

CLUB TORQUE



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MX5 MANIA

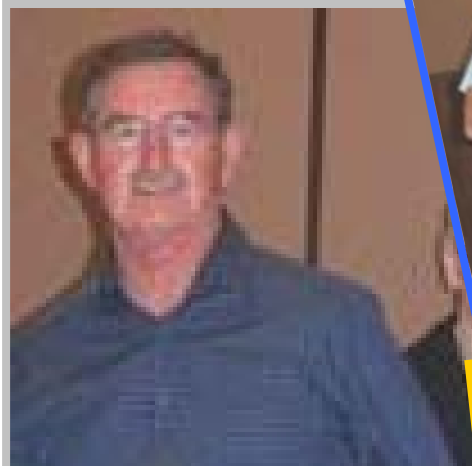
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Hume Smash Repairs





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Thank you to all who
contribute to the
magazine.

*Special Thank you
to Sandie & Paul.*

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Your Club Committee has planned a weekend of events to mark this special occasion, commencing with a celebratory lunch in the delightful atmosphere of this vineyard's premier restaurant facility. Continuing through to an anniversary track day at Wakefield on the Monday, the program gives you the opportunity to stay over and enjoy the pleasures and hospitality of our Southern Highlands region. Here is an outline of the planned events;

SATURDAY 19

You can choose from a number of options to travel to the venue, which is pictured below.

Group A meet at Heathcote and divert through the National park before continuing south to Albion Park, using one of the mountain passes to reach the Centennial Vineyards at Bowral for lunch.

Group B for 'Breakfast Run' will start earlier for those who enjoy a faster trip, the start location to be advised in due course.

Hunter Chapter members will have the option of rendezvousing with either of the Sydney groups or proceeding directly to the venue.

Canberra Chapter members can travel direct or drive the back roads via Bungendore & Wingello.

The gourmet Club subsidised lunch will cost members \$45pp, **but note that the discounted early bird price is \$40pp**. Non members pay the full \$70pp. Motel accommodation has been reserved at the Star Springs Resort adjoining the Mittagong RSL Club if you wish to over night on Saturday.

SUNDAY 20

Begins with a morning run on those perfect MX-5 roads to the Illawarra Fly elevated lookout for coffee, then a drive to Sutton Forest or Berrima for lunch. Return home via most convenient route or overnight at Goulburn in preparation for the Monday track events.

MONDAY 21

A fitting end to the anniversary weekend, perhaps the cream on the MX-5 cake - one of the ever popular track events run by Mike Hicks and Zan Menzel at Wakefield Park.

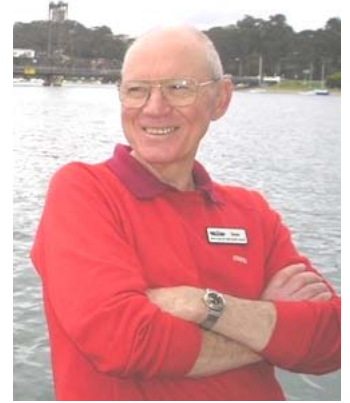


[SEE THE EVENTS CALENDAR FOR BOOKING FORMS](#)

The President's Brief

CHANGING GEARS

The AGM in October saw some familiar faces leave the Committee and equally familiar faces come aboard to take over the vacated positions. I record here our thanks to Phil Ashton for his perennial enthusiasm in the various positions he held during his three and a half years on the Committee, ably supported by Cheryl and culminating in the Presidency. Peter and Kim Ranger win praise for surveying many new runs, duo Gary and Annette Moss performed the Social Secretary role with imagination and verve and Sandie and Paul Williams brought dramatic improvements to Club Torque.



I appreciate, in particular, the commitment of the members of last year's committee who stayed the course to provide the essential ingredient of continuity in the management of the Club and I extend a welcome to the Club members who offered their services to fill the vacated roles. The names of your current Committee members are listed in the frontispiece of this issue of *Club Torque*.

We are all committed to achieving the best that we can do for you during our terms of office, but that does not mean that you, as an ordinary member, are free of obligation, your contribution is just as important to the success of the Club. The simplest way of doing that is by supporting the events arranged by the committee – turn up and participate. A case in point is the celebration of the 20th Anniversary of our Club on Saturday 19th June, 2010. We are looking for significant numbers to ensure the organized runs, lunch in the unique atmosphere of Bowral's Centennial Vineyards restaurant and a track day at Wakefield Park are an overwhelming success.

This is a busy year for the Committee. Apart from the anniversary events, following the W.A. Club's unexpected withdrawal, our Club will host the 10th National meeting of all Australian MX-5 Car Clubs – NatMeet – in Canberra over the Easter weekend of 2012. Our NatMeet website needs to be on line with invitations to participate and fee structure by early 2011. The work is under way, but this is a major project.

Another major undertaking this year stems from the Committee's decision to use the IMG Sports Technology facility to host our membership database and provide for on on-line membership applications, renewals and payment of fees. There are no set-up costs and the fees are modest compared to the current time consuming multiple handling of forms, postage and data input processes. The Victorian MX5 Club has used the IMG system for 2 years, the Victorian Jaguar Club is a client and the MG Car Club is introducing the program.

The old system will be retained for those who do not have a computer facility, but if you have computer access and have not provided us with your email address, get on board now! The changeover will take time and dedicated work by the committee members concerned, but the convenience of doing your business with the Club on line will be appreciated by everyone once the system is operating.

Seán MacCormaic
President



Model: NA MX-5

Oct / 1989

Release date: Nov / 1993End date



1990/2010-THE CLUB'S 20TH ANNIVERSARY

During October through to the Club's Christmas party last year, we celebrated the 20th anniversary of the 1989 launch of the MX-5, the car that marked the revival of the lightweight sports car concept, took world markets by storm, was acclaimed by motoring, design and journalistic bodies, copied in concept by other manufacturers, and became the top-selling sports roadster of all time.

This year we are focusing on the 20th anniversary of all the Australian MX-5 Clubs, but with obvious emphasis on the founding of the New South Wales Club. We have devised a packaged weekend event in June 2010 to mark the occasion, but first, let's delve into our history to lay the groundwork for this significant event.

The initiative to form a club for MX-5 owners was taken by Alan Horsley who formed a steering committee on 15th May, 1990 which was followed on the 25th May by a meeting at which the embryo Club's management committee was elected. Peiter Versluis became the Club's first President with Bob Skelton backing up in the vice presidential position and the first committee meeting was held on the 10th June.



With the Club up almost up and running, Mazda Australia hosted an open day with a free lunch for potential members at Vickary's Winery, at Luddenham.

On that sunny winter's day of 24th June, 1990, ninety MX-5s made up the contingent of cars and 104 enthusiasts signed up as Foundation Members, thus sealing the occasion as the official date of the Club's birth. A helicopter hovered above and the resultant aerial photograph of the assembled cars was distributed to each member as a memento of the event.

The Club has not looked back since. More than 2000 MX-5 owners have passed through our ranks and the current membership exceeds 500. That's a lot of MX-5 owners and many of them, including Foundation Members are still with us. There have been countless events in the interim, monthly runs, weekends away, Concours events and track days. One run of great significance was held in March 1991 when 80 cars and 120 members joined a Club run to Kangaroo Valley with esteemed guest from Japan, *Toshihiko Hirai* who, as Mazda's Chief Engineer, was responsible for the design and development of the MX-5.

The track days instigated by Ed Chivers are now conducted with unrivalled success by Mike Hicks, who took on the role of Competition Secretary in March, 2001 and is ably supported by Zan Menzel. Rod Menzel's, RTM timing system is a major contributing factor in the efficient running of these track events. These are widely acknowledged as the best events held in New South Wales, a fact confirmed by their popularity. At the 2009 Track day in October to mark the anniversary of the car, a record number of 83 cars entered with Zan forced to decline late applications in the interests of track safety. It is worthy of note that since entering the New South Wales Supersprint Championship in 1999 our Club has won the Club Shield on six occasions.

The Concours d'Elegance is held annually at various locations. The Event at Fox Studios in 2004 attracted 49 entrants and was supported by Mazda Australia, which provided a display of three new SE cars, and Shannon's Insurance. The competition categories of Concours and Show and Shine are now being complemented with a non-competitive segment of "Display Only" so that members can support the occasion by parking together in an allocated area to enhance the exhibition of the marque. It is a very convivial occasion.

The Club has hosted two of the Mazda MX-5 Clubs of Australia National Meetings (NatMeet), the first in Canberra in 1996 and the second at Leura in 2004. New South Wales has won the coveted State Trophy on two occasions - and make a note - we will again host NatMeet in Canberra over the Easter weekend of 2012. Preparations are already underway and we expect a strong representation from you, the members, to ensure that it is a resounding success. The challenge for you is to help us win that State Trophy. You will thoroughly enjoy yourself in the process.

Back to coming events. On Saturday 19th June this year we plan to hold an Anniversary lunch at the Centennial Winery in Bowral. Details regarding this event are provided elsewhere in this issue of Club Torque. The Committee aims to make this anniversary celebration another significant event in



the Club's history and you have a part to play in it too. All you have to do is

participate.

We are indebted to Club Historian Elaine Caldwell for providing the material for this article.
Happy 20th Anniversary and happy motoring in your MX-5s'

Model: NA Series II MX-5

Nov / 1993 Release date:

Oct / 1997 End date:



Club Torque Competition Report – Summer 2010.



During the last quarter of 2009 the club conducted two **Wakefield Park Track Days** on the 19th of October and the 6th of December. Entries for the October meeting were at an all time high of 82 bettering the previous June meeting when we hosted the Victorians for the Interstate Challenge.

On the day we had seventy-nine starters of which sixty-four were MX-5s. The entries were broken up into eight groups including two groups of first timers. By running through the lunch break we were able to offer all competitors seven runs. To the volunteer officials who through their support made this all possible a very big thank you.

Fastest time of the day went to Val Stewart in her Mazda RX 7 with a time of 1.07.63. Second and third places went to visitors Eric Scheeren in his Westfield and Dennis Holland in a Minetti. Fastest MX-5 was Cameron Macarthur in his modified SE with a time of 1.09.75. Other good times were posted by new-comer Linda Moore (1.13.41), class 5 winner Mark Hellmund (1.10.31), class 4 winner Tony Williams (1.13.84), class 2 winner Brad Carpenter (1.17.39) and class 1 winner Bryan Shedden (1.17.72). The "Old and Bold Award" was won by Lindsay Burke. **INSERT Lindsay Photo**

On Sunday the 6th December sixty-four competitors enjoyed a great early summer's day at Wakefield Park. Fifty-three were members and the field comprised fifty-four MX-5s. This was another great

roll up considering that some regulars went to Bathurst for a two day event at Mt Panorama and I believe that some other group conducted a car related activity at the old Sydney Olympic venue.

By again running through the lunch period we were able to offer all competitors the opportunity to complete eight runs on the day. Once again thank you to all those that worked in an official capacity during the day.

Fastest time of the day once again fell to Val Stewart in her RX 7 in a time of 1.08.53, second went to Mark Hellmund who set a new class 5 record with a time of 1.10.03 with Peter Browning third in 1.10.18. Dennis "the Rev" Brady who bettered his handicap target by 0.31 seconds won the "Old and Bold Award" for this meeting. Our first "Old and Bold" winner Bill Dougall was once again the bridesmaid.

The first club **Track Day for 2010** will be at Wakefield Park on **Sunday the 14th of February**, Valentine's Day, how could you forget!

The final round of the **State Supersprint Championship** was conducted at Oran Park South on Saturday the 17th of October. The event started at 1.00 pm and was conducted as a day/ night event



concluding at about 10 o'clock. At the conclusion of the nine rounds the MX-5 Club finished second to the New South Wales Road Racing Club in the Club Pointscore.

In the individual Type and Class Pointscores, Stewart Temesvary and Ian Vickers had a year-long battle in Type 1 with Stewart reversing last year's result in beating Ian by 3 points. In class 2B Mark Hellmund was an excellent second to a quicker Lotus Exige. Yours truly, Phil Ashton, Matthew and Robert Guyder were occasional runners in this class with each competing in less than half the rounds. Similarly Kevin Addison (class 3B), Lindsay Burke (class 3C), Robert Kai (class 3C), Peter Browning (class 4B), Faye Diven (class SVA) and Andrew Irwin (class SVB) competed in less than half the rounds and therefore were never chances for class placings. Leigh Hemmings in his PRB Clubman won class 4E but had little opposition.

Trophies for the 2009 Championship were distributed at a Fun and Presentation Day at the Marulan Driver Training Centre on Sunday the 29th of November. For 2010 there will once again be a nine round Championship with round 1 being at Oran Park GP on the 17th January. The MX-5 Club will again be hosting round 3 at Wakefield Park in early May. Championship registration forms can be



found on the supersprint website, go to www.supersprints.com.au

Phillip Island was the venue for the second **Australian Supersprint Championship** on the 14th & 15th of November. Four club members, Kevin Addison, Lindsay Burke, Robert Kai and yours truly competed without bringing home any of the trophies. Never the less we had a thoroughly enjoyable time completing four runs on the Saturday and five runs on the Sunday.

Phillip Island is a quick flowing circuit which comes a very close second to driving Mt Panorama for the sheer challenge, enjoyment and pleasure. Next year's Australian Championship will be held at Morgan Park near Warwick in Queensland in mid-

November. Morgan Park in its current layout is a true MX-5 friendly track similar to Wakefield Park.

The fifth round of the **State Production Sports Car Championship** was held at Wakefield Park on 12th and 13th of September. Matilda Mravacic, Nick Martinenko and Chris Tonna competed, swapping places and finishing mid field in the three races. The sixth round was at Oran Park on the 14th and 15th of November. It was also the third round of the one-hour series. Best placed club members were Chris Gough and Brian Anderson driving Brian's BMW Coupe who finished thirteenth followed four places back by Nick and Matilda. Michael Hall and Daniel Deckers were unfortunate non-finishes having completed most of the hour.

The 21st and 22nd of November was the date for the final one-hour race at Phillip Island. Club members competing included Nick and Matilda, Michael Hall and Daniel Deckers, Chris Gough and Ed Chivers. The race started in appalling weather conditions and then fined up as the race progressed. Nick and Matilda finished sixth in class B with Michael Hall and Daniel Deckers fourth in class F followed by Chris Gough seventh and Ed Chivers eleventh.

On the same weekend as the State Championship at Oran Park the **Festival of Sporting Cars** conducted their final meeting for the year at Wakefield Park. The clash of dates resulted in a smaller number of entries at Wakefield Park providing those that did enter with plenty of track time. Club members Peter Whitten and Neil Halls competed in the Combined Touring and Marque Sports Car races, Peter retiring early with gearbox problems whilst Neil ran midfield in all races. In the Regularities Kevin Addison, John Burgess and I ran at the pointy end of the results with Kevin and John recording a win each with my best being a second. First Festival of Sporting Cars meeting for 2010 will be Mt Panorama Bathurst at Easter,

The latest races in the **MX-5 Challenge Race Series** were held at Wakefield Park on the 24th and 25th of October. Fourteen competitors competed with race wins being shared by Shane Otten, (3) including the Trophy Race and David Raddatz (2), the minor placings being shared by Matilda Mravacic and Chris Tonna. On the 28th and 29th of November the MX-5s were again back at Wakefield Park. Fields of ten cars competed in 4 races with Shane Otten the winner of three with Michael Hall winning the other.

The minor placings were spread between Shane, Michael, David Raddatz, Colin Moore, and Mark Hellmund. The feature race on the programme was the Wakefield 300 that is open to most types of cars. MX-5s featured prominently in the results with David Raddatz and Shane Otten driving David's naturally aspirated car finishing second one lap

down on the winner. Third place went to Mark Hellmund and Andrew Irwin which was an excellent result in a road car.



Lindsay Burke being congratulated on winning the "Old and Bold Award" at October's Wakefield Park Track Day

Hard luck stories involved Michael Hall and Daniel Deckers who were up amongst the front runners but retired with a broken throttle spindle not far from the end and Zane Al-said who was hit by another car after only 25 laps. Next race meeting for the MX-5 Challenge will be Wakefield Park on the 30th & 31st January 2010.

Safe and enjoyable MX-5 motoring - **Mike Hicks, Competition Secretary.**

Model: NB MX-5

Mar / 1998Release date:

Oct / 2000End date:



Camden Valley Midweek Run, Tuesday November 17, 2009

Thirteen MX-5s turned up for our final midweek run in 2009. Weather was mainly overcast, perfect for springtime topless motoring.

We departed McDonalds at Eastern Creek and proceeded along the M4 to Mulgoa Road, working our way through Mulgoa Village and on to Warragamba Oval for a comfort stop and an opportunity to check out each other's MX-5s for newly added Bling.

The route was exceptional, excellent MX-5 friendly roads, unusually green countryside, wind in our hair, the occasional whiff of fertiliser wafting through, magnificent panoramas opening up everywhere, the burble of finely tuned exhaust.....sheer bliss.

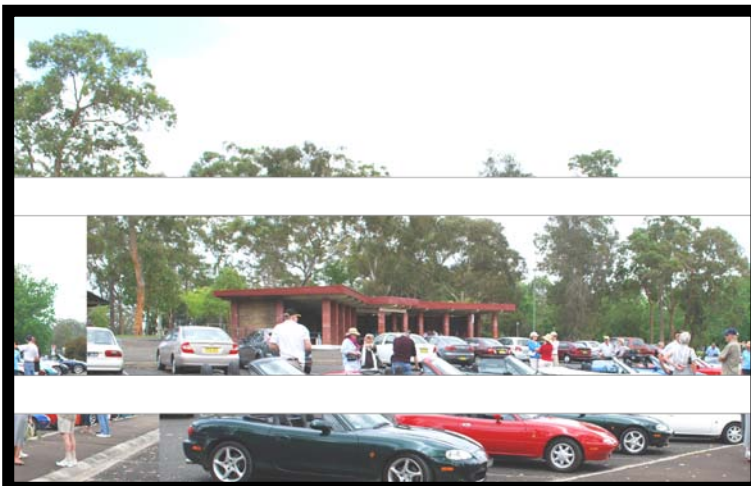
Through the pretty town of Picton, the medley of MX5s turning heads, up the Razorback Ridge and down the "curvaceous descent" of the other side to the floor of the Camden Valley.

To cap off a perfect day, we lunched at the Camden Valley Inn, on Remembrance Drive, off the old Hume Highway. This is a beautiful country pub built in 1930, with loads of atmosphere, and importantly, excellent pub food with plenty of variety.

I know all participants join me in thanking Sean MacCormaic for the fine effort he put into organising this outing.

For those who have not as yet joined us on a mid-week run, take a sickie next time & experience great camaraderie and the

traffic free buzz of some of the best MX-5 roads around Sydney.



Roger Palfreyman
MX-5 NC SSS (Stunning Sunlight Silver)

THE MIDWEEK RUN TO MT. VICTORIA

Things were not looking very promising for this event when a south westerly cold front with gale force winds blew in at 1.30am in the morning, causing damage to homes, bringing down power lines, and even rattling the doors and windows on the MX-5 which was in the garage!

Daylight gave hope of improvement with the wind easing as we headed off for the rendezvous at McGrath's Hill, although a news item en route advised that the Blue Mountains had been hit with power outages – and that was where we were going for lunch!

The roll-up defied all predictions and was excellent with 22 cars from NA's through the full spectrum to the new NC's.



Naturally there was a lot to discuss over Macca's coffee – including the weather. It was still very windy, likely to be worse on the mountain tops and the big question was whether it was suitable for open car driving.

The ladies decided to go topless 🙊.

That was a popular decision with the guys and the full contingent was soon running along the Freeman's Reach Road river flats, up through the village and veering off on Terrace Rd. to intersect the Bell's Line of Rd at North Richmond.

We crossed there, driving on Gross Vale Rd to sweep around the picture postcard views to the right and come into Kurrajong Village from the south where we made an essential pit stop.

We joined Bell's Line of Rd. at the junction and headed up the mountain. The drive was remarkable for this trip because we only struck two trucks on the climb, half of the group being delayed for some time behind the second, but we managed to reconnect the drive train at the Bell turnoff to Mt. Victoria.

The run across the mountain top on Darling Causeway was uneventful – if you discount the gusting winds which had not abated on the heights – but we managed to reach the Imperial Hotel at the intersection of the Great Western Hwy without anyone being blown completely off course.



While we queued up at the pub counter to order lunch one of our guys took time out of the line to tinkle the ivories on the piano. He earned a round of applause for adding some spontaneous entertainment to the occasion. Food service was slow, but no one minded – too busy talking MX5s - and they served a good meal to supplement the chat.



And thanks to our roving cameraman, Roger Palfreyman for the great pics. They bring a story to life.

Seán MacCormaic

Model: NB Series II MX-5

Oct / 2000Release date:

Aug / 2005End date



POTTER'S HUNTER VALLEY BREWERY

PROSTATE CANCER AWARENESS RUN

It wasn't a race, more a case of you take the high road and I'll take the low – and it didn't matter whether one lot got there afore the other.

From the truck stop at the old Berowra toll gates with the smoke from the starter's gun hanging listlessly in the early morning air, the Walnut (Prostate Cancer Awareness) run got under way. Michael Soulos led those who wanted a fast drive to the Hunter via the Old Pacific Highway and, surprise, surprise - half the contingent of participants followed, snaking out of sight with high revs and burbling exhaust notes.

The more genteel types, abiding strictly by the instructions in the run sheet, speared off to join the freeway for a high speed run, but on less interesting roads.

Accolades are due to Pam Estreich who not only organized the event but led this group – driving solo because Ray was laid up at home recovering from a medical procedure.

Which brings me to the point of this event. Ray is no stranger to prostate surgery and neither am I, the Club President. Learn from our experience. 3,000 Australian men die each year as a direct result of prostate cancer. But check this out! Every man who dies, other than by accidental cause, will have developed prostate cancer by the time of his death – even if a heart or other condition is the actual cause. The reason that this occurs is not yet known.

What is known is this. Early detection and medical intervention give you the best chance of survival. I had no symptoms whatever of this cancer but, when it was diagnosed, it was classed as very aggressive. I only became aware of it because I had annual prostate checks. The previous year I was fine, the next year changed my life.

12 years on I am a prostate cancer survivor, so take my advice, *get annual checks*. Okay, you guys don't like the idea of a digital rectal examination – then at

least get the PSA blood test. Let me assure you, the way you feel about a digital examination is nothing compared to the way you will feel when the doctor says, "Sorry mate, but you have cancer!" Get the idea?

In the time you spent reading this last segment the Walnut run Freeway group turned off onto Freeman's Drive to meet up with a large representation from the Hunter Chapter. The expanded caravan of MX-5s headed for Cessnock in gorgeous early morning Spring weather and through spectacular countryside, arriving right on time for brekkie. The cars were lined up on the grass alongside the hotel for compulsory camera

shots, waiting for the Old Pacific Highway cars to arrive. No, it was *not* a race, but there was no competition as to which group had the most enjoyable run either!

We virtually took over the hotel dining room, testing the resources of the kitchen staff to the limit, but everyone managed to satisfy their inner needs,

and breakfast went down with doses of good humour.

There was a raffle to raise money for the Prostate Foundation - the prize being a weekend at the Potter's Resort. It was drawn by the Manager to ensure there was no undue influence in the selection, and congratulations go to the winner, Lesa Bunn.

Breakfast over, there was time for discussion about MX-5s before the Hunter Chapter left on a supplementary drive through the valleys, by-passing old and new mining areas, to run down the west side of Lake Macquarie before stopping for lunch.

Another group took the Brewery tour and will never look at a glass of beer the same way again. Did you know that beer should not necessarily be drunk ice cold? Well, you have got a lot to learn about beer. Next time, take this very informative tour. You will even get to sample the product – free!

Not to be outdone, another group took to the road again, travelling via Wollombi, Calga and the old Pacific Highway to stop at Pie and the Sky for refreshments and more discussion. This was a very



pleasant drive with no incidents, unlike the motor cyclist travelling in the opposite direction who didn't quite make the bend, skated along the safety barrier and speared over it, down the steep embankment and into the bush. A very unfortunate end to a Sunday bike ride.

On that note, drive safely, arrive safely and live longer by getting your annual prostate cancer check. That – and MX-5s – is what life is all about.

Gramps

*THE MAJOR EVENT FOR THIS YEAR WILL BE ON THE OCTOBER LONG WEEKEND
WATCH FOR DETAILS*

BREAKFAST GATHERING IN THE NORTH (ANOTHER PERSPECTIVE)

It all began serenely at 4.44 am, I awoke from my slumber to meet with the Northerners on the outskirts of their town for breakfast. On the way, we passed through some fog but strove on because of the company we were to meet. In the distance we thought we saw the rising sun but we were traveling north not east. We then came upon a fellow traveler in their shiny new sunburst yellow steed, my partner loved and envied them for she, as many others desire, yearn and long for this rare but beautiful steed. We later discovered that they are from the same southern district as us, Welcome.

All the city folk gathered at the old tollbooth site, on the northern outskirts of the city, but no sooner than we said our hellos, we split. A posse with a passion for bends and legal speed headed out on the old highway, the rest of us cruised up the freeway (paid for by highway robbery from all of us).

The leader of the freeway pack was getting concerned, (without her faithful driver, who was ruled unfit to travel) thinking we had missed our turnoff, but fortunately in the distance she saw the track we had to take. Through bends, hills and dales, we traveled to meet up with the northerners. They joined us with many different steeds among them including some fair ladies and a German Z4.

We continued our travels through their beautiful country, til we came to our breakfast stop, a public house with its own brewery; The Potters Brewery.

We then partook of breakfast, some decided not to have the green eggs, and others thought that it would be good to stand for a while after sitting for some time.

Alas, we had to leave after breakfast for our run home, as my lovely wife had to finish her student's reports. Thankyou to Pam and Ray and all who helped make the morning a success, others can tell you about the rest of the morning.

Please think about your local area and a run you could do. We also have runs that have been done previously, which can be done again; we will be spreading the runs throughout Sydney, so please email me.

Paul Byers
Club Captain

Model: NC MX-5

Sep / 2005Release date:

Mar / 2009End date:



Saturday August 29 - DYNO DAY @

MX5 MANIA
MX-5 MIATA STYLE AND PERFORMANCE ACCESSORIES

It was not really a competition, but once the revs were up, it was the highest number that counted. Phil Ashton set the benchmark with the first run of the day, after that people lined up in a well organized procession to check their results.



Adam Walker NB8B 88 kw
Riko Rubin NB8B 197 kw

So, the last was by no means the least and, if you like looking at engines, Riko's bonnet is the one to open for a feast of bling as well as power.

Fifteen cars ran the gauntlet and with David Raddatz at the wheel, the results were guaranteed to the best output on the day. Each good run prompted discussion on the mods or otherwise of each car, often leading to under the bonnet inspections and sharing information.

The early group of screen analysts were soon outnumbered as the starters rolled in and by late morning it was hard to see the screen for the crowd.

And although it was not a competition, you still want to know the results so you can compare your own car. Rather than keep you in suspense, here they are in the order of the tests

Phil Ashton	NC	105 kw
Allan Cruz	NA8A	76 kw
Ray Estreich	SE	132 kw
Colin Moore	NA	74 kw
Scott Waples	NB8B	80 kw
Glenn Thomas	NB8B	80 kw
George Benedek	SP	180 kw
Brandon Clark	NB8B	80 kw
Bryan Shedden	NA6A	71 kw
Luce Larossi	NB8A	91 kw
Greg Bunn	NB8A	88 kw
Mark Hellmund	NB8B	90 kw
David Spankie	NC	103 kw

You may have taken the chance to look closer look at Riko's car at the Concours d'Elegance which was



be held again at The Mean Fiddler, Rouse Hill, on Sunday 25th October. If you did not enter the competition, we hope you came along to support the Club and enjoyed a lovely chat and morning tea.

The day finished with a sausage sizzle with thanks to Mania for the day and the Chief Chefs, Simone Raddatz and Jean Cook.

Seán MacCormaic

CONCOURS D'ELEGANCE 2009

An Oktoberfest celebration in an Irish Pub seems to be a contradiction, but it was sheer coincidence the Club's Concours to mark the 20th anniversary of the arrival on the motoring scene of the MX-5 was held in October at the Mean Fiddler Pub at Rouse Hill.

The forecast for the day promised rain periods, somewhat daunting when cars had been honed to perfection for presentation in the Concours and Show and Shine segments of the competition, but the stalwarts ventured forth regardless and their confidence was justly rewarded. It was not until the judging was complete that we had a light sprinkle and by



the time very light showers ghosted across the area, we were lunching in the pub to the oompah, oompah beat of the Bavarian band.



In a departure from the regular routine, members who wished to join the event without the need to enter their cars for judging were accommodated alongside the competition cars in an allocated "Display Only" area. This innovation proved its worth, attracting more members and greatly enhancing the array of

MX-5 cars. Apart from patrons of the pub pausing to look over the cars as they passed by, we had a number of inquiries from people genuinely interested in buying an MX-5.

Our sponsor Pacer Auto Products again presented a display of the car care range. These products are proving very popular, particularly the car wash – described by one of our leading members at "the best on the market" and the Best Wax and Nano Care Banana Cream wax likewise. We appreciate Jim Papallo's generosity in supporting all of our events and thank Stephen Thomas for his attendance on what would otherwise have been his day off work.

There was a good cross section of models with the new MX5s beginning to make their appearance at events on a regular basis. But the original car was well represented in both categories as well as in the Display Only group. Needless to say one of the competitors was Colin and Elaine Caldwell's perennial prize winning NA, impeccable – but, was it good enough to win? All would be revealed at the celebratory Christmas Party dinner dance. Here's a photo for posterity Colin!



There was plenty of discussion about the relative merits of the cars in the bar later, the main issue being the selection for the “*People’s Choice*” award. Opinions were widely divided, sometimes influenced by a preference for the same model which one drives – or was it the drinks? It was Oktoberfest after all!

Whatever the reasons, lunch was the usual convivial affair, and when the band went into overdrive just as the misty rain arrived, most thought it was time to take the cars home before their gleaming bodywork suffered from too much road spatter.

Here's a final look at the event, the Concours cars lined up just before the judging commenced. The owners have been ordered by the judges to abandon last minute touch ups and stand clear, the best excuse to get a coffee and discuss the form guide. Phil Ashton doubted his chances after moving house and then suffering from the red dust storms. There was just too much to do in a short time to have any confidence in another win. The best excuse for switching from coffee to a beer!



We are looking for a bumper turnout for the Concours, Show & Shine and Display Only categories to mark the 20th Anniversary of the Club later in 2010. The Committee will be putting a lot of work into the event, so please play your part and make the day a great success.



Thanks to Roger Palfreyman for a selection of the photos used in the article and which will doubtless appear elsewhere in this issue of Club Torque.

Gramps

CONCOURS D' ELEGANCE / SHOW & SHINE RESULTS

CONCOURS D'ELEGANCE - While Colin Caldwell took the two prestige prizes of *Best Overall* and *People's Choice*, the other Concours d'elegance category winners were:

- Phil Ashton
- Colin Caldwell
- Luke Kovacic
- Mervyn Lyle
- Paula Sewell
- Jeff Swords
- Laurie Tesoriero
- Glenn Thomas
- Mark Underwood

SHOW & SHINE – And from the large contingent of gleaming Show & Shine cars, the top three were:

- Dave Perin
- Frank Verweyen
- Ray Estreich



Model: NC Series II

Mar / 2009 Release date:

Current model



2009 CHRISTMAS PARTY & CONCOURS D'ELEGANCE AWARDS NIGHT

The Christmas party, conducted in December as a dinner dance to mark the final event in the Club's celebrations of the 20th anniversary of the Mazda MX-5 proved to be a raging success. With eighty one members intent on enjoying themselves, that was an inevitable result.

The solo entertainer was a phenomenal act with a singing, instrumental, comedy and dance music routine which ran for three hours non-stop. Even when the time of his contract expired he went on with encores. Comments from the club staff give the best idea of his skill levels. They see a lot of performers at



events held in the auditorium and they were of the unanimous opinion that this fellow was head and shoulders above any others.

He certainly got everyone into the mood, and with Sandie Williams in the lead, wearing a headress created on the spot, a conga line snaked

among the tables until dissembling into couples back on the dance floor.

The annual presentation of the Track Competition Awards takes place at the Annual General Meeting. The highlight of the Christmas party

is the presentation of the Concours awards.

In the car's anniversary year it is significant that the trophy for Best Overall was awarded to Colin Caldwell for he and Elaine's NA6A – the model which exploded onto world car markets and become a legend in its own time.

Do you know about the Member of the Year & New Member Of the Year Awards?

You receive points each time you participate in club activities.

You can earn extra points by:

- Writing articles for the Magazine,
- Helping run events

Canberra Chapter and Verse

JUGIONG JUGGERNAUT – OCTOBER 09

The sun broke through the clouds to mark the beginning of a magic sunny Sunday for the start of the Jugiong Juggernaut Run. 13 vivacious participants arrived at the Hall village lay-by start, with Jill and Dennis also to join us at Murrumbateman (no less vivacious, they just don't live in Canberra).

It should be noted at this point that a certain unnamed member was noticeably absent from our happy throng. He'd come up with the flimsiest of excuses for his absence - he'd previously gone to Adelaide to get married! Well we won't stand for this kind of nonsense, so his name has been passed on to the executive to send him an official 'Please explain'. Members will all agree that this miscreant needs to get his priorities right. As it turned out, his daughters nicked his NC and joined us on the run anyway. Well, it's likely he'll never see his car again. Serves him right.

Your writer was early (as usual) in his timing calculations for the run and on this occasion Murphy's Law chose to lend a hand. So that the expected traffic delay for the roadwork's at Jeirs Creek on the Barton Highway never eventuated. Also, I had allowed a 10 minute traffic stop to cater for the Murrumbatemen Field Day (cast of thousands were there on the Saturday). But what happened? - there was hardly a bloody car on the road, well maybe one or two, but anyway we sailed straight through. The result was we were 15 minutes early at said municipality and caught Dennis napping (i.e. still in bed).

In the event, the run duly proceeded on to the coffee stop at Binalong village with no further incidents, apart from some recalcitrant members opting to

divert via Bowning. From Binalong and full of resuscitating liquids we preceded north-west, deep into the hayseed country of Harden-Murrumburrah. Here, spring was displaying its full blossom of rich colours with the lustrous emerald green hues of St Johns Wart and thistles competing against the vitriolic amethyst colour of the Patterson's Curse. The road wound its way through the rolling hillsides of this stuff. (Oh, all right, there was a bit of soy and lucerne there too). As well, magnificent age-old gum trees peppered each side of the road, seemingly thrusting out their large trunks as a challenge to one's bumper bar. But, no one had a bumper bar so we proceeded without incident through to "The Dipper" for an amusing photo-run courtesy of John B before turning south to Jugiong. Dennis, as passenger, later conversationally commented on this part the drive. So the photo of a certain NC going through the Dipper is ahhhhh,interesting.

The Jugiong Long Track Pantry Cafe, our lunch venue, had an interesting spread of meals on its



"The Dipper" – Jill driving with Dennis as passenger.

menu. Sufficient to say there are no hamburgers or fish and chips on offer but this did not seem to deter customers as the place was pretty much packed

out. Our group enjoyed a long table set up on the side verandah enjoying the food, watching the looks of envious passers-by, before finishing off with good tea/coffee. John B, ever a storehouse of useful information, mentioned to some members that one would need to walk back to Canberra to work off all the calories contained in a large blueberry muffin. Your writer observed that this worthy info appeared to matter not a jot to the listeners in question. Dunno if they did any walking either.

The run concluded with the lunch. Some members (of an unspecified sex) then proceeded to buy out all the giftware on sale, while a few others went for a photo shoot across the Murrumbidgee river before turning back east to return to Mother Earth.

Story by Malcolm (and congratulations on your nuptials Roger, great stuff.)

MX5 style in the Victorian Alps

***It was on a Saturday we headed South
down, down, down to the mouth
of the famed Gippsland Lakes***

***The weather was gloriously hot
fortunately the sunscreen was not forgot
but we baulked at a dip in the sea.***

***The scene as we drove was so green
the greenest and lushest we had seen
for a long, long while***

***Our MX5 cars look sooo good
but what really counts is under the hood
The same can be said of the drivers.***

***With friendships strengthening every day
we are fellow travelers all the way
sharing all we saw ... and more!***

***Our fearless leader Paul did a great job
with Pat at the back herding the mob
'translating' his 'hard-to-hear' calls***

***At Dargo there were off-roaders galore
and at Omeo bikies by the score
but we infiltrated everywhere***

***For China we found a local watercolour so fine
and we gazed in wonder at the frescoes divine
in St Mary's church at Bairnsdale***

***Then the mountain roads turned and turned and turned
Most enjoyed the thrill, but Jenni's stomach churned
and the Covers drifted to the back***

***The Gippsland paradise had thrilled our eyes
then Tumut's greenness came as a surprise
with a different feel all its own***

***Lies will be told and lots of 'gos'
This merely tells how it really was
...see you next time***

...or as they say in Sanskrit, purnar milAmah (until we meet again)

*A poem about the Great Alpine Run 31 Oct to 3 Nov - By Jenni Cover
Nov 5th 2009*

BERRIMA BAUBLE RUN - NOVEMBER 2009

It was another perfect day in Canberra as we gathered north side at the Kamberra Winery for the 'off' to Berrima for a Christmas shopping spree! Eight cars (15 members) were lined up and rarin' to go – but not before Iris' instructions re the opportunity to max out credit cards!



Iris & Tony McDonald

Lunch at the Magpie Café in Berrima
We left Canberra via the Federal Highway towards

Sydney, and then branched off to Bungendore via Mac's Reef Road. Unfortunately we encountered road works shortly after leaving the highway. Now, a bit of dirt road is usually not a problem, but the threat of being doused by a water truck laying the dust was an issue as Tony's car had the top down (what else?). It was a near thing as the Truckee only shut off the water at the last second!! Jolly joker – not!

Iris & Tony McDonald Lunch at the Magpie Café in Berrima

Onwards past the huge wind farm north of Bungendore, then to Tarago and on to Goulburn where we had a 10 minute pit stop before continuing up the freeway to Marulan. Branching off at the Tallong turnoff took us on the scenic route through Wingello, Penrose and into Bundanoon where we stopped at Ye Olde Bicycle Shoppe for coffee and cake. After this relaxing break, a short run through Exeter (very pretty this time of the year) and Moss



Vale saw us arrive in Berrima with time to spare for our lunch booking at the Magpie Café. It seems that Berrima is popular with other car clubs as we saw other MX5s, a couple of late-50s Lancias, and a black Lambo as we walked to the café.

A pleasant lunch was had by all (except Ross who was so keen to shop that he got straight into it!) as the accompanying photo shows. Shopping commenced in earnest after lunch, with many

members strongly supporting the Berrima economy, and Iris and Carol scouring the patchwork shop for that essential piece of material. Jill and Roger headed off to the book barn just out of Berrima for something special in antique books. The Christmas decorations shop was popular with all, particularly Jill and Dennis. As per normal, Iris could not resist the temptation to acquire the odd jar of honey!

Upcoming Canberra events will be 'Sunset Cruise' run in January, 'Convener's BBQ and Mystery Run' in February and 'WHEELS car display' in March For all the latest update see the Chapter Website on:

<http://www.carco.com.au/mx5forum/index.html>

*A smile from 'Gear to Gear'
PAT*

What does the future hold?



Hunter Chapter



IN A CONVERSATION IN 1979 ROB HALL, A MOTORING JOURNALIST, SUGGESTED TO MAZDA THE DEVELOPMENT OF A LIGHTWEIGHT FRONT ENGINE REAR WHEEL DRIVE ROADSTER. BY 1985 PROJECT P729 WAS GIVEN THE GO AHEAD. IN SEPTEMBER 1989 THE FIRST MX5S WERE DELIVERED IN JAPAN THEN USA AND A MONTH LATER MX5S WERE LEAVING SHOWROOMS IN AUSTRALIA. THE REST OF THE STORY OF THE MX5 IS MOTORING FOLKLORE.

ON 16TH SEPTEMBER 2009 MAZDA HOSTED MORE THAN 1600 MX5S AT MIYOSHI PROVING GROUND TO CELEBRATE THE RELEASE OF THE WORLD'S FAVOURITE ROADSTER TWENTY YEARS EARLIER. A WEEK LATER THE MX5 BREAKFAST CLUB DID THE TATLER RUN WITH MORE THAN 60 CARS PAYING



HOMAGE TO THE RELEASE OF THE MX5. SIZE IS NOT EVERYTHING. THOSE ON THE RUN TO LOVEDALE FOR BREAKFAST HAD MORE FUN ON THEIR SPIRITED DRIVE TO THEIR VENUE ON QUIET LIGHTLY PATROLLED COUNTRY ROADS.



THE FIRST RULE OF THE MX5 BREAKFAST CLUB IS TO START EARLY AND ON TIME. AT 7.00 AM SHARP 44 CARS DEPARTED McDONALDS MCGRATHS HILL FOR THE PUTTY ROAD. AT AROUND THE SAME TIME 10 CARS LEFT THE BP BERESFIELD FOR MORNING TEA AT GRETA THEN ONTO BROKE. TO BE AS INCLUSIVE AS POSSIBLE BRAD & CARMEL ROBINSON GAVE UP THEIR FIRST OPPORTUNITY TO RUN THE PUTTY ROAD TO LEAD A LATER CRUISER RUN FROM MT COLAH.

AFTER A MEASURED DRIVE UP TO COLO HEIGHTS THE MAIN RUN USED THE RUN ACROSS THE RIDGES AND DEPRESSION UP TO THE GARLAND VALLEY TO TEST THEIR SUSPENSION AND HONE THEIR CORNING SKILLS FOR WHAT WAS TO COME. THE REASON DRIVERS CHOOSE THE PUTTY ROAD IS THE CHALLENGE, AT OR AT ABOUT THE SPEED LIMIT, OF THE SPECIAL SECTION OF ROADWAY THROUGH HOWES VALLEY FOLLOWED BY THE BEST BIT OF TWISTY ROADS THAT CAN BE FOUND WITHIN 100 KILOMETRES OF THE CITY LIMITS.

NO ROAD SIGN COULD BE CLOSER TO THE HEART AND SOLE OF AN MX5 DRIVER THAN "CAUTION 30 KILOMETRES OF WINDING ROADS". COUPLED WITH THIS REVELATION IS THE FACT THAT THE ROAD SURFACE IS SMOOTH AND PROPERLY CAMBERED, WITH STRAIGHTS TOO SHORT TO GET A 3 SECOND APPROACHING TRAFFIC. SECTION YOU CAN NAME?



BEAD ON AN
HOW GOOD IS THAT PIECE OF ROAD? AS GOOD AS ANY 30 KILOMETER

TO ADD TO THE MIX OF EXHILARATION AND ANTICIPATION THE ROAD FOLLOWS THE TWISTS AND TURNS OF A RIVER NAVIGATING IT WAY THROUGH THE RIDGES AS IT CUTS THROUGH STEEP GORGES, RISING AND FALLING AS IT MAKES IT WAY TO THE HUNTER VALLEY. I SAW A STORY ON A MOTORING JOURNALIST WHO GOT DISORIENTATED TESTING A BOXSTER AND PLANTED IT INTO THE WALL OF A GORGE. NO PROBLEMS FOR THE MX5ERS APART FROM HAVING TO CHANGE THEIR LINE AROUND A RIGHT-HANDER TO ALLOW FOR A RECENTLY DEPARTED NATIONAL SYMBOL.

AFTER SUCCESSFULLY NEGOTIATING THE GORGES EVERYONE REFORMED AT MILBRODALE FOR THE SORT DASH ACROSS TO BROKE. THE CARS FROM THE HUNTER CHAPTER WERE WAITING AT THE BROKE. SOME OF JAPANS FINEST FILLED THE APRON AND ROADS SURROUNDING THE BROKE GENERAL STORE DURING A 15 MINUTE STOP. ONE DRIVER DISCOVERED THE BUTTON ON A NA6 THAT ALLOWS THE HEADLIGHTS TO FOLD DOWN AND OTHERS JUST TOOK TO THE TIME TO SOCIALISE AND EXCHANGE STORIES ABOUT THEIR DRIVES TO BROKE.



OTHER SPECIAL RULES OF THE MX5 BREAKFAST CLUB ARE THAT OVERTAKING CARS HAVE THE RIGHT OF WAY; CARS THAT CANNOT CLOSE THE GAP MUST ALLOW THE FOLLOWING CARS PASS AND IF YOU CHOSE TO OR FALL OFF THE BACK YOU MAKE YOUR OWN WAY TO THE NEXT REFORMING POINT OR THE VENUE. ON THE TATLER RUN NOBODY GOT LOST, EVEN THOUGH THERE ARE NO SWEEPERS.

KEEPING TO THE TIMETABLE THE COMBINED AND CRUISER RUNS ARRIVED AT THE VINEYARD ON TIME FOR BREAKFAST.

OUR SPECIAL THANKS GO TO OUR MAJOR SPONSOR TATLER WINES AND THEIR STAFF FOR THEIR GENEROSITY AND HOSPITALITY. TATLER'S KITCHEN BRIGADE SERVED 90 GUESTS 30 DOZEN EGGS, 5 BOXES OF BACON RASHES, 12 DOZEN HASH BROWNS AND KILOS OF MUSHROOMS AND TOMATOES PLUS TOAST, HOT AND COLD BEVERAGES.

AFTER BREAKFAST 12 DRIVERS RECEIVED A BOTTLE OF TATLER PREMIUM WINE AS WINNERS IN THE ODOMETER CHALLENGE; THE 7 WINNERS OF THE MX5 MANIA PRE-REGISTRATION AWARDS RECEIVED THEIR GIFT CERTIFICATES; THE 6 CARS CHOSEN BY TATLER WINES RECEIVED AN AUTO GLYM AQUA WASH GIFT PACK.

THE LUCKY DOOR PRIZES FOR PRE-REGISTERED PARTICIPANTS BEING A LONG LUNCH AT AWABA CAFÉ BALMORAL BEACH FOR TWO; A LATTOUF SPA PACKAGE FOR TWO AND A THREE DAY LUXURY ACCOMMODATION PACKAGE FOR 6 ON TATLERS VINEYARD WERE DRAWN.

THE CHARITY RAFFLE SAW THE LUCKY TICKET HOLDERS COLLECT THEIR DECORUG GIFT VOUCHER, 2 AUTO GLYM VALET BAGS AND MCGUIRE PRODUCT FROM AUTO BARN.

A SPECIAL THANKS GOES TO ALL OUR SPONSORS WHO HELPED RAISE MONEY FOR THE PROSTATE CANCER COUNCIL AND THE MCGRATH FOUNDATION AND ENCOURAGED PRE-REGISTRATION THAT GREATLY ASSISTED WITH THE CATERING.

AS A SILENT TRIBUTE TO THE 20TH ANNIVERSARY OF THE RELEASE OF THE MX5 A LINE UP OF 10 MEMBER'S NA, NB AND NC VARIANTS WAS LINED UP IN FRONT OF THE ORNAMENTAL LAKE (SEE TOP OF PAGE).



FINALLY OUR THANKS TO COFFEEBOSS, COLIN, GOBSMAX AND SASSO FOR THEIR PHOTOS OF CARS, DRIVERS, PASSENGERS AND THE VENUE THAT CAN STILL BE VIEWED ON THE FORUM.

THE NEXT MX5 BREAKFAST CLUB RUN WILL TAKE PLACE ON THE 16 MAY 2010. MX5 MANIA IS THE MAJOR SPONSOR.



**WATCH
THE
EVENTS**

PUBLICATION AND THE FORUM CALLING FOR SUGGESTED ROUTES AND VENUES FROM JANUARY WITH FINAL DETAILS BEING POSTED FROM MARCH 2010.



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



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MX5 MANIA

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