among the community to sample a quintessential Aussie culinary delight... the "dog's eye" with "dead horse"... pie with sauce.

Observing restrictions in place at the time there were only two cars on our jaunt to "The Pie Trail" in the Southern Highlands during early June.

Surprisingly, what we were looking at on the map were around 30 stops on The Pie Trail which is a lot of pies if you scoff one at each stop.

If he was still alive, footballer and renowned pie eater Arty Beetson would have handled it easily.

We roped in Gerry and Maria Martin in their stoic NB track car for the 300km round trip down into Jimmy Barnes territory heading south west out of Sydney on the old Hume Highway.

Stopped in at Luddenham Racetrack for a look and reckon it's OK, perhaps a bit tight and bit exey to get on if you ask me.

Turning into Thirlmere we passed the expansive railway museum complete with a large Garret steam loco out the

front in pride of place, a huge machine that dwarfed our MX-5s.

After that, we continued south keeping off the freeway staying on the old Hume on trajectory to our first pie stop at Hill Top Bakery.

Along the way evidence of the horrific Bargo mega-fire confronted us but happily, the bush was in full recovery mode with trees sprouting new growth all up their trunks and underneath, hard grasses and tough shrubs were well on the road to rejuvenation.

The Aussie bush.... I tell ya...

With roof off 'a la' Brass Monkey, we could almost smell the pies.

At Hill Top Bakery we decided to pace ourselves sharing one meat pie between two, and threw in an apple turnover for good measure. Yummo.

That took a few minutes as the expectation of further delicacies drove us on to Mittagong and Bowral, the epicentre of The Pie Trail.

It was getting

Pie trail

The Southern Highlands is home to award winning pie makers and with over 30 pie outlets in the region it is quickly becoming known as the ultimate Pie Destination & Australia's Home Of Pies. Together with these pie outlets where you'll find pies all year round, there are also lots of other options when you DINE WITH A PIE throughout the month of June - PIE TIME.



1. BREAD & BOWL
2. GUMNUT PATISSERIE - BERRIMA
Shop 1 Post Office Cnr,
Old Hume Hwy, Berrima
P. 02 4877 2177
3. BOWRAL COUNTRY HOT BREAD
4. BRADMAN CENTRE CAFÉ
St Jude St, Bowral
P. 02 4861 2039
5. FLOUR WATER SALT
6. GUMNUT PATISSERIE - BOWRAL
Shop 7 Grand Arcade, Bong Bong St, Bowral
P. 02 4862 2819
7. SCOTTISH ARMS
69 Boardman Rd, Bowral
P. 02 4861 4333
8. STONES PATISSERIE
9. THE MILL CAFÉ
10. SAMUEL GEE PIES & PASTRIES
11. MAUGERS MEATS & PADDOCK
TO PLATE
12. JUMPING ROCK CAFÉ
13. DELICIOUS BUNDANOON
14. EXETER GENERAL STORE
15. FITZROY FALLS GENERAL STORE
16. HILL TOP BAKERY

17. BARRENGARRY GE
18. SOUTHERN PIES
19. PETITE FLEUR PAT
20. POLLY'S PIES & PA
21. SOUTHERN RISE B
22. KIM THI HOT BREA
23. CHELSEA BAKERY
24. GUMNUT PATISSERIE
Cnr Cavendish & Daltor
P. 02 4872 2172
25. MITTAGONG CAKE
26. MITTAGONG RSL (C
Cnr Old Hume Hwy &
Bessemer St, Mittagong
P. 02 4872 6700
27. ROBERTSON PIE S
4400 Illawarra Hwy, Ro
P. 02 4885 1330
28. SOUTHERN RISE B
ROBERTSON
29. CHERRY TREE HIL
12324 Hume Hwy, Sutt
P. 0403 432 872
30. ELING FOREST CA
12587 Hume Hwy, Sutt
P. 02 4878 9155



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RY GENERAL STORE
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R PATISSERIE
S & PASTRIES
RISE BAKERY - MOSS VALE
BREAD
AKERY
TISSERIE - MITTAGONG
Dalton St, Mittagong
CAKES & PIES
RSL CLUB
wy &
Ragong
PIE SHOP
wy, Robertson
RISE BAKERY -
CE HILL WINES
, Sutton Forest
ST CAFÉ
, Sutton Forest

31. HEATHERBRAE'S PIES
Sutton Forest Service Centre,
Hume Hwy East Side
P. 02 4878 9355

32. FARM CLUB AUSTRALIA
1 Werrai Rd, Werrai
P. 02 4883 4664


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Highlands**
NEW SOUTH WALES

ESTINATION SOUTHERN HIGHLANDS 1300 657 559



close to lunchtime so we decided not to stop at any of the 5 pie shops in Mittagong, some of which had quite a few pie eaters already queuing. Besides, we were enjoying the back roads and always stop at Mittagong for breakfast on the way to Wakefield or Winton. Rolling into Bowral, we took a diversion left up Mt Gibraltar to the trig and a spectacular northern view back up into the Blue Mountains and south, deep into the Southern Highlands. But those worms were biting so we didn't dillydally too much. We parked in busy Bowral behind the main street, walked around the corner.... dong, there were long queues at all the pie shops in town, certainly a half hour wait... to get a bloody pie. No, no no, we decided to drive down

Illawarra Highway to the legendary Robertson Pie Shop to satisfy our hunger. Wrong again, big queue, long wait. Bugger. Not done yet and with hunger pangs biting, we headed off down the Jamberoo Mountain road that's kind of parallel with Macquarie Pass but ends up at the cute town of Jamberoo where there's an old-school pub. You beauty.

After a great drive hampered only by a bunch of tin top numpties riding the brakes, we lobbied at Commercial Hotel in Jamberoo and settled for fish and chips and a burger... no pies. With our disappointment partially assuaged, we headed off to the coast and turned left for Sydney not via the Princes Hwy, but on spectacular Seacliff Bridge and through "the Nasho" late on a Saturday arvo'.

It was almost a seminal experience in our little red NC whizzing along in the cold, roof off, heater on full bore swapping cogs on what was once one of Australia's best driver's roads through the Royal National Park. It's all 60kmh these days and there are police cars hiding in the bush waiting to pounce. We got home from The Pie Trail unscathed after a brilliant drive and half a pie... next year.



NO TIME FOR PHEASANT PLUCKING

A RETURN TO TRACK DAYS.

PHEASANT WOOD "DRIVER TRAINING" DAY

MOTORSPORT

Words • Ian Combes

Pics • Rob Wilko

Sunday July 5, 2020

Kick starting MX-5 Club motorsport is proving a challenge especially with so many other car clubs vying for the same days on track calendars (and COVID hovering around in the background).

Our club is arguably one of the most committed in Australia when it comes to grass roots motorsport (of course) but COVID has caused more than a few problems. That seems to have turned a corner though we are not completely out of the woods.

But MX-5 Club motorsport has recommenced and one of the first events was scheduled as a track day at Pheasant Wood near Marulan that morphed into an untimed driver training day with no driver training to speak of.

It was purely and simply a chance to blow out the cobwebs - a day to take your MX-5 for a blast around the track and what a blast it was.



Only about 30 cars fronted meaning pretty well as much track time as any normal person could need.

Only days before, organisers were in two minds trying to decide whether or not to proceed with small numbers but in the end, sanity prevailed and it went ahead.

It took only 50 minutes for all run groups to

cycle through so there was little recovery time between runs.

Plenty of newcomers

fronted and there were a commensurate number of trivial car problems usually due to incorrect preparation or last minute mechanical changes. Many were resolved with club member Peter Bamwell's low profile trolley jack pretty much on continuous pit rotation as various vehicles were lifted for a look underneath.



By 3.15 pm with some drop outs it was an open track with unlimited laps. The cool Marulan air temperature kept the cars happy and the bright sun warmed the track to add to the big smiles from the mountains of laps on offer.

Due to COVID we couldn't have the usual training and adviser system in place and ran as an untimed practice day which worked out just fine.

Only two vehicles retired due to mechanical issues the rest were worn out drivers.



PRAWNS AT PELICAN ROCKS

SOUTH COAST CHAPTER

Words • Brian Clayton

Pics • Anne Zattera • Anda Clayton

Wednesday July 15, 2020

What an inauspicious start to a day. High winds, pouring rain, cold. Despite the weather we were joined at Milton by Anne and Graeme and, making an early start from Canberra, Peter Battisson. I suppose this was a relatively short trip for the convenor of the Breakfast Club.

After a warming cup of coffee, three cars set off for the appointed lunch location, Pelican Rocks Seafood Café at Greenwell Point. Traffic was moderate but moving at a good speed and we had a pleasant trip up the highway.

We were joined by Bob and Linda, who had the

shortest trip, coming from Callala Beach, just down the road. Bill and Jan, Illawarra members but regular visitors to South Coast outings arrived, together with Wal and Pat, old friends who we had not seen in a while.

We quickly settled down to plenty of chat and ordering lunch. Pelican Rocks has been rated the best sea food café in NSW for some years now and last year won the national title, best in Australia.

The meals they served lived up to the reputation. The food was backed

up by good service and reasonable prices, all in all an excellent venue for lunch.

The seafood platter

was a popular choice but Peter settled on the biggest bowl of prawns I have seen. Some had room left to be tempted by dessert and the plates delivered caused some groans of envy from those of us who had declined dessert. Oh well, next time. After some coffee and more chit chat it was time for farewells and the trip home (4 hours for Peter).



Happily we arrived home before dark with pleasant memories of another wonderful day out with our MX5 friends.



HUNTER LAKE TO MOUNTAIN

MINI RUN

HUNTER CHAPTER

Words • John Purcell

Pics • John Purcell & Barry Luttrell

Monday June 15, 2020

Our first mini-run during eased COVID restrictions was set up as three separate runs over the same route with the same start and finish locations on three different days. The idea was that by using different run leaders on each day, we opened the opportunity for 30 members to enjoy a long-awaited run in their cherished MX5s.

The route started at Speers Point Park on Lake Macquarie taking back roads around the lake to Toronto then heading toward the vineyards and Cessnock. A diversion down Sandy Creek road opened us up to some nice country driving with some interesting tight sections thrown in. Continuing on back roads we skirted Cessnock and headed back to Newcastle before arriving at our destination, Mount Sugarloaf.

You couldn't have arranged for three totally different days as our first excursion was a midweek run and the weather decided to, of course, rain. This didn't stop all those who had registered actually attending, so with tops up for protection it was 'start those engines and let's head off.'

With a little caution on the winding wet roads, the first group arrived at the picnic spot, very happy to take advantage of one of the covered areas.

Excursion number two started out cloudy but fair, so this time it was tops down and off we go with dry roads. This time the twisting tight sections of the route allowed for a bit of fun and everyone enjoyed driving in the sun. This time uncovered picnic tables were chosen to make the most of the sunshine. Torrential rain across the Hunter at 5:00am on the morning of the third run raised questions as to whether or not to have an alternate destination within a short driving distance but as the time for departure got closer, the rain eased off to allow for a sunny start to the run. A mix of the previous two run conditions applied - very wet and occasionally slippery roads, while being able to drive with the roof down to enjoy the sunshine and again making the most of the sunshine at our destination.



DAM FINE TIME

ILLAWARRA CHAPTER

Words & Pics • Jan Gibson

Sunday July 5, 2020

After weeks of staying at home doing those chores that you've put off for months, it was finally time to go on a run with the MX-5 club. An early call woke me from my slumber, "Are we still going on the run today...it's raining?"

Yes, after a week of sunshine the pitter patter of rain drops on the window confirmed what the voice on the phone had said. After a few quick phone calls we decided yes, we would go despite the wet weather, after all it's not the first time we'd been on a run in the rain.

Time to organise lunch and snacks for the day then over to Unanderra Pool car park to meet the others. By 9:30 the rain had stopped, the sky was clearing and ten enthusiastic members were ready to hit the road.

We departed the car park turning left onto the Princes Highway, drove through Figtree and turned onto Mt Keira Rd. Travelling along the escarpment towards Picton Rd the air was crisp and clear..... it was great to be out and about again.

It didn't take long to reach Picton where we turned right onto Argyle St and headed toward Razorback Mt lookout where we stopped to check out the historical landmark. Back in the cars, just as light rain began to fall, we continued on Remembrance Drive to turn right onto Finns Lane then Menangle

Rd and Camden Rd taking us towards Douglas Park. Down the narrow road under the hanging rock, across the weir and up the steep incline we were soon turning onto Wilton Rd before crossing the single lane bridge at Broughton Pass now heading towards Appin. Turning right at Appin Rd we soon reached Baden Powell Drive for the short drive down to the picnic area.

There were more people there than expected but we still managed to get a covered area to set up. The sky was clear again and we sat with the warm sun on our back and enjoyed our lunch and a chat.

After lunch half the group decided to take a leisurely walk down to the dam wall. After a stroll along the wall we agreed it was time to walk back to meet the others. The day seemed to fly by and soon it was time to say our goodbyes and head home.

Thank you to those members who joined us on the day, it was great to catch up. Look forward to seeing everyone on the road again soon, until then, stay safe.

Did you know Cataract dam is the oldest dam of the upper Nepean river. Construction commenced in 1902 and was completed in 1907 (these days it would take longer to get approval, never mind build a dam in that time)



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 challenges 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.

EASY

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

CRUISER

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

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.

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.

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 drivers.

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

MX-5 SUPERCARS

BREAKFAST CLUB

Words • Andrew Lord

Pics • Jason Brown

June 20, 2020

The BreakFast Club broke out of isolation on June 20 and dashed to the Central West of NSW to blow out the cobwebs as well as have breakfast. The day started as a bitterly cold, foggy winter's morning as the 10 car strong field met at Eastern Creek. We all found the transition from shaking hands to fist bumping and elbow tapping a bit difficult as a group that prides itself on camaraderie and familiarity. Nevertheless we forged out into the foggy darkness to begin our journey westward, over the mountains and into the plains beyond. Much maligned for many years due to the countless sets of lights that slow the journey, the Great Western Highway has certainly improved in recent years. We reached South Bowenfels around 8am missing much of the Saturday morning traffic. With the construction of the many over/underpasses and the widening of roads, the once painful crawl to Mt Victoria has been made much more bearable. The BreakFast Club however, is not renowned for its appreciation of urban carriageway. It's

the call of the deserted, country backroad that has kept members coming back to these runs for ten years. The back way to Bathurst never disappoints in its ability to serve up lashings of these roads time and time again. The villages of Sodwalls, Tarana, O'Connell and Brewongle seemed to rush past as the drivers feasted on the mix of flowing left and right handers interspersed with more technical, tight corners. To labour on the poor surface in places would be unfair, considering the effort that has gone into improving some of the roads here as well as the simply brilliant layout and accompanying rural vistas. After a quick re-caffeination and light breakfast in Bathurst, we headed up to Skyline, Mount Panorama to marvel at the land below. The construction of a new raised walkway around the top of the mountain was met with positive affirmation by the group and will see this wonderful facility able to be utilised by more folk. After a few

photo opportunities, we headed down the Esses and Dipper, rounded Forrest's Elbow and took off down Conrod, to the National Motor Racing Museum. A humble place that depicts the history of this great circuit well, the museum is well worth a look. It's collection of cars, motorbikes, race suits and other memorabilia tell the stories of those who have given much to motorsport but perhaps do not share the celebrity of some of their contemporaries. As well as these exhibits, there are plenty of pieces that evoke memories of races past (a pole winning Bluebird anyone?) and personalities of yesteryear. After our fill of motorsport history, we headed back to the big smoke, the only way the BreakFast Club knows how. Resealed in the last year or two, Tarana Road proved a narrow, winding delight and was the perfect digestif to a wonderful day's driving.



BURN TO BERRIMA

SOUTH COAST CHAPTER

Saturday 13 June, 2020

Words • Anne Zattera

Pics • Anne Zattera • Anda Clayton

Social distancing rules have eased and this was the first time in a long time taking our little MX5s out to play with other "Miatas". Cobwebs brushed off, engines revved and away we go. Our group of six depart the Heritage Bakery, Milton at 9.00am for a one hour drive to Cambewarra Lookout to meet with the rest of our group.

A total of 10 intrepid travellers fronted who were quickest on the "Book Now" button as soon as the event was posted. All were keen to get out of isolation and meet with old friends again. The drive up Cambewarra Mountain is scenic, the ascent steep and narrow in parts with a few hair pin turns, exactly the roads our little cars handle with ease.

We arrive at the Lookout Cafe and immediately fall into catch-up mode, lockdown months melting away with a backdrop of the breathtaking view.

Set out before us is a panorama of the Shoalhaven

coastline from Coolangatta Mountain in the north to Pigeon House Mountain near Ulladulla in the south.

The view includes Point Perpendicular and the beautiful Jervis Bay National Park.

Our host at the cafe had made fresh scones with jam and cream for us to enjoy with our coffee. We chat and take photos of the amazing vista unaware of the time until Brian calls out for us to leave for our drive to lunch.

We descend winding roads through lush rainforests to the historic township of Kangaroo Valley and cross the iconic Hampden Bridge. We continue through rolling pastures, glimpsing

grand estates as well as quaint cottages. It's winter and many trees are bare but there is still amazing autumn colour clinging to others.

We arrive at the Surveyor General Inn at Berrima which boasts the reputation of the oldest continuously licensed Inn. The air is crisp so we hustle inside to the fireside warmth. We peruse the menus and make our selections. The





food is hearty pub fare and very welcome. The woman serving us is delightful. We wonder if she is always this happy or if she too is pleased to be back at work after the lifting of restrictions. She brings one couple their rhubarb and apple crumble with walnut ice cream. Immediately the rest of us also order the same promising not to eat dinner tonight.

Time to stretch our legs and work off some lunch kilojoules, we take an amble along the street and wander into the village shops.

All too soon it is time for the return trip home but we look forward to our next lunch meeting.

We're back...



MX-5 CLUB TRACK DAY

ROUND 5

Words • Joe Kovacic

Pics • Kim Jacobs

Monday July 20, 2020

WAKEFIELD PARK



Frigid conditions greeted a healthy field of 65 committed motorsport competitors to Round 5 of Club Track Days at Wakefield Park.

This was our first club track day after NSW Covid restrictions were wound back.

Clerk of Course, Ian Combes, organised this event which entailed a lot of behind the scenes work.

Covid meant there was no sign-in registration, scrutineering or drivers briefing facilitating a 9.30am start.

We had a total of five run groups and managed to give everyone 6 sessions

with up to 50 timed laps.

The track temperature was cold in the morning causing some runoffs at turn 2 and turn 10.

Jie Ren who usually drives an ND Series 2, bought along his super fast electric Tesla Model 3 and achieved an impressive 5th fastest lap time for the day at 67.92secs.

There were not too many other incidents, but some unfortunate early retirements for mechanical issues.

The track day was run under a new simplified 5 class system.

Benchmark times are

used to award points for places in your class. This system is a lot fairer for all competitors, resulting in any model MX-5 from NA through to ND capable of winning their class.

A top effort from Matthew Johnson in his NB8B race car saw him clock fastest lap of the day with a time of 66.17 secs and first place in Open Class.

No benchmark times were achieved on the day with only 2 drivers, Michael Demaio and Jamie Martin getting close.

First place getters in the respective classes were;

Michael Demaio in Standard Class in his NB8B time 73.76 secs

Jamie Martin in Clubman Class in his NA6 time 74.33 secs

John Karayannis in Super Clubman Class in his NB8B time of 73.05 secs

Malcolm Steel in Supersprint Class in his NB8A time of 70.90 secs.

A special mention and congratulations to our youngest competitor Jaxon Fraser only 14yrs of age. who achieved the second fastest time of 67.44 secs in his 1990 NA6 Turbo Open Class Car.

Thank you to all our Motorsport Officials for another successful club track day.





MX-5 CLUB TRACK DAY ROUND 6

Words • Joe Kovacic
Pics • Kim Jacobs

Monday August 23, 2020
WAKEFIELD PARK

It was bloody freezing on the morning of our Round 6 Track Day at Wakefield. A bit of rain, sleet, icy wind just not quite snowing.

In a positive development considering COVID, the event was over-subscribed with a field of 77 enthusiastic motorsport competitors champing at the bit ready to rock and roll.

On-track activities started at 9.30am.

Facing tricky conditions Group 1 went out first on a wet track with water runoff across turns 2, 5, 8 and 10. Four cars spun on the out lap but completed the session.

Group 2 then followed with 2 cars spinning off circuit

requiring a red flag and a flat tow retrieval.

The following four groups went out on their adventure with some spinoffs, but all completed their sessions.

The changing track conditions allowed for slightly faster lap times for the rest of the day.

No drivers managed to achieve their benchmark times with Michael Demaio being the closest at 96.45%.

We had a total of six run groups and managed to give everyone 6 sessions with up to 35 timed laps. We only had one car retire early due to mechanical failure and one minor incident with Lou Iezzi's

car being forced to run off at turn 10.

Benchmark times are used to award points for places in competitor's respective class.

Peter Barnwell in his Mitsubishi EVO 6 clocked the (slow) fastest lap of the day in 70.83 secs and 1st Place in Non MX-5 Class.

First place getters in their respective classes were hard charging Michael Demaio in Standard Class in his NB8B time 76.40 secs at 96.45%, consistent Jamie Martin in Clubman Class in his NA6 with a time of 76.93 secs at 96.06%, precise Phil Ashton in Super Clubman Class in his NC clocked

a time of 73.07 secs at 93.47%, meticulous Martin Steel in Super Sprint Class in his NB8A recorded a 74.02sec lap at 93.61%, and dynamic David Lawler in Open Class in his NC race car did a 71.01sec lap.

It's interesting to note a very competitive edge developing within all the classes and only 1 to 3 points separating first and second places in the Super Clubman, Super Sprint and Ladies MX-5 Classes.

A big thanks to all our Motorsport Officials for overseeing another successful club track day.



Club Torque 23

TILBA TEMPTATIONS

SOUTH COAST CHAPTER

Words • Geoff Smith • Rose Smith

Pics • Anne Zattera • Giulia Scheimer

Saturday June 27, 2020

Thursday presented clear skies for our run to Ellen's Pantry at Tilba for lunch.

At 9:30am four MX-5s met at Milton's Heritage Bakery for coffee and a chat before setting off at 10:00am for the run south. With Brian and Anda in the lead we navigated what seemed like continual roadworks before arriving at MacDonald's in Batemans Bay where we were joined by James and Giulia.

It was slow going for much of the trip due to the continual roadworks and one pesky vintage motor bike travelling at 60kmh on the highway but the weather was good, the scenery was great and we all arrived in Tilba safely for lunch.

Ellen's Pantry is well worth the journey. We enjoyed great food and excellent company despite being spread out to comply with Covid-19 distancing rules.

Graeme was so impressed with his meal he proclaimed that his sausage roll was the best he had ever tasted while my beef and shiraz pie wasn't far behind.

We followed lunch with a relaxed walk and some random shopping in the historic Tilba township

where we investigated everything from jewellery and woodcraft products to cheese and soap.

After a final meet up and chat we made our way home and fortunately by this time most of the roadworks had ceased for the day so we had a clearer run .



COVID CRUSHING CRUISE TO THE COAST

(AKA Lunch at the Bay)

CANBERRA CHAPTER

Words • Ron Tollenaar • Maree Tollenaar

Pics • Ron Tollenaar • Rod Nicholas

Sunday June 28, 2020

It may have been minus 3 overnight in Canberra but the morning of June 28 opened up to a beautiful blue sky as we headed off to the rendezvous point, bright and early, to meet up with another 15 members, all raring to go. In true MX-5 style, five of them rocked up with their roofs already down.

After a short briefing we set off down the highway for a very enjoyable cruise to the coffee stop in historic Braidwood and while there, took the opportunity to peruse the shops in the main street and contribute some much needed cash to the local economy. From there it was time to regroup and head off up the Clyde Mountain towards scenic

Batemans Bay love those mountain twisters. Along the route we also took in the devastation of the recent bushfires but were also very happy to observe the amount of regrowth that has occurred.

We arrived at our destination, JJ's restaurant, located at the marina, bang on time, and were joined by our fabulous convenors, James and Giulia.

Time to order some great food (I recommend anything with chips on the side) and the odd refreshment and then spend the next couple of hours doing what we do best - enjoying each other's company and generally having a great time. My thanks to everyone who turned up to support my first run under reduced restrictions, I hope you all had as great time as Maree and I did and can't wait for the next one.



CRUISING TO CUPITTS

SOUTH COAST CHAPTER

Words • Bob Downing

Pics • Anne Zattera • Anda Clayton

Saturday August 1, 2020

Unfortunately, because of Covid-19 restrictions and an outbreak in the Eurobodalla the planned drive to Tuross Heads for lunch was cancelled when the selected venue went into a self-imposed lockdown. A few quick emails and texts between the group saw us decide on lunch on the lawn at

at the Heritage Bakery we were off on the 3km drive to Cupitt's Winery.

What a gem this place is, the lawns had dried out and the



great views across the ridges of Morton National Park made it a great place to spend a relaxing Friday afternoon with friends.



Along with the menu on each table was a laminated sheet outlining all of their Covid-19 procedures and requirements,



a good touch in these times. The Lunch on the Lawn menu, although restricted, provides a good range of food choices along with an expansive wine list and boutique beers, which suited all of us....6 happy customers as our meals and drinks were all first rate.

All too soon the sun started to fall towards the ridges in the west and we found ourselves donning our jackets before saying our farewells and heading home, Anda and Brian and Anne and Graham would have been safely at home in Mollymook before Linda and I had made it to the Princes Highway north of Milton for our journey home.

Another enjoyable day with our MX-5 friends.

Cupitt's Winery in Milton, which proved a great choice.

After storms earlier in the week Friday dawned as a beautiful, top-down day. As lunch wasn't booked until 1-30pm it was a lazy morning before we left



Jervis Bay for the 75km drive to Milton where we were to meet up with Anda and Brian and Anne and Graham. Unfortunately, for personal reasons Janice and Bill from Illawarra had to cancel. After a coffee and quick catch up



NSW PRODUCTION SPORTS CAR CHAMPIONSHIP - ROUND 3

Words • Joe Kovacic

Pics • Joe Kovacic

Sunday August 2, 2020

SMSP GP CIRCUIT

David Johnson in his NB8A 1.8lt naturally aspirated race car competed strongly in the NSW Production Sports Cars Championship held at Sydney Motorsport Park GP circuit on 2nd August.

David qualified his little MX5 in 19th place with great time of 1.48.92. The multi-million dollar

grid consisted of some fast cars including the Porsche GT3, Lamborghini Huracan and Lotus Exige.

This was David's first race back after an engine rebuild and the little MX5 ran flawlessly in both

30min races.

David was assisted by his one and only pit crewman Luke Kovacic who assisted all day.



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CANBERRA CHAPTER

Words • Ian Leyton-Grant • Pics • Rod Nicholas

Saturday 11 July, 2020

The morning in Canberra dawned cold and overcast but that didn't deter the participants who had signed up for the run. There were sixteen eager members in seven MX-5s and one CX-30 (MX-5 in the workshop) assembled in the carpark in front of Russell Offices in Canberra.

At the allotted time the cars were dispatched at two-minute intervals. The passengers were handed a run sheet upon leaving, containing detailed directions to the destination and, importantly, a series of

questions to be answered from their observations along the way.

As might be expected, rain started shortly after the last car left the carpark and continued for the remainder of the run. While organisers headed directly to the destination the other eight cars meandered (albeit rather quickly) through Canberra's inner and outer suburbs and then through some rural areas to the destination at Cotter Dam's picnic ground. Around sixty kilometres and an average of one and a half hours driving later the cars arrived individually, minutes apart.

As they arrived run sheets were handed in and answers to the questions checked. There emerged a clear winning team, Rod and Maryanne Nicholas in their CX-30. Obviously, it was a better choice for an observation run in the rain than an MX-5 with the roof up.

All the participants then enjoyed a somewhat damp, but nevertheless



agreeable lunch in the picnic ground gazebo, which offered some shelter from the persistent rain.

Despite the cold and rain an enjoyable time was had by all amid great company.



MOTORSPORT TECHNICAL RULES

Words • Ian Combes

Pics • Rob Wilko

The 2020 motorsport technical rules are on the Club website!

They have been a long time coming, but the Motorsport technical rules for the 2020 competition year have now been published on the Club's web page under Club Track Days.

These rules have been very extensively discussed and debated within a technical working group convened for the purpose..

The rules came into effect on the 1st January.

The first year will probably be a learning exercise. The technical rules are pretty solid.

The benchmark times (which the new rules use) have also been carefully worked out, but many are theoretical, so it will take some time to get practical experience with some of these benchmarks.



The 2020 technical rules are defined here:

<http://nsw.mx5.com.au/motorsport/club-track-days/vehicle-classes-2020>

FOR WHOM THE BELL TOLLS

BREAKFAST CLUB

Words • Brad Robinson • Pics • Andrew Lord

Sunday 12 July, 2020



At 7.30am on a Sunday morning, a brave bunch of members plus the Club Captain set off from Maccas Richmond for our July outing. There were two NBs, two NCs and an ND. While enjoying our coffee, we noticed a few Ferraris lurking about the area looking particularly menacing. Little did we know that we would happen upon the group later.

The route we took was one for the times, cautious, with mainly 60 to 80kmh limits around Sackville, Kurrajong and then up the Bells

Line to Lithgow. While the slippery conditions required quick hands and gentle throttle inputs, the misty fog presented some fantastic vistas. Many of the roads around Sackville snaked alongside the Hawkesbury River, which looked particularly eerie as the cold morning air smouldered off its glassy top. As we climbed the Bells Line of Road at Kurrajong, the dense blanket of cloud that covered the valley below was a sight to behold. The remnants of the destruction wreaked by

the summer fires are still on show around the small mountain hamlets of Dargan and Bell. It must have been tremendously frightening to witness for the residents and firefighters alike.

We arrived at our breakfast venue, The Tin Shed on time at 9.30am and there, sitting at the front table, were the Ferrari lads finishing their meal. We took over their table (after a deep clean by staff) and settled in to a hearty breakfast complemented by equally robust conversation.

The Club Captain

suggested that on departing Lithgow we should take Browns Gap Road to the highway and it proved an excellent drive. What I enjoy about these outings (accentuated by being in an open top sports car) is the wonderful scenery, challenging roads and colourful conversations (the latter especially if you have the Club Captain holding court at the breakfast table). A warm thanks to all the participants, in particular Markus Capilnean, who was joining us on his first club run.



NSW SUPERSPRINTS

Round 3

Wakefield Park

Words • Joe Kovacic

Sunday July 19, 2020

It's almost become the "norm" to have cold and windy starts to our motor sport events these days and so it was for Round 3 of the NSW Supersprints hosted by MX-5 Car Club of NSW at Wakefield Park.

The day did not warm up, so all the drivers were slightly off their best lap times.

Except for Ralph Thompson in his turbo NC who finally

Some competitors managed to get 6 runs and 42 timed laps due to the efficient running of the dummy grid.

We had our largest field of the year with 18 MX-5s on the starting grid. There were no major incidents except for Russell Maxwell whose NC expired early with a failed gearbox.

Thank you to all of our 10

Car Club of NSW with only 10 registered competitors today managed to get 3rd place just behind ARDC and HSV Car Club.

So the Club Championship point score after the third round has ARDC in 1st place on 1047pts, 2nd place HSV Club 467pts, 3rd place MX5 Club of NSW on 424pts.



Our ten driver's results are as follows

Malcolm Steel	1st Place	Class 2R2	1.11.12
Mike Kelsey	4th Place	Class 2R3	1.10.38
Russ Maxwell	5th Place	Class 2R3	1.10.75
Marty Voormeulen	1st Place	Class 2S2	1.11.49
Jamie Martin	1st Place	Class RR1	1.14.73
Les Patterson	2nd Place	Class RR2	1.14.07
Dave Alland	4th Place	Class RR2	1.16.44
Luke Kovacic	2nd Place	Class TA1	1.05.31
Ralph Thompson	3rd Place	Class TA1	1.06.92
Greg Bunn	5th Place	Class TA1	1.10.81

completed a whole track day scoring a PB lap time of 1.06.92.

Luke Kovacic in his Turbo SE went one better nailing the silverware for fastest MX-5 on the day, in a blisteringly fast time of 1.05.31.

registered MX-5 Club drivers who represented our club gallantly against a barrage of ARDC drivers.

As far as the Club Championship is concerned, the Mazda MX-5

The next Supersprint round 4 is at SMSP Amaroo Circuit to be hosted by NSWRRRC Club.

With more MX5 entries we have a chance of gaining 2nd Place in the Championship.



ERSPRINTS



Once again it was a cold and damp start (is there a pattern developing here?) to NSW Supersprints Round 4 hosted by NSW Road Racing Club held at SMSP Amaroo South Circuit.

The first session started on a slightly damp track in slippery conditions with water run off at turns 5 and 14.

As the sky cleared the track dried out for some competitive



drivers who represented our club gallantly against a barrage of fast ARDC drivers.... again.

I would like to extend a welcome to our newest Supersprints club member Aristo Pieratos.

Those who put in a strong showing include Malcolm Steel, Jamie Martin, Les Paterson,

Round 4

SMSP South (Amaroo) Circuit

Words • Joe Kovacic

Pics • Rob Wilko

Sunday August 9, 2020

Luke Kovacic set a new Time Attack 1 class Lap Record in his Turbo SE. he also clocked fastest MX-5 on the day in a blistering fast 1.01.19.

Looking at the Club Championship, the Mazda MX-5 Car Club of NSW with only 8 registered competitors managed to get 2nd place just behind ARDC. NSW on 606pts.



Our eight driver's results are as follows

Malcolm Steel	1st Place	Class 2R2	1.04.41
Russ Maxwell	2nd Place	Class 2R3	1.02.74
Jamie Martin	1st Place	Class RR1	1.07.14
Les Patterson	1st Place	Class RR2	1.07.42
Dave Alland	3rd Place	Class RR2	1.08.82
Luke Kovacic	1st Place	Class TA1	1.01.19
Ralph Thompson	2nd Place	Class TA1	1.02.41
Aristo Pieratos	4th Place	Class TA1	1.09.24

lap times in sessions 2 and 3.

After the lunch break the rain descended and only the diehard drivers went out for a wet afternoon session.

We had 8 registered MX-5 Club

and Luke Kovacic all of whom achieved first place in their respective classes.

Better still were the personal best lap times from Jamie Martin, Ralph Thompson and Russ Maxwell.

The next Supersprint round 5 is at Wakefield Park to be hosted by the Mini Car Club.

With more MX-5 entries we have a chance of gaining 2nd Place in the Championship.

SOOTY COMES CLEAN

Words • Peter Barnwell • Rob Wilko

Pics • Rob Wilko

He's an excellent photographer and MX-5 NB tragic to the point where Rob Wilko has started an exclusive MX-5 NB Facebook page with followers from as far afield as the US.

One of the most active members in the club, Rob covers thousands of kms a year in his favourite form of transport taking pictures of our favourite form of

transport, the Mazda MX-5. Here is what went down in Rob's NB life over the past few years. It makes interesting reading.....



In His Own Words...

I thought my beautiful Heritage was going to be with me a long, long time. It would have been if I hadn't seen Rob Emmett's black NB at the 2016 President's Picnic. I liked it so much, it became my desktop wallpaper. Fast forward to the Not Natmeet in Glenn Innes when I caught up with Rob, from the Hunter Chapter again. My Heritage and his NB8C parked side by side. As if by chance, I came across his car in a Carsales ad and a month later did a deal with Rob.

On the May 28, 2017 with 110,000km on the clock, the Careflight Charity Event in Wollombi became the first of many MX5 Club of NSW events my black NB and I attended.

The master of detailing, James Burke then gave up his free day to make sure that paintwork gleamed. He showed me how to keep the black paintwork looking beautiful.

Sooty, so named as he's a Brilliant

Black, has travelled many highways and back roads in the three years he's been in my care. He has been on 92 runs with various NSW chapters and travelled 68,000km, all enjoyable and trouble free. There is nothing more that I enjoy as much as a long drive, topless of course, living the roadster life.

The only regular passenger has been my elderly mother. She does comment about how low it is to get in but still manages to find her way into the MazdaSpeed seats. I keep the outings shorter these days but she loves it. I'm sure it takes her back to all those years ago when my dad owned a Morgan.

Sooty has changed in appearance a number of times. He's had three sets of rims, three different styles of seats, and also three different cluster designs. The most dramatic changes are still to come. I think I have finally decided the look that I like. All the changes made are

basically all cosmetic as I don't feel the need for more power.

I nearly sold Sooty when I bought another NB8C with only 50,000km. In those five months I clocked up 14,000km while Sooty had a rest. I'm so glad that I still have Sooty and believe that with care and good maintenance, he'll be still going strong in years to come.

To share the driving duties, I have now bought my third NB8C, a Garnet Red. I guess I miss my original NB, my Heritage too much. I'm in the process of making "Woody" my tribute Heritage.

I guess you know by now that I'm quite passionate about NBs. I love the shape; the driving experience and the amount of aftermarket add-ons that you can buy to personalise your NB, to make it your own. Sooty certainly is special to me and definitely one of a kind.





MEMBER PROFILE

The Sum of Sooty's Parts

Interior

- Oricom UHF380 CB Radio
- Navman MiVue700 Dashcam
- Navman MY660LMT GPS
- Used MazdaSpeed Type A Seats
- Car Audio & Security Car Alarm and Immobiliser
- NB SE USED Leather Handbrake with Red Stitch
- i.L Roadster Pedal Plate
- Sunvisor with Vanity Mirror
- IL Motorsport Chrome Vent Rings
- IL Motorsport Chrome Rear View Mirror Cover
- Kenwood DDX4017BT Head Unit
- Chromed Interior Door Handles
- Guardian Designs Shifter & Handbrake Boot Set
- Guardian Designs Steering Wheel
- MX-5 Floor Mats
- Side Repeaters With Clear With Chrome
- IL Motorsport Boot Light Kit
- IL Motorsport Interior Light Set, Chromed
- Artworks Dewa Stainless Cluster
- Artworks Dewa White/Red Roadster Dials
- MX-5 Stainless Sill Guards
- Roadster Stainless Gear Surround
- Fire Extinguisher
- Jass Gear Knob Type R Chrome Plated
- Jass Handbrake Handle Chrome Plated
- Jass Sunvisor Go Pro Mount
- Chrome HVAC Dress Rings
- Brushed Aluminium Pedals by I.L.M
- Brown Davis Roll Bar
- HUD Heads Up Display



Exterior

- IL Motorsport Bumper Side Reflector Kit
- Personalised Number Plates MX53NB
- MX-5 Club N.S.W. Number Plate Surrounds
- Kenwood CMOS-130 Rear View Camera
- KG Works Chrome Windscreen Wiper Blades
- KG Works Chrome Windscreen Washer Replacement Nozzle
- Stripe Garage Roadster Reflective Side Stripes
- USED Custom & Hand Made Billet Grille
- RF1 CB Aerial
- Rotor RB 15x8 +25
- Hankook 205x15 Tyres
- Daytime LED Running Lights
- REV9 Runabout M2 Mirrors
- MX-5 NB Luggage Rack
- Zoom Engineering - Retro Racing Fuel Lid
- Jass Chrome/Black LED Side Indicators
- Stubby Short Rubber Antenna 17.5cm
- Manual Aerial Base
- Clear 3rd LED Brake Light

Engine Bay

- IL Motorsport Chrome Bonnet Lifter Kit
- Hella Supertone Horn Set
- HB4 12V 51W Halogen Globe
- HB3 12V 60W Halogen High Beam Globe
- NB8B Hose Kit (Silicone) Red Full 8pc Set
- Aluminum Radiator 40mm
- Red Magnecor Competition Spark Plug Lead
- Classic Oil Fill Cap
- Billet Dipstick Handle
- Chrome Brake/Clutch Master Cylinder Caps

Other

- Genuine Mazda Battery
- X-Force Rear Exhaust Muffler



ICEBERG RUN

BREAKFAST CLUB

Words • Barry Byerley

Pics • Stephen Lord

Sunday 16 August, 2020

It has been a while since we've had a Breakfast Run as a result of Covid-19, so there was a definite keenness to get going with an early departure of 6.30am from Macca's Dural. Eight cars arrived in the dark with the weatherman predicting 20 degrees, not bad for an Iceberg Run in winter. Andrew Lord was to be run leader and there was an interesting mix of new and old members, three of whom had been "BreakFast running" for around ten years.

The run was to take us down to Wisemans Ferry through Spencer up to Mangrove Mountain then through Wollombi, Broke and ending up at Fawk Foods Kitchen Pokolbin. The beauty of starting this early is very little traffic, and so it was that we had the road almost to ourselves. There were a couple of expensive exotics travelling rather

quickly in the opposite direction obviously enjoying the early morning.

These roads really are made for our little roadsters and even though the surface was a little damp to start, by the time



we reached Mangrove Mountain everything was dry with beautiful clear skies. One noticeable change over previous



years was the condition of the countryside, which after all the rain this year looked fantastic and so green around the Pokolbin

about the excellent roads we'd enjoyed with so little traffic.

Only around 20kms to go to Fawk Food Kitchen from Broke where we did the required "COVID register" before ordering take away to eat outside at the required distance. There was lively discussion over breakfast covering many topics not only limited to our superb morning but all agreed it was great to be back on the Breakfast Run and certainly looking forward to our next adventure.

The options to head home varied, some returned through Wollombi some down the M1 and Brad continued north to Port Macquarie, all in all a most enjoyable morning with great company.

Wine area. By the time we reached Broke it was time for a few to refuel their charges and there was enthusiastic discussion



Hunter Valley

09 - 13 April 2021



Every four years, MX-5 club members from across the country gather together for a festival of all things MX-5. At NatMeet 2021, we will also be celebrating 30th anniversary of the MX-5 Club of NSW.



Country Drives



Hill Climb



Concours d'Elegance



Wine Tasting

NatMeet

XIV

#2.0

We are keeping a close eye on COVID-19 developments, particularly the health recommendations and regulations in terms of conducting events like NatMeet.

After the disappointing postponement of the 2020 event we have hoping to hold NatMeet in 2021. We have tentatively booked 4 days from 9 to 12 April 2021, again, at Cypress Lakes Resort in the Hunter Valley.

The dates fall during the NSW school holidays, one week after Easter.

So, at this stage we wish you good health and we are hoping that the way ahead becomes clearer in the not too distant future. We will be in touch when we have further news.

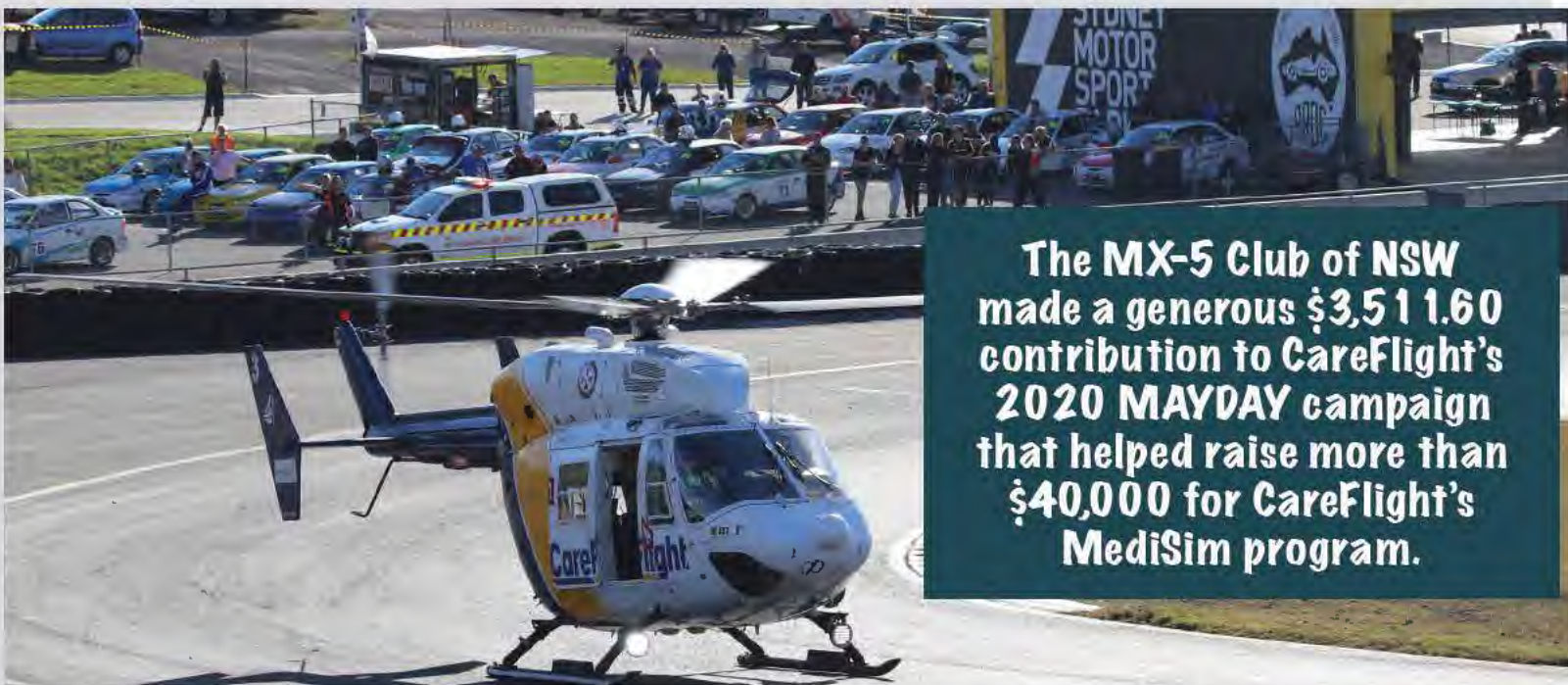
Should you have any questions, please send them to us at trillane@bigpond.com
Peter and Jill Feutrill
Chairs Natmeet XIV

Oaks Cypress Lakes Resort



Club Torque 35

MX-5s TO THE RESCUE



The MX-5 Club of NSW made a generous \$3,511.60 contribution to CareFlight's 2020 MAYDAY campaign that helped raise more than \$40,000 for CareFlight's MediSim program.

The program trains emergency service first responders to save lives.

Our donation will assist CareFlight deliver four Trauma Care Training workshops in 2021, educating an additional 84 volunteer first responders with the knowledge, skills and confidence to administer critical medical treatment in those vital first few minutes after an accident. This helps keep injured people alive until help arrives. It's volunteers, like Esther Cooper, that are often first to arrive at a trauma scene - particularly in regional and rural communities. Esther Cooper is a

third-generation first responder in the Southern Midlands of Tasmania.

Last year, Esther attended CareFlight's MediSim Trauma Care Workshop – a mobile education training program bringing vital trauma care training directly to first responders in rural and remote communities. The MediSim program is delivered by highly experienced emergency response specialists including doctors, nurses, and paramedics. Participants learn how to manage patient airways, crush injury, burns, spinal injury, and haemorrhage; as well as how to fit

hard collars, remove motorbike helmets, triage patients in a mass casualty situation, and use standard patient handover procedure.

Recently, Esther was first on scene at a crash where the driver, an older woman, was trapped in her car. Using her MediSim training, Esther quickly concluded that the driver was haemorrhaging due to a suspected crush injury to the pelvis. She radioed Ambulance Tasmania who, based on the seriousness of her assessment, immediately dispatched an air ambulance. The delivery of our MediSim Trauma

Care Workshops is generously supported by major sponsors and donors. Esther says she is grateful for their support.

CareFlight is an Australian aeromedical charity founded in 1986, with a mission to save lives, speed recovery and serve the community. Today CareFlight operates a fleet of helicopters, turbo-prop aeroplanes, jets and road vehicles. Staffed with critical care doctors, nurses and paramedics who are specially trained to administer emergency and trauma medicine in a pre-hospital environment, giving the patient the best chance at survival.

MOTORKHANA

Round 2

of the Club's Motorkhana Championship was run on June 21. This was the first motorkhana of the year as Round 1 was cancelled due to COVID-19. This motorkhana was also the first MX-5 Club motorsport event run after COVID restrictions were eased and was organized at very short notice by David Wilson and Maria Martin – great work to get the event together in the few weeks they had.

Not surprisingly, with pent-up demand, we had almost a full field. We lost a number of juniors because of the unfortunate ban on parental passengers. That restriction has now been eased thank goodness

To ensure social distancing, we ran the event as two half-day mini-events each with half the field, with each AM and PM session split

again into two areas that ran the same tests. This was popular with competitors as they could watch the others run while they were waiting.

It did impose severe restrictions on the tests we could use though in order to minimize the frequent swapping of tests, so it is unlikely we will repeat that strategy in the future.

The day started out a bit miserable with rain, but things brightened up in the morning to a reasonable day. David threw in some challenging tests from the handbook, which had quite a few competitors scratching their heads. Everyone thoroughly enjoyed themselves though.

Alex Shedden was all alone in the juniors section since we lost all the other juniors because of COVID-19 rules. Being the first round of the year, that is also the order in the pointscore for the year.

Round 3 is not until much later in the year, so hopefully things will settle down a bit by then...



Club Torque 37

Motorkhana Round 2 Results

OPEN	COMPETITOR
1	John Karayannis
2	Christopher Fermance
3	Gus Elias
LADIES	COMPETITOR
1	Francesca Meliton
2	Yuki Yu
3	Aimee Kovacic
JUNIOR	COMPETITOR
1	Alex Shedden

CANBERRA CAPERS

ILLAWARRA CHAPTER

Words • Bill Short

Pics • Bryan Shedden

Saturday 11 & Sunday 12 July, 2020

The club's information web page had a photograph of a shrine with King Arthur's sword stuck into a pork knuckle with sacrificial offerings beside it and a wishing-well-size container of beer beside that. Based upon the story and photograph, I assumed that we were on a pilgrimage to the shrine.

Jan and I were late signing on for the run and this was our first overnight run with the Club.

The trip was based on Bryan Shedden's previous trips to Canberra and had been in the planning stage for over a year. After dealing with COVID-19 restrictions and finding establishments that would cater for our number we were all set to go.

Thirteen members in three NCs and four NDs set off with tops up (it was raining) to our first stop taking back roads that included Jamberoo Mountain Road, through Robertson and onto the back roads again through Bundanoon to the Wingello Village Store. More food and coffee there.

It was cool but not raining when we set off after morning tea so some went top-down. Following a scenic drive through Marulan and Tarago (we missed another food opportunity at the Tarago pub) it rained, much to the amusement of the still covered cars. Top-down, Pam got a wet shoulder and was not amused.

On we went to Bungendore for lunch at The George Bar and Grill. There was a short period of time to kill before lunch so some of us went for a walk and it started to rain again after they left.

The non-walkers went into the warm pub. Our table in the corner was

socially distanced from other tables and food was by table ordering, not individual.

We were served good food, had good service and almost all orders were correct. Thanks to Bryan for shouting lunch for the table because they would not split the bill.



We set off after lunch for what some of us thought would be a leisurely drive through the suburbs to the motel via some sort of lookout. Wrong.

We had a spirited drive around the bushy outskirts of Canberra via Tidbinbilla (think, not quite as bushy as southern Royal National

Park roads,) that ended up at Black Mountain Lookout, just below the tall tower above Canberra.

After a short break it was off to the Best Western Garden City Hotel at Narrabundah where we settled in for a rest before dinner.

That didn't last long, a poolside party was developing.

We couldn't come inside because of COVID restrictions.

I was a bit cool so I went down to the underground car park to change my jacket. Only MX-5s used the underground car park and they were socially distanced so as not to contract the pestilence.

All was well there as the car park was patrolled by an off white and ginger cat.

Round three of "food for the day" finished after we made a contribution to Bryan for shouting lunch and then it was a short walk to the Harmonie Club for food round four. We were seated on table A7 (Audi anyone – it is a German restaurant) not in the corner this time but socially distanced from other tables. Once again table orders with no split bill.

It was good food and again service almost got all orders correct. Thanks again to Bryan for paying for the table because of payment policy.

There is a pattern here.

Six of our thirteen ordered pork knuckles and as a reward for paying the bill, Bryan's porkknuckle was late. Bryan thought that paying for dessert may not be best so I covered that. All monies were squared up later that night.

Sunday morning and it was time to leave for our next adventure.





Jeff must have arranged for security to give special attention to his car as the cat slept on the car roof during the night.

Jeff and Pam had breakfast at the motel with the intention of joining us later for lunch. The rest of us drove to Manuka for an outdoor breakfast (under overhead heaters).

Once again it was good food and service almost got all orders correct.



Thanks to Wes for paying for the table because again there was no split bill.

Groundhog Day

By now it was getting interesting because not everyone was carrying large amounts of cash and there surely must have been some betting happening judging by the amount of

money changing hands.

After breakfast we had a short walk around the shopping precinct then it was time to leave.

Senia and Bob left us to visit relatives.

The rest of us were hurried to our assembly point by the peeling bells from a local church. Not sure if Bryan arranged for this but the bells did hurry us along.

Our run to the Four Winds Winery at Murrumbateman took us beside the new light rail system (no activity) and past the Chinese Embassy (no activity), the British Consulate (no activity) and along the Barton Highway (towards Yass). The cars socially distanced thanks to traffic lights and we were kept focused on our drive by intermittently spaced speed cameras. This time, the weather was good and some of us went top-down again. We arrived at the allocated time for a pizza lunch with wine tasting.

Woohoo – we got to order and pay individually. After lunch, everyone

made their own way home.

The experience, friendship and everyone's involvement was great.

Thanks folks.

What I did find that has not been included here,

was that everyone had a good back story, hobby, interest, but they are not my stories to tell. Some great ones – just take time to get to know the people.



Club Torque 39

HUNTER VALLEY WINE COUNTRY RUN

HUNTER CHAPTER

Words • John Morgan

Pics • Brian Bracken • Barry Luttrell

Friday August 8, 2020

Nineteen club members in eleven cars met at Morisset Maccas on Saturday 8 August ready to start a run which would eventually finish at Pokolbin.

One photo shows Hunter Chapter's diligence at maintaining social distancing, well done team.

So, it was tops down as we headed off through Wyee and on to Yarramalong. The run up Bumble Hill Road is much better now after being re-surfaced with hot-mix. As we climbed the hill the low cloud engulfed us and it was a real case of 'Mazdas in the Mist'. Our first stop was at Slacks Park in Wollombi where everyone broke out their morning cuppa and goodies.

We had encountered light spots of rain on the way not

far out from Wollombi and by the time we were leaving all decided that roofs closed was the preferred choice. Light rain followed us all the way then and it was decided that a change in plans was required.

Sobels Winery markets were our first Hunter Valley stop, there was a good undercover picnic area and the decision was made to make this our final destination for the day.

Lunch was had, the markets were perused and the usual sitting around and chatting was taken care of. All agreed that despite the weather not being so good, it was still a most enjoyable outing. Thanks to George and Jen for their leadership on the day.





TARALGA PUB RUN

CANBERRA CHAPTER

Words • Steve Wakeling • Cecelia Wakeling

Pics • Rod Nicholas

Wednesday June 17, 2020



A late change of run leader saw me take over this run from Kerry who had done all the leg-work making it easy to follow his instructions.



A clear but cold winter morning in Canberra saw 9 cars and 13 members set out on a run across the southern tablelands to Taralga.



It was not a good start as we were obstructed by a water truck that was spilling water out of the tank.



So much water was spilling out of the tank that the driver would probably have needed to go back and fill up again if he had a long way to go.

We travelled through the back roads to Gundaroo and then onto Gunning for morning tea. Some of the views on this stretch go forever. At Gunning we spread out between two cafes to obey Covid-19 rules.

The road between Gunning, Grabben Gullen and Crookwell is one of my favorite roads. Driving high up on ridges with rolling hills below and distant mountain views makes it very difficult to keep your eyes on the road.

Most of the roads were in excellent condition.

There was a slight detour at Crookwell due to bridgeworks.

From there we proceeded to Taralga.

Again, good quality country roads with little traffic. It was the ideal playground for MX-5s.

The pub had set aside a room for us out the back. The service was warm and friendly and the food was acceptable for a small pub in a small country town.

After lunch most members made their own way home. Five of us went across the road for a coffee. The coffee shop has old lounges to sit in to contemplate the meaning of life.

It was just great to get out and about again, to feel the sun and the wind in your hair (yes, I still have some left).

A POWERFUL

In the cold depths of Tasmania's rainforest in April 2001, rally legend Murray Coote made Mazda history. He had just finished the gruelling seven-day Targa Tasmania road race in 20th position, well ahead of many other fancied rivals, in car that was going to change the way the world saw the MX-5 forever.

For years before, the MX-5 was wowing the public and auto industry professionals with its dynamic handling, stylish looks and unparalleled driver/car connection. But challengers were emerging, keen to take some of the shine from

the MX-5's appeal. While they couldn't compete with the sense of oneness and control the MX-5 delivered these interlopers were outperforming the legendary roadster in raw speed and power. Seeing an opportunity,

Mazda Australia thought it was time to explore the performance potential of the MX-5 and fulfil the dreams of its many fans by building an even more powerful version, even though head office in Japan was reluctant. This desire for more performance fitted neatly with plenty of MX-5 owners who regularly drove their

cars in motorsport competition.

Work began on what was soon to be known as the MX-5 SP. As Allan Horsley, Mazda Motorsport manager at the time put it "from day one, our goal for the SP was to deliver a car with a progressive, lag free, user friendly power and torque curve".

To achieve this new level of power,



OPPORTUNITY

an all-new water-cooled turbocharger system incorporating an intercooler to significantly lift the standard car's power and torque peaks was developed and fitted to the existing model.

This boosted the MX-5 SP to approximately 33% more power and 55% more torque than the standard model. In raw numbers it went from 113kW and 181Nm up to 150kW and 280Nm.

Other improvements included a remapped engine ECU and a new air box, developed by Mazda Motorsport, which ensured minimum lag on top of a progressive power and

"Adding additional power and torque to the MX-5 equation has produced one of the quickest, most enjoyable, point to point sports cars on the road" said Horsley.

But before the MX-5 SP became available, one final hurdle remained. Despite easily passing rigorous durability testing in controlled conditions, the team wanted to ensure it was ready for the real world.

And so, the SP was entered in Targa Tasmania with Murray Coote behind the wheel.

"Experience has shown that there is no tougher place to test and prove mechanical systems



than in the cut and thrust of competition" said Horsley who instructed Coote to drive the car "as hard as possible".

Coote and his SP did not disappoint, finishing in 20th position overall, exceeding all expectations and passing the final test with flying colours. The bar was now forever raised for an already

legendary roadster. News of the Australian turbocharged MX-5 spread quickly and before Mazda gathered their thoughts, what had started as an experiment in power, became a global phenomenon.

The SP went on to inspire Mazda Japan to produce their own turbo MX-5... the SE, that was sold worldwide.





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