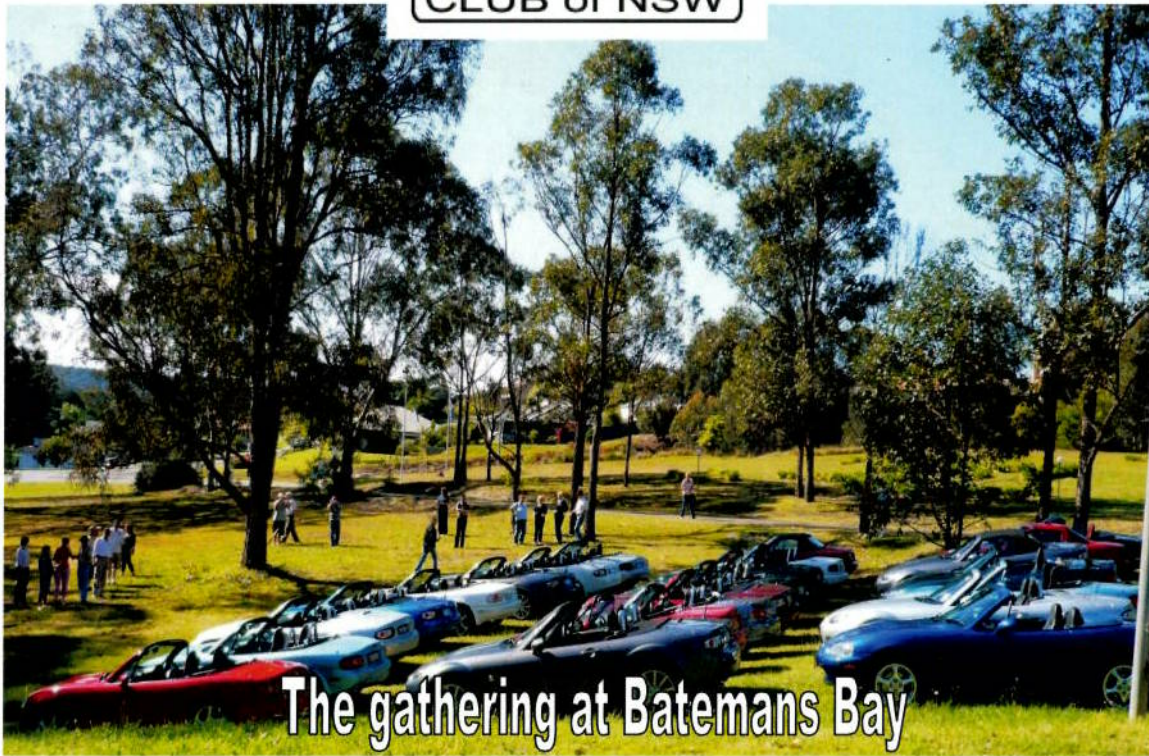


# CLUB TORQUE



SPRING-SUMMER 2008

**MX-5**  
CLUB of NSW

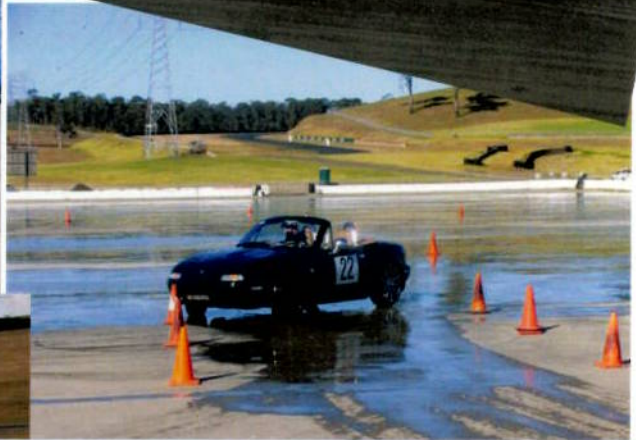
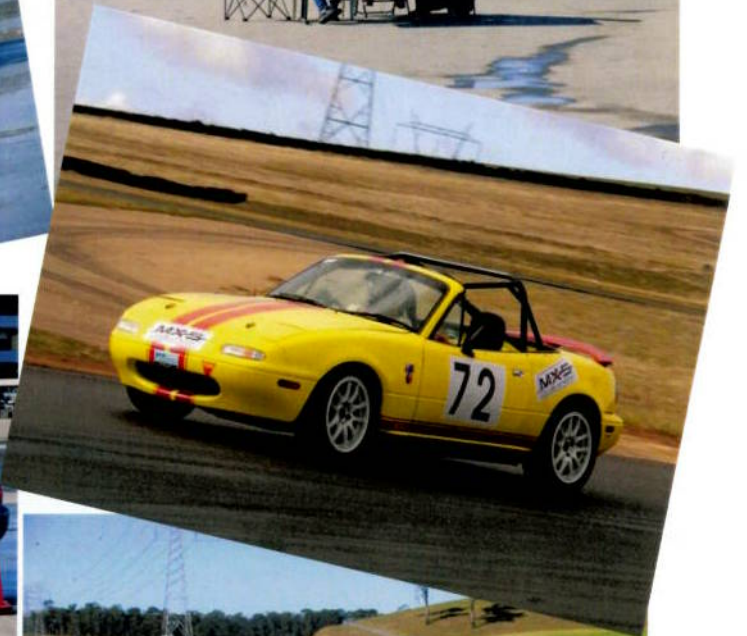
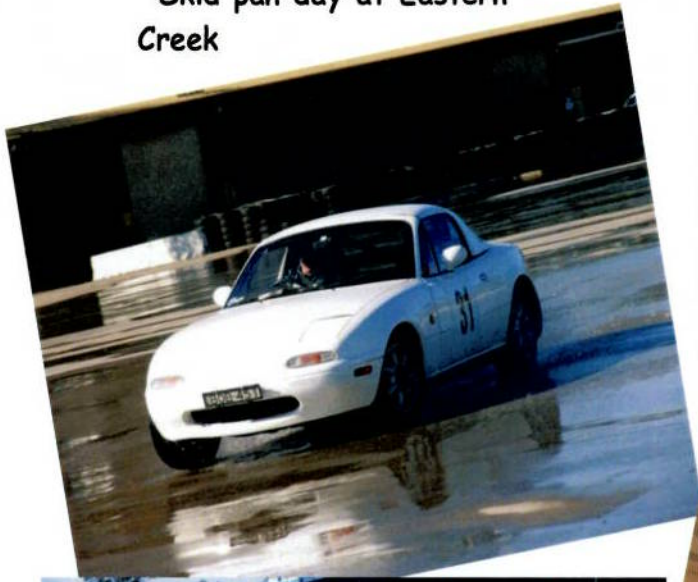


The gathering at Batemans Bay





Skid pan day at Eastern Creek



Wakefield Day





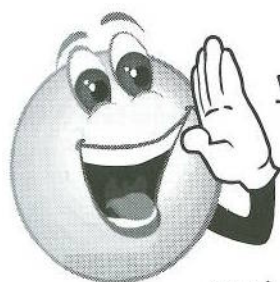
## **COMMITTEE AND OTHER CONTACTS**

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The Tucker Torpedo Story.  
Oh and the Naughty Corner.  
AND LOTS MORE PHOTOS

### **For all the motoring mamas**



### **Welcome New Mx-5 Members**

On behalf of the committee, I'd like to welcome all the new members who have joined recently, you will find that we are a friendly bunch and I'm sure many new friendships will result from your decision to join whether is be for the social events, weekend drives or track days. Please come up and introduce yourself to me at the next event.



# President's Report

## Annual Meeting      General

I'd like to thank the members who attended the AGM On 24<sup>th</sup> September, voting in some new faces to the committee, many thanks to Sean MacCornaic who takes up the position of Vice President and Gary & Annette Moss as the new Social Secretary. Last but not least, thanks to Jean Cook who has been our President for the last few years. Jean's knowledge of the way the Club has operated since inception has been invaluable. And who can forget her devotion at Wakefield this winter, wrapped in a travel blanket to stay warm and dry, while waving off the cars on a wet and windy track day.

### Bateman's Bay October Long Weekend

What a great weekend we had 53 people and 28 MX-5s.

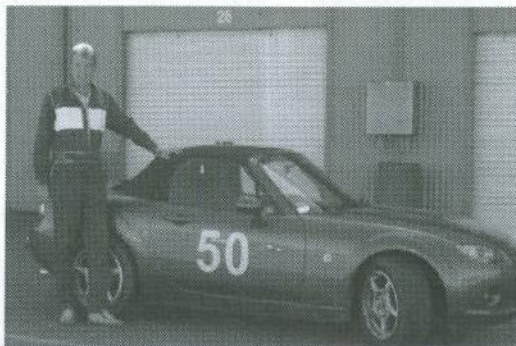
Our hostess on the river cruise was so thrilled to see us, as she had been given an MX-5 by her husband, that she arranged her roster to be onboard our cruise. It's a shame that her work commitments preclude her from joining up with the Canberra Chapter.

Have a quick look at YouTube courtesy of Di Byres at most of the cars that attended the weekend. <http://www.youtube.com/watch?v=-tIXQoNwhzA>

As the event was such a success, we booked 26 rooms at the motel again for next year.

### Concours d' Elegance and Show & Shine

Don't forget our annual Concours d' Elegance and Show & Shine competition, this year to be held in the car park of the Mean Fiddler Hotel (one of our Coffee and Lies locations), we will take pride of place in a reserved area at the



front of the car park. All MX-5s will be able to be viewed by the public and hopefully attract fans and some new members to our Club. So get out those polishing cloths, give your car a clean and come along.

### Christmas Party

Bookings for the Club Christmas Party at St. George Motor Boat Club on 30<sup>th</sup> November are now open. Come along and join us for a great lunch and the presentation of the Concours awards. Make sure your bookings are in by the 8th November or you will miss out.

### Presidents BBQ

The President's BBQ will be held at Garden Island on 18<sup>th</sup> January 2009. Arrangements will be similar to last year where those attending need to apply with their names and rego numbers, so we can pass through the Naval Base to the end of the Island. The booking forms for this event will be out shortly.

### Can we help?

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

**Cheers,**  
**Phil Ashton**  
**President**  
**Winning Blue MX-5 NC**



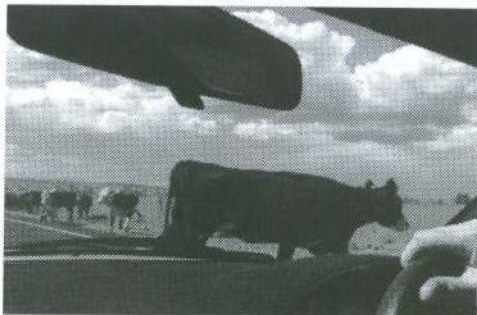


## Canberra Chapter and Verse

Between racing, going on social activities and fixing my car, life is very busy these days, so I am lucky that my paid employment allows me to do some thinking.

September - 12 cars went to landra Castle near Greenthoupe, NSW. The route took in Binalong, Harden, Young, Boorowa, Yass, then back to Canberra. Thanks to Roger and Angela for organising.

October - 17 cars (33 People) did the weekend trip 'East of Eden (not)'. Great weather! We travelled to Nimmitabel for the first coffee stop and meet up with 2 cars, headed to Tathra via the Myrtle Mountain to have lunch and watch the whales in the ocean below and meet 3 more of the troop. Then off to Bermagui on the great Tathra Bermagui Road where we stayed the night enjoying a lovely dinner together at the Salt Water Restaurant. The next day went but along the Tathra Bermagui Road to head for Eden, a few broke off at Pambula to have oysters. After a look around town and a coffee in Snug Bay we head 30km south of Eden before turning right to have a spirited drive along to the Imlay Road (some more spirited than others). Lunch at Bombala before getting trapped by a herd of cattle on the Monaro Highway, which took 20



minutes to get through; the bulls were bigger than our little cars.

Also in October we had a beer tasting night that was enjoyed by the usual drivers of the MX5s, which require the usual passengers to drive home.

November will see us heading to Taralga with Paul at the lead. Visiting a brewery and a psychiatric hospital (it is a museum now).

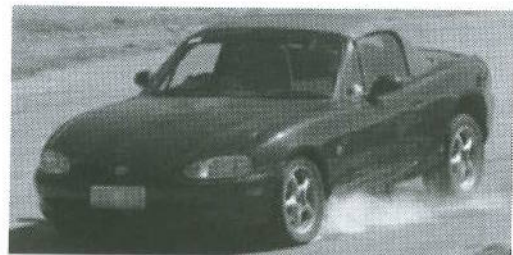
December will see us celebrating Christmas with a party at Lamberts Vinyard and then doing a Christmas lights cruise around southern Canberra with supper at Mark's Mum's house.



Unfortunately we have had to change the venue for our Coffee and Lies on the first Saturday on the Month. We will now be at Crema Diction, corner of Kembla and Gladstone Streets, Fyshwick. Be there from 9.30am. The coffee has been rated in the top 5 in Canberra.

The Canberra Chapter BBQ Trailer is slowly progressing. Dave and Greg do little bits between the paying jobs and the fixing of the Turbo Twins (aka Turbo Girl and Boy). We have been told it will be completed for the Converers BBQ.

On the Motorsport side we have members entering all the forms of the sport. The track days always prove popular with local members as do the MG motorkhanas, the Supersprints and the SDMA (Southern Districts Motorsports Association) hillclimbs; Rob Wall the president of SDMA is a new member to the club. Ian



Vickers using his bracks at the hillclimb.  
A smile form Gear to Gear

**Pat Rooke**



## Mount Druitt-Sydney's premier racing circuit in the 1950s-Ken Liston

Back in the 1950s cars were not common place like they are now. They were very expensive compared to average wages. Most people got around on public transport and thought little of walking many kilometers to go anywhere. Owning a car was a real status symbol. My family did not acquire one until 1960. As for sports cars they were seen as



play things for the extremely wealthy and people took a real interest in them. In those days they were the fastest cars on the road.

Motor racing prior to WW2 was mainly by way of "speedway" or in early days record breaking drives between capital cities, Sydney and Melbourne being very popular. Eventually this madness was stopped for obvious reasons. There were very few motor racing circuits in the Sydney area. Parramatta Park which had hosted a number of races before WW2 continued for a few years until 1955. This circuit had its limitations. It was narrow, dangerous and as it is now was a scenic drive around the park for the general public's relaxation and enjoyment. The noise factor was a real issue due to the park's proximity to neighbouring residential areas.

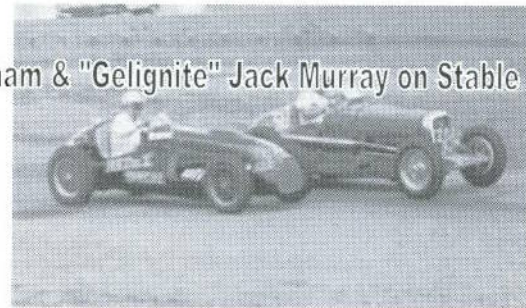
With cars and motor bikes becoming more common and faster more people became interested in competing in and watching motor racing. The need for a real motor racing circuit which was accessible for Sydneysiders by public transport and big enough to provide a challenge for open wheeled racing cars and sports cars, not to mention

a place where one could race the family sedan was increasing.

The Australian Sporting Car Club had obtained an old WW2 air strip at Mount Druitt on the then outer western limit of Sydney. By making loops at each end of the old strip with oil drums and hay bails "sprint racing" had become increasingly popular.

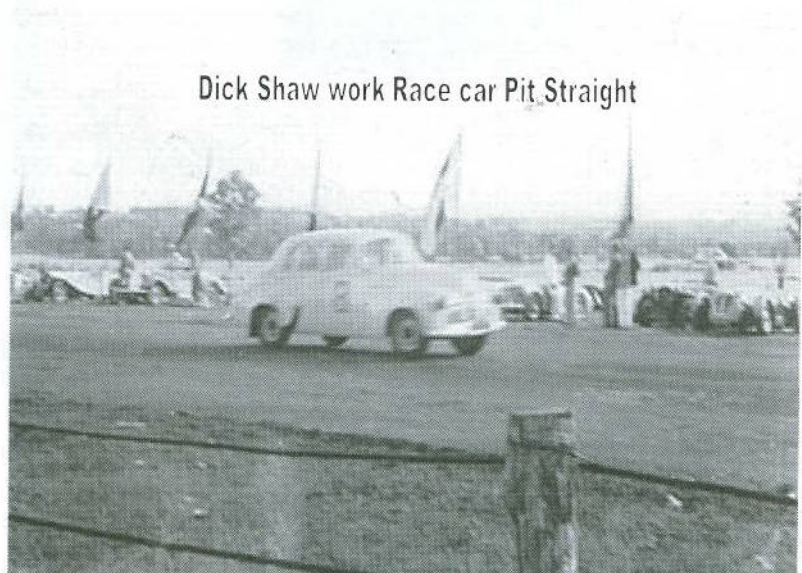
In 1952 Sydney businessman Belford James Jones realized the demand for a real Grand Prix racing circuit for Sydney's growing number of motor racing enthusiasts and the associated potential to make a sizeable amount of money. He managed to lease adjoining land on the Eastern side of the old airstrip from a prominent land owner, Mr. McMahon the father of a former Australian

Brabham & "Gelignite" Jack Murray on Stable Straight



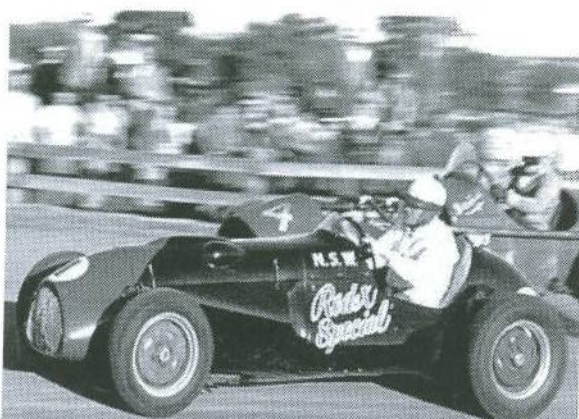
Prime Minister and laid down a full Grand Prix racing circuit which incorporated the old air strip as the main straight. Advertising and sponsorships in those days was illegal as Jack Brabham became aware, and it must have been an offer the Fledgling ARDC felt that it must take up as they probably were not in the

Dick Shaw work Race car Pit Straight





position at that stage where they could afford to construct the circuit unassisted.

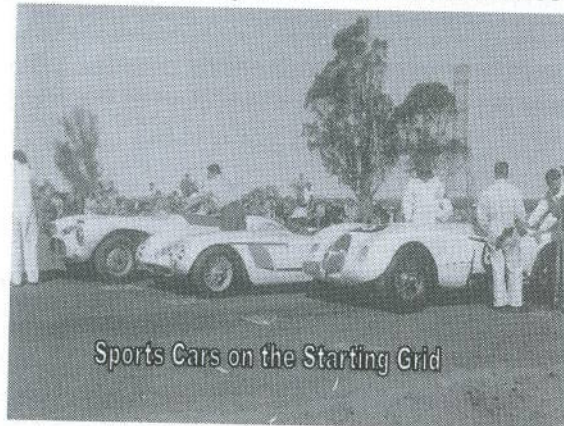


**Jack Brabham Red x Cooper Bristol 1955**

The circuit became a big success. It was reported that it regularly attracted crowds in excess of 15,000. It was 3.6 kms long and was considered as being Sydney's premier motor racing circuit. Both cars and motor cycles raced at Mount Druitt. All the then big names in Australian motor sport raced there, Lex Davison, Dick Cobden, Len Lukey, Arnold Glass, Curley Brydon, Tom Sulman, Alec Mildren, David Mckay, Alf Swadling, Jack Myers, and identities like Don Gibson in his pre war dodge, Jack "Gelignite" Murray, Dick Shaw in his stock standard Holden which he drove to work each day, as well as a number of rising stars like, Frank Gardner, Frank Matich, Leo Geoghegan in his black 1948 Holden and of course Jack Brabham in his cooper Vincent and later the very successful and controversial Red X cooper Bristol. Mount Druitt was said to be a happy go lucky place to race but the business of racing was also taken very seriously. Imported racing cars were rare and Australian ingenuity came to the fore with the construction of replicas and specials

sometimes in not more than backyard sheds. All sorts of cars and motor cycles raced at Mount Druitt with sports cars and open wheelers being very popular. Those were the days before big business professional factory teams dominated the sport.

On 31 January, 1954 the Mount Druitt circuit held a 24 hour race. This type of event was not held in Australia again for almost another forty nine years. The wet endurance



race was won by Bill Pitt, Geordie Anderson and Charles Swinburne in a Jaguar XK120. The surface of the track could not stand the continued pounding and broke up causing many cars to retire due to related damage. As to who paid for the repairs to the track's surface is unknown, however somebody must have because racing at he circuit continued.

As a young lad I had the good fortune to attend a car racing meeting at the Mount Druitt Circuit.

A truly unforgettable experience.

**To be continued**

## **BATTERY WORLD**

*Peter Gow & David Atkinson*

*31 Henry Street*

*Penrith.N.S.W 2750*

*Phone: 4722 6920*

*Email: [penrith@batteryworld.com.au](mailto:penrith@batteryworld.com.au)*

*MX-5 Members on showing your membership card, will receive 10% off battery prices. Paul found them to be knowledgeable, reliable, and helpful and they were happy to offer this discount to our members.*



# COMPETITION REPORT.

July, August and September.

The last three months has been particularly busy with a Club Track Day at Wakefield Park in July followed by a Motorkhana on the Eastern Creek skidpan, three supersprints and five race meetings, topped off with the presentation of trophies for the 2007/2008 Competition Year following the AGM in late September. Congratulations to all the trophy winners, your efforts over the last year did not go unrewarded. And to the hard working members who assist in the conduct of our track days my personal thanks, without you the days would not be successful.

Talking of the AGM reminds me to thank our retiring President Jean Cook for all her support of the competition side of the club over the many years that she sat in the President's chair guiding the growth and success of the club. It's time to put your feet up Jean and enjoy your relatively new NC.

Monday 21<sup>st</sup> July was our first track day for the new-year, heavy overnight rain cleared to give us a cold but great day. A total of fifty-three drivers including forty-one club members competed. Fastest time of the day went to Leigh Hemmings in his PRB Clubman with a time of 1.09.10, followed by Val Stewart in her RX-7 with Kristian Zadro's tweaked road going SE in third place. William Mewett was the winner in class 1, Julian Flitcroft continued on his winning way in class 2. Mark Wilson and Tony Williams continued their close and hard fought battle in class 3, whilst Chris Gough was the winner in class 4, this time aboard his mothers mildly modified NC road car. Dennis Brady made the most of Chris' absence from the race car class to record a well-earned win.

Our next Track Day is on Sunday 26<sup>th</sup> October followed by the final for 2008 on Sunday the 7<sup>th</sup> of December.

Ed Chivers who was our Competition Secretary in the late nineties reminded us recently that this year 2008 is the tenth Anniversary of our first Track Day at Wakefield Park. There have been a lot of MX-5 laps at Wakefield Park since 1998. Thank you for starting such a successful and important part of the club's activities Ed. Ed's recollections of

the early days at Wakefield Park are published elsewhere in this edition of Club Torque.

On Sunday the 3<sup>rd</sup> of August thirty club members competed in a Motorkhana on the skidpan at Eastern Creek. Overall winner on the day with a clean sweep of the three separate exercises was John Burgess in his class 1 10<sup>th</sup> Anniversary NB, well done John. Second was Glenn Thomas with Brandon Clark third. The first three outright were all standard class 1 cars proving that you don't need a highly modified car to win in Motorkhanas. Other class winners were Stefan Kovar, Dan Charlton, Verne Johnson and Michael Howe. Trophies for the Motorkhana will be presented at the Christmas Party in late November.

In supersprinting three rounds of the State Championship have been conducted this quarter, a fourth scheduled for mid-September was cancelled due to heavy rain and poor track conditions on the day.

On the 20<sup>th</sup> July our club successfully conducted round 5 at Wakefield Park. A total of 82 entries were received and the day ran smoothly without any major incidents. Fastest time of the day was recorded by Jason Wright in his Subaru WRX with a time of 1.05.07. Second went to Stephen Shipway in the world's *quickest* Toyota Crown with Birol Cetin third in his Holden Commodore. Pat Rooke (1.06.95), Peter Browning (1.09.46), Renny (1.10.48) and David Roden (1.10.69), Ed Cory (1.12.66), Mark Hellmund (1.12.97), Lindsay Burke (1.14.39), Kevin Addison (1.14.88), Ian Vickers (1.16.19), Robert Kai (1.19.51) and Robert Gage (1.20.17) all represented our club at this round. Thank you once again to all the members who acted as officials on the day; your contributions were greatly appreciated by the competitors.

Round 6 was conducted by the ARDC at Eastern Creek on the 10 of August whilst the Mini Car Club conducted round 7 at Oran Park GP on the following Saturday. With 7 rounds completed the club is poised to regain the Club Pointscore Shield from the New South Wales Road Racing Club. We have a total of 690



points to their 569 points with the Manly Warringah Sporting Car Club third on 329 points.

In the classes Ian Vickers and Stewart Temesvary are locked together on 57 points in 1B, David Roden leads 2B on 63 points with Mark Hellmund third on 46 points. In 3B Kevin Addison is fourth on 27 points whilst in 3C Lindsay Burke is third on 56 points and Robert Kai is fourth on 48 points. Peter Browning is leading 4C on 50 points, whilst yours truly is third in SVB on 44 points and Renny Roden is second in SVC on 53 points.

The final round is a day/night supersprint on Saturday 18<sup>th</sup> October at Oran Park South Circuit, a few days after the deadline for this report.

The racing scene has been particularly busy with two multi-club meetings for MX-5s and three State Championship rounds for Production Sports Cars, with David Raddatz sweeping the pool in all.

The multi-clubs were at Eastern Creek on 3<sup>rd</sup> August, the same day as the Motorkhana and Wakefield Park on 20<sup>th</sup> and 21<sup>st</sup> September. These MX-5 races are we hope a prelude to what will become a five or six race "MX-5 Challenge Series" in 2009.

Nineteen cars faced the starter at Eastern Creek with David Raddatz in the MX5Mania car winning all three races. He was followed home by the other 'turbos' of Nick Martinenko and Matilda Mravicic. In the naturally aspirated class Brett Morse in the Peninsula Sports Cars '5' and Chris Gough in the black MX-5 Racing car kept each other honest over the three races with some very close and exciting dicing. The three other MX-5 Racing cars of Zane Al-said, Aaron Giltrow and Joe Macare were not far behind. It was good to see Col Faulkner debuted the ex Nick and Matilda car resplendent in its new red colour.

At Wakefield Park there were twenty-four starters, David Raddatz continued on his winning way with Chris Tonna joining Nick and Matilda in the minor places. The Carco 'turbos' of Pat Rooke and Russell Battisson were not far behind. Queensland visitor Brian Ferrabee spoilt the MX-5 Racing party by winning the naturally aspirated class from Chris Gough and Zane Al-said with Steven Head mixing it with Chris and Zane. Supersprinters Mark Hellmund, Andrew Irwin and new member Peter Stevens made their race debuts in their road registered MX-5s at this meeting. Full results of all races at these meetings can be found on the "Natsoft" website under Race Timing and Results Archives.

The CAMS Production Sports Car championship was concluded at Eastern Creek on 27<sup>th</sup> and 28<sup>th</sup> September. At the time of writing this report the pointscore had not been finalised, however I believe that David Raddatz has won the title outright for the second year in a row, congratulations David. He naturally was also the winner of class B. Nick Martinenko and Chris Tonna will probably finish fifth and sixth outright and third and fourth in class B, the order in which they finish will not be known until the point score is declared. Brett Morse is more than likely the winner of class E. Final race for Production Sports Cars for 2008 will be the one-hour race at the Phillip Island circuit in Victoria on the 22<sup>nd</sup> and 23<sup>rd</sup> of November. We wish those travelling south for this meeting every success.

So all in all, Mazda MX-5 Club members and their cars continue to perform very well in open competition during 2008.

Safe and enjoyable MX-5 motoring.

**Mike Hicks.**





## Doesn't time fly?

I joined the committee in late 1997 as comp sec, shortly after the Natmeet, specifically to get track days going. I spent a couple of months figuring out how to run a successful and safe track day. I went to various club meetings and participated, to see how it ran, both from admin and competitor viewpoint. I recall that our first meeting was in January 1998 and we were booked out with 20 drivers.

It was all pretty basic in the first year with stop watches, squares of contact plastic sheet on which I painted car numbers using Dulux paint testers at home on the lounge floor, doing all the sign on paperwork at 7am in McDonalds, over breakfast, before we got to the track.

That first year we used stop watches and pen and paper in the tower. I recall typically there only being two or three of us at a time in the tower that first year (the regular timekeepers being Jean Cook, Jeff Gehrig, Judy Sant and myself) sometimes we had three stop watches in our hands at a time. Hand written run times being stuck on the wall, hot chicken lunches served by Patsy and Simone in the tower. Fog, frost and frozen toilets in winter, sleet and even snow on one occasion, then baking hot summer days. Wakefield always seemed to have extremes! Sunday night dinners at the Heritage hotel were always a good time, special discounts because we were regulars and framed photos of our cars on the track in reception. Not to mention the odd hangover from an enthusiastic evening of jokes and wine.

We only had 3 or 4 regular volunteers helping to run the early days and we had to limit it to 25 or 30 drivers. (We once had 45 and it was very, very hard, so we set a lower limit to what we could comfortably handle). We were rarely short of drivers, with some people booking RDOs for the whole year in advance.

The trophies that 1<sup>st</sup> year were hand made, we had no money and many club members were a bit anti the motor sports side of things, so I hand made them, using old engine parts such as pistons, broken con rods and cam shafts which I scrounged from local motorcycle and mowers shops. I mounted them on wooden plaques that I bought in bulk from Spotlight. I also made some specials, like

a big dummy mounted on a plaque for the biggest dummy spit (I think we all know who got that one), the most spectacular driver, the biggest loser (as in spins – Stephen Thatcher won that as I recall), and a few other funny ones.

The 2<sup>nd</sup> year was much slicker with 6 permanent volunteers, Zan on stop watches, Judy Sant, Jean, Rod and a couple of others who's names escape me. Committee meetings at Rod and Zans house, Rod writing the first version of the now famous timing system, less reliance on stop watches, computer printed times. I was stuck on 1:24's and couldn't for the life of me see how I could ever get to the 1:18s – the lap times of the guns of the day – David, Carlos, Zane, Bob Scott and a couple of others.

In the 2<sup>nd</sup> year encouraging the faster members to participate in a public sprint series (a British or European club – what a shambles they were – the class and eligibility was decided in the post event meeting!). David, Carlos, Zane and Bob entered as I recall.

In the 3<sup>rd</sup> year I entered round 1 of the CAMS supersprint series on my own to check it out and see if was good for the club. I was the only MX5 amongst 100+ cars and won class 2B! I realised this was the perfect competition for the club and then persuaded several members to join the series for round 2 and then the club walking away with the Club Trophy in our first year of competition. What a blast that was. I was very proud of the club and the team that did it (TEAMX-5 was coined that year). (Then we won again the following year. Bliss).

Late in that 3<sup>rd</sup> year I entered the last round of Prod Sports Racing to see if was for us too (it was known as Marque Sports then). It was a blast. Then encouraging some of the serious TEAMX5 members to move on up into racing. It was a slow start but look where it is now. One thing is for sure though, we all had a ball.

Wow, doesn't time fly. It seems like it was only a couple of years ago.

**Ed Chivers**



## CLUB EVENTS CALENDAR - 2009

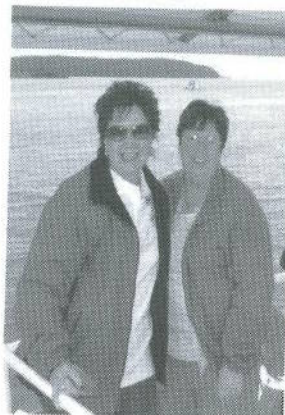
At the recent AGM Cheryl Ashton agreed to take over the production of the Clubs Events Calendar. In handing this over I must say a **hearty thank you** to a range of members for the support over the past 18 months or so. Their continued support and assistance has enabled the events calendar to go out each month. The changes over this time have seen it grow in strength with the strong objective and commitment of continued communication to all members.

The success of the 'racing' page has bought this side of our Club activities for all members to know what is going on. Canberra has also recently requested that the local hill climbs also be included with the hill climbs being held at Fairbairn Park Hill Climb Complex Canberra. **Mike Hicks** always had the details on time and was also very kind and patience when things needed to be changed – thank you Mike.

The three months calendar although sometimes difficult to think about and organise what the Club will be doing in the next 3 months **Tom Wilde, Paul Beerworth, Peter and Kim Ranger** always came up with the details and information. My thanks go to you all for your support. I also acknowledge the group of supportive members who assisted you in organizing runs and social events.

**Ken and Maggie Liston** thanks for your ongoing 'silent' support of which without the events calendar would not be so successful. I thank you for your continued work of printing and posting the 'snail mail'.

**Stephen Carter and Robert Gage** for their work again in the background but without you guys the events would not be communicated to the members.



So as you can see there are many people who are part of producing the events calendar each month and as I hand over the production of the calendar to Cheryl I know it is going to good hands to further the events over the

next few years.  
Thank you, Cheryl.

***This is what makes our Club such a good Club.***

***Pam Estrieck***

### **RUBBER GLOVES**

Next time you use a pair of rubber gloves, you're going to smile when you think of this:  
A dentist noticed that his next patient, a little Old Lady, was nervous so he decided to tell her a little joke as he put on his gloves.

'Do you know how they make these gloves?' he asked.

'No, I don't,' she replied.

'Well,' he spoofed, 'there's a building in Canada with a big tank of latex and workers of all hand sizes walk up to the tank, dip in their hands, let them dry, then peel off the gloves and throw them into boxes of the right size.'

She didn't crack a smile.

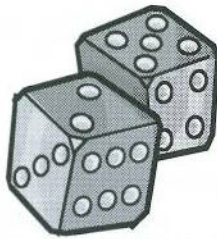
'Oh, well. I tried,' he thought.

But five minutes later, during a delicate portion of the procedure, she burst out laughing.

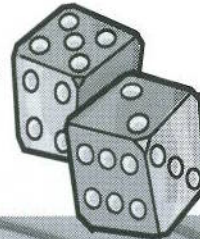
'What's so funny?' he asked

'I was! Just envisioning how condoms are made!'





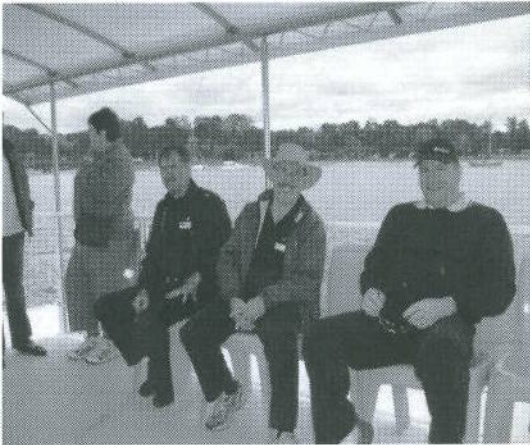
## **BATEMANS BAY** **LONG WEEKEND**



Firstly we would like to thank Phil and Cheryl Ashton for organising an absolutely fantastic weekend to Batemans Bay! As new Social Secretary, we certainly have a lot to live up to!

**53 people and 28 MX-'s 'took over' Batemans (and Room52!) over the October long weekend.**

We all met at Pheasants Nest where we got our instructions, maps and 'road quiz'(did you know that Mr Byrne is the Bank Manager at Braidwood and that Kristy has just celebrated her birthday ?).



We had a beautiful scenic drive to Goulbourn where we had a Maccas pit stop, and then onto Braidwood for lunch at the Bakery.

We arrived at Batemans Bay at about 3:30pm, and had a couple of hour's free time before dinner at the motel. On the agenda was which room would be the party room we lost oops, won, everyone to room 52.



Sunday was a cooked breakfast at the motel, followed by a well needed walk across the bridge to town where we boarded our river cruise boat the 'Merinda'. Our hostess on the cruise was given an MX-5 by her husband (yes guys!) and was delighted to see us: she had arranged her work roster so that she could be on our cruise. Fish and Chips aboard for lunch we stop at Nelligen; a quaint little town on the Clyde River, then back up the river to Batemans.

After the cruise we had 'free time', where some went to the Soldiers Club or a local restaurant for dinner. We opted for pizza, games and the footy final in the proverbial room 52.

After having the longest game of Yahtzee (EVER!) the 'girls' tried their skills of drawing with the game Pictionary. It is just as well the MX-5 Club had virtually taken over the motel for the weekend, as, with the shrieks of laughter we might have been 'homeless' otherwise. (I don't think an MX-5 is conducive to spending the night in either).

Not only did the weekend give us a beautiful backroads run to Batemans, but also a time to catch up with, and make new friends

**Be warned Batemans:  
WE'LL BE BACK!!!!!!**



## **CAPTAIN'S REPORT**

**JULY**– We headed to The Carrington in the Mountains to celebrate Christmas in July. There was a great turn up of around 80 people to enjoy a beautiful 3 course meal arranged by Cheryl & Phil Ashton.

**AUGUST** – We headed off to the Illawarra Fly & Café. A tremendous turnout of 39 cars left Heathcote where we stopped off for a morning tea break at the Cliffhanger Café at Bulli before continuing down part of the coast then heading inland through Calderwood Valley and Jamberoo before arriving at the Illawarra Café where we met up with a further 3 cars from Canberra who made the trip up. Due to the large numbers half the group did the walk prior to lunch and the other half after. If you have not been to the Illawarra Fly it is a must, great views and good food.

**SEPTEMBER** – Saw a Breakfast Run to Jenolan Caves which showed a turnout of around 25 cars for the early morning start. After breakfast some

took a caves tour and others went onto Oberon and Bathurst to do a quick run around the mountain. A big thank you to Michael Soulos for organizing this run, he certainly put a lot of work and effort into it and is considering doing another run for April next year.

**OCTOBER** – We headed off to Bateman's Bay for the weekend where 52 people had a fabulous time. (See story this issue).

**NOVEMBER** – We have concourse on the 16<sup>th</sup> November at the Mean Fiddler and the Christmas Party on the 30<sup>th</sup> November at St. George Motor Club.

**DECEMBER** – There will be no run.

**Kim & Peter Ranger**  
**Captains**

## **Garry's Targa De-Alpine 2**

**When:** Weekend of 7<sup>th</sup>/8<sup>th</sup> March 2009

**Meeting:** Mobil Servo at Pheasants Nest (Eastern Side)

**Time:** 7:30am for 8:00am SHARP departure

**Details:** After 4 years of requests for a rerun it's back for 2009!

Do you really like to drive your MX-5? If so you won't want to miss this run. We'll cover around 1400km in just 2 days exploring Southern New South Wales and the Alpine region of Australia.

On Saturday we will be avoiding major roads as much as possible as we follow some infrequently used MX-5 friendly roads through sleepy country towns weaving our way south to our overnight accommodation in Albury.

On Sunday we venture into Victoria and head east to follow the Murray River and enjoy the beautiful scenery along the road to Khancoban. We then explore some great driving roads up through the NSW Alpine region to the highest township in Australia, before finally descending the mountain to Cooma and then back home.

This is an opportunity not to be missed to spend some quality time with your club buddies while

enjoying your roadster on roads where it really shines.

Note: As this trip is designed as a driver's run and we have to travel long distances with time constraints I would suggest that if you don't feel confident travelling at the speed limit on minor B and C grade roads then this run probably isn't for you.

**Organiser:** Garry Morris

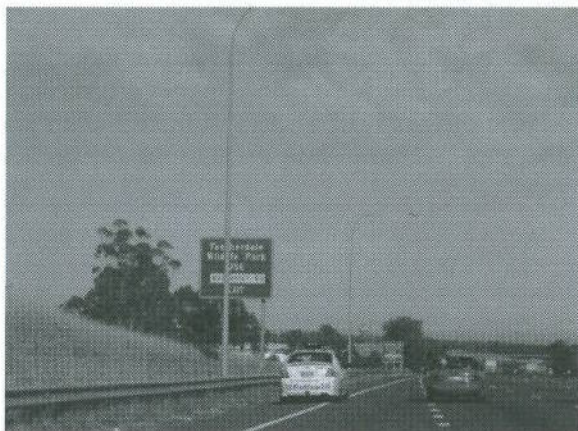
**Cost:** \$95 per person double/twin share or \$140 per person single. If you want to get a group of single MX-5 mates together family rooms could be arranged to reduce accommodation costs.

**Cost Includes:** Motel room, a 3-course dinner, a hot breakfast and lots of fun

**RSVP:** TBA



## BREAKFAST CLUB REPORT



I tender the report on my observations of the MX-5 Club NSW's Breakfast Club Run on the 21 September 2008.

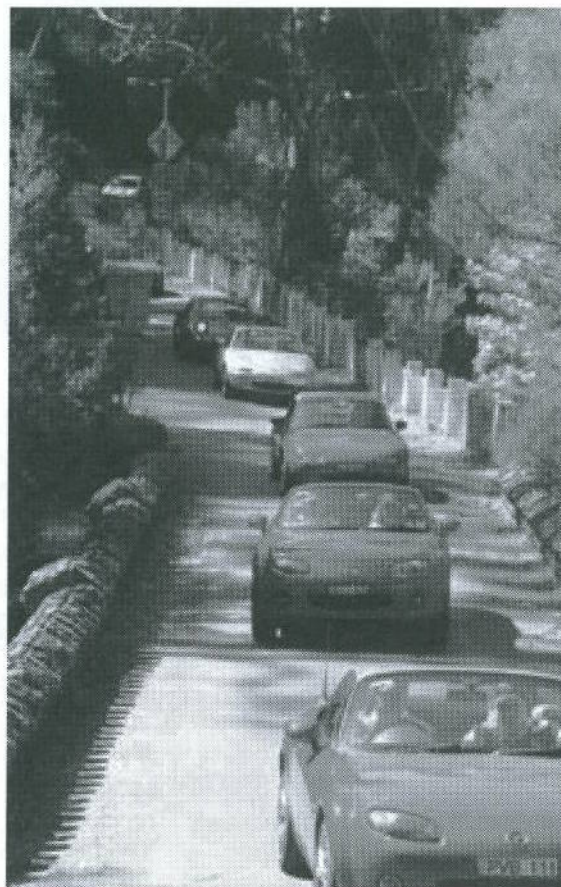
**0715** Arrived outside M4 West Service Centre Eastern Creek, weather good; cloudless blue morning sky, on a dry road surface with excellent visibility. I tried to understand the Run Sheet; left turn onto M4 West; at 96.3 km turn left; at 142.6 km stop in car park; too complicated. I took up position by the freeway to catch them as they departed.

**0730** A line of 25 MX-5's, 1 brown, 1 yellow, 2 black, 2 silver, 2 green, 5 blue and 12 fast red ones, enter the M4 West. It is possible that they may have observed me innocently parked in the breakdown lane as nobody caused a red light to glow in the radar gun sights. Not to be out done I chose to pursue and raise some revenue to offset the State Government's lost revenue from asset sales. Report an uneventful run down the M4 with nobody coming to my attention going fast enough to guarantee a conviction if pulled over.

**0749** Lost touch as the line of cars left the M4 and headed up to Glenbrook. Hung back to allow one or all drivers to get caught by the Valley Heights Speed Camera, I note with a heavy heart the report that nobody was caught at Valley Heights between 0755 and 0805 or at Hartley an hour or so later.

**0838** Uneventful drive up to Katoomba with all MX-5's mastering RTA's variable speed zone challenge over the 40 km driver challenge. Nothing of any interest to report on the measured run to Blackheath. I chose to hide by the toilets and wait for them to depart.

I observed a man from the land join the run wearing a big Akubra driving a green MX5, and everyone enjoying friendly banter (not a beer in sight) in the car park behind the pub. I was in the loo when half the cars left. I stayed concealed but could not catch the others who



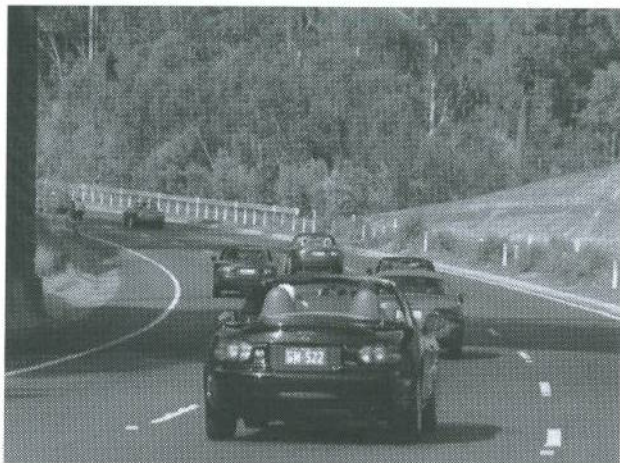
took off down the highway in pursuit of the first group.

**0923** Arrived a Hartley at speed with no sign of the MX-5s. Continued pursuit down Jenolan Caves Road until caught up behind a Winnebago then a Toyota FWD Ute. Found the MX-5s parked beside the road before the drop down to the caves. Hid behind a tree to finish off my convenience stop then slowly followed down the valley through rainforest with spectacular views over the gorges by the side of the road. I parked outside the Grand Arch and snuck into the main plaza. Found 37 MX-5 Club members lined up at Caves Cafe. Glad to report that the Caves House staff are government trained by Parks and Wild Life graduates of the John Cleese's Retail Management Course, a person operating one of two available 3 Group Espresso Machines whilst two staff stood behind one counter to



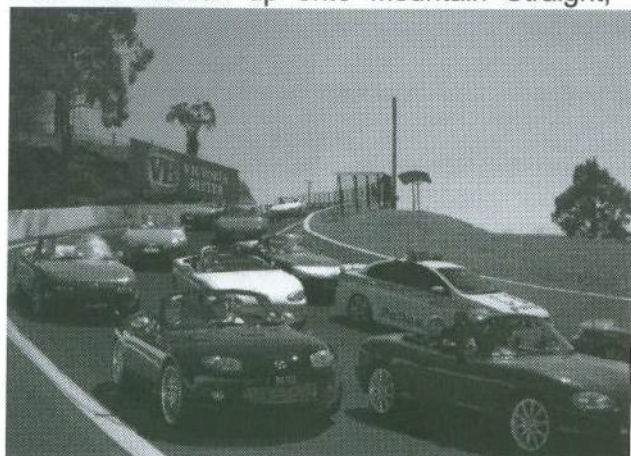
place pre-made foccacia and cakes on a plate. Crisp country air with little else to recommend the place other than the magic caves and restored turn of the last century ambience.

**1055** Regret to report that I was again caught unprepared when a group of 11 cars took off up the hill towards Oberon. About five cars stayed for a caves tour with the others going



back home for lunch. As I had a copy of their run sheet I resolved to run down the Oberon mob on a road that is fast and well surfaced. I saw nothing but quaint farms, sheep and cattle all the way to Oberon. In town I found a group of three MX-5s with the drivers looking at a blue car scratching their chins. I saw no revenue prospects in waiting around for a sad sick little Mazda to hit the road with its escorts. I headed off after the others along the Abercrombie Caves Road, then north up to Wiseman's Creek through open grazing land, bush with creek crossing at the bottom of the gullies and back onto lush green pastures across to The Lagoon before heading up to Bathurst. I report I did not catch sight of the other MX-5s but never gave up the chase.

**1150** Turn onto Pitt Straight, a policeman and his Holden; tuned my mind onto channel 05; fired the Holden up onto Mountain Straight;



climbed through The Cutting; flashed past Reid and Sulman Parks and then I saw MX-5s. Observed a dark coloured roadster disappear over Skyline on the wrong side of the road and gave chase. I report that I saw it overtake a semi trailer through the Esses, pass a FWD around the outside of Forest Elbow but I had lost sight of him by the time I got around onto Conrod Straight. I opened up the Holden and got past The Chase and down to Murray's Corner without ever seeing that dark little MX-5.

**1235** Round and round the track, sorry, public road, without luck. Finally I caught up to a bunch of MX-5s parked in Pitt Straight and spoke with the drivers. Raised no money for State revenue however I discovered that there is more to life than chasing a good time. I was informed that 26 MX-5s had a great early morning run across the Great Dividing Range and dash over the Bathurst Plains for a quick breakfast before the average punter had stepped outside their front door or headed out in their cars. The roads from Hartley to Caves House, then Oberon and onto Bathurst were made for MX-5s with sweeping curves and short sharp straights through quiet farmland and forests. I enjoyed the chase driving to the conditions in pursuit of my quarry where the biggest risk was running into a cow or tractor. I report that I decided it would be more fun to join in rather than pursue and, if you accept what you see in print, went along for a few quite laps.

PS. knocked up around 500 km and still got back home in time to watch the afternoon footy game.

### Recommendations & remarks

Get a life, drive safe, have fun, Zoom Zoom.



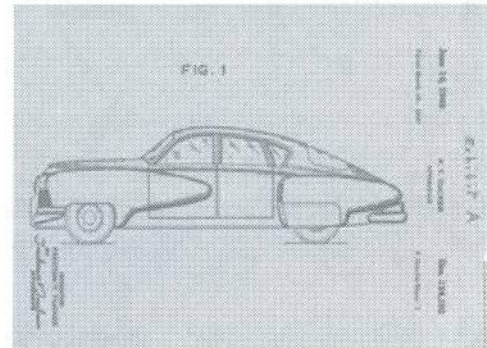
# **1948 TUCKER SEDAN**

## **OVERVIEW**

After World War II, entrepreneurs like Henry J. Kaiser and Preston Tucker saw an opportunity to enter the automobile market. The United States government was auctioning off surplus factories and giving preference to startup companies rather than the large corporations that had benefitted from war production.

Studebaker was first with an all-new-post-war model. But Tucker took a different tack, designing a safety with innovative features and modern styling. His specification called for an air-cooled, flat 6 rear engine, disc brakes, fuel injection, the location of all instruments on the steering wheel and a padded dashboard.

Famed stylist Alex Tremulis, previously of Auburn/Cord/Duesenberg, was hired on December 24, 1946 and given just six days to finalise the design. On December 31, 1946, Tucker approved the design, dubbed the Tucker Torpedo. He had also hired another firm to create an alternate body, but only the horizontal tail light bar from that mode appeared on the final car



## **TROUBLED PREMIERE**

The world premiere of the much-hyped car was set for June 19, 1947. Over 3,000 people showed up for launch, a train tour of the plant, and the unveiling in the main auditorium. The unveiling looked doomed, however, as last-minute problems with the car cropped up. The suspension snapped and the car would not move. Tucker ad-libbed on stage for two hours while emergency repairs were carried out. It was finally pushed onto a turntable by hand, and the curtain was lifted to thunderous applause. Tucker was joined on stage by his family, with his daughter smashing a champagne bottle on the "Cyclops Eye" and soaking her father. Also on stage were Tucker's engineers, still covered in grease from the last-minute repairs.

Tucker had promised 150 hp (112 kW), and his innovative 589 was not working out, so another engine was sourced. The company first tried the Lycoming aircraft engine but it would not fit in the car's rear engine compartment. A Franklin air-cooled helicopter flat-6 did fit, however, so Tucker purchased four samples for \$5,000 each. The company's engineers converted the 5.5 L (335 cid) engine to a water-cooled design, and its 166 hp (124 kW) pleased Tucker. This durable engine was tested at max power for 150 hours, the equivalent of 18,000 miles at full throttle. Tucker quickly bought the Franklin Company to secure the engine source.

Another failed element of the prototypes was the Cord transmission, designed for front-engine/front wheel drive use. It could not handle the power of the Franklin engine, so a new design was needed. The creator of the Buick Dynaflow transmission was called in, designing a special "Tuckermatic" transmission with only 27 parts, about 90 fewer than normal. This transmission caused more trouble, however, as the prototype lacked a reverse gear. A skeptical press reported that the car could not go backward, hurting its reputation.

Although it was well-funded, the company decided to raise more money in order to secure its future and credibility. \$17,000,000 was raised in a stock issue, one of the first speculative IPOs. Another money maker was the Tucker Accessories Program. Future buyers could purchase accessories, like seat covers, the radio, and luggage, before their car was built. This brought an additional \$2,000,000 into the company.

With the final design in place, Preston Tucker took the pre-production cars on the road to show them in towns across the country. The cars were an instant success, with crowds gathering wherever they stopped. One report says that Tucker was pulled over by police intent on getting a better look at the car.



## FAILURE

One of Tucker's most innovative business ideas caused trouble for the company, however. His Accessories Program raised funds by selling accessories before the car was even in production. This concept was investigated by the U.S. Securities and Exchange Commission and the United States Attorney, and led to an indictment of company executives. Although all charges were eventually dropped, the negative publicity destroyed the company and halted production of the car.

To counteract the bad press, Tucker again took the cars on the road. He scheduled a two-week public test at the Indianapolis Motor Speedway with a few of the 37 cars that had been built. One car was rolled at 100 mph (160 km/h), and the driver walked away with just bruises. Public perception changed from outrage at Tucker's alleged misconduct to anger at the press and the government.

During the trouble Tucker faced while trying to promote his car and get it into production, he claimed that the "Big Three" automakers were deliberately attempting to sabotage his efforts, through the influence of Detroit Senator Homer Ferguson, who is commonly held responsible for initiating the SEC's pursuing of Tucker's business.

Today, the '48 Sedan has fame far greater than would be expected from its modest production run. Of the 51 cars built (50 production and 1 prototype), 47 still exist, the majority in excellent condition. When the cars appear at auction, they command prices attained by only a few marques. Tucker #1038 sold in August 2008 at RM's Monterey auction for the record-setting price of \$1,017,500 (including fees) several other cars are prominently featured in automotive museums.



The Tucker Automobile Club of America, Inc (TACA) is devoted to preserving the legend of Preston Tucker, the Tucker '48 automobile and The Tucker Corporation. It holds annual conventions across the country to bring enthusiasts of the Tucker saga together.

The Tucker story and legacy were recounted in the 1988 movie, *Tucker: The Man and His Dream*. Starring Jeff Bridges, the film was produced by George Lucas and directed by Francis Ford Coppola. The score was composed by Joe Jackson and featured Pete Thomas (saxophonist) as soloist and orchestra leader.

In the 1991 Stephen King novel *Needful Things*, the antagonist, Leland Gaunt, owns a Tucker Talisman which is similar to the Torpedo but which Mr. Gaunt says is "one of a kind," and has "been modified in some ways."

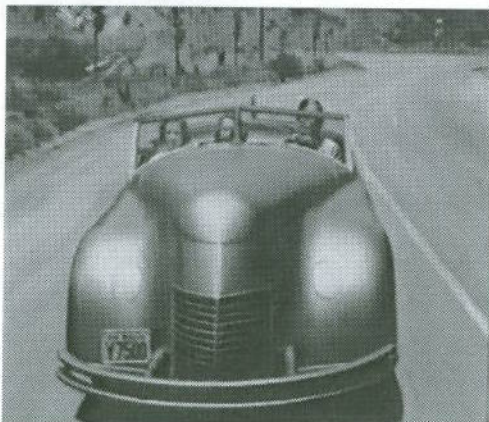
In Frank Miller's *Sin City* graphic novel *A Dame to Kill For*, Ava Lord, the titular "dame" owns a Tucker which is subsequently stolen by Marv as a getaway car.

In The White Stripes' song "The Big Three Killed My Baby" there is a reference to the Tucker Torpedo.

In Tom Waits' song "Trouble's Braids" one of the many malfeasant actions taken by the protagonist is "...build[ing] a fire in the skeleton back seat of an old Tucker."

In the computer game *Harvester*, everyone in the town drives a Tucker.

Thanks to and care of  
Denis Weatherly & [Wikipedia.org/wiki/Tucker\\_automobile](https://en.wikipedia.org/wiki/Tucker_automobile)



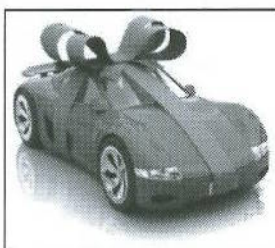
**Do you think it's our Mystery car from May-June edition??????????**



# WHATS NEXT?????

## Coffee & Lies

The next gathering  
6<sup>th</sup> December at Pie in the Sky



## Concours d' Elegance & Show and Shine!

**When:** Sunday 16<sup>th</sup> November 2007

**Where:** The Mean Fiddler Pub Cnr Windsor & Commercial Rd, Rouse Hill

**Time:** From 8:30 for a 9.30 start.

**RSVP:** Is required no later than Sunday 9<sup>th</sup> November 2008. Send your RSVP to socialsec@mx5.com.au or Fax to 9484 9893 or post to PO Box 402 Beecroft NSW 2119.

### COMMITTEE AND CHAPTER MEETING DATES

2nd Wednesday of each Month

Mazda MX5 Club NSW Inc Committee Meeting

When: 7.30pm.

Where: Ryde Eastwood Leagues Club, 117 Ryedale Road, West Ryde.

Phil Roberts

Email:

secretary@mx5.com.au

Last Wednesday

of each Month

Canberra Chapter Meeting

When: 6.30pm.

Where: Rolfe Mazda, Josephson Street, Belconnen.

Pat Rooke

0403 802 044

2nd Thursday of each Month

Hunter Chapter Meeting

When: 7.00pm.

Where: Newcastle Panthers, King St, Newcastle.

Tom Wilde

4955 5011

0417 028 021

### **Draft of track days for 2009**

**Wakefield Park unless otherwise indicated.**

**Monday** 23<sup>rd</sup> February.

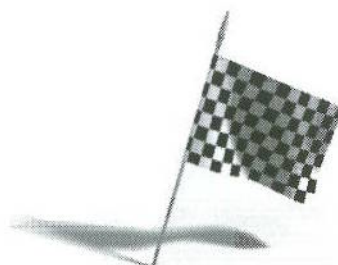
**Sunday** 3<sup>rd</sup> May - State Supersprint Round.

**Monday** 4<sup>th</sup> May.

**Sunday** 21<sup>st</sup> June.

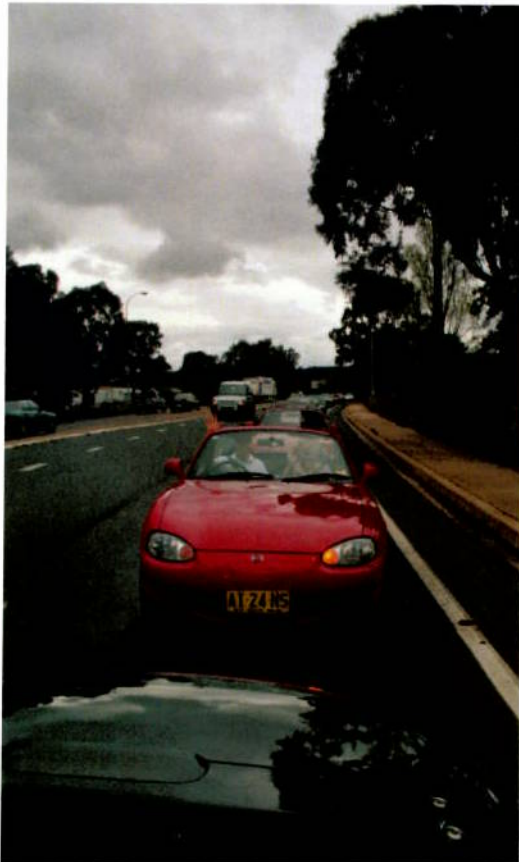
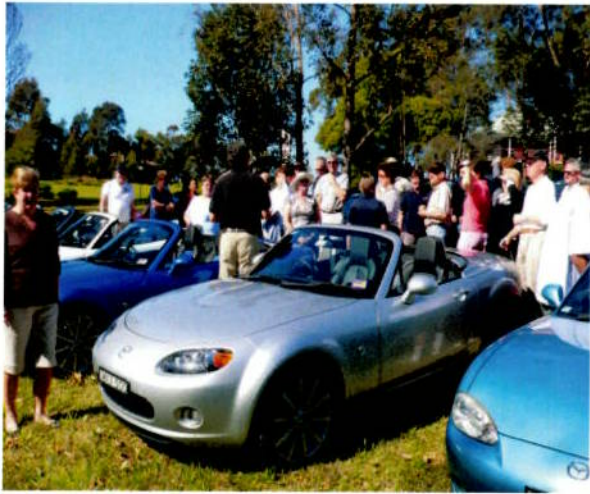
**Monday** 12<sup>th</sup> October.

**Sunday** 6<sup>th</sup> December.





# **BATEMANS BAY LONG WEEKEND**





BREAKFAST RUN TO JENOLAN CAVES-  
PHOTOS BY KOSTA GREEN.

