

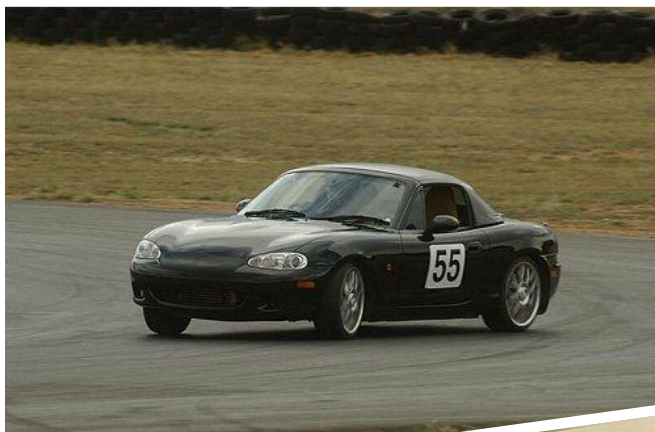
AUTUMN-2009

CLUB TORQUE



*Targa
Tasmania*





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**Thank you to all who
contribute to the
magazine.**

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Brian Murray

Robert Harkness

Diane McDougald & Scott

Rice

Steve & Kathy Ball

Olwyn & Peter Buhr

Patricia & Kevin McCusker

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EL' PRESIDENTE'S REPORT

The Club is getting bigger and better than ever!!!

We have just passed our 2,000th badge number and currently have over 500 members. More about that in the Membership report later in the magazine.

We are getting around 30 cars on our month runs, even when the weather has been abysmal with fog and rain. The mid week runs are bigger than anyone expected with a similar number of cars turning up. Thanks to Sean for organising the mid weekers.

20th Anniversary

Planning for the 20th Anniversary celebrations for both the MX-5 (October 2009) and the Club anniversary (June 2010) is well underway. October will see us head to Batemans Bay for a weekend away, hold the Concours and Show & Shine competition and a Wakefield Club day. So keep October free on your social calendar.

NatMeet 2010

If you are still considering going to McLaren Vale for NatMeet 2010 next Easter I'd suggest that you send your forms off immediately. At the time of writing there was only 12 rooms left. These are fantastic events and are not to be missed. Besides the enjoying the MX-5 experience, McLaren Vale is one of the premier wine producing regions in Australia.

In 2012 our Club will be holding the following NatMeet in Canberra. Planning for this event has begun with the able assistance of Paul Beerworth and his many helpers from the Canberra Chapter.

Wakefield Supersprint on May 3rd

The Club held a round of the Supersprint Championships on 3rd May. My thanks to Mike Hicks for the way the Club ran the event. The amount of work done by those involved on the day was fantastic. From the timekeepers to those marshalling in the dummy grid area and the flaggies on the corners, all worked tirelessly to ensure it was a great day. I felt very proud while walking through the pits hearing competitors saying that the MX5 Club runs the best track events bar none. Again thanks to all those who put in the time and effort to make this event the success it was.

Can you help?

The Club needs a volunteer to help search for new sponsors and advertisers for the Club and our magazine. If you're good at digging out a deal, chatting to people or have sales / advertising experience and have some spare time, we would appreciate your help. Contact any of the Committee and we can fill you in on the details.

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

Out of Petrol

A truck driver was driving along on a country road.

A sign came up that read "Low Bridge Ahead"

Before he realized it, the bridge was directly ahead

And he got stuck under it.

Cars are backed up for miles.

Finally, a police car turns up.

The Policeman got out of his car and walked to the truck's cab

and said to the driver, "Got stuck, eh?"

The truck driver said, "No, I was delivering this bridge and ran

Out of petrol!!

Hearing problems

Three old guys are out walking.

First one says, 'Windy, isn't it?

Second one says, 'No, it's Thursday!'

Third one says, 'So am I. Let's go get a beer.'



Canberra Chapter and Verse

The Trailer is finally finished! It has been tried and tested, and is a hit wherever it goes.

It had a test run at the Convener's BBQ in February, catering for 50 people.

But the official launch was not until March at the Shannon's Wheel Expo on the Lawns of Old Parliament House where Paul Beerworth, the past convener, who took the bright idea, dreamt up by Dave Battison and Greg Rooke, to the committee; he christened the trailer with a bottle of Melbourne Bitter (many a bottle was drunk during the building) Also at the Shannon Wheels Expo, the Chapter used the occasion to celebrate the 20th Anniversary of the MX-5, 31 MX-5s were displayed.



The Chapter Run in March was to Wee Jasper, Mal Bernhardt lead 10 cars on a perfect MX-5 driving day. From Gunning we made our way over traffic free roads (excluding 2 sheep, plus a stupid pigeon that flew up into my windscreen, and a black snake, traversing a panorama of rolling hills through Dalton, Jerrawa and

then the Yass Valley Way to south Yass and on to Wee Jasper for lunch.

April 's run was organised by Greg Rooke. 15 Cars 29 people enjoyed the 3 day long weekend to the South Coast of NSW.

We left Canberra in the rain, but when we arrived at our first stop Fitzroy Falls the sun was out. After lunch we headed off to Stanwell Park via Macquarie Pass to view the Start of The Grand Pacific Drive. A few members found a different way to that of the run notes. We headed south along the Grand Pacific Drive going up Bulli Pass before stopping at Nan Tien Temple for some spiritual healing and then to our overnight stop at Kiama. Day 2 involved at look at the Blow hole and scenic drive around Kiama before heading off to Minnamurra Falls to walk off last nights food. From Minnamurra we drove along Saddleback Mountain before heading to Coolangatta for lunch. After lunch we went shopping and caféing (new



word???) at Berry before heading up Cambewarra Mountain to the lookout then onto Huskisson via the dairy flats of Pyree.

Day 3 started with a scenic drive of Huskisson and Vincentia before heading out to Hyams Beach, HMAS Creswell then onto Lady Denman Complex back at Huskisson. Our trip ended at HMAS Albatross Fleet Air Arm Museum before making our own way home.

Upcoming events will be Jill's 'South of the Boarder' run in May, Roger's Ramble in June and



Christmas in July at Sheppard's Run Winery Our Coffee & Lies is always well patronised though we have had to change location – now at Santa Lucia, 84 Ainsworth Street, Mawson from 9.30am.

A smile from 'Gear to Gear'



PAT

Competition Report

February to May 2009

Here we are at the end of May and the 2009 Competition year is in full swing. Since my last report the club has conducted two club track days and Round 3 of the New South Wales Supersprint Championship at Wakefield Park. In addition four rounds of the State Supersprint Championship have been conducted, two rounds of the State Production Sports Car Race Championship, the now annual Festival of Sporting Cars Easter Race Meeting at Bathurst and a further Round of the MX-5 Challenge Race Series. Wakefield Park on the 23rd of February was the venue for our first track day in 2009. A total of Fifty-Three competitors enjoyed seven runs including the six-lap regularity. There was only one new class record established on the day, William Mewett lowered the class 1 time to 1.16.29, congratulations William. Peter Browning set the fastest time of the day at 1.10.33 followed by David Hammon in his 'SE' on 1.11.06 and Andrew Irwin in his Gold NB 8A with a time of 1.11.71. Andrew, Mark Hellmund and President Phil Ashton enjoyed a close battle in class 4 for modified road cars between 1601 and 2000 cc. Ian Vickers won the Regularity with a time variation of 1.16 from Robert Pimm and Cameron Macarthur in his 'SE'. On Monday the 4th May, the day after Round 3 of the Supersprint a field of fifty-five cars competed in the second last round of the 2008-09 Track Day Series. Club members who assisted as Officials at the Supersprint on the previous day were competing after paying only 50% of the normal entry fee as a thank you for their contribution to another very successful Supersprint round. After a brisk foggy morning during which time we conducted the driver training for ten first timers the fog cleared to reveal another beautiful autumn day. Once again competitors enjoyed seven runs including the six-lap Regularity. William Mewett further lowered his class 1 record to leave it at 1.15.80 and Mark Hellmund established a new class 4 record at 1.10.59. Fastest time of the Day was set by Leigh Hemmings in his PRB Clubman with a time of 1.07.80, second was Val Stewart in her Mazda RX 7 with visitor Eric Scheeren third in his Arrow Clubman. Allan Cruz won the Regularity with a time variation of 1.17 seconds from Ian Seretin in his Commodore second and the big spinner from the day before Phil Abraham in his Lotus Elise. Bill Dougall (1.17.45) won the inaugural 'Millie' Wreath when he narrowly defeated Rod Menzel by 0.27 seconds. I'm told that the 'Millie' Wreath will become a permanent fixture on MX-5 Track Days. A set of regulations for both car and driver are being drawn up by a special sub-committee.

Our next Club Track Day is on Sunday 21st June. As well as being the final for the 2008/09 Competition Year it will be the New South Wales verses Victorian Challenge for 2009. We are expecting eight to ten Victorian cars to be competing and attempting to defend the Challenge Cup won at Phillip Island in December 2008.



The New South Wales Supersprint Championship for 2009 will be conducted over nine rounds at Oran Park, GP and South Circuits, Eastern Creek and Wakefield Park. To date four rounds have now been completed, two at Oran Park GP, one at Eastern Creek and our successful round at Wakefield Park on the 3rd May. This year we have eighteen members registered in the Championship. Currently the MX-5 Club is running second to the New South Wales Road Racing Club in the Club Pointscore. Amongst the individual performances

Leigh Hemmings leads class 4E and is

third in Type 4, Mark Hellmund is second in class 2B, Steven Pender is second in class SVB, Stewart Temesvary and Ian Vickers are tied for second in Type1 and Lindsay Burke is third in class 3C driving Robert Kai's Mazda RX 7.

As mentioned above the MX-5 Club played host for Round 3 at Wakefield Park. Entries from close to one hundred competitors eventually saw ninety-two competitors start the event. Pre-event planning and a group of enthusiastic club members who acted as officials enabled the day to run smoothly with competitors having the opportunity to complete six runs on the day. Perhaps the day can be summed up by the following quotes from the Clerk of Course and Stewards Reports. "An extremely well organised day in perfect weather. All competitors got 6 runs except those that left early. Competitors complimented MX-5 organisers."

"The race secretary did a fabulous job of putting all the groups together, which made the day run smoothly. All officials' duties were to the highest standards". From memory this was the sixth year that we have run a championship round and I can honestly say that our events are by far the best of the season. A very big thank you to all the club members who acted as officials, you certainly contributed to the success of the day. Next round of the Championship will be at Wakefield Park on Sunday 28th June and will be hosted by the Mini Car Club.

Two rounds of the State Race Championship that includes the Production Sports Car category have been run this year. The first was at Eastern Creek and the second at Wakefield Park. Round 1 in March saw entries from club members Chris Tonna, Matilda Mravacic and Nick Martinenko in MX-5 turbos all in class B and Val Stewart in her Class C Mazda RX 7. Chris recorded a third, fourth and a fifth in class B, Matilda three sixth places and Nick three seventh places. Val recorded two second places in her class. Round 2 in April saw Chris Tonna as our sole representative. Chris recorded two class wins and a third in the three races and was second outright in the last race for a successful weekend. Next round of the Prod Sports Championship is at Oran Park GP on 30th & 31st May.

Bathurst at Easter was the scene of the second Festival of Sporting Cars visit to the "Holy Grail" of Australian motor sport, Mount Panorama. Unfortunately the weather was not as kind as last year with rain falling at various times on the Saturday and Easter Sunday. Races were held for Production and Marque Sports Cars and Regularities, three divisions, for those that are not quite as serious. Our racers included Chris Tonna, Matilda Miravicic, Nick Martinenko, Lou Iezzi, Ed Chivers, Michael Hall, Stephen Head, Brian Anderson and Val Stewart. Chris Tonna had a very good weekend scoring an outright win in the last race, along with a third and fourth in earlier events. In race 2 Lou Iezzi was unfortunate to be involved in an incident with Queenslander Brian Ferrabee when Brian's car suffered a failure as they crested the hump on Conrod Straight. Fortunately neither driver was seriously injured although Lou was taken to Bathurst hospital for an hour or two for some precautionary scans and x-rays. I'm happy to report that Lou is fine and busy repairing his car for the MX-5 Nationals at Morgan Park in Queensland in June.

In the Regularities Bradley Cecil, Ed Cory, Pat Rooke, Adam Spence, Russell Battison, John Burgess, Stewart Temesvary, Ian Vickers, Robert Gage and yours truly competed. In Regularity One Bradley Cecil in his Evo 9 scored two wins and a third with other consistent results recorded by Ed Cory, Adam Spence and Pat Rooke whilst in Regularity Two John Burgess scored a second and two fourths. It's unfortunate when the weather plays a part in the success of a race meeting. Unfortunately the rain contributed to many of the incidents and stoppages over the two days, never the less I'm sure that we'll be back next year to once again tackle the Mountain.

Next Festival of Sporting Cars event will be at Oran Park GP on the 25th and 26th of July.



Round 2 of the MX-5 Challenge Race Series was due to be held at Eastern Creek in early April, unfortunately a lack of entries from all categories forced the promoters to cancel this one day event. Round 3 was conducted at Oran Park South on Saturday the 2nd May. The ten competing MX-5s were combined with five Alfas. With qualifying, three six-lap and one ten-lap race all competitors enjoyed plenty of track time. On each occasion MX-5s dominated with the major places shared between Paul McKinnon, Greg Tasker and David Raddatz.

Next MX-5 Challenge round is the MX-5 Nationals at Morgan Park in Warwick Queensland. Current indication is that there will be about eighteen New South Wales MX-5s competing in races and regularities.

Until next time, safe and enjoyable MX-5 driving.

Mike Hicks.

When we said put your teeth in, this is not what we meant!!!!!!!!!!!!!!



Garage Door

The boss walked into the office one morning not knowing his zipper was down and his fly area wide open.

His assistant walked up to him and said, 'This morning, when you left your house, did you close your garage door?'

The boss told her he knew he'd closed the garage door, and walked into his office puzzled by the question. As he finished his paperwork, he suddenly notices his fly was open, and zipped it up. He then understood his assistant's question about his 'garage door'.

He headed out for a cup of coffee and paused by her desk to ask, 'When my garage door was open, did you see my Hummer parked in there?'

She smiled and said, 'No, I didn't. All I saw was an old mini van with two flat tyres'.

TARGA-2009



Well we're all back from Targa 2009 and what a time was had by all. It would take days of writing to cover all our adventures (and some of these should never be repeated anyway!!) so I've just covered the basics. Having never done this type of event before I didn't know what to expect but now understand why it is always referred to as the "ultimate tarmac rally".

Our 3 competition cars were supported by the road NC (Mum's car!!), The 2 MX5 Racing Ford Transits and a renter Nissan X-Trail.

The crews were -

Car 1 – Adam Spence and Dave Colvin (black/green)
Car 2 – Chris Bowden and Duncan Mackeller (black/red)
Car 3 – Kelly Silverthorn and Glyn Trafford (white/blue)

Day 0 consisted of the road section from Launceston to Georgetown on the Nth Coast where the Prologue was to be held. This was a 52 km competition stage and a 122 km touring stage. We used this as a guide to work out fuel consumption for the coming days. The day went without a hitch and all cars went well with the drivers getting used to them.

Day 1 was 71 km of competition and 257 of touring. The cars were off for the first 4 stages and we would meet them in Beaconsfield, again on the Nth Coast, for the lunch break/service. Cars all arrived ok, quick check over and the boys got stuck into their lunches. We left them to it and tracked back to Mole Creek to meet them for the afternoon refuel before travelling off to the Silverdome for the evening service. Cars all returned for final service ok. Car 1 had a particularly hard landing off a bridge jump so full front end/undercarriage inspection was undertaken. Fortunately no damage was found and a spanner check completed on the suspension/steering of all cars. Car 3 was jumping out of 3rd gear and a quick adjustment had this sorted in no time. All fluids checked – ok and refueling done. Cars washed and packed away for the night.

Later in the evening it was announced that cars 1 and 2 would be penalised for speeding at the bridge where car 1 had done the hard landing. At the drivers briefing and in the notes it was restricted to 40 km/h and our 2 cars had exceeded this. Car one held the record with the fastest speed of 127 km/h. The penalty was announced – 10 minutes for each car

Day 2 was 81 km of comp and 343 of touring including the famous Sideling pass. Again the cars left the park early in the morning with the service crew off to meet them at St Helens for lunch. Located on the East Coast it was a great spot right on the water. We then double backed to meet them after the last stage for the refuel into town. Back to the Silverdome for service and washing before packed inside for the night. Car 3 had developed an exhaust rattle, which while not of any risk was concerning to the crew. To be sure we changed the rear muffler and had the car finished in no time.

Day 3 was 66 km of comp and 286 of touring. We would meet the cars for the lunch break at Devonport just after the street stage. After leaving Devonport we flew back to Mole Creek again and then the final check at Deloraine before they returned to the service park for the final night at the Silverdome.

Day 4 was 141 km of comp and 315 of touring. This would be our biggest day and included Cethana and Hellyer Gorge. Cars left Launceston for the final time and headed off for stage one. We would meet them at Riana before double backing to be in place after the Hellyer Gorge stage. Service crews one and two were together at Riana when the call on the Satellite phone came - car 1 was off the road. Drivers ok but car will need to be recovered. Lou and I headed for the crash site while service crew 2 reorganised their run to cover all cars. We arrived to find the car well off the road and just about buried in blackberry bushes!! The boys had clipped a tree on the way in but it was mainly superficial damage. In no time the recovery crew had arrived and dragged it back on the road and we were able to do a quick assessment. It was decided the best place for repairs would be Burnie so off we went. Upon arrival the front was stripped off and Lou and I set about getting the car fixed.

Damage was limited to the radiator; straighten some brackets and refit bar and taillight as best we could. We had it all sorted in about 45 minutes and then waved goodbye again with a pep talk about the black stuff being the road and the green stuff not!! As we were way up in Burnie and had to get halfway down the West Coast to Strahan we set off on an epic trek on some of the best roads in Tassie. We passed through a couple of stages just as they re-opened the road and dodged our way round crashed and overturned cars. It's quite an unnerving thing coming round a corner out the back of no where to see the small triangle indicating a stopped car. It was not uncommon to find an exotic supercar buried into an embankment or armco. One time there was a bumper bar... nothing else but the bumper bar and the all-important triangle. We arrived in Strahan for service then a quick bite before heading to Queenstown where the service crew would be staying overnight.

Day 5 was the final day and was 102 km of comp and 235 of touring. The driving crews were left all by themselves in Strahan the night before and were told to refuel at Queenstown after the 1st leg. Only 2 of them followed these instructions whilst the others decided they could make it to the next refuel point no problems. Unfortunately they ran out and had to get assistance from another service crew who provided fuel to them. In the end all the cars made it into Hobart for the finish.

After the final times had been calculated we were able to confirm a class win for our Canadian duo Kelly Silverthorn and Glyn Trafford in Car 3 (white/blue).

The NC's proved to be an awesome car for this event, especially for those with limited experience in this type of rally. In the case of Adam in car 1 who had previous Targa experience, he managed to be in the top 10 in most stages ahead of turbo, turbo 4WD, and supercharged cars. Although lacking in outright speed, the balance of the MX5 made up for it especially on the flat and downhill twisty bits. All the drivers came away with a new respect for our little cars and I'm sure they will be back again for another go!!

So many highlights for the team and what an awesome time we all had, the weather was terrific with only one wet day although we did have some rain during the road

sections, which only added to the fun

We hope to expand the team to 4 cars for both the 2 day Targa Wrest Point in January and Targa Tasmania 2010. So far we have 2 entries confirmed for both events



and many enquires about doing these events.

Chris Gough.

Ouch!!!!!!!!!!



WHO SAID YOU'RE TOO OLD?

Hi Guys

At our MX-5 Club drive day last Sunday Mike Hick's announced a little competition was on between Rod Menzel and Bill Dougall. (Both gentlemen are in the 60 plus age bracket)

The car used and shared was Bill's old 235,000 km 1990 NA 1.6. The winner received a 'wreath' which had been hastily put together, or 'found' by Phil Roberts, we are not sure where, but suspect it may have been located on site at Wakefield Park. (Perhaps it's best not to go there!)

Anyway the competition was tough and very close. The times were dropped from around 1 min 20 seconds at the start of the day to a 'shattering' 1 min 17. 45 seconds with the older bloke snatching the prize by only two tenths of a second.

The competition created a surprising amount of interest throughout the day. As a result of this it has been put forward that a competition based on over sixties driving in an NA 1600 will be introduced. The winner each time will take over the "Phil Roberts Sixty Plus Trophy"

Detailed specs are still being worked on, but we believe that cars more modern should be permitted, and with a certain loading. For example, maybe a two second loading for NA and NB with 1800 engines and say, 2.5 or 3 seconds for NC etc. Certain minimum mods may be permitted on the smaller (1600cc) vehicles. i.e. intakes and exhausts with competition tyres .

NA number 76, affectionately known as 'Millie the old Sh...er'

Cheers
Bill Dougall



Winners are grinners , congratulations on hopefully the start of some fun racing for a select group of people in the **OVER BLOODY SIXTY !!!!!!!!!!!!!!!!!!!!!!!**



TECH NIGHT at

MX5 MANIA
MOTORSPORTS & MOTORCYCLES

Pacer Auto Products Pty Ltd

Despite showery weather, thirty two members of the Club turned out to participate in the car care product night hosted by MX-5 Mania and demonstrated by our Club Sponsor Jim Papallo and his team of Stephen Thomas & Gordon Wilson from Pacer Auto Products. It was a six o'clock meet time, so Jim laid on a sausage sizzle and drinks to fill the immediate inner needs before he set out to re-educate us on car cleaning techniques.

He was faced with a challenge right from the start. The demo car was a grey import, black in colour that was certainly in need of TLC. Undeterred, Jim got down to business, working through his range of products to prove that it is possible to restore that showroom shine – or even better!

The leather and vinyl spray cleaner removed an enormous amount of grime – seeing is believing – before the finishing treatment of Clean & Shine could be applied. The comparison between the treated and untreated sections of the hood made the case for these products. The cleaner was then applied to one of the leather seats and followed up with leather conditioning cream leaving a soft glowing, film free finish. Again, the two seats told their own story. Then foaming upholstery cleaner with a special nozzle for vertical application was applied to a demo bucket seat. In this department the ladies were the best judges and gave this an accolade for results.

More on the exterior, first the window cleaner, the clue here was to apply it sparingly using different cloths for application and removal. Micro-fibre polishing cloths and chamois were highly recommended. Next the Ultra Wash & Wax demo

and again, some good hints for best results, Jim used a large hand mitt to spread the mix across the windscreen and bonnet and then demonstrated the removal technique, pressure hose the mix off the windscreen to remove the wax, but gently rinse it off the bodywork so the wax remains on the surface.

The waxes and polishes attracted a lot of interest, and a lot of questions. Jim applied four different treatments - polishing cream through to the range of waxes – side by side across the bonnet to make comparison easy. It wasn't easy. Picking the best turned into a competition with the premium Carnauba "Best Wax" scoring high, but there was a lot of enthusiasm for a new product, the Nano Care Banana Wax. As always with these products, it depends on the surface you need to treat and the end result you want to achieve.

Finally, it was down to the mag wheels. The non-acid wheel and tyre cleaner was put to the test on one of those old style wheels that looked more like lace work. It was time consuming getting into all the crevices and Jim recommended bottle brush type implements and that old stand-by, the tooth brush. He proved his point with the cleaning job too.

AJ was kept pretty busy in the shop when the demo ended; all products were discounted and were going out the door at track event speed. It was such a good night; there are plans to repeat it later in the year. Be there next time!

Sean MacCormaic

Smart Answer

A teacher at college reminded her pupils of tomorrow's final exam,

'Now listen to me, I won't tolerate any excuses for you not being here tomorrow.

I might consider a nuclear attack or a serious personal injury, illness, or a death in your immediate family, but that's it, no other excuses whatsoever!'

A smart-arsed guy at the back of the room raised his hand and asked,

'What would happen if I came in tomorrow suffering from complete and utter sexual exhaustion?'

The entire class was reduced to laughter and sniggering.

When silence was restored, the teacher smiled knowingly at the student, shook her head and sweetly said,

"Well, I suppose you'd have to write with your other hand!."



Sea Cliff Bridge Run – Sunday 19 April 2009

28 MX-5's ventured out on an overcast and gloomy day and had a barrel of fun as usual – we refused to let the rain spoil our parade!

We parked at the Black Stump carpark at Heathcote and nipped across to Macca's for a quick coffee (and pancakes for some!). Upon returning to our cars we were approached by a staff member from Subway who share the carpark with Black Stump suggesting we should try Subway coffee and breakfast next time because they are better than the big "M"! Note to everyone for next south run – coffee/breakfast at Subway as we are using their shared carpark!

We welcomed new members Malcolm & Anna Poslinksy (Red NC), Dennis & Rita Castellarin (Black NC), and Paul & Jill Feutrel's son Chris with his black NB8A. We were introduced to Mark and Hella Underwood's new baby – a silver NC with hardtop, and viewed Paul Byer's handiwork on "DII IIS" Winning Blue NC. Talking about new bits for our beloved cars – John Brandt needs to replace the black folding soft top on his NB8B – if anyone knows where he can get one for a good price please let him know asap because the tape and stitching may not last much longer after today's heavy down pours.

With a Run Sheet that was beautifully precise and sounded like a Bingo game we set off

... Old Princes Highway No. **60** Campbelltown No. **69**
... .. Wollongong No. **88** No. **1** to Freeway
... No. **69** (again) Bulli Pass No. **60** etc etc ! **BINGO !**

Well done to Pete and Kim at the front and Ray and Pam up the back who kept everyone together today – what a difference it makes when you don't let the car in front of you out of your sight – no one got lost! The pit stop at Cordeaux Dam was most appreciated after the coffee and all the rain; however, it was most evident that our water supply is still very low from the Dam levels.

The drive north across the Sea Cliff Bridge was great and the seas huge. For the second time today our entourage of 28 cars was video'd by tourists and of course there were the usual wishful lusting onlookers as we drove through the south coast hamlets in our beautiful machines.

Our thanks to Helensburgh Workers Club who reserved an area for us and provided us with a yummy lunch and drinks in pleasant surroundings to while away the afternoon, solve the problems of the world, and eagerly made plans for our June weekend in Dubbo.

All the best and see you all soon

Cheryl Ashton





Ray's Rofo to River Run

The day started off with a bright blue sky and the top down after a night of rain.

After a run from the southern side of Sydney we joined another 36 cars for the start of the run. It was good to see 4 new members and a number of visitors that joined the regulars for the run.

A group photo was taken and I was disappointed that the group didn't want to move to the left so my car would be in the shot.

After mounting up, forward ho, we headed north on the old highway and then started to proceed onto the freeway.

This was stopped by a police RBT operation I remarked to the first officer 'how many do you want' and after noticing how many MX-5's there were they all started to laugh.

After this minor delay we headed off down the freeway and turned off at the Peats Ridge road exit for the start of some very interesting roads.

I had to take it easy due to the bedding in of new brakes and my passengers' requirements but did lead a happy group of cars chasing a NA-6.

A stop was had at Spencer. A picturesque little village on the edge of the river with a great little general store, a fancy long drop dunny, an elusive hotel and a jetty where you weren't allowed to do anything I feel sorry for the local kids!

After the break off we went this time back in the pack. After some maneuvers we got into some fresh air and enjoyed the road and at one point waking up a local.

We arrive at the ferry to find one of our female members waiting outside the men's toilet, but the problem was we didn't have any streamers to bid farewell to those on the cruise across the river. . She was asked if she was checking out the locals. She was then joined by another couple of our female members.

Something must have been going on!

It was a great sight to see the ferry full of MX-5's. After the cruise we all congregated on the southern side of the river and then headed off along the river on what could be described as a one lane road, this proved interesting when we encountered the American classic car club coming in the other direction.

Some of those early American cars are very wide. Some distance along this road we took a hard left hand turn which put us on a great little hill climb (sorry a nice uphill road) up to South Maroota, Ray you have some great roads in your backyard. From there it was an easy drive to Riverside Oaks Golf Course for a very nice lunch.

The out look over the well manicured spectacular golf course was accompanied with a very nice lunch where the discussions turned to MX-5's, the runs and track days.

At the end of this we had an easy drive home to end another great day.

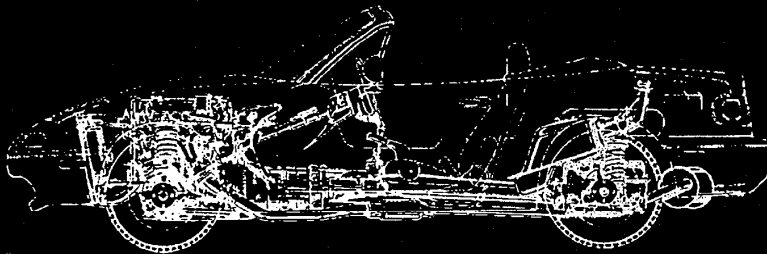
Thanks to Pam and Ray for their organisation on this great day and enjoyable run.

Keith & Sue

p.s. What happened to the creek names?

FOR CAR & MAGAZINE BLAST FROM THE PAST-10 YEARS ON

Inside Your MX-5



MAZDA PRESS RELEASE
February 9, 1999

500,000th MX-5 BUILT THIS WEEK

The 500,000th MX-5 rolled off Mazda Motor Corporation's Hiroshima assembly line this week, 9 years and 10 months after production of the first generation model began in April 1989.

The MX-5 now has the distinction of being the 'most produced' two-seat, lightweight, open sports car in the world.

The first-generation vehicle made its debut at the Chicago Auto Show in February 1989 and was launched into the US market in May.

In September 1989, sales began in Japan, then Australia in October, followed by Europe. The second

being 1990 when 1455 were delivered. The new model has continued the success story here with a total of 1421 sold since introduction in April 1998 to the end of January 1999. The milestone 250,000th MX-5 was manufactured in November 1992 and came to Australia where it now resides in South Australia's National Motor Museum at Birdwood.

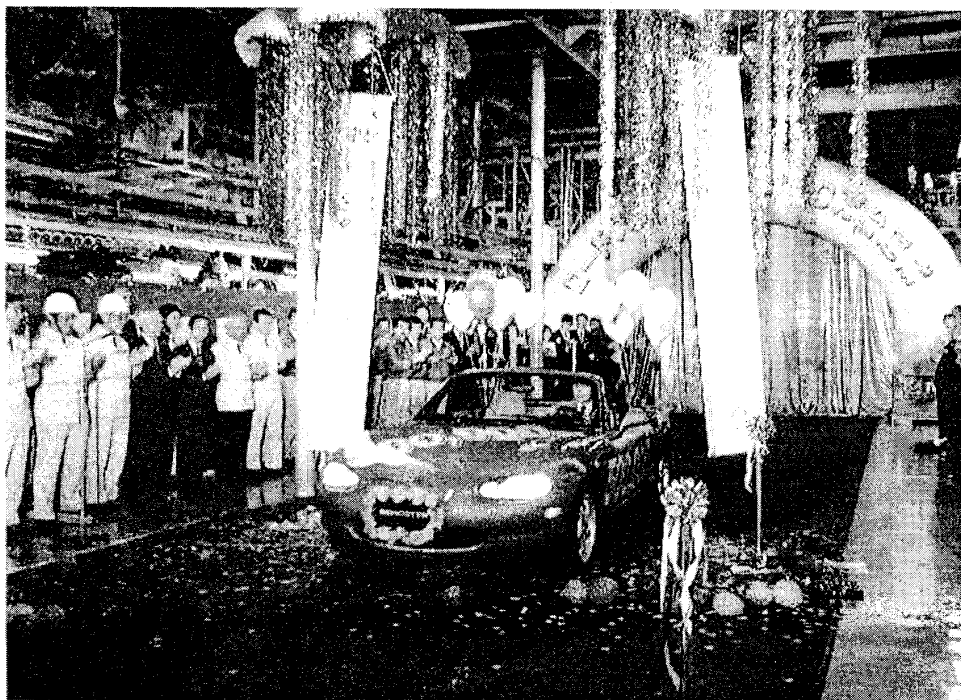
The front-engine rear-wheel-drive roadster has received worldwide acclaim ever since it was launched and has been the recipient of more than 80 motoring awards. In Australia it won Wheels magazine's coveted 'Car Of The Year' award in 1989 and has been listed in that magazine's "Top Ten" selection every year since launch.

It served as the spark to re-ignite the worldwide lightweight sports car market in the 1990's after it reached a peak in the 1960's.

Mazda Motor Corporation says it is now forging ahead with a strategy to enhance its brand awareness and the new model MX-5 is a car that clearly embodies the distinctive design and

responsive handling and performance, which are key areas of Mazda's product philosophy.

The company has positioned the MX-5 as Mazda's image leader to attract young-at-heart customers, and plans to further improve the model. A special edition to mark the 10th Anniversary of the MX-5 is set for worldwide launch and will make its debut in Australia in March.



Car 500,000 is greeted by Mazda workers

Bound for the United States, the landmark vehicle is finished in Evolution Orange (Evolution Gold in Australia) and equipped with leather seats.

To mark the occasion, Mazda held an 'in plant' ceremony attended by President James Miller and employees, including members of the MX-5 development team.

generation model made its debut in Japan in January 1998, and in Australia three months later.

Now internationally regarded as the benchmark among lightweight sports cars, the MX-5 is sold in more than 50 countries.

Of the 500,000 units so far produced, 30% (150,000) have sold in Japan, and the rest in overseas markets. In Australia more than 5000 MX-5's have been sold with the peak sales year



This is what I did on the Easter weekend (FOSC 2009).

Friday was a slow day. In the morning I went out on a familiarisation session, to try and remember the lines. Then at 2pm I had qualifying which was cut short from 30min to 18mins - the best I managed was 2.50 on the last lap. I think another 10 minutes I would managed my last year's time.

Saturday it showered all day, the first session at 9.15am was dry until we got into pit lane, and then it started to rain, I was on the hard R888s, I couldn't get any heat into them and my time was terrible I even had a touch of the wall in the Esses, only because the car in front decided to brake hard which forced me to brake which made me loose traction, the whole day's schedule was stuffed as cars were slipping off and smashing into walls due to the on off rain. These made my little scrape on the Esses look like nothing; at least I could still drive my car, fortunately no one was hurt. The next session was at 4.30pm, again it was showering, but this time I had on the wets. It was like driving a different car; I was passing people left, right and centre, I was out braking people, taking them offline, it was so much fun, and I had the 4th fastest time.

Turbo Girl at Mount Panorama

On Sunday there was a lot of sitting around, there was no rain in the morning but they had to make up for the previous day, so I didn't go out till 1.30pm. Then as I am sitting in pit lane it starts to pour down, yep you guessed it (I had the wrong tyres on again), I did one lap then they red flagged the race, so I came back into the pits to change the tyres.

At 3pm we were called up again, I was placed in 17th position (don't know why). It was still raining, but it eased up while I was on the warm up lap. As soon as the green flag was shown I floored it, the car just went, the tyres stuck like glue. In the first lap I gained 4 places and I kept reeling them in, the only car I couldn't get was the Nissan Skyline (dam those 4wd cars). I had the 2nd fastest time and ended up 2nd in the race (I know I wasn't racing but I'll still take what I can).

It was just brilliant!

There amazing cars racing over the weekend - D type Jags (one worth over \$2million), C type Jags, GT40s, Porsche GT3, etc, etc

Other Chapter members that were racing - Russell Battission, Ed Cory, Ian Vickers, Geoff Rose

The Chapter members that helped out either in the Pitcrew or on the Track were Greg Rooke, Dave Battission, Ron Tito, Bryan Harrison, Wes Randall, Mel Rooke, Peter Browning, Belinda Wren, Paul Beerworth, Don Battission, Bernard Cory, Wayne Northley –

Thanks Guys – We couldn't have done it without you.

Cheers

Turbo Girl

Never Choke in a restaurant in the South

Two hillbillies walk into a restaurant. While having a bite to eat, they talk about their moonshine operation.

Suddenly, a woman at a nearby table, who is eating a sandwich, begins to cough. And, after a minute or so, it becomes apparent that she is in real distress.

One of the hillbillies looks at her and says, 'Kin ya swallar?'

The woman shakes her head no.

Then he asks, 'Kin ya breathe?'

The woman begins to turn blue and shakes her head no.

The hillbilly walks over to the woman, lifts up her dress, yanks down her drawers and quickly gives her right butt cheek a lick with his tongue. The woman is so shocked that she has a violent spasm and the obstruction flies out of her mouth. As she begins to breathe again, the Hillbilly walks slowly back to his table.

His partner says, 'Ya know, I'd heerd of that there 'Hind Lick Maneuver' but I ain't niver seed nobody do it!'

Still a Winner.

Two little old ladies were sitting on a park bench outside the local town hall where a flower show was in progress.

The thin one leaned over and Said, 'Life is so boring.

We never have any fun any more. For \$10 I'd take my clothes off and streak through that stupid flower show!'

'You're on!' said the other old lady, holding up a \$10 note. The first little old lady slowly fumbled her way out of her clothes and, completely naked, streaked (as fast as an old lady can) through the front door of the flower show.

Waiting outside, her friend soon heard a huge commotion inside the hall, followed by loud applause and shrill whistling. The smiling and naked Old lady came through the exit door surrounded by a cheering crowd.

'What happened?' asked her waiting friend.

'I won 1st prize as Best Dried Arrangement. '

Double Take at FOSC Bathurst 2009

Is this what they mean by a two Bob bet??????????



Robert Gage whilst strolling through the paddock at Mount Panorama admiring the great selection of sports car machinery was stopped dead in his tracks by the site of another white Mazda MX5 NA with the same number plate, BOB 451. Obviously

another Bob with a white NA, but surely the 451 part was not selected for the same reason as my number plate (birth date April 1951). Sure enough it was. My counterpart Bob West was born on the 1st April 1951. I was born on the 2nd April 1951. Both of us selected personalised number plates to correspond. Even our cars were manufactured in the same month although one year apart. Bob West is a member of the MX5 Club of Victoria and is enthusiastic about his motorsport. Almost like a parallel universe, what a strange co-incidence. The photos tell it all.



CAPTAIN'S REPORT FOR YEAR TO DATE

We have had a very busy year, starting off in February with our south run where we headed via the Old Princes Highway following Mount Ousley Road via Albion Park, Macquarie Pass, and Jamberoo Mountain Road before stopping for a coffee break at Jamberoo, then off towards Shellharbour via Swamp Road through the back of Gerrigong before finishing at Gerroa Boat & Fishermans Club for lunch. We encountered rain, fog and wind but all in all a great run.

February was our first midweek run, where we ventured up to Terrigal on the beautiful Central Coast. A fabulous turnout of 28 cars and we had wonderful weather.

In March Ray Estreich did the Rivers to Rivers run modified from last year ending up at Riverside Oaks for lunch. Thanks to Pam & Ray Estreich for this run.

April saw us do another south run, again, the weather wasn't kind to us but we still managed 28 cars. Heading via Picton, back towards the coast, we headed up Mt. Ousley and down Bulli Pass, over Sea Cliff Bridge, then

through Otford, before enjoying a lovely lunch at Helensburgh Workers.

Mays first run was organised by Michael Soulos in conjunction with coffee and lies, where he headed a quick 200km breakfast run starting at Dural, skirting the Hawkesbury, Spencer and Peats Ridge, finishing up at Pie in the Sky to join the coffee and lies.

A big thanks to Michael Soulos for doing this run and keep an eye out for his Brass Monkey run in July.

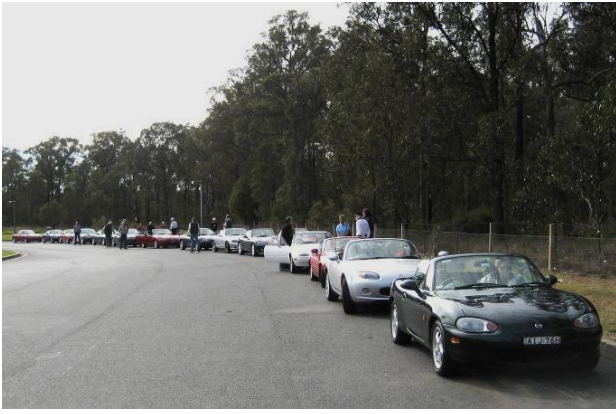
We also had our second mid week run which started at Pheasants Nest and skirted the Southern Highlands before finishing at Mittagong RSL for lunch. Thanks to Sean for organizing this event with 15 cars showing up. Our third run for the month is Stefan's Mountain Madness heading the back roads through the mountains and up to Bathurst returning via Sofala.

This run is in memory of our former President Arno Boge.

Kim & Peter Ranger-Captains



The beginning.....



THE SOUTHERN HIGHLANDS-AUTUMN RUN

It was just what the doctor ordered. A drive in the country to take in the spectacular colours of Autumn and enjoy the invigorating air with the top down on winding MX-5 roads.

The wet blankets at the Weather Bureau forecast showers, but the weather gods turned on a superb warm and sunny day for this event. We also had a great turnout for this second of the midweek Club runs. Fifteen cars with a complement of members, old and new, gathered at the Pheasant's Nest rendezvous to down a coffee and exchange pleasantries before we got under way.

We were out onto the freeway on schedule and immediately gave it the slip – up the slip road that is – to Avon Dam road to join the Remembrance Drive at Bargo and travel south on the old Hume Highway. A diversion took us through Yerrinbool until we reached that sneaky little left turn at Old South Road – you know the one – blink and you've missed it! Superior driving skills ensured that everyone survived this navigational test.

With Mittagong somewhere out there to the west, we turned towards the coast, driving through gorgeous countryside populated by Liquid Ambers and other deciduous varieties showing off their Autumn plumage. We joined the Macquarie Pass just below Robertson and held back at the intersection to get a clear run downhill. You really should drive these roads during the week to enjoy the freedom from traffic.

There was only one other car descending the Pass – that's right – only one, and it was inevitable that we would catch up with it. That driver must have been alarmed at the sight of a swarm of MX-5s buzzing down the mountain, he had a nervous foot on the brake all the way (drivers of

automatics don't know how to use the gears 😊). He tried to escape us at the foot of the pass, but we tricked him by turning off for Jamberoo at Albion Park.

We made a 'coffee stop' of sorts at Jamberoo (coffee is a diuretic so we had to discharge the volumes imbibed before the run). Then it was off again and up Jamberoo Pass to Robertson, and a detour off the main road to run through Kangaloon towards Bowral. Another diversion there onto the Old South Road again, going north this time, to enter Mittagong via the back door.

Lunch was at the Mittagong RSL Club. They treated us well there, no signing in queue at the door; we went straight to our tables and signed on there. Food was good for the price, quality and quantity, but the company was even better.

Was it a success?

It must have been. We decided we should do it again.

Join us next time; we will be going to Mt. Tomah around August.

.... and the end!

Seán MacCormaíc



Revamped Roadster

Open Road Magazine May/June 2009



Even though Mazda is alone in offering an affordable two-seater convertible sports car, the recently independent Japanese brand continues to develop its iconic MX-5. A greater spread of performance across a wider rev range is probably the biggest change for this face-lifted car, bringing improved drivability in every gear for the sweet-spinning 2.0 litre four.

And although power and torque outputs remain the same (at 118kW and 188 Nm), the MX-5 accelerates more quickly and is marginally faster than the previous model, while a more evocative exhaust tune has been created. Gains in efficiency have also been made, with sizeable falls in fuel consumption (down to as little as 8.1L/100km) and emissions.

Controversially, the engineers have lightened the MX-5's steering effort to make it easier to throw around. However, Mazda claims that the revised suspension settings result in more sure handling and greater road-holding qualities, since the car's centre of gravity has been lowered slightly.

Only a back-to-back test would confirm this, but the MX-5 seems to have lost none of the incredible agility, poise or astounding body control that has become a hallmark of the little roadster.

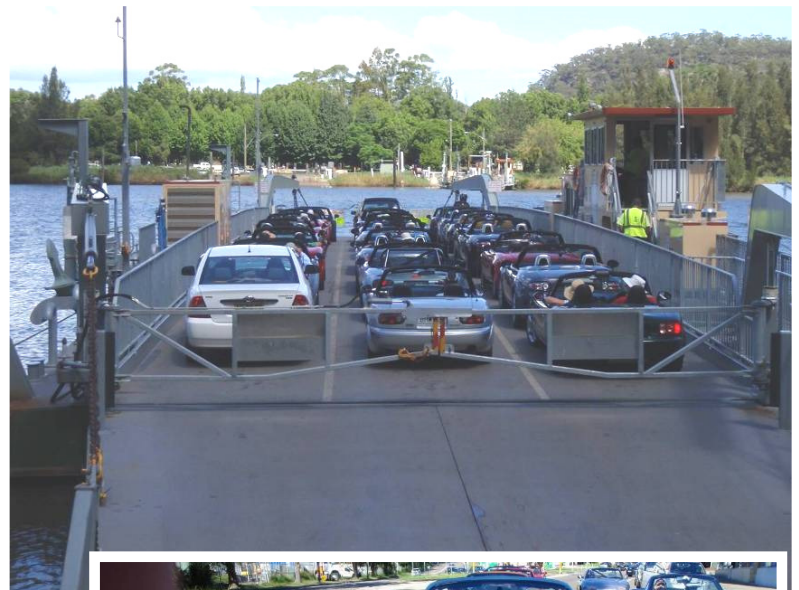
Visually, the facelift brings the nose in line with other new Mazda's, but only a keen eye will spot the sleeker headlights, larger front air intake, revised tail-lights and redesigned bumpers.

Inside, the MX-5 finally gains a driver's seat height adjuster. But despite new sound-deadening measures in the roof and bulkhead, which aim to cut road noise intrusion, the Mazda is still a raw and ready sports car. Whether you are in the Retractable Hardtop that offers better security but a weight and aesthetic penalty, or the purer soft-top version that only accounts for 20 per cent of sales, there is still a cacophony of noise to deal with. But that is all part of the MX-5 experience. -**Byron Mathioudakis-NRMA-Open Road**

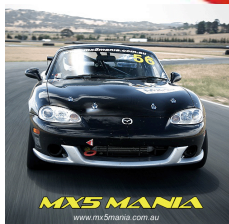
Soft-top Touring



Roadster Coupe



That's all Folks !!!!!!!!!!!!!!!



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