

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

# club TORQUE

SPRING 2021

“During fanciful  
daydreams I decided that  
the Mazda MX-5 was the  
sports car that I would  
like to own”

## IN THIS EDITION

Roger Textor's 90th Birthday

A walk in the west

5 mins with Motorsport winners -

Stewart Temesvary and Jamie Martin

Presidents report, AGM View and more



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# club TORQUE

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## IN THIS EDITION, SPRING 2021

LAKE TO MOUNT	5
MIDWEEK MITTAGONG	7
ILLAWARRA CHAPTER YEAR IN REVIEW 2021	10
ROGER TEXTOR'S 90TH	14
WALKA WATER WORKS RUN	19
CHINESE TRIBUTE GARDEN YOUNG	21
PRESIDENT'S REPORT	23
PRESIDENT'S VIEW OF THE AGM	27
CLUB TORQUE FEEDBACK	30
LET'S TALK 2-WAY RADIOS - PART 2	32
MEMBERSHIP STATS 2021	34
GINGER'S CREEK TO BYABARRA COVID BUSTER	38
RPM MUDGEES EXPERIENCE	39
SCULPTURES AT PETANA	41
END OF LOCKDOWN THAI AT TUROSS	43
A WANDER IN THE WEST - A TASTE OF MARGARET RIVER	45
WEDNESDAY PUB LUNCH RUN	53
CHALLENGE BATHURST 2021	54
GROUP B WINNER - STEWART TEMESVARY	56
SUPERSPRINT RR2 CHAMPION - JAMIE MARTIN	60
WHAT IS A 'REGULARITY'?	62
WAKEFIELD PARK TRACK DAY REPORT ROUND 7	64
2021 CLUB TRACK DAY WRAP UP	66



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# LAKE TO MOUNT

17 and 20 November 2021

Words and images: Christine Cameron

It felt like we had not seen our MX-5 friends for so long and our ND had sat sad and lonely in the garage missing his friends too. So as soon as Hunter's lockdown eased in October, we organised a mid-week and weekend run on 17th and 20th to the picnic area at Mount Sugarloaf.

Doubling up on the run allowed us to stay within the NSW health

regulations while still opening the run up to everyone that wanted to come along.

Nature was kind on both days, and we had lovely sunshine for the mid-week run and clouds but no rain for the weekend. Across both runs there were 10 + 9 cars bringing 19 + 17 members together for our first Chapter events since July. Meeting at Speers Point Park, we toured the lovely windy back roads between Boolaroo and Toronto, then headed over

to Freeman's Waterholes and up towards Cessnock. Our usual preferred route along Sandy Creek Road – even with all its potholes, we love it for its great little windy sections – closed for roadworks (Yeah!!!), so Lake Road took us to Abermain, then back towards Newcastle. Touching on the Hunter Expressway for 6km certainly helped to blow the cobwebs out a bit. Exiting onto George Booth Drive, we cruised up to Mt Sugarloaf and found a nice shady spot in the trees for

What a view from Mount Sugarloaf



our picnic, managing to get the same location in the park on both days.

A leisurely afternoon was spent munching sandwiches and swapping lockdown tales with our friends. It was great to see everyone and have an opportunity to start planning runs for the coming months. Thank you to all who came along and made both days so much fun.



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# MIDWEEK MITTAGONG

November 2021

Words and images: John and Frances Molden

John and Frances have discovered a lovely way to commence runs starting in Mulgoa. We congregated at the “Settlers Restaurant and Café” for a pre-run coffee and chat. The Settlers is an iconic establishment that has been a commercial restaurant for over 50 years.

Peter, our new President, graced us with his presence and this resulted

in a lively debate about a number of topics and about the future direction of the MX5 Club. Of special interest was the recent changes to the Club Torque magazine which has now gone digital. Not everyone there was in support of the change. Peter encouraged us to email him with comments both good and bad. Good luck with that one Peter.

The road to Mittagong is quite a familiar one to RPM members but Frances and John tweaked the route a

little to freshen it up for us. The ten members in six cars had no difficulty keeping together on the rather quiet country roads. A few potholes along the way just served to kept us all alert. The one and a half hour journey from Mulgoa to Mittagong is just perfect for a relaxed midweek drive. And anyway, we were mostly there for the friendship and laughs.

Mittagong RSL is known to most of us and has proved to be a reliable venue with a good menu and service



with open comfortable surroundings.

Again, at lunch we were back on the topic of the Club going forward and lots of suggestions, ideas and opinions were expressed. I guess that

is what happens when the new boss tags along.

When some of our good friends had to leave a little early, they expressed the view that we might talk about them after they left, but all that was said

was how lucky we are to have such a great group of MX-5 mates.





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Taking in some Mittagong charm



# ILLAWARRA CHAPTER YEAR IN REVIEW 2021

Words and images: Adele Weatherall

This time last year we were coming out of COVID-19, then we enjoyed a brief respite, before being locked down again in July until November.

The pandemic did not stop our Chapter from enjoying friendship and travelling around in our little cars for quite a while.

## November 2020

- Hella and Mark got

us started with 'The Fourth Be With You' - a great run down to Huskisson and on to Plantation Point reserve for a picnic lunch.

- 'Mazda's in the mist', at Burrawang General Store returned and a big thanks goes out to Phil Reid who has organised this monthly event for many years.
- Jan Gibson led us to Tarago Pub where we celebrated Brendan's birthday with a forgettable meal.

Wingello Village Store would like a return visit from us and we would like to return.

## December 2020

- We weren't killed in the rush for our 'non-Christmas' celebrations at Tahmoor Inn Hotel but 25 members enjoyed the day out, led by Mark. The Hotel has decent food, and it is worth another look. Very MX-5 friendly.

## January 2021

- No cancellations



for Bryan! Cyclonic conditions on the Run to Kangaroo Valley. A small incident on Macquarie Pass which ended well. What are we in for next January?

- Our traditional Australia Day picnic at Cordeaux Dam didn't happen due to more COVID concerns.

### February 2021

- We got a bit carried away this month with three runs.
- Senia and Bob took us the long way to Bald Hill and then back down to

Ryan's Hotel in Thirroul for dinner. Dinner? Dinner? Dinner? We are still waiting.

- A freezing cold and windy day at Kiama Blowhole with Phil Belcher followed by a great lunch at the Fisherman's club at Gerroa.
- Neil Tribe led us on the inaugural 'Sandra Reid memorial run' to the Bundanoon club.

### March 2021

- Our thanks go out to Leon Sawyer who had us ripping off shirts at

the dinner meeting. CPR and defib were on the menu.

- The cruise boat ran aground, the land slipped on Clyde Mountain and the roads flooded all the way to Batemans Bay. At least you led us to Donegan's terrific steakhouse, thanks Wally. This trip could be done again as everything is already organised.
- Chrissie and John couldn't resist showing off all the houses they had lived in around the northern suburbs



before whisking us up the mountain to the Temple at Helensburgh. For once the sun actually came out.

- We must 'DO' lunch again at Bundeena RSL.

### **April 2021**

- A new awakening of the sights around Jamberoo valley before finding our 'inner child' at Leonville junction. This was something different and a real treat for all of us because Gwen and Leon put on a sumptuous afternoon tea to enjoy while watching the trains. Thank you for inviting us back!
  - Hella, when are you going to stop your obsession with sheep? Your run to the dams only produced Jan's delicious slice.
- The dinner meeting also gave us the spectacle of Barr's Cars. Fact or fiction, Brendan? Didn't know you were that old!
  - Hallelujah! Hallelujah! A terrific day eating, drinking and chatting at The Farm, West Dapto. Let's do it again next year because now Phil R and James know how to get there. Ask me for details.
  - Kerry organised the Super Go Karting challenge at Picton and assures me it will be improved next year. Female drivers needed. Picton bowlo is waiting, too.
  - The spectator run to Wakefield Park was cancelled due to COVID but it would be good to include it on a trip up that way in 2022.

### **May 2021**

- COVID was rearing its ugly head again, and restrictions were starting to appear, but our chapter kept soldiering on.
- Illawarra chapter 9th birthday celebration. Who could forget Jennifer's wonderful cake? Please do it again

next year Jennifer.

### **June 2021**

- Joe's dancing Tesla with all the lights, bells and whistles was a highlight of the dinner meeting. Some members were lucky enough to go for a spin.
- Robert Simms took us via Fitzroy falls

through the rain and sleet to Cherry Tree Hill Winery. Our gourmet pies were a bit light on and one person had difficulty staying on his stool after a couple of wines.

- Will we, or won't we? Should we, or shouldn't we? The great dilemma prior to our Christmas in July in June at the Robertson Hotel. Yes! Let's do it! Drinks and chat by the open fire, finished the main meal and waiting for dessert when everyone's phones starting ringing. Our Glad was announcing a 'lockdown' for Greater Sydney at 6pm. Weren't we lucky we chose June for our July Christmas!

### **July, August, September, October 2021**

- Who knew at the end of June that we would be in 'lockdown' until mid-October?

### **What we missed:**

- Riverboat Postman with Trevor Gillett
- Weekend at Orange with Peter Feutrill
- Weekend at Young with Hella & Mark



Underwood (can't bring myself to mention those sheep again)

These weekends have already been well organised so new leaders would be welcome to take over if the original members are 'over it'.

So, that completes the year from October 2020-2021. Fiona Shedden, our new Regalia Officer showed her feisty side, Bryan and Wesley kept us informed of the club committee activities, and Brendan tried to be witty with event information (he made it halfway).

As a chapter, we didn't do too badly considering some of the road-blocks we had to contend with. In seven months, we had 14 actual 'Runs' to somewhere in and outside of the Illawarra area. Some

people became run leaders for the first time and new members joined the group. I had a lot of fun as the Illawarra Run Coordinator over the last 12 months and would like to thank the members for their support. You made the job easy. I especially appreciated the wisdom, advice, consultation, support and humour given to me by Hella, Brendan, Bryan and Jan.

Now that lockdown is easing, I am looking forward to catching up with everyone at the Dinner Meeting (4 November), Mazda's, Journey to Nerriga Pub (20 November), and the Christmas party at Figgy Bowlo (12 December).

Brendan never lets us down so information and booking buttons are now

up on the events page on the website for your perusal.

I've now retired as Illawarra run coordinator and at the moment, we don't have a replacement. James is carrying the can, in addition to being our chapter Convenor, but it's unfair to expect him to do both for the long term.

We need a new run coordinator for the year ahead. Much of the work has been done for you already because there is a catalogue of runs and weekend trips that were planned but got COVID-ed. Please let James know if you're interested in stepping up.

**We need you!**





# ROGER TEXTOR'S 90TH THE LIFE OF WALTER MITTY

5 December 2021

Words and images: Roger Textor & Jill Hurcombe

Attendees: Roger Textor & Jill Hurcombe plus everyone Coffee & Lies

Born in 1931 I grew up during the depression years and my father served in the RAAF during the 2nd World War - so there were not ever any thoughts of having or driving a sports car.

In my late teenage years, I managed to save a little money and bought a 1939 Austin Seven and found that I could take part in a few sporting events , mostly hill climbs in which

I was not very successful.

In 1956 I joined the Northern Territory Police Force and retired as Deputy Police Commissioner, Police Operational Commander (Police, fire and Emergency Services) in 1987. During that time, I married, had five children and suffered the tragedy of my wife's death. As before I had little time to think about sports cars.

Early in my retirement I nearly purchased an Alfa

GTV6 which I think is the most beautiful car ever made . But the lure of walking and minor climbs in Switzerland, blue water sailing, and skiing won - so once again no sports car .

But then -

The **'True Red'** road to my MX5 - YEQ-47Q

During late 2005 a dormant but long held dream of mine to own and drive a real sports open top roadster stirred within me. During fanciful daydreams I decided that



the Mazda MX-5 was the sports car that I would like to own.

Because of this, many visits were made to the two Mazda dealers in the ACT. However, this desire was a roller coaster of emotion and on many occasions the dream was dismissed outright from my mind. At one stage early in 2006 I went to one of the Dealers determined to buy a "Copper Red" demo. MX5, but after sitting in it for a while contemplating the purchase, I suddenly decided that it was not for me. I thought it was ridiculous for an aging 74 year old to drive such a car, together with an 'inherited' belief that you should not squander money on objects of desire that one did not really need.

However, family members,

especially my daughters and son Michael urged me to spend their 'inheritance' and buy my car. Anyway, while saying that it was just a dream and that I had no intention of pursuing the matter I decided that I just might go ahead with the idea.

After deciding with Steve, a salesperson at Rolfe Mazda, I went for a test drive in a 'Leather Pack,' Copper Red, MX-5 (NC), Reg. No. MX-500 during the morning of Monday 28th August 2006. The test drive went through Belconnen, along William Hovell Drive, Coppins Crossing Road, Uriarra Road, Cotter Road and up the winding road to the Mt. Stromlo Observatory and returned by the same route to the dealership in Belconnen.

At first, I had some

difficulty in using the 6 speed manual gear box - after years driving an automatic - but with the salesman's expert guidance I soon got the grip of it and enjoyed the experience. So much so I decided then and there, while still driving on the test run that I would buy an MX5 that day.

After some discussion with Steve and his Sales Manager a discounted price was agreed upon and I signed a contract to buy a new true red colour, leather pack MX-5. The delivery period would be about two weeks. After paying the required deposit I left the showroom slightly shaken at what I had done.

My MX-5 arrived at Rolfe Mazda on the following Monday, September 4th. Steve also gave me the welcome news that my MX-5 was the first of the upgraded MX-5 NC's that were now equipped with traction control and switchable stability control and several other minor changes. Although this had increased the cost of the MX-5, the car would be delivered to me at the agreed price.



I took part in a few sporting events mostly hill climbs

2006 NC in copper red. 'Ridiculous for an aging 74 year old to drive such a car. I bought the True red instead'



2006 NC in True Red, thus began the love affair



Being impatient to see my MX-5, I called into Rolfe Mazda on Tuesday 5th September. Even though it was covered in delivery protection coating and dust it looked great, and now that I had seen it, I was so glad that I had chosen the true red colour.

On Thursday September 7th, in company with daughters Angela and Sonya I took delivery of my long awaited MX-5, carefully and nervously drove it away from Rolfe Mazda to home.

What a day, what excitement, what

nervousness - the dream was realized.

I now have had 15 years of companionship with a great bunch of MX-5's and have enjoyed having my daughter Angela as my co-driver at first and Jill for the last 12 years.



The most beautiful car ever made



### Jill Hurcombe -

The first time I was interested in sports cars was as an impressionable teenager when I and most of my girlfriends maneuvered to get a ride in a boy's pale blue Austin Healey. Needless to say, he had plenty of willing passengers and I only had the briefest of rides.

Marriage, children and a busy career occupied the next fifty years, and it wasn't until Roger Textor, and I became a couple that I had the boy and the car and many happy times in his true red MX-5 - a car very easy to fall in love with. My first nervous drive of it was in the back streets of Gundaroo not

having driven a geared car for over forty years.

Obviously, my image of myself in a sports car and reality are two different things, as one day when returning to the car, a man standing nearby said, "You're the last person who I thought would drive a car like this." He was quickly covered in confusion having spoken aloud but recovered when I laughed and said that I was, too, until forming a new relationship with the man who owned the car.

Being part of the MX5 Club in Canberra has been a delight for me and I enjoy all the drives and the camaraderie that goes with it.

I couldn't wait to get a ride in the pale blue Austin Healey





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A large, two-story brick building with a tall, slender chimney on the left side. A palm tree stands in the foreground to the left of the building. The building has several windows, some with arched tops. The sky is blue with some light clouds.

# WALKA WATER WORKS RUN

24 November 2021

Words: Christine Cameron  
Images: George & Jen Boyko

Twenty-four members in thirteen cars met up at Raymond Terrace Riverside park for our Sunday run to Walka Water Works.

There was hesitation to start the run with roofs down as dark clouds loomed in the distance, but optimism prevailed so we headed out top-less.

Our run took us along the beautiful country roads through Seaham and Clarencetown for

our morning tea stop at Dungog – by which time there was definitely much more sunshine. It was lovely to see the countryside looking so green and inviting.

We always say that you know when you cross into Dungog Shire, they have big challenges with road maintenance – so it is less a matter of avoiding potholes as trying to find strips of tar between them!

From Dungog we headed up to a Hunter favourite

– Bingleburra Road.

This windy and very scenic road is quite different to drive in each direction and it was great fun even though a section has had a landslip and is now one-lane with an emergency traffic light.

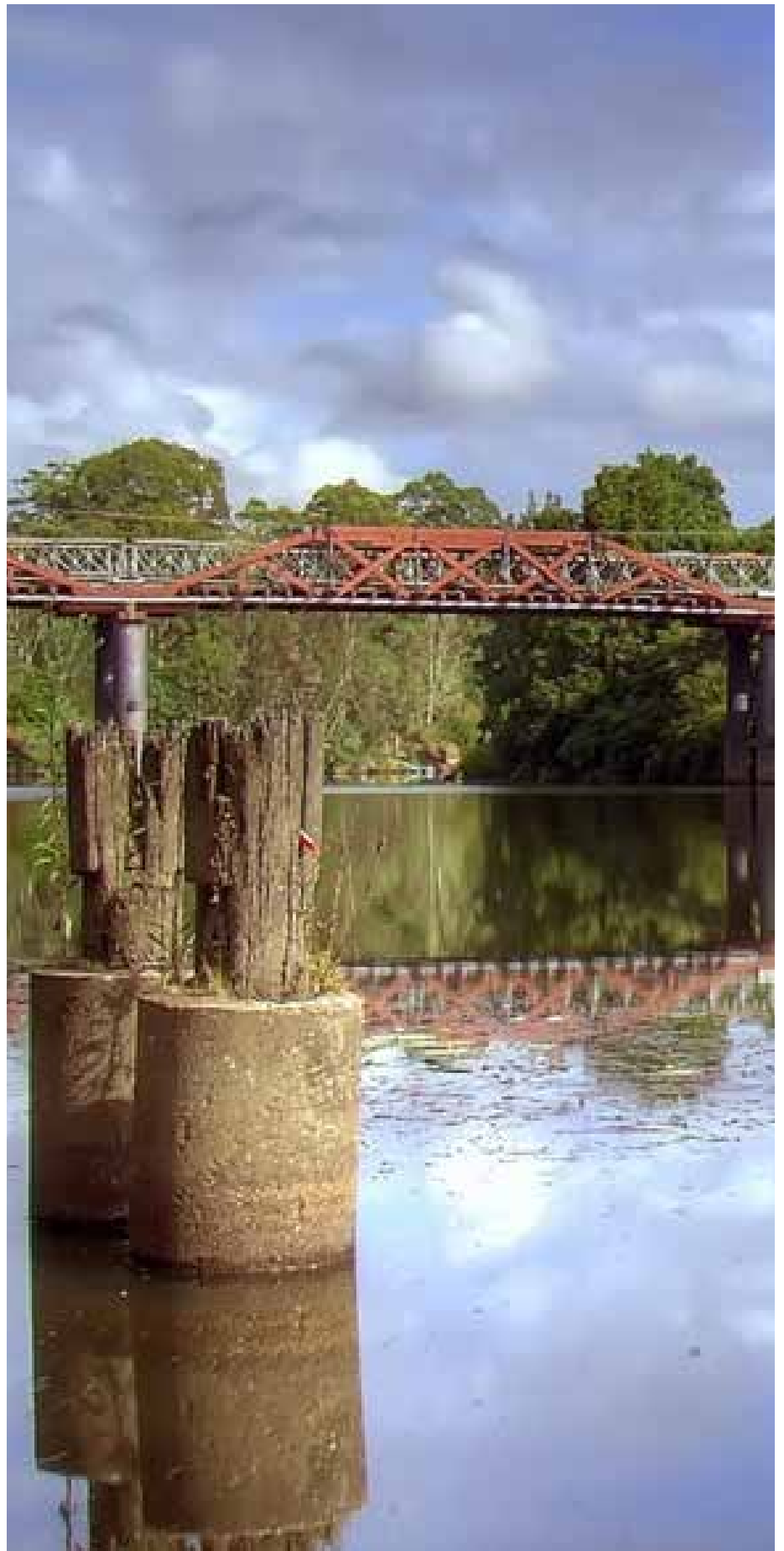
We headed through the small town of East Gresford paralleling the Hunter river back to Aberglasslyn and Maitland to Walka Water Works. Parking was at a premium as the end of lockdown

saw lots of family groups taking advantage of this lovely park, but we all found spots for our cars.

We got there just before noon, which was fortunate as we also managed to secure picnic tables for everyone just before they were all snapped up.

A most enjoyable afternoon was had picnicking, chatting and doing something that felt 'normal' post lockdown.

It was great to see everyone and a big thank you to all who came along and shared in the fun.



Clarencetown, upper Hunter





# CHINESE TRIBUTE GARDEN YOUNG

19 November 2021

Words: Peter and Annemie Wilson

Images: Rod Nicholas, Peter and Annemie Wilson, Lili Chi, Rob Wilko

The weather was overcast with a forecast for rain as thirteen members in eight cars assembled in the McDonalds carpark at Gold Creek.

The drive to Boorowa had very little traffic and a good driving surface apart from the odd pothole from recent rain.

We arrived in Boorowa under a clear blue sky and dispersed to various cafes for refreshments.

The Marsden Street Café was the most popular with our group. The Canberra chapter coffee sommelier, Tony McDonald, agreed the coffee was of a high standard. Some members found time to “hit the shops” and release some of that cash that had accumulated during the COVID lockdown.

The town is a wonderful location to visit as the local council are committed to constant upgrades and maintenance. Well, known

for the “Running of the Sheep,” usually on the long weekend in October, this event has been deferred to March 2022. Another casualty of COVID.

From Boorowa it is a short drive, via Murringo, to the Chinese tribute garden in Young. The road was in good condition and had recent work to repair the very patchy bitumen that was present on our last run to Young. All arrived at the gardens without incident and enjoyed a



very long leisurely lunch in the almost deserted location. Clearly it is a very popular picnic area over the weekend. It was an enjoyable time to socialise and catch up with friends after a long time “locked up” at home.

After lunch we drove to the Allambie cherry orchard where Mike Lawless had organised the owner, Rupert, to be waiting for us. Due to recent rains and the cost of labour there were no cherries for sale, it was a pick your own affair.

Some short instruction by Rupert on the art of picking and an arm pointing to the direction of the best cherries had us organised. A novelty for most, some members were more proficient than others. It is clear we wouldn't survive on the income from cherry picking.

Another caffeine hit at Allambie before the drive home via Wombat, Murrumburrah/Harden and Murrumbateman.

A light shower as we approached Canberra


forced some to stop and erect the roof. Otherwise, it was ideal weather for a drive in the countryside. We arrived home at 4:45 pm with 321 kms on the trip meter.

Thanks to all members for an enjoyable day.

There are plenty of photos, and a schmick ‘live’ map of the run - expertly taken by Lili Chi and Rob Wilko - on our chapter's Facebook page. Go check it out.







# PRESIDENT'S REPORT

19 November 2021

Words: G Peter Battison  
Images: Club members

Wow! What an amazing 6 weeks. One AGM, two issues of Club Torque, two committee meetings; many hours discussing the future of our club.

Discussions with sponsors and advertisers, designing various operating guides; policy and procedure instructions, getting the terms of reference organised for the many sub-committee's.

Visiting all of the chapters,

attending events and runs, several overnight stays and I have covered over 8,000 km's in my ND. Hours of negotiations with various committee members too. Resolving issues within the membership and finalising some of their concerns; which took extensive investigation on my part as well. It has been jam-packed to say the least.

The interactions with the many members I have met has been very enlightening too. Everyone will be

listened to and their thoughts considered, be assured of that.

Kerri and I have been absolutely flat-out with the production of Club Torque, it has been a monumental task, weeks of work completed in just days, no sleep for us, I can assure you all of that. This Spring edition too, has been every bit as much a hard slog, with the deadline looming faster than we were able to produce the pages, it may

be a couple of days late but not for the want of trying. With the magazine produced digitally, we are able to bring you up-to-the-minute stories and news like never before. The feedback so far has been absolutely amazing, the congratulations proffered have us both on the verge, with tears of satisfaction. In fact, some of our eldest members are certainly very happy; as you will see by the many testimonials – too many to include them all-within this edition, to be fair we have included all of the negative testimonials too. It is our intention to make Club Torque bigger, better,

and more accessible. We are investigating how we can assist those readers with sight and hearing difficulties, we want to make it a valuable resource for all. We're looking to add 'Videos' of your social events, motorsport in-car and runs too. We are also working towards making Club Torque available as an audio book – you can listen to it in your car or anywhere else – as well, although that's a few months away.

So, please up your game, send us you photos, videos, stories and anything that you think our members will enjoy.

Technical articles will

become a regular feature as will member profile feature stories.

If something interesting is going on, we want to know, so it can be included.

I am working hard on compiling the 1st, 2nd, 3rd decades of the club magazines, in three volumes of PDF FlippingBooks. The nostalgia that will be in those volumes, I know will stir many a memory. Would you like to buy a hard cover printed set? Any memorabilia is wanted for the production too.

On another front, I was hopeful of a new newsletter, coming out after each committee







"the back tyres were this wide..."

meeting, to keep all members up to date with what is happening behind the scenes.

Unfortunately, I have not had the time due to Club Torque and other more pressing commitments. I will however be catching-up with it over the next couple of months. The new committee is very promising, with a motion passed to setup several sub-committees, to look into all aspects of our club operations.

There are some interesting things coming your way in the near future, as I get "A

Round TUIT" I'll keep you posted.

I will be looking for member support with some upcoming events like the 25th anniversary of motorsport for the club. If you can assist, let me know today. There will be a special edition of Club Torque, dedicated to club motorsport; any photos, videos, writeups that you may have will be most welcome. You could earn some TUIT's too – more on them later. Illawarra also has their 10th anniversary this year and another special edition is also on

the cards. Illawarra, send in your articles today, there is a multitude of them out there.

My sincere thanks and appreciation to Kerri Langworthy-Ward your new Vice President; for her enormous support and continuing demanding work. Kerri is a tower of strength and someone that can be counted on when things get tough. Thanks Kerri, you are simply amazing.

Thank you too, to our committee members for their continuing challenging work on your

behalf, remember them and say G'day when you see them. They are a fantastic bunch of resolute club members.

A special thank you to all of the members that have been assisting me over the last few months, getting things in place for the sub-committees that are now approved. These members that have great depth of knowledge in their respective areas, a bonus to have their

expertise in our Club.

I ask you to assist them any way you can. It is your club.

What a tremendous club we have, events galore: so much to do, so little time to do it. Both Kerri and I are looking forward to the Christmas season break; to recharge our batteries, putting strategies in place, getting ready for what will be a mentally sapping year ahead.

We both wish all a wonderful festive season, may your dreams come true.

See you in 2022.



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# PRESIDENT'S VIEW OF THE AGM

19 November 2021

Words: G Peter Battisson  
Images: Club members

The club held it's 2021 AGM on Friday 22nd October at 7.30pm via ZOOM conferencing.

## **Agenda and draft minutes of 2020 AGM:**

The meeting attended by 47 members, the quota under the constitution for a quorum is 20 members.

Reports from the President, Competition Secretary (now Motorsport Secretary) and Club Captain were read to the meeting, PDF copies of

reports, moved, seconded & carried.

*No questions asked by the Members.*

The Treasurer's report read, financial report shared on screen & the Auditor's report given to the committee. PDF copies of reports were attached via the links, moved, seconded & carried.

*No questions asked by the Members.*

A proposal for changes to appendix a of the constitution was

presented, accepted, carried & adopted.

*No questions asked by the Members.*

## **Election of office bearers and committee members:**

All nominations unopposed, voted on accepted, carried & adopted.

## **New committee office bearers:**

- President, G Peter Battisson
- Vice President, Kerri Langworthy-Ward
- Treasurer, Louis Serret



Our Zoom AGM meeting, all part of living with COVID

- Secretary, Phil Donnelly

### **Ordinary committee members:**

- Club Captain, Michael Soulos
- Motorsport Secretary, Ian Combes
- Membership Secretary, Bryan Shedden
- Regalia Officer, Christine Cameron
- BreakFast Club Coordinators, Andrew Lord & Brett Hardey
- Motorsport Assistant, Joe Kovacic
- General Committee member, Tammie Hotz

### **Chapter convenors:**

- Sydney, Bryan Hicks & Andy Bottomley
- Canberra, Peter & Annemie Wilson

- Hunter, John Purcell & Christine Cameron

- Illawarra, James Mate

- RPM, Chris Wyatt & Gillian Fletcher

- Mid North Coast, Allan Martin & Peter McDonald

- South Coast, Anda & Brian Clayton

### **Exofficio representatives:**

- Website Coordinator, Gus Elias
- Membership Assistant, Ken & Maggie Liston
- Motorsport Event Secretary, Barry Luttrell
- Historic/Classic Vehicle Assessor NSW, Andrew Digney
- Historic/Classic Vehicle Assessor ACT & NSW, G Peter Battison

- Club Historian, Elaine Caldwell

### **In general business two members asked questions:**

*Q. Why have all of the 4 office bearers vacated at the same time?*

*A. The 4 position holders decided last year to stay on for another year, all had served for 7 or more years, it was time for them to have a break.*

*Q. Why are minutes of all committee meetings not available to all members?*

*A. Incoming President and Vice President to talk with the member raising the question after the AGM and recommend full policy going forward.*

### **Membership tenure awards:**

- One 30-year member, Lindsay Burke
- Five 20-year members,
- Sixteen 15-year members
- Twenty 10-year members
- Eighty-six 5-year Members

### **MXV award:**

No one reached the milestone of 1015 accumulated MOTY points



this year, due to COVID-19 lockdowns.

### **President's award:**

Keith Monaghan awarded the President's Award to two members for 2021. They are Julie Sando & Wesley Hill.

Keith's speech -

*"Wesley and Julie have been members of the committee and officers of the organisation for over 7 years and this award presented to them both for the excellent work they have done in their positions and the support they have given me in running this club."*

*Julie has done a brilliant job*

*in controlling the finances of the club. She also has been involved in the running a number of events for the club including the finances for NatMeet.*

*Wesley had the sometimes challenging task of keeping me and the committee controlled at our meetings. As well as this, keeping the records of meeting, supplying minutes to all the committee members and making sure we met our regulatory requirements. Wesley took over the lead of NatMeet committee and has helped in the running of a number of our events".*  
Congratulations to Wesley and Julie.

### **Life Membership:**

Life Membership was awarded to Keith Monaghan.

Phil Donnelly, Secretary read the citation to the meeting, to Keith's surprise.

The incoming President G Peter Battisson gave a speech thanking the outgoing committee and those members staying on for another two years. Peter also welcomed new members to the committee, outlining the changes to the positions and the reasons for those changes.

Meeting closed at 8:35pm.



Congratulations to past President, Keith Monaghan, on his life membership.



# FEEDBACK

Words: Kerri Langworthy-Ward

Images: Stock footage

Nothing makes me feel more positive about the future of NSW MX-5 car club magazine than the feedback from members on our Club Torque - Winter digital magazine.

The good, the bad, the cautious the embracing - all opinions count and will be considered when the communications sub-committee starts work next year on the future of the magazine.

This is **your** Club Torque and every MX-5 NSW club member will be given the opportunity to have input on the future format of the magazine and... website, newsletter and communications materials we produce to keep everyone entertained and informed.

One of the most interesting things we gleaned from your feedback is that readers have a broad range of experience when using technology to access content. Whether it be scanning QR codes for COVID contact tracing to using Zoom to connect you to friends and colleagues, the overall experience has been a technological leap for us all over the last two years.

There are challenges creating a 'timely' magazine that's printed and delivered quarterly. 'News' soon becomes 'old' and the stories published become a copy and paste of the website content.

One of the objectives for creating a future Club Torque is to publish a broad range of content

(technology, tech talk, interviews, meet the members and more) in the most relevant timeframe and environmentally responsible way.

The communications sub-committee focus will be to capture new ways to deliver members the freshest quality content into the future whether that be print or digital.

Here is some of the great feedback we received:

*"Congratulations to you, Peter and all those who 'supplied articles' for the magazine. You've done a great job in a short time, under quite a bit of pressure. Congratulations, too, on making the courageous decision to go digital. I have no problems with a digital magazine; quality hard copy magazines/ journals are an expensive extravagance*



that have sensibly been discontinued by many clubs, associations and community organisations in recent years. I'm guessing the magazine has been one of the biggest costs to the club (printing & postage, not to mention effort in production), and I feel there must be better ways to use the membership fees."

"I see no need for a hard copy, the digitised version is way better in every respect. At 78 I'm inspired to write something..."

"Many members are not digital savvy and I think you should consider them in going digital."

"The new electronic version looks great. Certainly having a more timely journal is a welcomed improvement."

"I don't know whose idea this was but it's a bad decision"

"It looks great. Congratulations. Well done."

"Had a chance to read the digital edition, looks great."

"The magazine looks great!! Thanks, I like getting via email too."

"I'd like to see a bit more 'life' in some of the run/event reports. If the aim of

the reports is to advertise the enjoyment of being in the club and revelling in our cars, to encourage members to participate, and provide a bit of news, then some reports are fizzers"

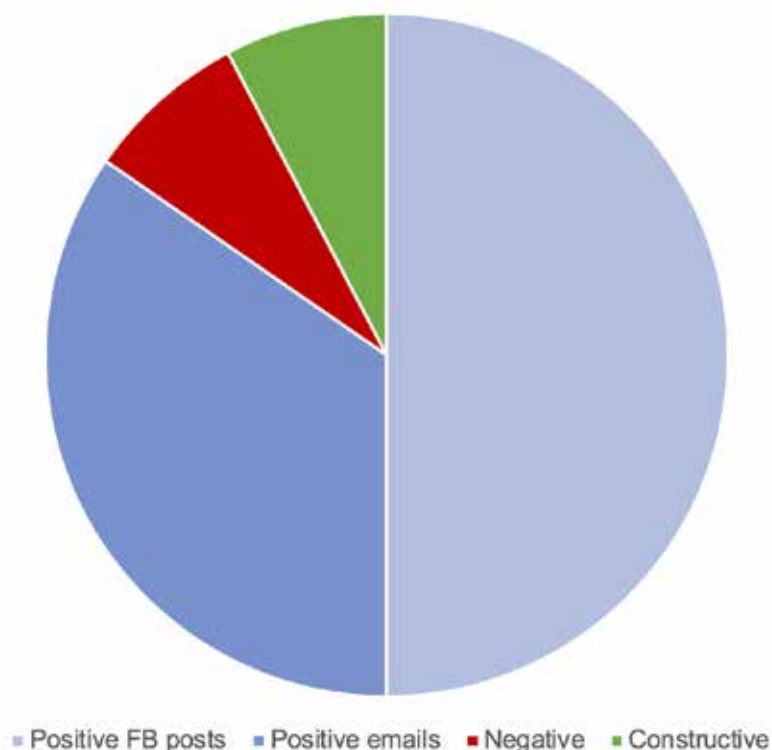
"Just to let you know that this is one of the clearest, easy to use online magazines."

"Firstly, I'm astonished at the sheer scale of this edition. You and Peter did an amazing job! 75 pages is nearly double the size of our regular print version. This is a big advantage of producing an online-only edition. Printing 75

pages would be prohibitively expensive, plus impractical (total page count must be multiples of 4)."

"I very much enjoyed Ken Keeling's story. It was an excellent read. There is nothing stopping us from putting stories like this on the club website as a "News" story. There is no limit to the page length and getting the story to members is even faster than can be achieved with a PDF magazine. To this end, I would like to see all chapters regularly publishing their stories on the website, rather than saving them for the magazine only."

Feedback Club Torque Winter 2021



# LET'S TALK 2-WAY RADIOS

## PART TWO

Words: Chris Wyatt  
Images: Stock footage

In part one we talked about the pleasure we get from communicating with our car friends whilst we are driving. Now that we know all about the obvious things like the law, different types of radios and how we use them let's make the more detailed technical stuff simpler.

### **Aerials (antennae etc.)**

These are the magic things that convert the electrical signal in the transmitter into radio waves that travel through space to another aerial which converts radio waves back into electrical signals at the receiver. That's already starting to sound complicated so let's just say that they are the part of the system that lets two radios (transceivers)

to connect to each other. Design and mounting of these things is an exacting science but many modern "off-the-shelf systems" have built-in features such as ground plains to correct for poor installation. I've seen many aerials on MX-5's that my professors some 50 years ago would have said were impossible. Let's just say that you should try it out and see if it works. (I am going to get a bit technical for a minute so if you are not interested just go to the next paragraph).

There are many specifications advertised for aerials one of the least understood is "gain" which many think of as being the higher the better. It refers to the pattern of transmission created by the aerial design. I don't want to bore you with

drawings of these but think of a giant ball with the centre being the aerial and the skin being the limit of transmission. Let's flatten the ball a little and call that a standard (3db) aerial, as we go up and down hills the ball tilts but the receiving radio stays in range. If we flatten the ball significantly (6-8db) on a flat road we get much longer range but go down hill and suddenly nothing. That's why 4WD vehicles have huge high gain aerials as they tend to drive on long flat roads but when they are crossing mountains are usually close together. Most handheld radios have an aerial designed to be as efficient as possible at all angles but because of that tend to have a shorter transmission range than those fixed to the car body.



**Squelch:**

(Not the noise made by boots in mud.) A circuit that suppresses the output of a radio receiver if the signal strength falls below a certain level. All UHF CB radios have a squelch system built in and in many it is adjustable. If you are annoyed by other users breaking into your peace and quiet trying to be clever by inserting as many “f” words as they can, find your instruction manual and see if you can fine tune your squelch to only hear those near and dear to you. It is usually part of your volume control. By pushing it in and turning there will be a graph on the screen telling you where you are.

**Selcall:**

I have noticed a few radios fitted with a system which sends a set of four tones each time the talk button is pressed. These radios are like this because they are designed to work with a group of similarly equipped radios which turn on only when they hear this code. If your radio has this be aware as it can cut off the first couple of words. Or work out how to turn it off.



Two-way, a terrific and legal way to keep in touch safely on your run

Next Quarter i'll show a few pictures of some typical installations.

Want to contribute? Please send copy and photo's to cwyatt@bigpond.com or upload to dropbox and email the details.



# MEMBERSHIP STATS 2021

Words: Bryan Shedden

Stats : Bryan Shedden

Current Members: 1064

New members: 13

## New members:

- Sydney = 5
- Canberra = 3
- Hunter = 2
- Mid North Coast = 3
- South Coast = 0
- Illawarra = 0
- RPM = 0

## Please welcome our new members: (as of 3 Dec):

Elizabeth Ballantyne	Canberra
Elfie Gahan	Canberra
Glenn L'Huillier	Canberra
Alan Nixon	Hunter
Helen Nixon	Hunter
Kenneth Bailey	Mid North Coast
Rosemary Black	Mid North Coast
Garry Forster	Mid North Coast
Luke Jeffress	Sydney
Rod Jones	Sydney
Thanh Vu Le	Sydney
Brigid McCarthy	Sydney
Linda Suttie	Sydney

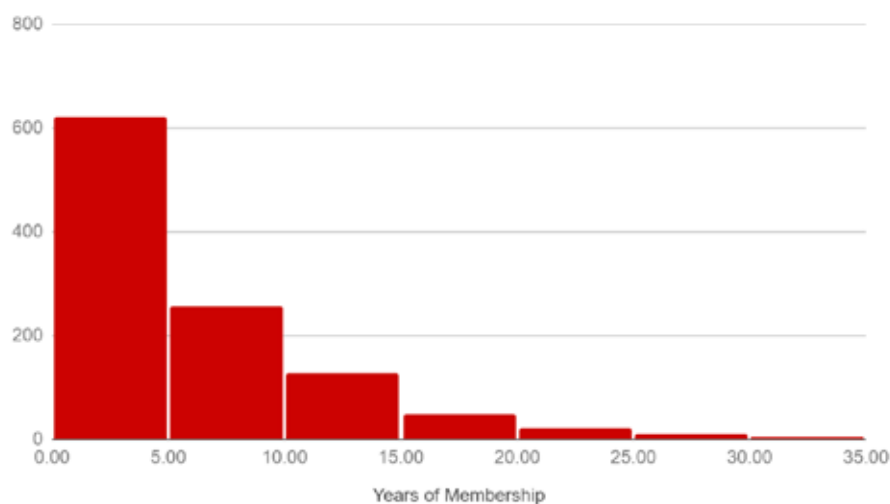
## Tenure:

*"The number of Club members with at least 5 Years continuous membership has tripled in the last decade: from 143 in 2011 to 468 in 2021. We are seeing exponential growth of 11%pa, equivalent*

*to doubling the number of long-term members every 6.2 years. Clearly, we are doing something right because members are sticking with us!"*

**Bryan Shedden,**  
Membership Secretary

## Membership tenure



The MX-5 Club of NSW has about 470 members with at least 5 years of continuous membership. We are also a Club that is continuously renewing, as half of our members have been with us for 4.0 years or less.



## Membership statistics:

Your Membership Secretary has a penchant for data analysis.

The following charts provide some information on our membership history and demographics.

Financial membership 1990-2021



Financial membership 2010-2021 (detail)

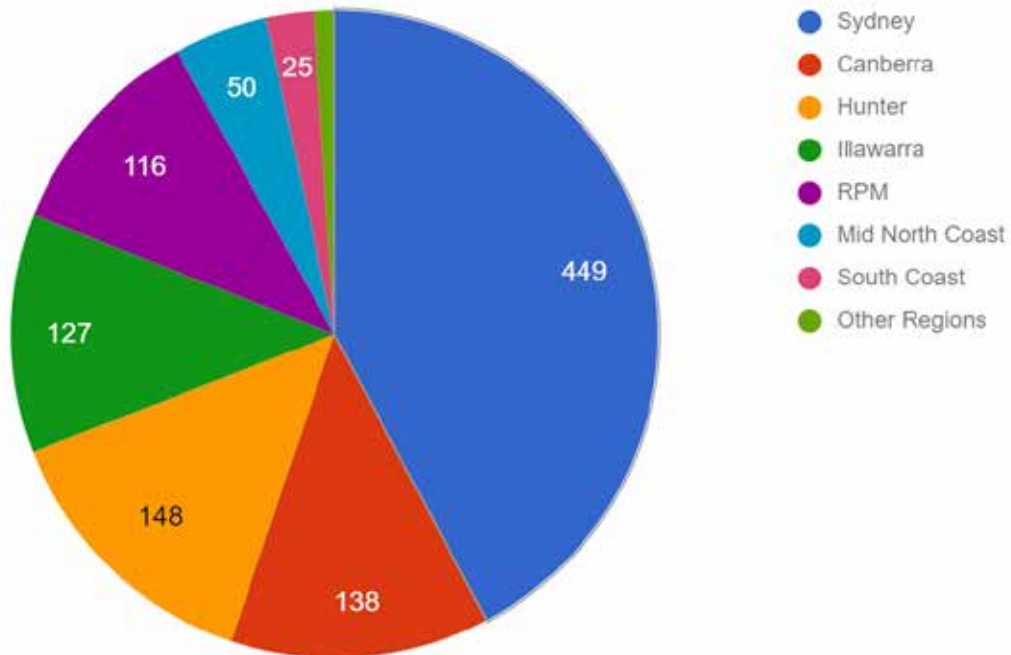


## New memberships:

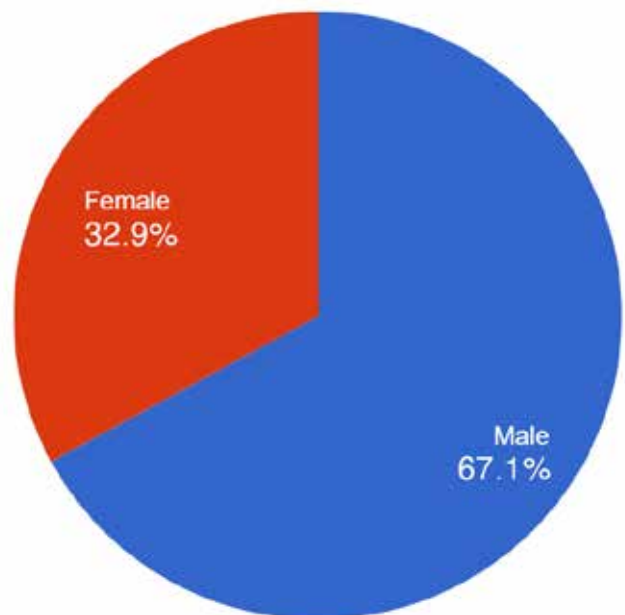
New Members



## Membership by Chapter



## Membership by Gender:



**Stormy**  
Paintless Dent Repair

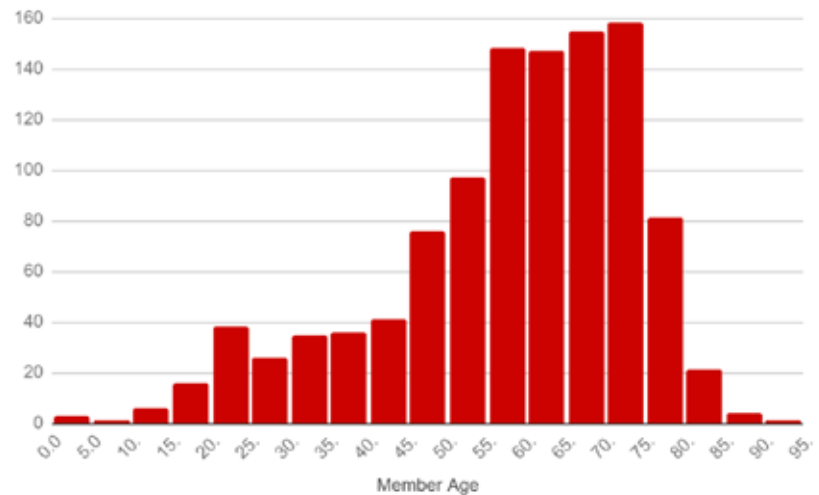
**Matt**  
**0415 902 475**

- \* Hail Damage
- \* Parking Dents
- \* Minor Dents
- \* Chip & Scratch Repair
- \* Buffing
- \* Detailing

**Mobile Service**  
Email: stormypdr@bigpond.com



## Membership by age:



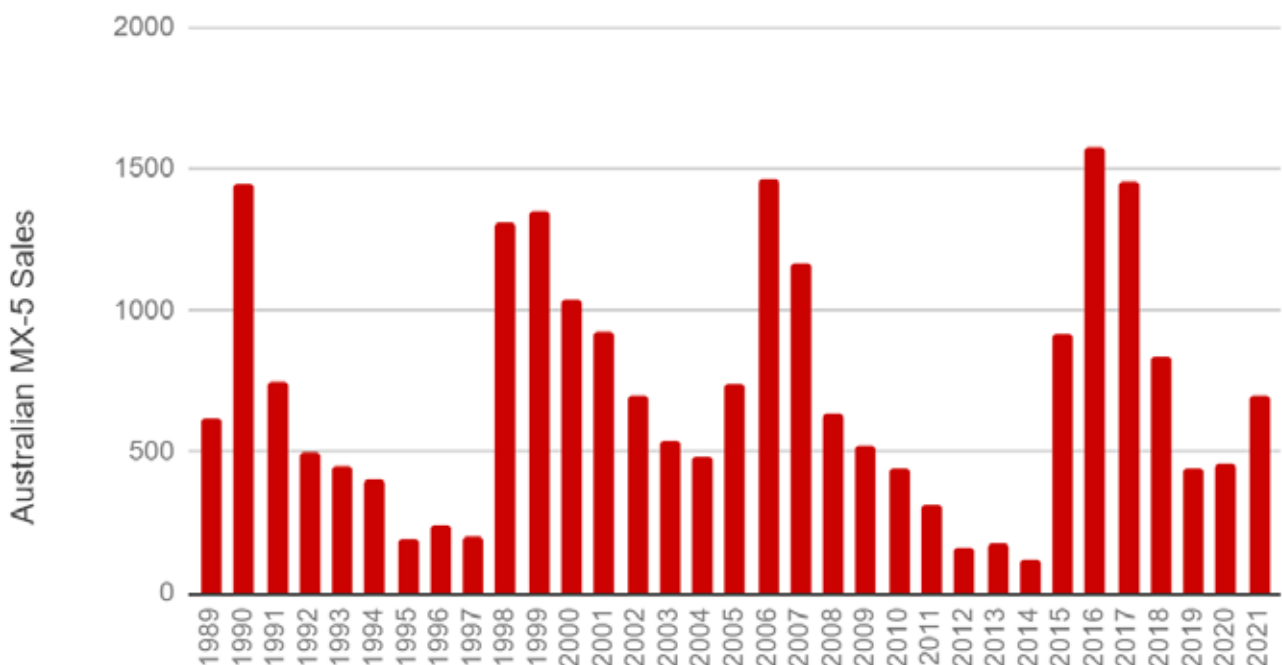
## Australian MX-5 sales:

Sales of new Mazda MX-5s in Australia are highly cyclic, sharply peaking after the release of each new generation and then gradually falling.

Australian release dates for each generation were: NA Oct 1989, NB Mar 1998, NC Sep 2005, ND Aug 2015.

It is not surprising that new membership

applications also follow a similar cycle.



# GINGER'S CREEK TO BYABARRA COVID BUSTER

6 November 2021

Words and images: Pam & Allen Martin

On Saturday 6th November, the Mid North Coast MX-5 club came alive again after a lengthy covid lockdown. Our convenor Peter (and Jill) arrived in their pretend MX-5 with the number plates MX1 the pretender tries to drive it like an MX-5 as well.

We welcomed our two new members - Sue in her red ND and Valerie in her very nice white NA. Allen went straight to the Mazda dealer for a colour chart and a price update, can't stand the competition with three red ND's in the line-up with more shine than his.

Robert & Rhonda from Coffs, John & Susan from Forster, Mick & Chris from Maclean and Ollie from Port made up the remaining numbers.

What a way to start back, an MX-5 run up to Gingers Roadhouse, a few delays for road diversions but unbelievably not one caravan or truck up or down. There is a God looking out for the MNC. The PAM brake was fully functioning in Allen's ND, although he would prefer a hard squeeze on the leg to slow him down.

Lunch at the Byabarra Café was a treat with a new summer menu that was truly excellent.

Host Kerry and cook Alan

made us most welcome with our own table on a separate decking area with spectacular views, friendly conversation and plenty of laughs.

An enjoyable day as always with like-minded people. We hope Sue and Valerie enjoyed their first run with our chapter.

Next is the Xmas lunch and presentation on the 12th of December.







# RPM MUDGEES EXPERIENCE

9 November 2021

Words: Robert & Debbie Dempsey

Images: Wes Hill

Under a threatening sky a group of eleven lovely MX-5s assembled at the historic village of Hampton for our weekend jaunt to Mudgee. Joining us from the Sydney chapter were Wes & Lena. After the usual greetings and stretch we were tops-down and away.

River Lett Hill, just west of Hartley, and its lovely sweeping bends allowed the first opportunity to enjoy our cars as they were intended. Soon we were turning off the Great Western Highway towards the township of Portland and its cement silos covered in impressive

murals that honour the history of the “town that built Sydney.” Naturally, a stroll to the local cafe for coffee and cake was necessary. Previous experience tells us that the pies there were great.

Next stop was the small town of Kandos, considered the gateway to the Capertee valley. Kandos offers the very underwhelming Saturday markets. After a quick main street tour and comfort stop at the excellent public toilets it was off to lunch at Naked Lady Wines.

Located just outside Kandos this small family owned winery offered friendly service and a

lovely outlook. A large undercover table provided a great location for much camaraderie. Wine tastings helped to complement the a la carte menu with generous but varied standards of food. The owner’s tall son also sat in a few vehicles trying to fit, but failed.

Off to the township of Rylstone. A charming historic village, gateway to the world heritage listed Wollemi National Park, home of the famous Wollemi Pine. Another stroll through this town uncovered a variety of unique shops including a record shop with many of our old LPs at amazing prices. (Note to self, find old collection and take to



Silo art and small Japanese design

Rylstone).

Although still not hungry after our generous lunch, well most of us, previous experience lets us recommend the Yum Cha and dumplings House.

Our final drive for the day was to Mudgee. The Lue Road provided a good country drive with not too many potholes after the recent heavy rains. The motel provided good parking, walking access to town and a lovely area to congregate and discuss world issues, or not. After the usual rehydration and discussions, we were off

to the Lawson Park Hotel, famous for its Red Heifer Bistro (and prices). After a tasty and very satisfying meal we were back to the motel to beat an impending storm.

Morning provided the opportunity to explore this historic town with its lovely and well maintained residences, and a plentiful supply of coffee shops. Brunch beckoned us out to Burrundulla Wines and Mudgee Catering Company.

Another large undercover table provided us with the opportunity to enjoy a

fabulous brunch and great company.

Many thanks to Donelle and Chris for organising the wonderful run, even though they were unable to attend.







# SCULPTURES AT PETANA

16 November 2021

Words and images: Anda Clayton

Attendees: Brian & Anda Clayton, Bill & Janice Short, Geoff & Rose Smith, Kerry & Lesley Warner, Bob & Karen Olde

The forecast for heavy rain failed to deter ten determined members to venture out on our planned run to Woodstock for lunch and viewing of the sculptures and gardens at Petana. Fortunately, the Weather-Gods took pity on us, proving the forecast wrong, with only a few spots of rain.

We met at our usual spot at Milton's Heritage

Bakery, 2 MX-5's and two "sensible" cars. We moseyed on down the road to Milkhaus, a former cheese factory, where we met Kerry and Lesley, also in a "sensible" car.

The ten of us enjoyed lunch in our own private room. Milkhaus is a wholefood café, using the "paddock to plate" philosophy, so common to restaurants in the area. Meals are prepared using fresh produce grown in their own vegetable

garden and eggs from the chickens in their back garden. We all agreed - delicious food and great service.

On our way out, we decided to inspect the chicken coop, where our Bill managed to upset the rooster and peacock... please don't ask! We're sure the owners suspected that we, the innocent looking geriatrics, were stealing their eggs.

Onwards to Petana in Morton, a lovely 12km long



country drive along the ridge with views across the fields to the ocean.

Most of the road was sealed, although quite potholed in parts, so we needed to exercise caution along the way. The final part of our journey was on a short stretch of gravel road. Easy drive, no problem. I wondered why the others had opted to take their “sensible” cars?

Aha! This is why parking was in a large paddock with a muddy entrance. The property had

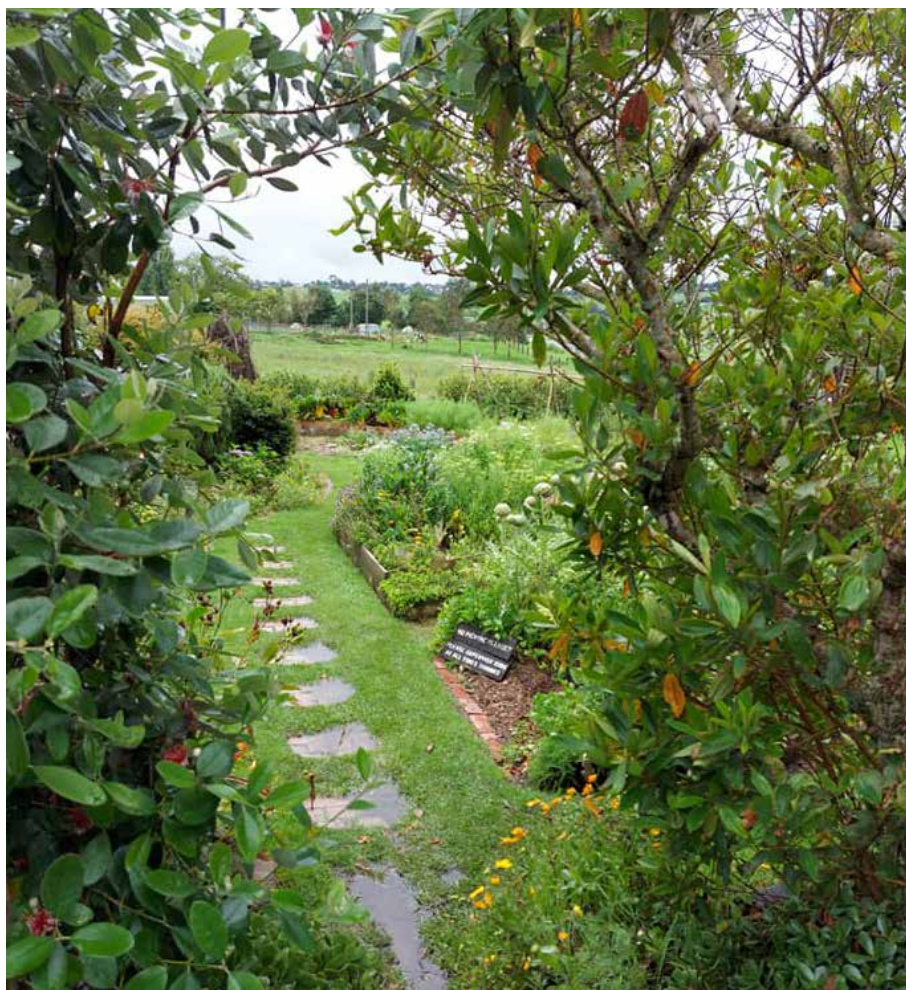
experienced heavy rain overnight, so the ground had turned soggy and in parts muddy.

Upon entry, Brian, driving our MX, decided to evaluate his skid pan skills. He was just enjoying reliving experiences from his mis-spent youth. Hmm, the “sensible” SUV was a better plan?

Petana is set on an acreage of landscaped gardens looking out towards Pidgeon House mountain. We strolled through the gardens with its ponds and

dams, viewing numerous sculptures, and works of art, large and small. The gardens were magnificent, a labour of love, and the sculptures both quirky and interesting. Some of us were tempted to acquire a piece of original art, resulting in a couple of purchases.

Another feel good day out on a miserable overcast, wet day with our MX-5 friends. Zoom-Zoom.





# END OF LOCKDOWN THAI AT TUROSS

16 November 2021

Words: Briss Clayton  
Images: Anda Clayton

The weather forecast was not promising but, hey, it had been months since we could get out on the road together, so, four groups of eager adventurers gathered for the days outing at Milton. We were due to meet three more groups at Batemans Bay so away we went.

The first part of the drive was met with overcast conditions and some light showers but these

had cleared before our meeting at Batemans Bay. Fortunately, a lot of the recent roadworks had been completed and we had only one delay. The approach to the new bridge at Batemans Bay is still in progress but the bridge is fully open and quite a bit different to the old bridge.

After meeting with our second group, we headed off to Mossy Point boat ramp and our favourite little coffee wagon. We seem to have become

regulars because the lady making coffee thanked us for our continued support and took a photo of the group to post on her Facebook page.

Coffees done it was time to make our appointment for lunch. A pleasant drive along the coast and river to Moruya, through the town and on our way to Tuross Heads.

Lunch at the Pickled Octopus was up to its usual good standard and a variety of dishes were



Good food, terrific drive and great company



sampled by the group. Again, we were recognised by our usual waitress who supplied her usual entertainment taking our orders and delivering our meals. These were consumed with a lot of happy conversation as

the group caught up with months of news.

All too soon lunch was finished and the restaurant was closing. Time to bid farewell and head for home. A fantastic way to end lockdown.





# A WANDER IN THE WEST A TASTE OF MARGARET RIVER

Road trips 2021

Words and images: Ken Keeling

I have written this not because it is an MX-5 story but rather because the enjoyment of our holiday was enhanced by the Western Australian (WA) MX-5 Club's efforts and to engender interest by eastern MX5-ers to visit the West. It's a long way to go but is well worth the effort.

Whilst preparing for a holiday in the SW corner of WA last Spring (2016) I was lucky enough to note that, provided in our electronic NSW MX-5 Club news, was the e-link to the "Go WEST - NotMeet Notes", kindly shared by the WA MX-5 Club with

their fellow clubs in the east.

And what a lucky find that was - set out in modules covering specific geographic sectors within reasonable driving reach of Perth, the "NotMeet Notes" provide a marvellous resource of information on where to go, what to see and where to find accommodation for anyone interested in a driving holiday in the SW corner of "The West".

Rather than an enthusiastic MX-5 foray, our visit was to be a driving meander around the Margaret River region by two couples in the "no longer young" age group, driving a hired Toyota Aurion. But the NotMeet

notes, particularly those for the "Geographe" and "Perth & Surrounds" modules, allowed us to not only make the most of our visit but also to expand our experience by a couple of days driving beyond the immediate area around our base of Margaret River township.

These forays included Cape Leeuwin, near Albany, where the lighthouse (built in 1895) stands guard over where the Indian and Southern Oceans meet at the remote SW corner of Australia.

Not only was the Cape impressive but, along the Karri forested Caves Road coming back from Albany, not only did we find a hidden gallery but

the wildflowers were out in their varied fields of colour and the forest floor seemed to be carpeted with Arum lilies. An African beauty out of place & unloved in WA - beautiful to behold but a pest in the west.

Another really enjoyable day was one spent driving from Margaret River on

a 300km loop to Nannup and Bridgetown and then back to Nannup along the Blackwood River (an enjoyable driver's road) before returning back to our Margret River base via Busselton.

Needless to say there were several stops along the way - at wineries to sample their wares and

to replenish our caffeine levels. Nannup is a quiet, picturesque village and Bridgetown interesting for both its history and the 270m Jarrah railway-bridge (the last of WA's large timber bridges) as well as the intriguing Brierley Jigsaw Gallery located in the Information centre.



Cape Leeuwin, near Albany



An African beauty out of place & unloved in W.A. - beautiful to behold but a pest in the west.





Wildflowers and Jarrah bridge



The coastal region near Margaret River is not only renowned for being a place of big waves, infested with surfer-consuming sharks; sweeping beaches, also for the adjacent surfeit of eateries, vineyards. All much more interesting to a group more interested in supping than surfing.

It is here the real reason for our visit The Wonderful West lies – to have a taste of Margaret River! And very enjoyable it was too – as testified by my expanded waistline on our return home! (I am still struggling with my weight reduction penance!).

There are a number of wineries with varied and interesting architecture. Unlike the unloved Arum

lilly, the South African “Cape Dutch” architecture typified by the buildings at Voyager Estate seems to have found a welcome home in Margaret River. A more modern, but also appealing, aspect is represented by the Black Brewing & Vintner Restaurant, with its lake and fountain which, rising some 20m into the air, seems to work consistently and well, unlike the one in Lake Burley Griffin here in Canberra.

There is fantastic food to be had almost everywhere in the well-named gourmet region of the South West, ranging from “upmarket” in the vineyard restaurants,

through the whole spectrum to “healthy” (organic) in quaint (but often unlicensed) cafes. Thankfully, being in Margaret River, the latter category was supported by small wineries nearby, with interesting names (like the rustic Mongrel Creek), which provided not only decent wine but did so at very reasonable prices.

Too many to enumerate here, the light lunches we devoured (with prices ranging from jawdropping to reasonable) were without exception of a very high standard, enjoyed in good company and in surroundings ranging from high class to rustic café – all with excellent staff.



Voyager Estate Winery (L) and The Black Brewing & Vintner Restaurant (R)



Rustic Mongrel Creek (L) - good wine. Vasse Felix Estate (R)

One thing that cannot be ignored is the number of “...bups, nups & ...other ...ups” in this region. The place abounds with quaint names like Boranup (interesting gallery hidden away in the Karri Forest), Nannup (nice

village with lots of flowers everywhere), Gnarabup (popular shark surfing area) next door to Prevelly (has a Cretan Orthodox church & a story) and Wilyabrup (Black Brewing Co.) to name but a few. Dr Google tells me that the “...

up” means “place of...” in a local Aboriginal language. Oops! I almost overlooked Cowaramup, with its surfeit of black & white replica cows everywhere. And lots of ring-necked Cowara (Aboriginal name) parrots (aka the purple



crowned lorikeet) from which I understand the village draws its name - not the cows.

But this epistle being theoretically a car/driving oriented story, I should mention that there is a small private collection of classic cars at one of the wineries.

I saw another unusual (more frightening than interesting) vehicle perambulating along Mill Point Rd, on the foreshore in South Perth - a driverless electric bus. I use the term perambulating advisedly, I could walk almost as fast. It must have been a lot of fun for the cars that followed patiently until it pulled into a designated stop point. In my mind, these things will never replace an MX-5, or any

other car fit to be taken on the winding roads that give enjoyment to a driver of any age.

Returning to Perth, we located ourselves on the waterfront at South Perth, just a few minutes by ferry to the city. It proved to be a good choice of location for our accommodation, being within easy walking distance (even for a geriatric like me) of an interesting range of eateries and even closer to the Boatshed Café on the ferry wharf - with excellent views and good food and coffee. Their breakfasts were so good we even returned there for lunch with a view.

Of course we visited the Botanic Gardens to see their wildflower displays and went by ferry down the Swan River to

wander the streets of Old Fremantle - and, naturally, we had to sample the local seafood (lobster and scallops), helped along by a nice local Verdelho. The Fremantle waterfront eateries offer any foodie an abundant choice of excellent seafood (& wine) at reasonable prices.

A short walk from the ferry, away from the Fremantle waterfront, reveals some lovely old colonial era buildings to wander around and a visit to see the historic artefacts and stories of discovery in Maritime Museum is well worthwhile. And of course the Fremantle waterfront had a well preserved and interesting old "tall masted" ship tied up just for us.

On our return ferry ride,



Starvation rations (L) at Leeuwin Estate Restaurant. Another light lunch for Diana and I (R)



At the Boatshed Café - South Perth wharf (L). Perth City (R).



An almost wilderness of wildflowers (L). Sumptuous seafood (R).

the mansions on the northern shore displayed the wealth of the minerals boom millionaires for all to see as we cruised slowly around the bay between Peppermint Grove and Dalkeith.

Perth is not only about mining magnates' homes - a walk from the ferry quay through the city and over the Horseshoe Bridge brings one to the Art Gallery of WA where it's easy to spend a few hours taking in their collection of paintings and artefacts.

For anyone (such as an old pilot like me) interested in aviation, the RAAF Association's Aviation Heritage Museum at Bull Creek will provide an absorbing half day. Their Lancaster bomber, which makes an imposing centrepiece, was based in New Caledonia post-WW2 where it was used by the French as a maritime patrol aircraft. Acquired by the RAAFA museum from the French, it was flown from Noumea to Perth before taking up residence

in Bull Creek. It's sister aircraft, also acquired from the French in Noumea, is now the fully restored and flying central aircraft of the Battle of Britain Flight in the UK. When acquired by the UK it was flown in 1964 to England from Noumea, staging through Port Moresby in PNG. I was one of the many pilots that, early in the dim pre-dawn light, stood on the edge of runway 14 at Jackson Field (now Moresby International Airport) as the Lancaster



lined up for take-off. I can even now clearly recall the crackling roar of its four un-synchronised Rolls-Royce Merlin engines, shrouded in flaming purple exhaust gas, as it moved and, slowly at first, rumbled away to the SE before, heavy with fuel, it sedately climbed away over the carcasses of several Liberator bombers lying drowned in Bootless Bay to disappear, on its way to England via Singapore, into the growing light of dawn.

Perth does provide a range of interesting stuff to see...

As an MX-5 driver, I tend to note them as they pass by, but the only MX-5s I recall seeing in WA was one itinerant passing through Margaret River township - and Aart Ter Kuile's car when I met up with Barrie Parker and Aart for coffee (Barrie was in the family vehicle) at the Boardwalk Café on South Perth wharf. Barrie and Aart are, respectively, President and Vice-President of the WA MX-5 Club. I can only offer my sincere thanks to both of them for giving up family time to meet with me and for offering not only spontaneous comradeship



Tall ship at Freemantle.

to a fellow MX-5er from the eastern states but also for inviting me to participate in one of their local runs, even offering a seat in one of their cars. Unfortunately, I could not avail myself of that offer, but it clearly underlines the fellowship of kindred spirits that our little cars engender.

Despite the good work put in some several years ago by our ACT Chapter's "Let's Go West" team, led by Bricet Kloten, our Chapter's great MX-5 foray to the West did not eventuate - and probably never will as a group endeavour by our members. The tyranny of the distances involved and time required to drive across the Nullarbor and back is, in my opinion, too great for an organised chapter "run". It is probably less complicated than driving from London to Istanbul, but the distances are about the same. I think this constraint is also recognised by the WA club, as their "NotMeet" information indicates that, whilst they would enthusiastically welcome a proper NatMeet over there, it is just not going

to happen anytime soon. However, they do really welcome any visits by those of us from the East who are interested in MX-5-ing.

The WA MX-5 Club have put a fantastic effort into preparing the very comprehensive "NotMeet" information package, which is readily available to all on their web-site at <http://www.mx5club.com.au/index.php?ID=24>. It is a great aid to planning a driving holiday.

The not-so-wild-west is wonderful and well worth a visit by anyone with the inclination to drive some enjoyable country roads, and to indulge in excellent food accompanied by great wines in surroundings both interesting and pleasant. Other than driving across the well named Null-arbor over to the West, there are the options of putting your car on the Indian-Pacific, which is in itself an interesting train trip worth doing at least once. Or you could do what we did - fly over and drive around. I am confident that the Perth MX-5-ers will give you a warm welcome regardless of your mode of

arrival and type of car you are driving whilst there.

At <http://www.uniquecarrentals.com.au/product/mazda-mx5-gt-roadster-2015/> you can now even hire an MX5 in Perth - a 2015 ND GT! Reportedly, Hertz also have Toyota 86s available.

All you need is a couple of weeks and motivation. Go west and have a great time, as we did.





# WEDNESDAY PUB LUNCH RUN

10 November 2021

Words and images: Steve Wakeling

The last pub run in August just so happened to be on the day before lockdown hit the ACT.

Our recent pub run in November was very shortly after the lockdown was lifted.

This latest run was still within the ACT and a repeat of the August run. Enquiries to pubs outside the ACT were still restricting group numbers to below what was needed for these runs.

I was looking for bookings of 20 people and due to wet weather forecast I was requesting seating inside.

Hopefully, future pub runs will be back to normal.

Nine cars and ten members made up the run participants.

The weather forecast was not looking good but luckily, it did not rain and the traffic was very light to the point where we did not come across any slow traffic between Tharwa and the Cotter.

The Cotter dam was overflowing and the trees that had grown in the riverbed during the drought were having their strength assessed.

At the George Harcourt Inn, we had to sit outside but to the pub's credit we were comfortably seated under a large marquee. An enjoyable meal was had by all.

Just a reminder that this run is open to all members and on this occasion, we were thrilled three women joined the run.



Congratulations goes to our  
Top Gun Drivers, All in Group B,  
Stewart Temesvary 1st Place,  
Glenn Thomas 2nd & Jamie Martin 3rd

MOTORSPORT



# 2021 CHALLENGE BATHURST

November 2021

Words and images: Joe Kovacic

The mighty little MX-5s from the MX-5 Club of NSW take 1st, 2nd & 3rd place on the podium to steal all the Class B silverware at Challenge Bathurst 2021.

On a very damp and cold weekend in November 2021, 7 drivers from the MX5 Club of NSW and 2 Victorian drivers competed in the Regularity event at the legendary Mt Panorama track.

Congratulations

to our 'Top Gun' drivers, all in Group B, Stewart Temesvary 1st place, Glenn Thomas 2nd and Jamie Martin 3rd.

An extraordinary effort by Luke Kovacic in his mighty GR Yaris taking out 1st place in the fastest Group A. Luke treated this Regularity event as a Super Sprint and was the fastest car out there in the wet managing a fast dry time of 2.39.04.

All these efforts were remarkable considering

we only had seven MX-5s entered from NSW out of a total field of 150 cars.

An extraordinary effort by Stewart Temesvary, our 'Regularity King of the mountain' bagging another first place win in Class B - I think that's five wins now.

Veteran Glenn Thomas was satisfied with 2nd place and Jamie Martin was ecstatic with his 3rd place, both in Group B, considering an unlucky 2020.



Stealing all the 'Class B silverware' at Challenge Bathurst 2021



Thank you to all our other MX-5 Competitors, Craig Franklin, our 2 Trackschool MX-5's driven by John Boston & Kerry Smith and not to forget our 2 Victorians Alan Conrad & Peter Stagno Navarro.

A big thank you goes to our 5 MX-5 Club of NSW officials, David and Gaynor Lawler for their tireless efforts over the 4 days of the event. Also, our Pit Lane Marshalls Joe Kovacic, Rohan and Michelle Matthews.

Also, thank you to the promoter, Yeehah Events, Bathurst Regional Council, major sponsor Mobil 1, and all the other volunteer officials for putting on such a well-run event.

We all look forward to next years Challenge Bathurst event.



Luke Kovacic in his mighty GR Yaris took out 1st place in the fastest - Group A. Proud dad moment for Joe





# GROUP B WINNER STEWART TEMESVARY

2021 Winner Group B Challenge Bathurst

Words: Stewart Temesvary as told to Kerri Langworthy-Ward  
Images: Rob Wilko, Joe Kovacic

Stewart Temesvary's name has been associated with motorsport and the NSW MX-5 club for as long as I can remember. His success on the track and commitment to the club is legendary.

Club Torque managed to catch up with Stewart, via email, and discover more about what makes him so successful.

## Your name and occupation?

Stewart Temesvary.  
Chartered Accountant,  
business adviser & tax agent.

## What is your current position and what are your track titles?

I am currently the auditor of the MX-5 Club and have been since the mid-1990s.

My track titles are:

- 2009 CAMS NSW SuperSprint Champion – 1st in Type 1 and Class 1B (Standard Road Reg.

1601cc -2000cc)

- 2010 CAMS NSW SuperSprint Champion – 1st in Type 1 and Class 1B (Standard Road Reg. 1601cc -2000cc)
- 2011 CAMS NSW SuperSprint Champion – 1st in Class 1B (Standard Road Reg. 1601cc -2000cc)
- 2011 CAMS Australian SuperSprint Champion – 1st in Class 1B (Standard Road Reg. 1601cc -2000cc)
- 2014 CAMS NSW



SuperSprint Champion  
– 1st in Type 1 and Class  
1B (Standard Road Reg.  
1601cc -2000cc)

- 2017 Part of winning team at the Alfa Club 12 Hour Relay at Winton
- 2018 Part of winning team at the Victorian 6 Hour Relay at Philip Island- First interstate team to win the event
- 2018 Part of winning team at the Alfa Club 12 Hour Relay at Winton
- 2019 Part of winning team at the Victorian 6 Hour Relay at Philip Island - First team to

win back to back titles at the event

- 2019 Part of winning team at the Alfa Club 12 Hour Relay at Winton – First team to win the event three times in the 14 years of the event.
- 2018 Winner Group C at Challenge Bathurst
- 2019 Winner Group B at Challenge Bathurst
- 2020 Winner Group A at Challenge Bathurst
- 2020 Winner Group C at Challenge Bathurst
- 2021 Winner Group B at Challenge Bathurst

I'm the only driver in the history of the Challenge Bathurst event to win two groups in the one year.

and was named the “Regularity King of the Mountain” by the Challenge Bathurst organiser for 7 podium finishes in the 6 years of the event (the last 5 being 1st places).

### **Who are your sponsors?**

Blue Mountains Mazda is my official sponsor, but I couldn't compete without the support and patience of my wife, Jeanette, and my family.

### **What was your first**

**MX-5?** 1998 NB8A that I still own. I competed in it from 2006 until about 2010.

### **When did you start and what motivated you to start competing?**

I have been involved with cars or motorcycles from an early age. I grew up in a small country town in the middle of NSW. When my legs were long enough to reach the accelerator, brake and clutch pedals (in my early teens) I started driving cars on the fire trails and back road around the town. This is where I learned how to



On the top step of the podium at the 2019 Challenge Bathurst

handle a car in a slide and drifting of cars on dirt roads.

In my early 20's I did some sprint events in a Celica at Oran Park, Amaroo park and Silverdale Hillclimb with the MG Car Club.

Overseas travel and raising a young family got in the way of motorsport.

After many years off the track I was then motivated by a story related to me by my long time friend's Nick Martinenko and Matilda Mravicic. I bought my first MX-5 in 2006 and haven't looked back since.

### **How did you prepare for your first track event?**

Some advice from others in the club and read the supp regs thoroughly.

### **What rituals do you follow before each event?**

Nothing particularly. I have a google form set up that is my checklist of what to pack and what car preparations need to be done.

**Tell us about your first track car?** It's a 1998 NB8A that I still own. I competed in it from 2006 until about 2010.

**What mods have made the biggest difference to your times?** I have not done mods to my cars. The main difference to my times is the use of R-spec tyres. The sticky rubber makes a bit of an improvement to my time over standard street tyres or s-specs.

### **What mods would you rather forget?**

I have done very few mods to my cars. The engines are unmodified. The only real mods I have done are for safety, such as roll bar, race seat and fire extinguisher. None of these I would want to "forget about."

**Any embarrassing moments on and off the track?** Not sure if it counts as embarrassing but having a rear wheel fail at the NSW 6 Hour a few years ago was not a great moment. No others that I can think of, but I am sure some of my fellow competitors will be able to add to the list.

**What's your daily drive?** 2010 True Red NC2

**What advice would you give a first time competitor?**

Don't worry about doing a raft of modifications to your vehicle. Concentrate on developing your track skills in the standard car. In the standard car you can compare yourself with others in standard cars, which creates good benchmarks. Don't worry about the go faster bits and drive the standard car to it maximum.

Concentrate on being smooth and good lines rather than faster but ragged. Speed will come if you master the basics first.

**What's your favourite piece of gear or accessory for the track?** Two GoPro cameras pointing front and rear. They make for a great memories of my times on the track and a few close calls over the years.

### **Who is your hero in professional motorsport?**

Not sure I have any heroes as such. I often cheer for the underdogs or privateers who are competing against factory teams.

If I had to choose anyone it would probably be Jim Richards, who excelled in various forms of motorsport, including V8s,



Porsches and trucks. He was also a gentle man, leading to his nickname of “Gentleman Jim.”

**What did the MX-5 club offer to you to help get you to compete?** From memory, very little if anything from the club. The main help was from Club Members, and in particular Mike Hicks.

**What does the future hold for you on the track?**

More of the same. Competing in regularity events at Phillip Island, Winton and Mount Panorama.

At some stage in the future I would like to have a run on “The Bend” raceway in South Australia. I almost got there in 2020, but COVID-19 and border restrictions meant I had to cancel that trip.

**Favourite drive off the track?** The M5 on my way to Phillip Island or Winton or the Great Western Highway on my way to Mount Panorama, because the months of anticipation and planning are behind me and I am actually on my way to compete in great events.



(Above) On the starting Grid at Phillip Island in 2019 before winning back-to-back titles in the Victorian 6 Hour Relay - Team mates, Gus Elias, Glenn Thomas, Bryan Shedden (in car), Stewart Temesvary and Cathy Johnson.



(Above) Luke Kovacic, John Karayannis, Stewart Temesvary and Glenn Thomas  
Photo by Joe Kovacic

# SUPERSPRINT RR2 CHAMPION JAMIE MARTIN

2021 NSW Supersprint RR2 Champion and 2021 third place at Challenge Bathurst

Words: Jamie Martin as told to Kerri Langworthy-Ward

Images: Rob Wilko, Meredith Buning

Club Torque had the pleasure of chatting online with Supersprint RR2 Champ, Challenge Bathurst third place-getter and all round 'go-fast guy', Jamie Martin.

## **Your name and occupation?**

Jamie Martin, PDHPE Teacher. (Personal Development, Health and Physical Education)

## **Sponsors?**

Merri Buining Fine Arts.



This WAS my daily drive





Bathurst gave me the motivation to start racing

**What model was your first MX-5?** NA6

**What motivated you to start racing?** Bathurst.

**How did you prepare for your first race?** Driver training days & listening.

**What rituals do you follow before each event?** Coffee.

**Tell us about your first track car?** My track car is my NA6 road car. I slowly added modifications.

**What mods have made the biggest difference to your times?** Tyres. 100%.

**What mods would you rather forget about?** They have ALL been good.

**Any embarrassing moments on and off the track?** Almost spinning

on my first gear change at a driver training day. And the Wakefield cabins pillow fight.

**Daily drive?** It was my NA6. Now it's my Holden Ute tow vehicle.

**What advice would you give a first time racer?** Good tyres.

**What's your favourite piece of gear or accessory for the track?** Coffee machine & my race suit.

**Who is your driving hero in your group now?** Michael DeMaio - awesome car control.

**Who is your hero in professional motorsport?** Daniel Ricciardo.

**What did the MX-5**

**club offer to help you compete?** Comradeship.

**How have you fared this season?** I was awarded the NSW Supersprint RR2 (1601-2000cc) championship and the (unofficial) overall win in RR class (RR1, RR2, RR3, RR4).

**What are the three words that describe the feeling of winning?** Satisfaction. Surprised. Pumped.

**What does the future hold for you in racing?** MX-5 Cup & the Wakefield 300.

**Favourite drive off the track?** Nurbushring (Buladelah Mountain)

**NA, NB, NC, or ND?** NA6 because it's an underdog that never fails to surprise.



## WHAT IS A 'REGULARITY'?

Words: Stewart Temesvary

Images: Rob Wilko

Believe it or not, regularities have nothing to do with getting enough fibre in your diet.

The idea is that you nominate a lap-time and then try to achieve lap-times as close as possible to that time. Bonus or penalty points are allocated on the basis of time difference, and the best overall score wins. It's a popular event amongst drivers as it rewards consistency rather than

outright pace, where even the slowest cars on the track have an equal chance of winning if they drive consistently. There are usually more cars on track at once, compared to super sprints and club track days, which provides the opportunity for overtaking and being overtaken.

Members from the Mazda MX-5 Club of NSW compete in both individual and regularity relay team events.

### Regularity relay team events

Regularity relays are events where teams of four or more drivers participate in a regularity, taking turns on track to match their nominated time as closely as possible. With only one car from each team allowed on the track at a time, there are up to 50 cars together on the track.

A complicated formula rewards consistency and heavily punishes those who drive too quickly. Strong performance in



these events demands intensive teamwork by the pit crew who manage manual lap-timing and communicate this information to the driver only via pit boards. Currently there are three regularity relay team events on our club's motorsports calendar:

- NSW 6 Hour Regularity Relay at the Sydney Motorsport Park Grand Prix Circuit
- Victorian 6 Hour Regularity Relay at the Phillip Island Grand Prix Circuit
- Alfa Club 12 Hour Regularity Relay on the long circuit at Winton Victoria

## Individual events

### 'Challenge Bathurst'

The inaugural Challenge Bathurst event was held in November 2016 and was a successful event where more than 200 cars competed in five regularity fields of over 40 cars per field. While Mount Panorama is a daunting track it is arguably the best track in Australia and a very rewarding track to drive.

MX-5 Club of NSW members have, over the years. In 2016, achieving outstanding results with two members winning groups C and D, one member achieving a second in his group E, and

one member achieving third in group C.

November 2017 was the second running of the Challenge Bathurst event and a small but enthusiastic contingent from the MX-5 Club of NSW. Torrential rain on Saturday and numerous red flag interventions didn't dampen spirits.

RPM Chapter achieved a clean sweep of the podium in Group C. Club members also took out second and third in Group D.

November 2020 saw club members take a clean sweep of the top step of the podium in all regularity categories, with one member becoming the first competitor in the history of the event to take out first place in two groups in the one year.

This year in November 2021 Club members took a clean sweep of the Group B podium and the top step of the Group A podium.

If you are interested in practicing and competing in these events? Contact Stewart Temesvary for further information.



Good luck catching me buddy

# WAKEFIELD PARK TRACK DAY REPORT ROUND 7

7 November 2021

Words and images: Joe Kovacic

A pretty damp and wet Spring day greeted a medium field of 66 enthusiastic motorsport competitors, to the final round 7 club track day at Wakefield Park.

This was our first track day back post COVID-19 lockdown.

Thanks to our Clerk of Course, Ian Combes, for organising this event which entailed a lot of behind the scenes work.

Because of COVID-19,

there was no sign in registrations and scrutineering.

After a short *first timers* drivers brief, we sent out this group at 9.30am for a familiarisation session, to dry the track out behind the pace car driven by Luke Kovacic in his dad's NC2. We had a total of five run groups, managing to give everyone a six eight minute sessions, resulting in 45 timed laps.

The track temperature was cold and wet in the

morning with run-off at turns two and ten. This resulted in plenty of spinoffs at turn two in the first session, for all five run groups.

As the track dried out, there were plenty of great lap times particularly in the afternoon sessions. Once again, the track day was run under a new simplified class system comprising of five classes including, standard, clubman, super clubman, modified and open class. Benchmark times are used



to award points for places in each class.

This system is a lot fairer for all competitors. Any model MX-5 from NA right through to ND has an opportunity win their classes.

It was good to see seven of our top gun MX-5 Cup race cars today having a successful practice in the open class with 22 vehicles entered.

The whole Herring racing family were running today with Todd, Tim, Richard and young Jett. Congratulations to Todd Herring, car 77 the 'Green Eye Turbo' NB MX-5 Cup race car who achieved the fastest lap of the day in a blistering time of 63.34 seconds, taking first place in open class.

The cold damp conditions ensured that no benchmark times were achieved today. Congratulations to all first place getters in their respective classes including Bryan Shedden in standard class in his NC - time 73.36 secs at 97.73%; Michael DeMaio in clubman class in his NB8B - time 74.22 secs at 97.28%;



Jamie Martin in super clubman class in his NA6 - time of 73.42 secs at 99.01%; Gus Elias in modified class in his NB8A - time of 72.68 secs at 95.76% and Jie Ren in Non MX-5 in his GR Yaris - time of 70.65 secs. At the end of the day there were no major incidents except for a handful of spinoffs.

Unfortunately Rob Wilko, our resident MX-5 club photographer, was not at this event, so no pics.

Thank you to all our motorsport officials on another successful club track day.

Looking forward to a big 2022 motorsport year; with eight club track days booked in.

Merry Christmas to all our motorsport families and have a safe & happy New Year for 2022.



# 2021 CLUB TRACK DAY WRAP UP

The best of 2021

Words: Joe Kovacic  
Images: Stock footage

We had four successful club track days and three cancelled track days in a difficult 2021 COVID-19 lockdown year. All the results are compiled and ready for our presentation day.

Thank you to all our competitors and volunteer officials for another successful year of motorsport.

Once again, the track day was run under a new simplified class system

comprising of five classes Including, standard, clubman, super clubman, modified and open class.

Benchmark times are used to award points for places in your class. This system is a lot fairer for all competitors, resulting in that any model MX-5 from NA through to ND can win their classes.

No drivers managed to reach Bryan Shedden's benchmark times this year. Special congratulations go to the following three drivers for achieving

benchmark times over 99.0%:

- Todd Herring  
Open Class  
NB MX-5 Cup Car  
Benchmark 99.29%  
Wakefield - 63.34sec.
- Malcolm Steel  
Modified Class  
NB8A  
Benchmark 99.24%  
Wakefield - 70.13 sec.
- Jamie Martin  
Super Clubman Class  
NA6  
Benchmark 99.01%  
Wakefield - 73.42 sec.



Congratulations to our women competitors on a successful year in motorsport.

Finally, -bugger-it- Haha, a special mention to myself **Joe Kovacic** for grid marshalling and also competing in modified

class in my NC2, only to come 3rd to my son Luke.

Congratulations to all our motorsport competitors and trophy recipients on the following results.



CLASS	PLACE	POINTS	DRIVER	MODEL
Standard Class:	1st	75	Bryan Shedden	NC
	2nd	69	Jake Murphy	NB8B
	3rd	52	Ben Escudero	NB8A
Clubman Class:	1st	75	Michael DeMaio	NB8B
	2nd	66	Sean Byers	NC2
	3rd	58	Roger Palfreyman	NC
Super Clubman Class:	1st	70	Jamie Martin	NA6
	2nd	69	John Karayannis	NB8B
	3rd	64	Gerado Martin	NB8A
Modified Class:	1st	72	Luke Kovacic	NC2
	2nd	63	Gustavo Elias	NB8B
	3rd	46	Joe Kovacic	NC2
Open Class:	1st	60	Russ Maxwell	NC Supercharged
	2nd	43	Ralph Thompson	NC Turbo
	2nd	43	Curran Brennan	NA8 Turbo
Ladies MX5:	1st	25	Keiran Taylor	NB8B
	1st	25	Sarah Medley	NB8B Turbo
Non MX5:	1st	75	Jie Ren	GR Yaris
	2nd	65	Stewart Grigg	VW Golf R
	2nd	64	Mal Fotheringham	Subaru BRZ

**HAPPY HOLIDAYS AND  
SAFE TRAVELS MX-5-ers**

