

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

Notmeet 2021 • Great Alpine Gallivant • 6-Hour Team Report • Kurri Murals • Tractor 828



club

TORQUE

autumn 2021

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Autumn Cover Competition

ROB WILKINS
Glenn Innes - NSW



LILI CHI
Cootamundra - NSW



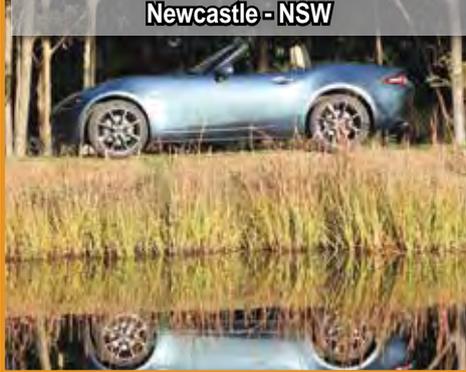
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Laguna - NSW



ALESSIO GERRONE
Rhodes - NSW



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Newcastle - NSW



PHILLIP BELCHER
Burrawang - NSW



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NSW



MIKE LAWLESS
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Pokolbin - NSW



PHILLIP REID
Gundagai - NSW
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nsw.mx5.com.au

Winter Cover Competition

Entries are now open for the cover competition of the Winter edition of Club Torque and can be submitted to:
publications@mx5.com.au Entries close 25th August 2021.

Please include the location and send vertical photos to suit the shape of the page.

President's Report



Positive Words From 'The Prez'

As I sit here thinking of what I can write or should write for this report, I think of all the work our volunteers have done to keep this club going and give our members numerous opportunities to appreciate their Mazda MX-5s and the friendships they have gained being members of this club.

It has been a difficult 12 months with COVID-19 but this last quarter has shown what we can do as a club. The number and variety of events that have been offered to our members, in this environment, is testimony to the work these volunteers have done. Well done to all.

We are in the process of change in the committee currently.

This will be the last magazine that Kim Jacobs and Peter Barnwell (Barney) will be producing. This is not an easy task, and I would like to thank them both for the great work they have done in producing such a fine magazine. Both Kim and Barney are active members in the club, especially in motor sport, and have brought great expertise in producing this magazine. I have advertised for people to take on this role and have a couple of people I am talking with but due to the size of the role if there are other people interested in joining the team, please contact me.

I've also accepted resignations from both our treasurer and secretary. Wesley Hill and Julie Sando have been members of the committee for over 7 years and will be resigning as at the end of the financial year. I would like to thank them both for the excellent work they have done in their positions and the support they have given me in running this club.

Julie has done a brilliant job in controlling the finances of the club. She also has been involved in the running of a number of the events including the finances for NatMeet.

Wesley had the sometimes difficult task of keeping me and the committee focussed at our meetings as well as organising them, keeping the records of meeting, supplying minutes to all the committee members and fulfilling our regulatory requirements.

Both positions have been advertised and applications have been received. I'd like to thank those people who have applied for their ongoing support of this club.

At this time the postponed NatMeet 2020 is to be held in April 2022. Wesley Hill has volunteered to run the new organising committee and will be looking for support in this project.

Thank you, Wesley for this offer.

On a lighter note, I hope you've been able to get out and enjoy your cars over this period. For me it has been a period of change. My black NC series 1 has been replaced by a red NC series 2 touring. My new car is standard so I will play with it for a while, get used to how it performs and then workout what mods it might need. The black NC has gone to a current member of the club which is great.

Don't forget you can still go topless in winter so get out there and enjoy your car and the friendship the club brings.

Keith Monaghan

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MEMBERSHIP REPORT

We've had 62 new members join since the Summer edition of the magazine was published.

A warm welcome to the MX-5 Club of NSW.

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

As at 8 June 2021

CURRENT MEMBERSHIP

1115

Sydney Welcomes 37 New Members

Kellie Arnold	Stephen Griffin	Pina Moschione
David Robert Balint	Tania Griffin	Michael Norris
Adam Bennett	Sue Grozdanovska	Michael Rebiffe
Rohan Brettell	Paul Hales	Symon Scott
Lydia Brichta	Sharon Hales	Roger Swanson
Matt Chaumont	Jake Homfray	Colleen Versluis
Ashleigh Dukes	Paul Ingham	Pieter Versluis
John Ehteshami	Wendy Ingham	Andrei Voican
Eunice Fong	Ed Ip	Cath Willcox
Adrian Francis	Charlie Karayannis	Geoff Willcox
	David Kass	Tom Willcox
	Jason Lam	Arthur Zancanaro
	Ivy Law	
	Mitchell Mathieson	
	Paul Moschione	

RPM Welcomes 6 New Member

Jackie Chang
Graham Denney
Bernard Fehon
Julie Fehon
Hans Reinhardt
Nathanael Stevens

Hunter Welcomes 9 New Members

Ross Barnwell
Denis Bergeron
Margaret Bergeron
Kathleen Kibblewhite
Leslie Kibblewhite
Dino Legovich
Sharon Legovich
Bradley Smith
Abigail Webber

Mid North Coast Welcomes 4 New Members

Aaron Herring
Brad Herring
Chris Tuck
Mick Tuck

Canberra Welcomes 5 New Members

Sophia Ballat
Mark Richard Howard
Alex Kerr
Arthur Friederichs Osternack Machado
Antonio Sagnelli

Membership Renewals - if you are having any difficulties logging into the Membership portal to process your renewal, please contact Bryan Shedden on 0422 340 010 and he will happily assist in resolving any issues.

It rarely takes more than a few minutes and then you are good to go for another year.

A FAIR GO?

EDITORIAL

No doubt like many of you, I own a couple of cars and the MX-5 is basically a toy trotted out on weekends for some fun in the sun and hooking around corners.

My silver green NB8C is a sweet motor that lives in the garage most of the time, is serviced to within an inch of its life, has all fluids changed every year at least and only gets the best quality oil and spares/consumables.

Owners are a touch like that with their MX-5s....

I wash it even when it isn't really dirty, clay bay the paint once a year, treat the soft top with Plastix to protect it from ageing and worry if anything isn't exactly perfect... such as the missing wiper pivot plug.

Try getting one of those.

Yep, I am an MX-5 tragic which is nothing to be ashamed of.

I despise people who bag-out MX-5s in ignorance because, if they were smart enough, they'd realise the little roadsters

are among the best, most affordable mainstream production cars you can buy, if somewhat impractical.

Proof of that was on show a few weeks ago at the NSW 6-Hour Regularity where at least 40 MX-5s, probably 50 if you count the Victorian contingent, were competing. Many were only slightly modified, if at all.

That's because Mazda over-engineered its little sports car to the point where here, 20 years or so down the track, the mighty MX-5s are out there copping a flogging at 7,000rpm for hours on end, a few with 200,000km plus on the clock...talk about reliability.

Some competitors even drove their cars home after the arduous event....

No other car that I know of comes close for reliability apart from perhaps a Corolla.... yawn.

When you get involved in MX-5s your mechanical knowledge and skills evolve simply by being in close contact.

Fettling your MX-5 has a cathartic effect as it's basic engineering that is easy to understand and work with. I certainly don't mind a few garage hours twirling spanners on the MX-5, especially if there's a couple of beers at the end....

Which brings me to the downside of owning an MX-5 and that dear reader is the cost of registration and insurance.

It pees me off to cough up around \$800 a year to register my NB that is driven perhaps 4000km a year and only about three or four times a month if it's lucky.

They charge me full freight rego on a car that is hardly on the road, driven by an old fart, with commensurate minimal crash potential, and with no deleterious effect on the road structure.

If you do a cost benefit analysis with the daily commuter bloke down the road who drives 60,000km a year, he is getting a bargain, I am being ripped off.

At least the insurance company offers "extremely limited use" insurance which is way less than what you'd pay through the nose. The cost adds up though... to about \$300 a year on \$11,000 agreed value. That's going to change given the upward spiral in older MX-5 prices....

I'd like to see a change to the rego rules especially for multiple car owners and particularly for those whose cars are insured as "extremely limited use" vehicles. It would be fair to pay \$1,000 a year to cover the rego on my ute, Echo runabout and the MX-5 instead of the \$3,000 I pay now.

But then, the poor old government probably needs the dosh to pay ex pollie's pensions or something. Dunno what else they need money for as many big infrastructure jobs around the place are private and stuff like schools and hospitals are largely federally funded.

What do state governments do again?

TTFN (Ta-Ta For Now)

This is the last Club Torque Kim and I will be doing. We want to get a life in our MX-5s back and go on some weekend trips and social drives

with other club members.

Something had to give and it is Club Torque.

There will be a new editor coming on stream soon but

that is yet to be finalised.

Thanks to all who assisted us in the past 18 months.

Drive well...

Barney



MEGALONG BREAKFAST RUN

BREAKFAST CLUB

Words • Stephen Lord

Pics • Brett Hardey

Sunday, March 7, 2021



Megalong Valley
TEAROOMS
Devonshire teas
Light lunches
Hot country breakfasts

Sometimes things that appear to be so different can in fact be just the same. Such is the case in our little BreakFast Club Group. While the ages may range from young to let's just say, not as young and the occupations vary, the common thread that makes us all the same is our MX-5's. Arriving at the North Richmond McDonalds carpark on Sunday 7th March and finding a decent line up of cars was proof that these little cars had once again brought different people together.

It is a time of each month that I have looked forward to since I joined the MX-5 Club of NSW a year ago. While I am a new member and only recently found the joy in these little cars, some of the members have many years under their belts. Another thing that makes us the same is that we are all hoping to get something from the club. What that is may

change from member to member, but we have all joined to get "something". Our little roadsters give us the opportunity to get out on the roads less travelled and enjoy the sheer pleasure of driving. Clearing your head and having some time to spend with your own thoughts. The early starts we have with the BreakFast Club allow us to enjoy traffic free roads with great views and fresh air.

This run was set to be another early start with a great destination for our breakfast. The only difference was that it was the first time that I would be leading a run from the start. I was a little excited about having this honour but at the same time a little nervous. With a quick rundown of the route and where we would end up, I thought it appropriate that I add a caveat that we would more than likely get lost. Which of course we

did. But only slightly and after all it only adds to the day, plus most good yarns of days past are about the things that went wrong not so much about the plan that went perfectly.

We headed off into the Lower Hawksbury region and travelled through Kurmond, Blaxland Ridge and then up the Bells Line of Road past the old Zig Zag railway and into Lithgow. I had to grab a quick fuel top up here and that gave some time to stretch legs before we headed to breakfast at the Tea House in Megalong Valley. The food, coffee and location were fantastic. You certainly did not drive home hungry that was for sure.

I said earlier that we are all looking for something from the club and may all take something different away to fulfill what we want or need. For me it is a way to unwind, relax, clear my head

and enjoy my car. But it is also a way for me to keep the Black Dog from my door. It is amazing sometimes where the answer to a problem lies. Having the opportunity to get out in a car I love, clean wax and polish it in preparation and having something to look forward to each month has been a blessing. Meeting people with a similar interest and opening new opportunities for friendship and experiences is what life is about. We all only get one lap around the block and will pass many obstacles along the way but as we do, we may just stumble over something that appears to be different to us but in fact is just the same and exactly what we have been looking for. I have certainly found that in the BreakFast Club and look forward to many more runs enjoying a great car, good company and new locations and experiences.



BLACK AND BLUE

SYDNEY CHAPTER

Words • Bryan Hicks

Pics • Bryan Hicks

Thursday • February 11, 2021



Bryan Hicks is a fortunate man with two MX-5s called Blackbird and Bluebird in the garage both of which no doubt enjoy a gallop from time to time.

Trouble is there's only one Bryan so one of the birds has to miss out...

"Here we go again," says Blackbird, "I have been waiting for this trip on the weekend, but it's happening on the Thursday before."

"How exciting."

"I am leaving Bluebird at home and going out with my owners on another trip. I'm glad they picked me. I'm going on the long and winding road again."

"We picked up seven of my mates at Heathcote McDonalds. Bluey, 3 Redeyes, Mango and Silveroo. We then went on all the side twisty roads to lunch at Mittagong. Here we all sit in the parking lot at the back of The Roses Cafe waiting for the next run."

"My owner and his 20 friends are lubricating their throats and being silly again. I think it's funny," says Blackbird.

"It's later now and here we go again with me in front and Mango right behind."

We are doing a steep climb up a mountain which I later discover is Mount Gibraltar."

"My owners and their friends do a little walk through the bush to a lookout which I can't see. I asked Mango if he knew where they were going and he just shrugged his suspension."

"Much later they all returned and we continued on to Briars Country Lodge."

"As we arrived, we all parked near reception for the people to collect keys to the rooms and my mate dressed in red parked in front of room 4, which belonged to Mr four wheel drive."

"He yelled out 'beeeeeeep' so cheekily my mate got himself outta there."

"When we are all settled into our parking in front of the rooms, we see our owners and friends moving chairs around and they are taking them round to the back of the hotel to sit in a circle and eat again," says Blackbird.

"They do this until late in the night and all we hear is laughter and lots of voices."

Next morning I am all wet from all the rain in the night but the sun is trying to show itself. I see my owner with a tennis racquet in his hand and wonder what he will do with that. Hope he's not mad with me. I don't repair well."

"So off we go again after my owners have a hearty breakfast, off to the shops in Bowral then a safe return home down Jamberoo Pass and back to see how Bluebird is going....."



RPM GOES TO MITTAGONG

RPM CHAPTER

Words • Brigid Gallop

Pics • Jackie Briggs

Saturday, February 27, 2021

We gathered on Saturday afternoon and stood by our little cars looking to the sky and wished the rain would hold off for a few more hours. So with fingers and toes crossed 11 of us set off in 6 cars.

The route through Silverdale to Picton is one that is now very familiar to RPMers, and as such was quite relaxing. The first stop was at Picton. Unfortunately, we had a very minor hold up as MacDonalDs computer was down which apparently has a knock-on effect on the coffee machine. Technology - ain't it wonderful.

So then we headed east and eventually found ourselves driving down Mt Ousley. We experienced something that is a little different for our RPM

runs - traffic. So we are grateful that our fearless leader was quite visible from far back in his "Yellow" MX5. Trying to see where everyone had gone, up ahead of us, and watching the dark angry sky and what appeared to be rain on the horizon, kept us alert

We turned right onto Illawarra Highway and had a comfort stop, behind a bush (well almost). Then it was up the Macquarie Pass where the tail end managed to completely lose track of our friends.

Lucky for us there are no roads to turn down so we were fairly sure they were in front somewhere. Tourist road is quite narrow in spots but a very pleasant drive among the

overhanging trees, and this time it was much greener and more lush than I remember.

Range Road is also quite an adventure, but do keep an eye out for the potholes which are quite deep. Still the sky remained menacing.

Just as we were approaching Mittagong the sun decided to come out as if to say "You made it". Our group had been to Mittagong RSL recently and we were very happy with the food and decided to return quickly. They did not disappoint and with a lovely meal and a lot of laughing and chatter, we concluded our evening.

Thankyou to John and Frances and let's see what you come up with next time.



STRIKE IT RICH

With a forecast for three days of rain and a walking tour planned, things did not look all that bright on the eve of our three-day sojourn to gold country.

Sure enough, Wednesday morning was cloudy with showers as we headed for the starting point at Batemans Bay. Undeterred we kept the top open and minor showers blew over the top. In Batemans Bay, Giulia and Jim were waiting and we were shortly joined by Bill and Jan (and Goldilocks) along with Michael from Bermagui.

We headed towards Browns Mountain up the Kings Highway and before long we were enveloped in cloud and light rain which persisted until we reached the top. Once on the other side of the mountains the weather changed to sunny with light cloud how long would this last?

Morning coffee at Sutton was delicious as usual.\

Try some cinnamon bread sticks?

Love to.

Then it was on our way to Binda via Crookwell where we were to meet two more cars, Geoff and Rose and Bob and Linda. The roads were relatively free of

traffic and allowed us the stretch the legs of our sturdy little steeds. All too soon we were in Binda after an exhilarating run. Barely arrived, our four friends drove up to meet us. It takes two minutes to walk the length of Binda, not much retail therapy to have here. Oh well, on to lunch.

Our next leg took us through Tuena to Bathurst where the Family Hotel was to provide our lunch. A great run spoiled by an ignoramus in a Mercedes who could only do about 50kmh in the bends but 120kmh on the straights. Full marks to the considerate driver of the four-wheel drive who took a ten second delay in his trip to allow the club convoy to pass. Fortunately, we turned off and the exhilarating driving continued.

At our lunch stop one member of the party managed to take a nose dive over a cleverly disguised step. A poor attempt at showing off and nobody was amused, but the pulled pork burger made the lunch stop both welcome and worthwhile.

The afternoon saw another fabulous run through the hills and dales of the country

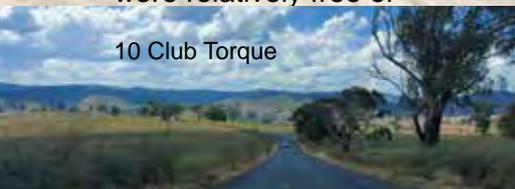
SOUTH COAST CHAPTER

Words • Brian Clayton • Bob Downing

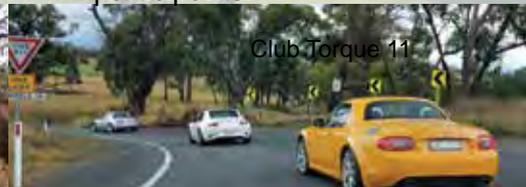
Pics • Anda Clayton • Bob Downing

• Guilia Schiemer • Brian Clayton

Wednesday - Friday, March 10 - 12, 2021



HILL IN HILL END



between Bathurst and Hill End, reaching our destination late afternoon.

Time to settle in, have a short rest and join the gang for “fivesies” in the motel lounge.

As we sat down for dinner the sky opened up to a spectacular thunderstorm and the consensus was that umbrellas would be required for our walking tour the next day. Dinner and a glass or two of red put any thoughts of a late night well out of everyone’s mind and it was early to bed after a long day in the saddle.

The motel is home to a menagerie of ducks and chooks, including a rooster whose idea of a good time was to start crowing at 3am outside the doors of the most recent check-ins. Where is that axe?

We awoke the next morning to bright sunshine and so, after breakfast, it was off to the village for a guided tour. Our tour guide, John, is the son of well-known local historian Malcolm Drinkwater, and he regaled us with Henry Lawson’s poetry and stories of the early gold rush days. He was able to point out the remnants of the old village and tell stories of days gone by.

Further along, we visited the cemetery where more Henry Lawson and bad luck stories of miners killed in accidents and the evidence of high child mortality rates in a town with no medical facilities and many traps for the unwary.

After morning tea in Hill End, it was off to Sofala for lunch and an independent walking tour of the village. On the way home we had the first signs of impending storms and they struck with a vengeance that night.

We all considered ourselves very lucky to have had a window of fine weather for our trip and our tour.

The trip home, however, was a journey through some torrential rain, at times requiring very slow and measured progress. We all arrived in good order for our final stop at Grand Ettie in Taralga and enjoyed a wonderful lunch.

A parting of the ways was to occur at Bathurst, a short drive away, so we made our farewells and continued our journeys home.

Thank you, Giulia and James, for a wonderful adventure.

We have a small selection of the 200 odd photos submitted by the participants.

Gledswood Country Club

RPM CHAPTER
Words • Jacqui Quester
Pics • John Molden
Thursday, May 13, 2021



On a sunny Thursday morning we formed a line of little cars of all colours outside the Settlers Cafe in Mulgoa in readiness for a run to Gledswood Hills in the Camden area.

John and Frances Molden were leading the run and had picked a great place to have mid morning coffee before setting off.

We left Mulgoa at around 10:30. We followed the winding roads through Wallacia, Silverdale, Th Oaks, Oakdale, Picton and over Razorback arriving at Gledswood Hills Country Club for lunch at 12:30. The food was good and as always the conversations were lively with lots of laughter.

Thank you Frances and John for a lovely mid-week interlude in our MX-5's.



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You couldn't have asked for a better day for top-down touring. A beautiful morning welcomed our convoy of 4 cars at Cessnock Information Centre, made extra special with visitor Sharon coming along on her first outing and introducing us to her beautifully presented red NA. It was impossible to resist a photo of our cars lined up in order, NA to ND, against the autumn foliage in the carpark. Our route through

the vineyards took us through Broke then on to the Putty Road. Being a weekday, the traffic was light and we had a most enjoyable run down to our picnic morning tea stop at the (closed for the day) Grey Gums café. We paused on the way for a pit-stop and to admire the WO-MAN sculpture at the old service station and enjoyed a chat with the owner who proudly showed us some of his other sculptures. We cruised the rest of the way to Tractor

828 and took up our spot at one of their courtyard tables to soak up the sun while we ate. The food certainly didn't disappoint with generous servings and very tasty morsels on everyone's plate. It was hard to convince ourselves to get back in our cars. Our run home took us over two ferries - at Sackville and Wiseman's Ferry - a new experience for first-time 'ferrier' Sharon. The road along the river did present us

with a few challenging potholes in the dappled shade, but no worse than most other roads after all the rain and our cars (and drivers) all made a good job of it. We continued through Kulnura, and on to picnic afternoon tea at Wollombi, then headed off on our respective 'home' routes after another fantastic Hunter outing. A big thank you to Barry and Jenny Luttrell for their hard work putting the event together.



HUNTER CHAPTER

Words • Chris Cameron

Pics • Chris Cameron • Barry Luttrell

Thursday 22 April 2021



Club Torque 13

Run With It

Social runs are at the very heart of our Club. But how do you choose which run is right for you? We have considered our run distances and times, the technical challenges of the roads involved and the posted speed limits along the way and developed this grading system for all Club runs. Now you can just sit back and enjoy the drive.

EASY

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

CRUISER

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

LONG

Runs are between 150 - 250kms and feature a variety of terrains and road conditions with a meal and regular stops along the way. We recommend that you do at least 1 "C" run before a long run.

HARD

Runs are between 150 - 400kms with a mix of highways and some challenging roads. Hard runs are social with regular convenience, refreshment and sightseeing stops. Suited to confident MX-5 drivers.

CHALLENGING

Runs are technical runs of up to 600kms or more per day with few, if any, stops. Featuring early starts and twisty, demanding back country roads, challenging runs are for experienced drivers.

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

HIGHLAND GARDENS

SOUTH COAST CHAPTER

Words • Anne Zattera

Pics • Anne Zattera • Anda Clayton

• Brian Clayton

Friday, March 26, 2021

Our group of a dozen small car enthusiasts meet at 9.45 at Ernest Arthur, South Nowra to fuel up on caffeine. After many days of torrential rain and flooding, today the sun is shining and we enjoy the warmth on our faces. The coffee is very good, so is the camaraderie of our group.

We meet a couple of new friends from Sydney, David and Cathy. Welcome to our South Coast Chapter, aka lunch-a-lot. As the crow flies, South Nowra to Sutton Forest is 66km. However, our run is taking us on a more scenic route of 110km. Hey, we have fun little cars, why not take that road less travelled. Our leader today is Kerry, who, together with Lesley, have two great stops planned for our day. We start our engines and down go the tops to make the most of this glorious weather. Fall into line and we slowly negotiate the bedlam that has become the norm during the construction of the new Nowra bridge. But soon enough we make the right turn towards Shoalhaven Heads and we can allow our little cars to get up to the approved speed limit. We head towards Gerroa, through Gerringong, towards Kiama. I love taking the MX-5 around the Kiama bends, the car hugs the road and is perfect for those curves. The bright blue ocean sparkles in front of us. We head towards Jamberoo and its charming little town. The crepe myrtle trees are still in flower. The scenery is now quaint and village-like as we leave the coast and head towards the Southern Highlands. Robertson, Moss Vale and finally Sutton Forest. We arrive at Red Cow Farm. The old-world cottage has a picket-fence which immediately captures our interest. We are greeted by the owner and two well-behaved dogs who are obviously used to visitors.

We head off in different directions, exploring the garden rooms. The sounds of gurgling water and magpies calling, the sun is shining. The most peaceful of experiences. We are all taking many photos, I'm sure to try and copy in some very small way an idea for our own gardens. We chat to a lady working in the hazelnut woods. We admire the koi in the ponds and the manicured hedges. The clematis are the most amazing blues. An old bell is framed by a wall with planted arches that perfectly mimic its shape. We walk past statues which look as though they have been there forever. We speak quietly to each other so as not to disturb the serenity. So much to take in, but it's time to head off to lunch.

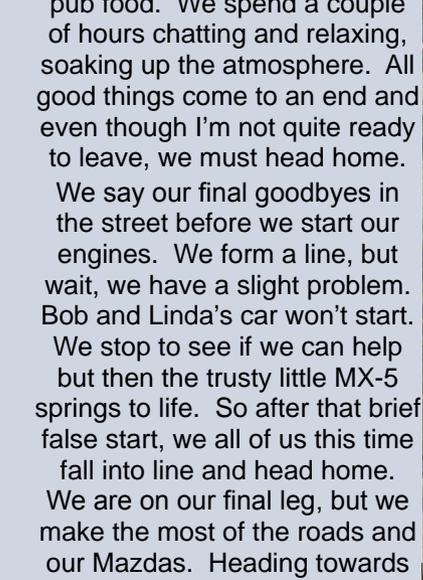
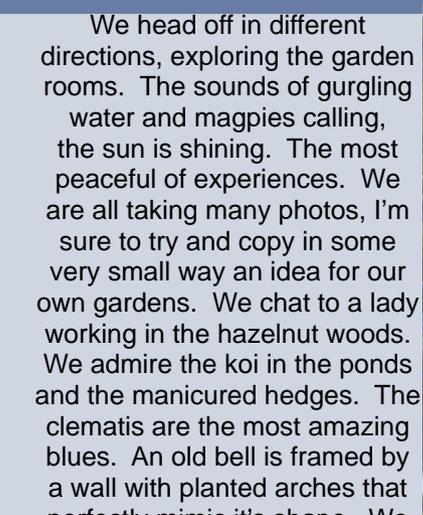
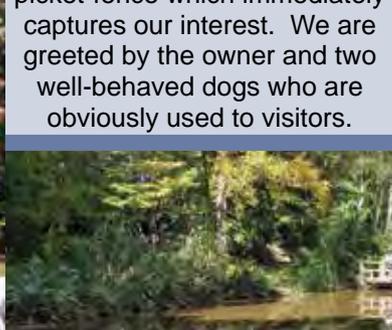
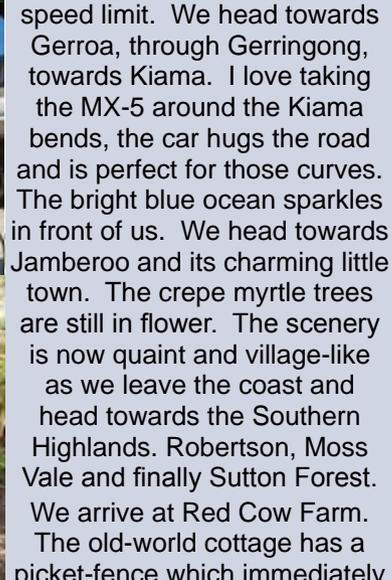
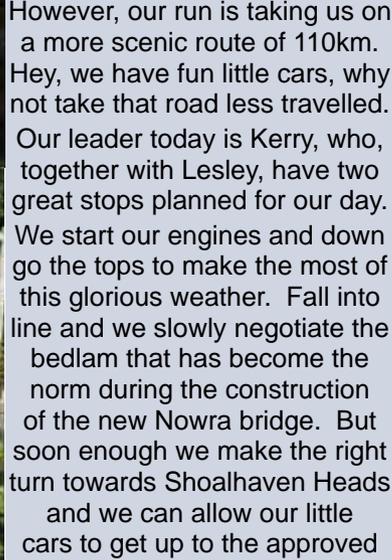
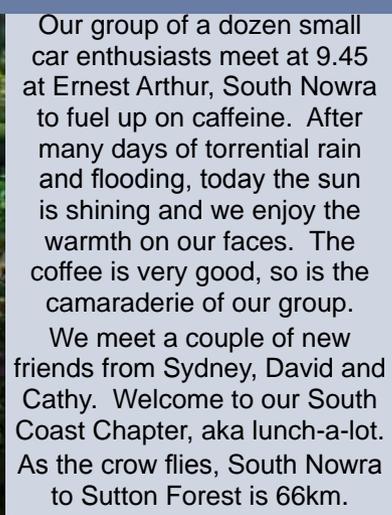
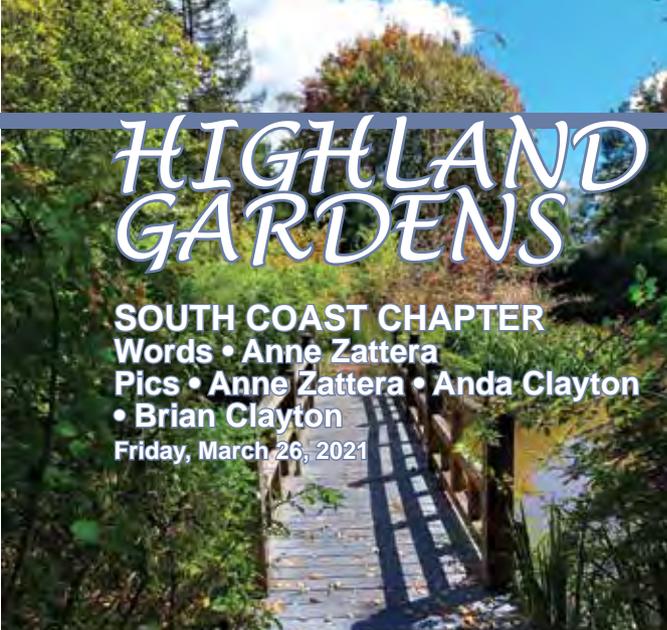
Burrawang Village Hotel is our lunch venue. The street is lined with trees that are beginning to change colour. Autumn in the Highlands is a magical place.

We have a long table under the shade of magnificent old trees, leaves crunching under foot. The view across the hills is spectacular. The food is hearty pub food. We spend a couple of hours chatting and relaxing, soaking up the atmosphere. All good things come to an end and even though I'm not quite ready to leave, we must head home.

We say our final goodbyes in the street before we start our engines. We form a line, but wait, we have a slight problem. Bob and Linda's car won't start.

We stop to see if we can help but then the trusty little MX-5 springs to life. So after that brief false start, we all of us this time fall into line and head home.

We are on our final leg, but we make the most of the roads and our Mazdas. Heading towards Fitzroy Falls, winding our way towards Kangaroo Valley on its twisting roads, we eke out every moment of this special day.



NSW 6 HOUR



motorsport australia SYDNEY MOTOR SPORT PARK



Gerry Martin



Pic • SSS PHOTOGRAPHY

Team Report - Pissed N Broke.

As part of the large Mazda MX-5 contingent in this year's NSW 6-Hour Regularity, our team, Pissed 'N' Broke, comprised Kim Jacobs in her red NC near stocker, Gerry Martin in his indestructible NB8A, Peter Barnwell in his cheapie \$750 (not now) Proton Satria GTi and Ross Barnwell in a brand new Toyota Yaris GR.

Our plan was to win the event in the face of serious competition from within the MX-5 contingent and from without. We were serious about this event boys and girls.

But possibly due to a lack of talent and too many driver/car changes limiting scoring opportunities coupled with not enough bonus points, we failed to achieve the desired outcome. Our final tally was disappointing compared to the winners even though we achieved many scoring laps and minimal penalties.

You live and learn and whether we could sustain 40 minutes a stint at the required level of concentration is debateable.

The event was run across one day starting with practice at 9.00am and race start at 4.00pm Saturday, rolling into the night under Sydney Motorsport Park's new lights.

We struck a spot of logistical bother on the Friday afternoon attempting early scrutineering (was supposed to be a self-scrutineering event) that required us to unload our cars outside the track to have them scrutineered, then load them onto trailers again to take them around the other side of the track to unload again... at 6.00pm. We had to accommodate a Mercedes-Benz owner experience at SMP. We were somewhat annoyed at this point, so were plenty of others particularly as only one Merc' was circulating late in the afternoon as all the rest had buggedger off..

Whatever, we got over it and kicked off early on Saturday morning getting through all the rigmarole of such events... meetings, briefings, inspections, warnings, finger wagging and of course Covid checking in.

That done, the first practice session started at around 9.00 with first timer bleeding.

After that, the entire field of close to 200 cars spent time clocking laps to arrive at a time they could replicate... or thought they could replicate during the 6-Hour.

We had only one hiccup with Roger (the Proton) going onto two



BE A RACE OFFICIAL?





HUNTER CHAPTER
 Words • Peter Barnwell
 Pics • Rob Wilko • Kim Jacobs
 Saturday , April 17, 2021

Pic • SSS PHOTOGRAPHY

Peter Barnwell



Ross Barnwell

Kim Jacobs



cylinders. Later tracked down to a broken coil power wire repaired by Shaun Byers... thank you my good man.

Ross Barnwell had fitted the wrong tyres, some sort of Nitto semi slick but they weren't much chop at race speed so he had to button off in the Yaris.

Still, we all logged in with times we thought we could replicate all around the 2.00 minute mark which turned out to be bang on going by the number of bonus points we accrued.

Regularity is a difficult discipline and demands certain tactics for success coupled with some luck and diligent

driving as often, slower traffic will dent your times, so you have to allow for that and drive harder (faster).

Gerry started the event but passed another car before the start finish line after the green light and copped a 10 point penalty.

That was it for penalties for us.

The event rolled on with minimal disruption and our team ran like clockwork thanks to the efforts of Commandant Maria Martin our manager.

We had help from about 10 people with time keeping, pit board, refuelling, pit lane car rotations and general dog's bodying.

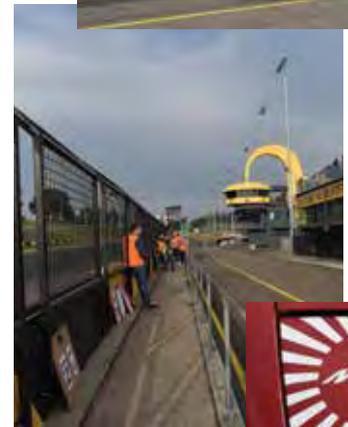
There were plenty of incidents on track with some more powerful cars holding us up in corners but blowing us away down the straights.

No mechanical issues at all and only a couple of spins from Kim Jacobs' over exuberance on cold tyres. Luckily it didn't make much difference to the times at all.

We ended up coming 14th out of 37 with 266 bonus points which isn't where we wanted to be but after closely examining the winner's tactics we realised it's best to stay out for long stints rather than lose laps changing cars all the time.

It's a brilliant event made even better in the dark.

Roll on 2022...



How the MX-5 Club of NSW teams fared:

- Barge Racing2nd
- Panorama Mountain Men.... 3rd
- momentuMX-5.....5th
- Just Regular Guys.....10th
- PISSers Racing..... 11th

- Pissed 'N' Broke 14th
- Second Gen Racing 16th
- Miata Racing Team 18th
- Emu Signs..... 32nd

Not forgetting Grumpy Racing VIC.... MX-5 Club of Victoria team who came 6th



BERMAGUI RUN

CANBERRA CHAPTER
Words • Cecelia Wakeling
• Steve Wakeling
Pics • Rob Wilko

Friday, February 19, 2021

It was February 19 and a sunny Friday morning at the respectable hour of 10:30am when 8 MX-5s set off from Bungendore for a 4 day run down to and around Bermagui. I had nominated Bermagui as the destination as we had such a great time there last year around the same time.

We encountered light to medium rain going down the Clyde Mountain and into Batemans Bay where we had a brief stop to raise our roofs. Last year we passed kms of burnt out forests but now most of the trees are recovering, but my personal view is many may never recover.

We bypass Batemans Bay and head to Mogo for lunch where we met up with 2 more club members.

After a noisy lunch (compulsory with large numbers of MX-5 people) we proceeded to visit all the shops still functioning in Mogo. Although I had been to Mogo a few times since the bushfires it still strikes me as a severely impacted town. The eastern side is still reasonably intact so we did our bit to help with their recovery.

We headed south to Bermagui arriving about 3.00pm. Although there were large areas of burnt out forests along the way there had also been recent heavy rain, in some places flooding, so there were now large expanses of green fields. Amazing country.

After booking in at the Bermagui Motel, right in the middle of town, some headed off to check the place out while a group of us drove out to Wallage Lake for a 30 minute bush walk out to the mouth of the lake. The walk takes you through the forest to a

headland with views in all directions (drive to the end of Wallage Street and walk over the footbridge).

Bermagui still has one trawler operating so it is possible to buy fresh fish



at the trawler owner's fish and chip shop adjacent to the wharf. We headed to the pub (the only one in town). It overlooks the bay and serves Reschs - an acquired taste. Dinner that night was next door at the pub.

Saturday morning saw us head down the back way to Tathra, Merimbula and onto Boydtown to the SeaHorse Inn for a long leisurely lunch. This is a great drive for MX-5s.

We headed back via the Princes Highway and stopped at Cobargo for a look around. A few shops were still open and purchases were made. This is a magnificent drive from Boydtown to Cobargo with lots of fast sweeping curves and

distant mountain views.

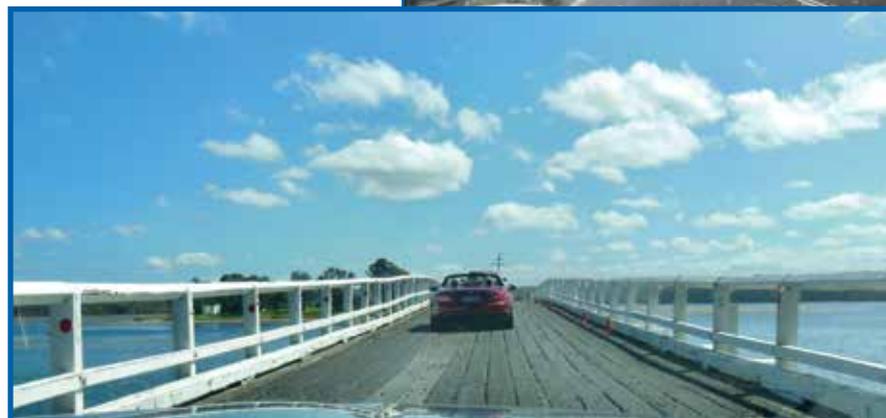
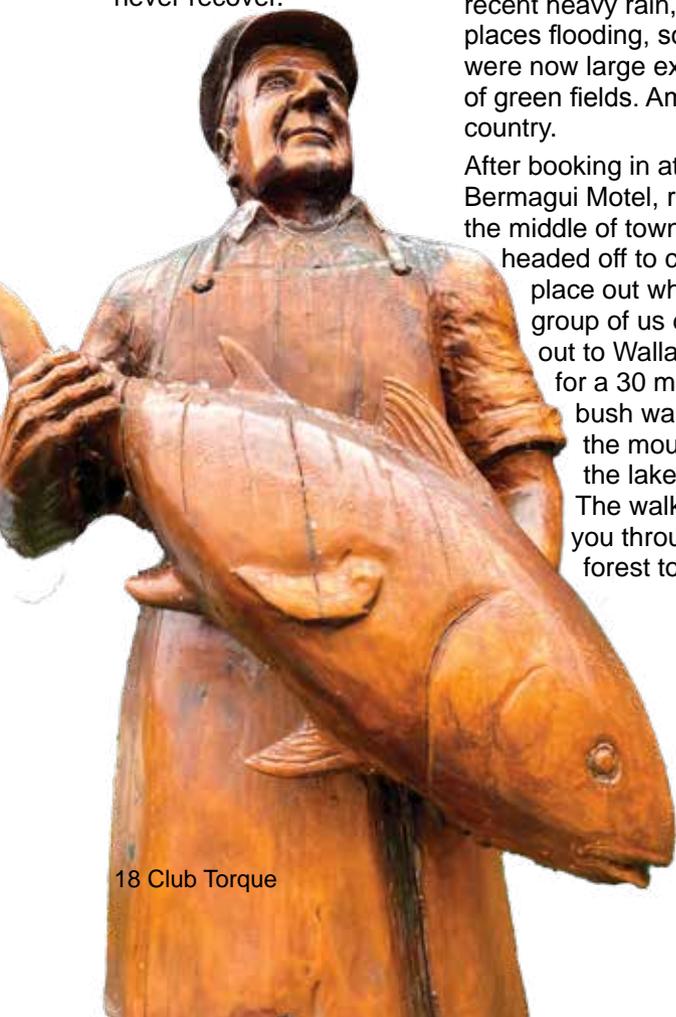
Dinner that evening was at the local Country Club walking distance from the motel. They were very busy but we were not in a hurry. The meal was

excellent with a few of the servings being on the very large size.

Sunday morning was free time with some of the members going for a swim.

The Blue Pools were popular.

We had arranged something special for



lunch. Minosa restaurant and winery is in the middle of nowhere.

It's on the back road from Bermagui to Tathra, about 20 minutes from Bermagui.

One end of the restaurant is open to views over the vineyards and to mountains beyond. It made the internet a few years ago when a very large goanna entered the restaurant and was chased out by a young waitress.

All part of the job when you work at a restaurant in the middle of the Australian bush.

Lunch was long and excellent.

James and Giulia met us for lunch.

Dinner that evening was pizza and really fresh fish and chips in the motel's covered BBQ area as rain was

forecast.

When it did not eventuate, we moved out under the trees for wine, beers and nibbles. Lots of laughs.

Monday morning saw us depart and head back up the Clyde for lunch at Braidwood.

A great drive and a magnificent time was had by all.

Cheers Cecelia and Steve.



BUZZ TO BUNDEENA

ILLAWARRA CHAPTER

Words • Marina Farmer • John Farmer

Pics • Adele Weatherall

Wednesday, March 31, 2021

The last day of March dawned with a scatter of cloud cover and a suspicion of showers. However, this was very short lived and the day developed into a warm sunny day...perfect for a buzz up the coast from Bulli to Bundeena.

We're only relatively new members of the MX-5 Club and this was to be our first run with the club. We're also only recent MX-5 car owners (NC) after 46 years of driving an MGB. Probably well and truly time to modernize.

Driving down to Bulli from Sydney was quick as the holiday traffic hadn't started yet. Top down, we were ready to head up north again, although now travelling the scenic route.

There were 12 cars ready to go and two visitors in their lovely Statesman.

We followed quite a circuitous route up to the morning tea stop at Stanwell Park.

Our run coordinators, John and Chrissie, had managed to plan our route past many of the houses they had lived in and renovated over many years...what a great idea.

We drove down numerous roads less travelled emerging onto the Seacliff Bridge... always a winner. It is a treat to drive along this magnificent bridge with the top down.

Our coordinators even planned some entertainment at our morning tea stop with the local Primary School's Cross Country run in the park.

After coffees etc we headed up the hill to the Sri Venkateswara Temple at Helensburgh.

The Hindu Temple has been at this site for many years, starting with a small building, but now encompassing many buildings with elaborate sculptures of various deities.

We were allowed to have a look around which was very generous of the

devotees.

Quite a fascinating place and an interesting example of Hindu worship.

Unfortunately the lower road in the Royal National Park was closed and so we circled around allowing us to drive up to Bundeena through the northern part of the park.

Lunch was at the Bundeena Club overlooking Port Hacking - a beautiful spot.

The club was busy but the food was good and the conversations just the same.

We had the option of catching a ferry over to Cronulla but most people were happy to chill in the club.

It was a short hop home for us to the southern suburbs

We had a lovely day and thank the organisers and the other club members who made us feel so welcome.

We look forward to our next run.



Mountain Ridge Winery Run

SOUTH COAST CHAPTER
Words • Geoff Smith
Pics • Anda Clayton • Anne Zattera
Thursday, May 13, 2021



Five cars met up at South Nowra in perfect weather conditions for a top down run up Cambewarra Mountain through the southern highlands for morning tea at Moonacres Kitchen in Robertson. After the pleasant drive we were all ready for a coffee and a pastry. The next part of the run took us back down to the coast via Jamberoo Mountain, Kiama and then along the coast road via Gerroa to Mountain Ridge winery where Bob and Linda had us booked in for lunch.

Mountain Ridge winery was a top choice, great food, good wine and a lovely outlook made for a relaxed lunch where we all caught up and discussed plans for the coming months.

What more could you want for a perfect MX-5 outing, brilliant weather, great company and some nice mountain roads.

Thanks go to Bob and Linda for organising another perfect South Coast Chapter event.



Club Torque 21

NOTMEET 2021

Despite the recent floods and Brisbane lockdown threatening the event, Notmeet 2021 was yet another success. With nine of the attending vehicles coming from Brisbane, it was a great effort by the Queenslanders to still turn up despite only being allowed out of home at 12 noon on the Thursday and then having to wait for the NSW government to lift isolation rules.

For the uninitiated, Notmeet is an event held in conjunction with the Queensland club at Easter in the year that Natmeet isn't held.

This year was the twelfth running of Notmeet, the last eight being organised by Stephen Carter (aka Kuntry Kuzzin).

The NSW contingent of MX-5s, consisting of cars from Sydney, Hunter & Illawarra chapters, gathered at

Thornton McDonalds on the morning of Good Friday. To avoid the heavy Easter highway traffic, the cars set off through some morning mist on a back road run through Seaham and Clarence Town to the first comfort stop at Stroud Showground.

The usual route via Dungog was abandoned due to the recent flooding. Roads in that area are notoriously bad at the best of times so with them having been underwater it was thought best to avoid the area.

In general, the road conditions and traffic were not as bad as expected. This made for a pleasant run up Bucketts Way to the morning tea stop in the park at Gloucester. Here began the typical MX-5 run pattern of driving then eating, of which we did plenty over four days.

Our group then started the climb up Thunderbolt's Way, a lovely drive despite a few slow vehicles holding us back at times.

We headed past Nowendoc on our way to our lunch stop in Walcha. After topping up our stomachs we were off again, joining the New England Highway at Uralla for our final run through to the weekend venue, New England Motor Lodge at Glen Innes.

The Queensland group had beaten us there so it was time to catch up in the carpark for a pre-dinner drink and nibbles. We heard stories of their trip down, including a horror stretch on a road that had been badly damaged by the heavy rain and flooding.

Dinner in the restaurant at the excellent standards we have

become accustomed to at this venue. Stephen Carter, the run organizer, officially welcomed everyone to the event. Lisa Price, the Queensland President, also spoke and gave the group an update on the health of Peter Phillips, former Queensland President and regular attendee at Notmeet.

Leg 1 of Saturday's run saw the group head south east via some of the New England's beautiful grazing country in the Guyra and Ebor regions. Morning tea was at the spectacular Wollomombi Falls. Picnic grounds are located on the rim of the gorge. A short walk to the viewing platform revealed great views of the falls plus the adjacent Chandler Falls. Both falls had a good flow of water over them thanks to the recent rainfall.





HUNTER CHAPTER

Words • Stephen Carter Pics • Rob Wilko..... Friday - Sunday, April 2 - 4, 2021

Once on the road again we headed to Armidale and through to our lunch stop at Uralla. Many members took advantage of the time to look at some of the quirky local stores and make some purchases. Our afternoon run back to Glen Innes took us via Tingha and Ben Lomond. One short stretch across Moredun Road will be remembered by some for the beauty while others were more concerned with the condition of the road. The Queenslanders were unperturbed as they felt the surface was ten times better than experienced by them on Friday.

Dinner that night was followed by what has now become the traditional Notmeet Trivia Quiz. A big thanks to Aaron Lewis for collating all the questions and setting it up in Kahoot. After an

intense battle where several teams went up and down the leader board, the bottle of Moet for first prize was taken away by a rowdy team from Hunter.

As we left our rooms on Sunday morning, we were pleasantly surprised to see that the Easter Bunny had visited and left some eggs and chocolates on our MX-5s. On the downside there was a drizzle of rain which threatened to make the day less enjoyable. Thankfully by the time we had finished breakfast the drizzle had stopped even though it was to remain cloudy for most of the day.

Our first stop of the day was only five minutes up the road at The Australian Standing Stones. Here, thanks to Rob Wilkins, the socially distanced group photo was taken. Some other interesting photos were

also taken, though I think one of Wendy and Aaron isn't quite fit for publication.

Morning tea was at the picturesque Mother of Ducks Lagoon in Guyra, followed by a run through to Inverell utilising some back roads. From our lunch venue at the Inverell RSM Club, we made a short drive to The National Transport Museum to inspect a range of cars, motorcycles, buses, etc. This was a great trip down memory lane. Before hitting the highway back to Glen Innes, we made short stops at McIlveen Lookout and Lake Inverell.

Our Sunday night roast dinner was a curtain raiser to the Inter State Turtle Racing Championship. These little creatures created from a champagne bottle top invigorate some enthusiastic

competition.

This year the title went to Queensland despite fielding a smaller and generally less experienced team. Thanks to Lynda and Mark Gray for sponsoring the prizes.

Monday morning we said goodbye to the Queenslanders and bid them a safe journey home. Some NSW members were heading to the coast or other places and didn't join the group. The remaining six MX-5s headed off through Inverell and Delungra to a morning tea stop at Bingara. On the way through to Tamworth for lunch we stopped at Barraba for a photo opportunity in front of the silo art.

All up it was another thoroughly enjoyable and entertaining Easter weekend in the tradition of Notmeet



Sandra Reid Memorial Run



ILLAWARRA CHAPTER
Words • Neil Tribe
Pics • Neil Tribe
Saturday, February 27, 2021

A little bit of history

There are many members who would be unsure of who Sandra Reid was but equally many, mainly from the Illawarra, who would know exactly. Sandra and Phil joined the Illawarra group shortly after it kicked off and quickly established themselves as "doers" taking on the role of Chapter Convenors and later, purveyors of regalia and this was despite Sandra having lifelong health challenges. They were so active and immersed in everything "Illawarra" they were voted joint Members of the Year in 2015.

Sandra was known for her love of people and her friendship list was legendary. She never forgot a birthday and many, many, of those people received cards annually without fail - they would just pop up, sometimes the only card

you got that year. She was like that. If you had Sandra for a friend you had unflinching support and it was a friendship for life. Mind you, Sandra could be forthright, all part of her character, and always about helping those in need. When she died she left her body to medical science as she was so grateful for the ground breaking heart operations that enabled her to have a career, a marriage and a family. Phil and her daughter Samantha were the loves of her life but, by golly, the MX-5 Club wasn't far behind.

Quite a lot of fun

As a tribute to Sandra, we kicked off the inaugural memorial run. On her birthday of course. February 27th. Led by Phil Reid, sixteen hearty souls set off from Hayward Bay for the journey up

Macquarie Pass to the misty Southern Highlands village of Burrawang for a welcoming cuppa and cake at the General Store around 10ish where we were attended to by mine host Erica and her young and friendly staff. We had apologies from Chrissy and John and Diane and Brett; they couldn't help that and we look forward to seeing them next time.

Erica wanted to know, "Just how many MX-5 groups are there? I'm getting confused; there's the Illawarra Chapter, the Sydney Chapter and another one comes here." Probably Canberra, I suggested. And there is also the South Coast and the Blue Mountains (RPM). She just shook her head. Not complaining of courseand neither were we.

I had the privilege of leading the next leg so, despite the gloom and

faint mist, it was tops down and a gentle sidle through the rain forest and along a quiet back lane to the intersection with Sheepwash Road (what a name) then a beautiful scenic trundle (no zoom zoom) via Avoca and Exeter to the Bundanoon Country Club for lunch. They were busy but had roped off a great spot for us to park and had everything organised so we would be comfortable and well separated from other folk. The Bundanoon Club has bowls and croquet and is entirely run by volunteers save for a paid chef and his leading hand. We settled in, got our drinks and celebrated the life of Sandra as she would want. Plenty of fun.

The plan is to repeat this run annually, always on February 27th, as Sandra never forgot a birthday and we will not be forgetting hers.



CLUB TRACK DAY ROUND 2

Words • Joe Kovacic

Pics • Rob Wilko

Sunday March 21, 2021

Pheasant Wood

A cold and wet autumn morning greeted the small field of 36 enthusiastic motorsport competitors to a rainy Round 2 Club Track Day at Pheasant Wood

Thanks to Clerk of Course, Ian Combes refining our sign-on procedure, we managed to get out our first group of drivers on the very wet track by 9.15am.

Due to the small field of competitors, we had a total of four run groups. We managed to give everyone 8 sessions with up to 78 timed laps. Pheasant Wood is a relatively new circuit and with a new surface water run off was good, highlighting providing some deft wet weather driving skills.

Lap times reflected the wet track conditions and some spin offs were guaranteed.

Once again the track day was run under a new simplified class system comprising of 5 classes including, Standard, Clubman, Super Clubman, Modified and Open Class.

Benchmark times are used to award points for places in each class.

This system is a lot fairer for all competitors, resulting in any model MX-5 from NA through to ND being capable or a class win.

Fastest lap of the day went to Steven Head in his NC MX-5 Cup race car in a lap time of 65.08 secs.

Highest Benchmark Percentage of 92.32% was achieved by Bryan Shedden in his standard NC.

Congratulations to all drivers for their great driving skills and managing to keep their cars of the walls and taking their cars home in one piece.

Thanks to all our motorsport officials for another successful Club Track Day.



Class results below

Name	Place	Class	Time
Bryan Shedden	1st	Standard	67.70
Jake Murphy	2nd	Standard	72.71
Michael Demaio	1st	Clubman	69.08
Sean Byers	2nd	Clubman	71.00
Andrew Digney	1st	Super Clubman	69.34
John Karayannis	2nd	Super Clubman	69.39
Luke Kovacic	1st	Modified	67.93
Martin Steel	2nd	Modified	69.44
Steven Head	1st	Open Class	65.08
Russ Maxwell	2nd	Open Class	65.32
Stuart Griggs	1st	Non Mx5	67.74
Joshua Collins	2nd	Non Mx5	70.96

Club Torque 25

Cowra Kulcha

CANBERRA CHAPTER

Words • Rod Nicholas • Ken Keeling

Pics • Rod Nicholas • Ken Keeling

Saturday, March 27, 2021

We had it all on this trip. Sunshine, near empty roads, sweeping corners, tight bends, beautiful views, quiet country pubs, great lunches, trains.

And then there were grasshoppers, roadworks, dirt, water carts, mud, rain, torrential rain.

Who woulda thunk it? I'd left it a bit late to do my recce run, two days before the run itself. Oh yes, I'd planned what I was going to do, and where we were going. I'd mapped it all out with Google maps, got all the times, all the measures, prepared the run sheet and guide maps. All that stuff was down pat. Then, on the recce, I popped into the Tourist Information Centre in Cowra.

"What have you got for us to do for an hour or so that's vaguely cultural," I asked.

"Hmmm," said they.

"How about the Japanese Gardens?"

"Been there, done that."

"How about some trains?"

"Have you ever been to Woodstock?"

"I've seen the film," I said, "but I guess that was somewhere else."

Long story short, we set off to Woodstock, eight MX-5s, 14 MX-5ers. Boorowa first for a caffeine recharge and then Wyangala Dam to check out the water levels. Seventy km of lonely Frogmore Road was a good deal of fun.

There was plenty of water in Wyangala, a shade below 70% full.

When we were here last, in February 2020, the dam was down to a miserable 12.8%. There's more water to come, but it already looks great.

We snapped the required photos and took the quaintly named Reg Hailstone

Way, featuring some wonderful corners, and motored into Woodstock. It's a lovely little town (population about 700) with a traditional country pub, and our group pretty much took over the dining room.

Not far out of Cowra, the area around (what became) Woodstock was the site of a goldrush for about five minutes in 1868. Some twenty years later, Woodstock became an important stop on the cross-country NSW rail line, and a cute little railway station was built to service the area.

The heritage listed Woodstock Railway Station looks well-maintained, notwithstanding that services ceased in 1987. Today, it's just a station building, but it looks great.

Keeping to the train theme, a short hop took us into Cowra to the

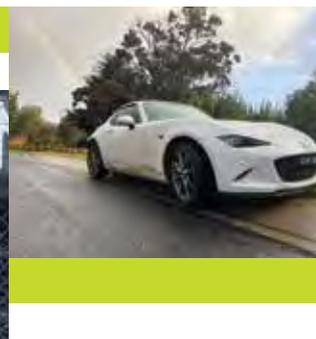
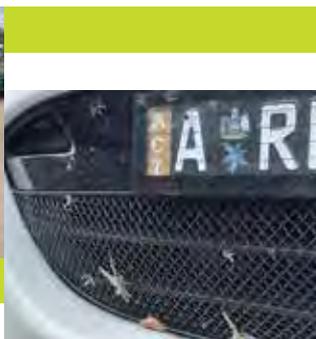
Rail Heritage Centre.

Wow, what a display. If you like trains, this is the place to be. We stayed there for a while entertained by the enthusiastic volunteers who showed us around. We lingered perhaps a little too long as the afternoon was getting quite late, and we still had a two-hour journey home.

As we left Cowra our group split in two – three cars took the direct (and shorter) route home down the Lachlan Valley Way.

The rest followed my plan and took the Olympic Highway towards Young, ripped through Murringo to Boorowa and then along the back roads to Binalong and home. Our 'long' track added only about 30 km and 15 minutes.

The Olympic Highway is a good, typical country highway. Pretty well maintained and



remarkably quiet. Some roadworks caused a bit of angst. The bitumen had been ripped up and there was a two km section of dirt.

It was hard and a little dusty when I did the recce two days previous, but this time we had the dubious benefit of travelling just after the watercart had gone through. If that wasn't enough, the watercart turned and drove straight back towards us, threatening to give us, tops down all, a good drenching.

The result, of course, was mud everywhere (as I found later, in most unexpected places). Most unpleasant. Then, to make life more interesting, we were all but stopped by a road crew line marking the road. We were instructed to bush-bash off road to get around them, something MX-5s are not known for.

Back on decent road, we had lovely views to the Illunie Range to the left as we approached Koorawatha, and it became quite obvious

where we were headed – the Murringo Gap was the only place we could reasonably cross the ranges.

The roads – lanes, really – between the highway and Boorowa were virtually empty bar our group of five, and allowed some fun driving. Ditto the Hughstonia Road to Binalong, but after that it was mainly freeway to home.

Rain drizzled much of the way from Binalong, which was only worrying the few of our group who had chosen to remain topless. It started to rain properly as we got back to Canberra, prompting Frances to pull over for a roof-raising, and it truly bucketed down for a short spell (just as I stopped and got out of the car).

It was going to take far more than a quick wash to get our machines clean. As lead car, I also seemed

to cop most of the grasshoppers who

were stuck to my grill and plastered over the front bumper and bonnet edge. Mucky little beggars.

Ken led the smaller direct group home, and takes up the story:

We had an easy run back from Cowra and picked up another NB on the way, a Bermuda Blue one, who stayed on our tail until we pulled over for a brief rest stop at Boorowa.

We were rain free until we got to Hall, where Tony and Iris turned off – they already had their roof up. While we were stopped at the lights, Lili demonstrated just how easy it is to put up the roof of an ND while still sitting in the car. But, after passing through the lights, I

had to pull over and stop to remove my tonneau cover and put up the NB's roof – not possible to do without getting out. Fortunately, the heavy rain held off until we just got moving again, but as usual with such showers, it had stopped by the time we got to our place. At least the downpour washed off some of the bugs...

This was a very enjoyable run, even if it did involve over five hours of driving and 400 kms. I had broken it down to stages of around an hour's drive, which kept the weariness away, but it was a long day regardless.

I'd like to thank all who took part, particularly Frances and Lili, who hadn't been on a long'n before. I had a great time, and judging by the chatter when we stopped, so did everyone.



PICTURE THIS

Who'd have thought Kurri, once the epicentre of coal mining in the Hunter, would become a mural town like Benalla in Victoria drawing tourists from all round the place to view numerous artworks seemingly plastered on every flat surface .

Twelve MX-5s of various denomination filled with 24 people assembled at Freeman's Waterhole servo for the mural run to Kurri Kurri and other activities offering an engaging drive, a spot of culture and a decent feed followed by some brain exercise and then another drive home.

A full day in other words.

We departed Freeman's Waterhole at 9.30am heading the back way towards Cessnock via seriously potholed Sandy Creek Rd and various other rural back roads passing through towns with Welsh names. All cars had the roof down enjoying a mild and clear, 23 degree day – perfect for MX-5s.

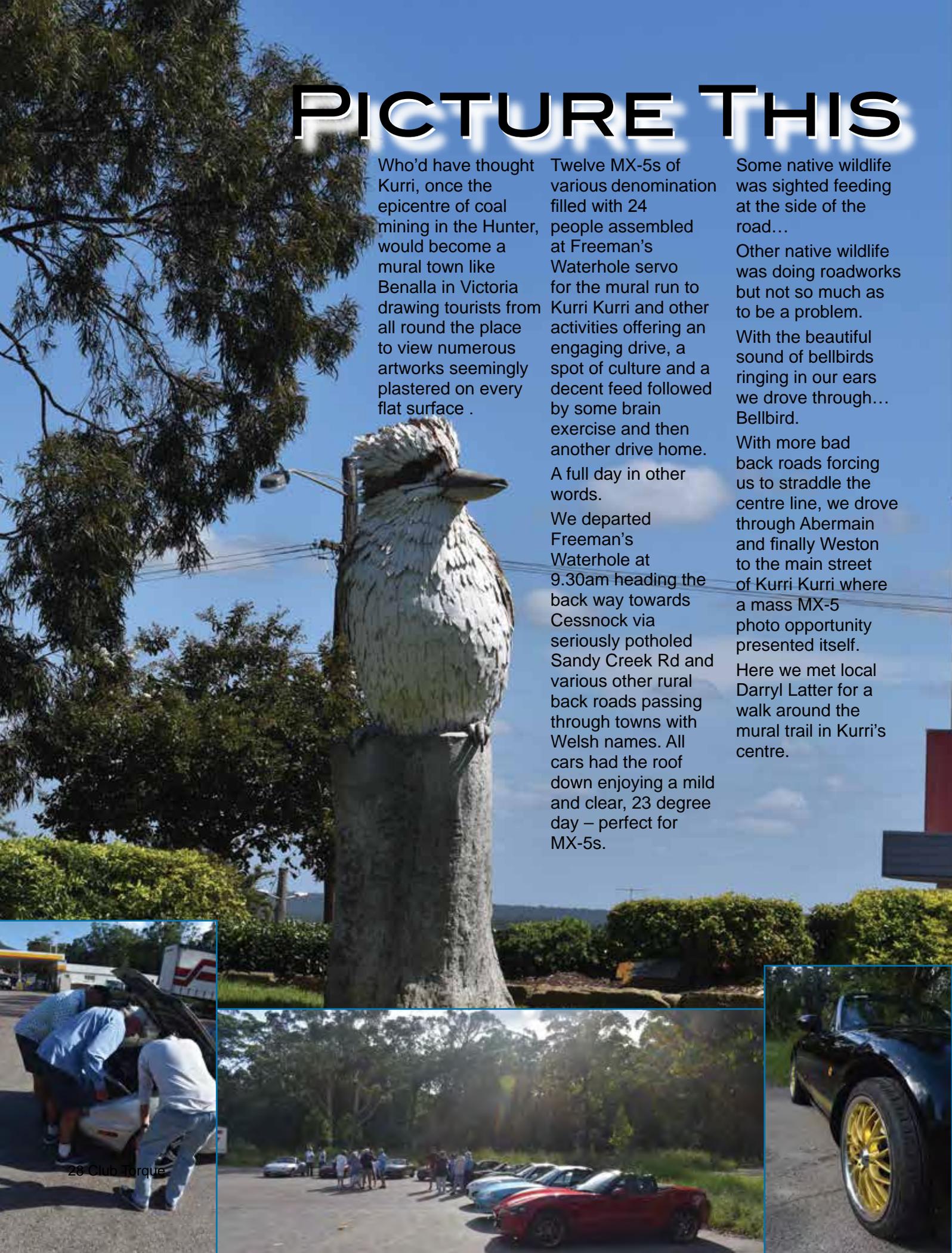
Some native wildlife was sighted feeding at the side of the road...

Other native wildlife was doing roadworks but not so much as to be a problem.

With the beautiful sound of bellbirds ringing in our ears we drove through... Bellbird.

With more bad back roads forcing us to straddle the centre line, we drove through Abermain and finally Weston to the main street of Kurri Kurri where a mass MX-5 photo opportunity presented itself.

Here we met local Darryl Latter for a walk around the mural trail in Kurri's centre.



HUNTER CHAPTER
Words • Peter Barnwell
Pics • Kim Jacobs

Sunday, March 7, 2021

It took about an hour but was really interesting with Darryl's historical banter providing answers to all questions.

Was getting hot though so we all mounted up and decamped to Heddon Greta Pub for lunch and a quenching ale.

Good grub for a pub too. Run organiser Chris Cameron briefed us on the afternoon's activities, essentially a drive through the Kurri Kurri environs spotting Kookaburra images which accrued points for the day's competition.

Afternoon tea was at Chinaman's Hollow cricket pitch, a throwback to simpler times and picket fences.



CLUB TRACK DAY ROUND 3

Words • Joe Kovacic

Pics • Rob Wilko

Monday May 17, 2021

WAKEFIELD PARK

A very cold, sunny autumn day greeted the small field of 53 enthusiastic motorsport competitors to our Club Track Day, Round 3, at Wakefield Park.

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

Because of Covid19, there wasn't a sign-in for registrations and no scrutineering.

After a driver's brief, race proceedings started at 9.30am.

We had a total of only four run groups and managed to give everyone 8 x 8 minute sessions resulting in a possible 61 timed laps per competitor.

The track temp was cold in the morning

causing some runoffs at turn 2.

Six nervous first timers ventured onto the track with their driver trainers.

An excited Luke Kovacic managed to snare the driver trainer position for the George Scarlis R-Spec Supercharged Mustang with 540kw of power leading the other first timers out on track.

Once again, the track day was run under a new simplified class system comprising of 5 classes Including, Standard, Clubman, Super Clubman, Modified and Open Class.

Benchmark times are used to award points for places in each class.

This system is a lot fairer for all

competitors, resulting in any model MX-5 from NA through to ND capable of a class win.

It was pleasing to see 10 non MX-5s out on track, proving how popular our track days are.

A very fast GR Yaris driven by Jie Ren clocked an impressive lap time of 1.07.44.

Peter Barnwell, our resident motoring and Club Torque Editor, clocked fastest lap of the day in his turbo NC in a blistering time of 1.06.90 taking out 2nd place in Open Class.

The cold conditions ensured that no benchmark times were achieved.

Thank you to all our motorsport officials on another successful Club Track Day.



1st place results are as follows

Name	Class	Time	%
Jake Murphy	Standard	76.44sec	96.41
Neil Tribe	Clubman	76.45sec	94.43
John Karayannis	Super Clubman	72.53sec	98.51
Luke Kovacic	Modified	69.73sec	97.23
Lou Iezzi	Open	69.92sec	94.12

LUNCH AT BRINDABELLA HILL WINERY

CANBERRA CHAPTER

Words • Steve Wakeling • Cecelia Wakeling

Pics • Lili Chi

Saturday, April 17, 2021

At the respectful hour of 10:45 am we meet at the Sutton bakery for coffee before setting out on a 2 hour run through the Southern Tablelands country side before ending up at the Brindabella Hills winery for a late lunch.

The weather was perfect. 25 degrees and sunny.

When I planned this run I was not expecting many takers as it was going to travel over known roads and end up just back in the ACT border. But 12 cars and 22 members agreed to join Cecelia and I on our run. Maybe it was the start time or the promise of fine wines for lunch.

We proceed through Gundaroo, Gunning and onto Dalton were we stopped for the photo of the cars parked along the side of the street.

Continuing onto Jerrawa and then down the Hume highway

and onto the Barton Highway. No need to stop for coffee as this was a short run.

Safety back inside the ACT we turned off to take the winding road to the winery.

The winery is set overlooking the Murrumbidgee River and the views are impressive.

Some members had not been to the winery before so after taking in the views we were all seated for a quality meal with assigned wines if you chose that option.

Members could make their own way home after lunch but several of us stayed for some time just taking in the relaxed atmosphere and very pleasant company.



Fast Train to Leonville Junction



Twelve cars fronted for this run, three of which were our city cousins with members dressed in blue regalia which made a great contrast to our red regalia.

The first leg of our journey took us along Swamp Road towards Jamberoo as we drove along twisting back roads to our first photo stop overlooking the ocean.

We then meandered up to Saddleback Mountain for another photo stop at the lookout with vistas to the north and back to Wollongong.

Some of our Sydney friends mentioned they hadn't been on these roads, but Adele assured them there were more surprises to come for us all.

As we headed down the other side

of the mountain, Adele took us to the first of her secret roads where there's a house called Xanadu.

This road has a magical view down to the ocean. It's a short dead-end road in a pristine rainforest area and I'm sure the few residents who are lucky to live there would be the envy of all who saw the area.

We then continued down the mountain enjoying the spectacular views before arriving in Jamberoo.

Adele's second secret road saw us driving through the golf range only to have to stop for a convoy of ducks who were crossing.

We were also lucky there were no out of control golfers swinging their stray balls into our laps as all our roofs were down.

unction

ILLAWARRA CHAPTER

Words • Mark Underwood • Hella Underwood

Pics • Senia Gaunson • Adele Weatherall

Saturday, April 17, 2021



This road enabled us to view where we'd just come fromSaddleback Mountain.

One train carried a variety of colourful American cars, another with sheep being transported complete with baaing sound effects.

A few minutes later we came to our lunch spot which was inundated with footballers.

We also saw a display from the TV show Dr Who, a wedding, a graveyard and so much more.

Fortunately there was another oval next door where we enjoyed our byo lunch in complete serenity.

This display is such a credit to Leon and we thank him for inviting us.

From there we headed off to Dapto for the highlight of the day.

Have I mentioned the Devonshire tea?

Leon's backyard has been converted to a wonderful display of working model trains.

We were also treated to yummy scones made by Leon with jam and cream, biscuits, fruit cake and lamingtons all washed down with tea and coffee.

Magnificently landscaped with so much to see wherever you look.

The display has some American themes with cowboys and Indians and the Wild West.

Thanks Leon and Gwen for your wonderful hospitality and generosity, it topped off a fabulous day.



SUPERSPRINT ROUND 1

Words • Joe Kovacic

Pics • Rob Wilko

Sunday April 18, 2021

SMSP GARDNER CIRCUIT

In good conditions Round 1 of the NSW Supersprints, hosted by ARDC, was held at Sydney Motorsport Park Gardner Circuit.

The day promised to be a great start to the new 2021 season.

All competitors managed to get 4 runs only due to an early end to proceedings so competitors could

attend the NSW Supersprints trophy presentation for last year.

Thank you to all of our 19 MX-5 Club drivers who represented our club against a barrage of ARDC drivers.

The fastest car of the day was a Nola Chev driven by Daniel Nolan in a scintillating lap time of 1.33.65.

Ralph Thompson had the fastest MX-5 on the day.

Congratulations goes to our 1st place getters in their respective classes including Andy Boydell, Jie Ren, Paul Nudd, Ken Hardy, Jamie Martin and Scott Lanham.

As far as the Club Championship is concerned, the Mazda MX-5 Car Club of NSW with only 19 competitors managed to achieve a convincing 2nd place in the championship. So the point score after the first round has ARDC in 1st place on 3204 pts, 2nd place MX-5 Club of NSW on 1804 pts and 3rd place HSV Club 947 pts.

The Club's 19 driver's results are as follows

Name	Place	Class	Time
Ralph Thompson	4th	TA1	1.47.05
Andy Boydell	1st	2R3	1.48.28
Jie Ren	3rd	RR3	1.48.43
Russ Maxwell	3rd	RM3	1.49.51
Paul Nudd	1st	2S3	1.50.80
Luke Kovacic	5th	RR3	1.51.08
Sarah Medley	2nd	TA3	1.52.60
David Brown	2nd	2R2	1.53.37
Ken Hardy	1st	RM2	1.54.12
Tim Molesworth	3rd	2R2	1.55.10
Jamie Martin	1st	RR2	1.55.23
Daniel Bushell	3rd	RR2	1.57.96
Les Patterson	4th	RR2	1.59.90
Dave Alland	5th	RR2	2.00.19
Scott Lanham	1st	RM1	2.00.91
Andrew Digney	2nd	RM1	2.01.58
Phil Abraham	3rd	1S2	2.04.97
Ed Baker	9th	3R3	2.05.84
Gerald Drechsler	2nd	RM2	2.24.70



SUPERSPRINT ROUND 2

Words • Joe Kovacic

Pics • Rob Wilko

Saturday April 17, 2021

WAKEFIELD PARK

Typical cold Goulburn weather greeted competitors for Round 2 of the NSW Supersprint Championship hosted by (us) the MX-5 Club of NSW at Wakefield Park.

As the day warmed up, some hot times and lap records were set by some of the drivers.

We had a large field of 80 cars in 6 groups.

We managed to get the competitors 5 runs.

It was great to see a whole run group of MX-5s on the starting grid.

Thank you to all of our 17 MX-5 Club drivers who represented our club against a barrage of ARDC drivers.

The fastest car of the day was a big buck Nissan GTR race car in

a time of 1.00.68.

Ralph Thompson achieved the fastest MX-5 time on the day.

Also doing well were Paul Nudd, Ken Hardy, Tim Molesworth, Jamie Martin and Scott Lanham all achieving 1st places in their respective classes.

As far as the Club Championship is

concerned, the Mazda MX-5 Car Club of NSW with only 17 competitors managed to achieve a convincing 2nd place in the championship.

So the points score after the second round has ARDC in 1st place on 5584 pts, 2nd place MX-5 Club of NSW on 3460 pts and 3rd place HSV Club 2063 pts.

The Club's 17 driver's results are as follows

Name	Place	Class	Time
Ralph Thompson	2nd	TA1	1.06.96
Russ Maxwell	2nd	2R3	1.07.49
Jie Ren	4th	RR3	1.07.54
Paul Nudd	1st	2S3	1.08.77
Luke Kovacic	5th	RR3	1.08.86
Mike Kelsey	3rd	2R3	1.09.90
Sarah Medley	2nd	TA3	1.11.09
Ken Hardy	1st	RM2	1.11.33
Tim Molesworth	1st	2R2	1.11.60
Marty Voormeulen	2nd	2R2	1.12.60
Jamie Martin	1st	RR2	1.12.65
Les Patterson	2nd	RR2	1.13.08
Dave Alland	3rd	RR2	1.13.61
Scott Lanham	1st	RM1	1.13.89
Andrew Digney	2nd	RM1	1.13.99
Gerald Drechsler	2nd	RM2	1.16.29
Gregor Lochtie	4th	RR2	1.20.51



THE Rusty Bistro

CANBERRA CHAPTER

Words • Peter Wilson

• Annemie Wilson

Pics • Peter Wilson

• Annemie Wilson

Saturday, May 8, 2021

A few days before the run it was very wet in Canberra but the morning of saw sunshine and perhaps slightly warmer temperatures than expected for May.

All participants in 14 cars arrived on time for a 9.00am departure with another car waiting for us at Murrumbateman.

It was an enjoyable run with little traffic to Murrumburrah via Barton and Hume Highways and Burley Griffin Way.

There were just a few complaints from members about the odour from the cattle truck that we were forced to follow for the last 15km into Harden. It appears those broken lines have been replaced by more

unbroken lines on Burley Griffin Way so no overtaking allowed.

There was very good service from Michael and Anne at the Terracotta Café where jackets were removed as we basked in the sunshine.

Lili Chi and Rob Wilkins wandered around Murrumburrah taking photos and they are now uploaded on our Facebook site.

After an hour relaxing and chatting it was time to hit the road.

Most drove the "back roads" via Jugiong, Cullinga Mines, Cullinga and Killrush Roads to the outskirts of Cootamundra. It's a scenic drive through farmland with no other traffic using this route.

The three cars that

followed the main roads of Burley Griffin and Olympic Ways arrived soon after the main group at the Cootamundra Country Club.

With 24 for lunch it was surprisingly good service from the chef, Jamie, at the Rusty Bistro. After an hour and a half at the café it was time to move on.

Tony McDonald suggested coffee at Jugiong rather than the planned stop at Yass.

All agreed that was a better location for coffee.

As we exited the club, Darren Greene had his drone flying above the assembled cars for an overhead video.

It was suggested we wait five minutes for Darren to set up on a



quieter location. As we drove along Jugiong Road, just before the turn-off to Rosehill Road, Darren had his drone flying overhead. Both of Darren's videos are posted on our Facebook site.

It was another interesting scenic drive along Rosehill and Jugiong Roads to our coffee location at Jugiong. Most enjoyed coffee at the Long Track Pantry while some "hit the shops".

We arrived home with 323km on the trip meter. Thanks to Lili, Rob and Darren for the photos and all on the run making for a very enjoyable day.



36 Club Torque



Gliding Down the Clyde

Now referred to as Wal's Wet Weather Wanderings

ILLAWARRA CHAPTER

Words • Barry Pope

Pics • Adele Weatherall • Bill Short

Saturday, March 20, 2021

Wally Wojewski's planned two-day run was to commence with a 7.15am start from the Nungarry rest stop at Dunmore in time for the Clyde River cruise from Batemans Bay.

Unfortunately, the cruise was cancelled by the cruise organisers a few days earlier in deference to the weather and a much more civilised start time was arranged at Wal and Pat Wojewski's home in Albion Park Rail.

With 14 hardy souls booked for this adventure, the first stop was the Milton Heritage Bakery to meet up with part of the convoy. Anda Clayton called in to join us for a coffee prior to the continuation of our journey to the Araluen Motor Lodge in Batemans Bay.

The rest of the trip was uneventful, despite the weather, as we meandered down the beautiful South Coast through Ulladulla, Burrill Lake and Lake Tabourie, arriving at our motel in the early afternoon. Here we were met by the remainder of the 14 starters who had come down the day before.

As our plans had changed significantly due to the cruise cancellation and we had to fill in the remaining daylight hours. With the weather being so poor any

thoughts of driving further were discounted and a unanimous decision was reached to partake of pre-dinner drinks and snacks in the Araluen's large meeting room.

Members of the Austin Healey Owners Club had also booked into the motel and were happy to talk about their wonderful looking cars.

Dinner for the Saturday night was at Donegan's Steak House, which is attached to our accommodation. Food service was very prompt and the meals were of an excellent standard.

The next days planned trip to Braidwood was cancelled due to the abominable weather, so a decision was taken to have a leisurely breakfast at JJ's at The Marina, which once again was an excellent choice. Following on from breakfast, some members decided to stay another day while the remainder made their own way home.

In summary, while our sojourn didn't meet our full expectations, I'm sure that our entire group thoroughly enjoyed the drive and camaraderie with thanks to Wal and Pat Wojewski and Adele Weatherall for the organising.



AUTUMNAL TONES RUN

With everyone at the rendezvous and fuelled up, seven MX-5s plus two "escort cars" with 18 MX-5ers aboard departed at 8.00am for our four-day excursion, through the falling leaves of Autumn, to N.E. Victoria.

A responsible pace had us nicely in Jindabyne for coffee before taking the Alpine Way up and down to Khancoban. At Kosciusko National Park entrance, despite prior arrangements, we still had to individually stop and obtain passes, which unfortunately allowed a tour bus to get in the middle of our little convoy. Those ahead of the bus had an enjoyable run to Thredbo and up Dead Horse Gap, but those behind less so. Eventually, the bus driver realised, with MX-5s both in front and behind on a winding mountain road, that he was impeding a car club outing and belatedly stopped to let us pass.

Finally, with the bus and tourists well behind us, the descent down to Tom Groggin and Geehi was enjoyed at somewhat "faster than tour bus speed in the twisty bits".

Stops at Scammell's Ridge and Murray 1 Power Station had us arrive on time for lunch at Corryong Brew Cafe. Prior arrangements ensured that we were all seated on a pleasantly sunny verandah for a well-earned break from driving and with good options for an enjoyable light meal.

After lunch, we travelled down the eastern side of the Kiewa Valley, crossing the river at Brigg's Bridge to Tawonga before the steep climb up to the Tawonga Gap Lookout.

The view from Gap Lookout did not disappoint and the sector downhill into the Ovens River Valley is always an enjoyable run on well-maintained road.

As planned, we arrived at Bright before dark to enjoy the autumn leaves on the approach to the town.

Arriving at our motel we settled in and after some rest and a wash-up, it was only a short walk from our accommodation to the evening repast at the Bright Brewery. Again, this venue fully lived up to expectations and surprised some with high standard "pub food" – and craft beer.

Interesting roads, brewed refreshments good food shared with friends - what a great day out.

Saturday was a run to Beechworth - down the Great Alpine Road to Myrtleford and then, via the indirect but more interesting C525 up and over the hills to Stanley and Beechworth. After a coffee & shopping break we reassembled to travel, again by an indirect road with curves, to explore the Milawa region,

arriving in time for our lunch at Sam Miranda's King Valley winery restaurant.

Seated in a most acceptable "al fresco" setting under the multi-coloured leaves of previously shady trees, a convivial lunch was enjoyed with the food and wine meeting everyone's expectations.

Perhaps it was the conviviality over lunch, but quite a few cancelled the rest of the potential afternoon activities and meandered back to Bright in their own time, some stopping to sample various vigneron's offerings on the way. An unmarked Vic Roads "Stealth Camera" van discretely parked on an obscure country road was spotted by several of our hawk-eyed drivers. The fact that everyone safely got back at Bright sans penalty is surely testimony that we are responsible drivers.



38 Club Torque

TO BRIGHT

CANBERRA CHAPTER

Words • Ken Keeling

Pics • Rod Nicholas • Maryanne Nicholas

Friday April 30 - Monday May 3, 2021

Saturday evening's plan for another "pub meal" started with pre-dinner drinks in the motel garden. But that plan was soon replaced by an impromptu spread - wine, cheese, olives etc. Unplanned but thoroughly enjoyed in excellent company, even if in somewhat crisp evening air.

A late start Sunday had been agreed, although some of the younger, fitter and more enthusiastic did extraordinary things, like getting up early, going for brisk walks amongst the brilliant Autumn leaves or strolling along the picturesque Ovens River parkland.

Walks over for some and eventually waking up for others had us ready for a late morning departure to "The Red Stag" wildlife park and restaurant for lunch. Located on a hillside at Eurobin, this venue provides

not only great views up the Ovens Valley to Mt Buffalo but also a wide range of the Cervidae (deer)family, some with magnificent antlers, to look at (or taste) - as well as Ostriches and Emus.

Those with exotic appetites chose from a menu with an extensive selection of game meat options, including Venison sausage, Emu Burger, and Kangaroo chorizo. Sadly, their delectable Venison Pie was not available, being only a winter menu item. Of course the usual choices were also on offer and enjoyed with local wine. Yet another great luncheon visit to The Red Stag by a Canberra MX-5 group.

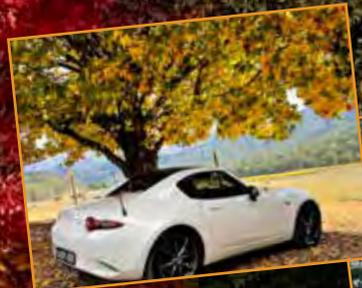
After lunch, some stopped to take photos near vineyards or investigate wineries and breweries while others explored Mt Buffalo - or retired for a "nonno nap" in preparation for evening festivities. Sunday night's

activity was a group gathering at the Star Hotel for our farewell evening, a good meal in good company and only an easy walk from our accommodation - a very pleasant final night away.

Despite forecast showers, Monday dawned as a crisp clear morning. Our departure from Bright was initially back along the Great Alpine Way, before turning onto the appropriately named Happy Valley Road, and then along the western side of the Kiewa Valley to the Murray Valley Highway, to a first rest stop at Tallangatta. Our route was then via the interesting Granya Road, before meandering along the Murray to cross it into NSW at Jingellic. After a short rest at Jingellic, we were able to enjoy driving the good roads to Tumbarumba. Fortunately, we were all reasonably easily able to pass the several trucks we encountered.

Approaching Tumbatown, we turned off the main roads to take the Courabyra and Green Hills Forest Roads to Wondalga and then on to our lunch at the Tumut River Brewery. After an enjoyable lunch, our group broke up to travel independently back to Canberra.

It was only after passing the ACT border at Hall, just a few kms from home, that the forecast threat of rain proved to be true. And down it came, rather heavily, albeit only briefly and in no way did that detract from a truly great weekend of enjoyment, driving interesting roads in a lovely part of Oz, experienced in pleasant Autumn weather, and in the good company of ACT Chapter MX-5 friends.



Great Alpine Gallivant

SOUTH COAST CHAPTER
Words • Jan Short • Bill Short • Bob Downing • Chris Fondum
Pics • Jan Short • Bill Short
Tuesday - Friday, April 20-23, 2021

Day 1 Narooma to Metung

It's been many years since Banjo Patterson penned "The Man from Snowy River" but his epic poem has proven to be a classic and the images of our Australian high country contained therein evoke a dream for a ride that must be done at least once in a lifetime. Having never previously travelled this region, Patterson's iconic words "There was movement at the station, for the word had passed around"....rang clear in our heads so Jan and I didn't hesitate to sign up for the run when it was first advertised.

On Monday April 19, ..."All the 'cracks' (dunno about that but certainly a wild bunch) from stations near and far had gathered at the station overnight...."

Translated, for us that meant a late afternoon arrival at Amooran Oceanside Motel, Narooma, followed by a hearty meal at the Narooma Golf Club and an early night.

We would definitely visit these two venues again.

"For the Bushmen love hard riding where the wild horses are
And the stock-horse snuffs the battle with delight".....

"And Clancy of the Overflow (Michael riding a red NC doing part of day 1 run and then heading back home) came down to lend a hand,

No better horseman ever held the reins;
For never horse could throw him while the saddle girths would stand,
He learnt to ride while droving on the plains."

Game on and nine cars set off to the place where the wild horses are. South we went, along the highway until just before Bega when we wheeled the mob onto the Snowy Mountains Highway for a sedate trip up the winding roads of Browns Mountain thanks to roadworks and on into the high country for a frolic along the Monaro Highway to Bombala. After a brief stop so the riders could water and feed we got back in the

saddle for a spirited drive along some excellent driving roads to the settlement of Cann River in Victoria.

Lunch time.

Raid the local food shops and meet in the park for food and a talk fest. A slow day in town and we provided entertainment for the locals. After all, nine MX-5's is not something that happens there every day.

After lunch, we head west along the Princes Highway towards Lakes Entrance. Passed a couple of apparently unattended large SUV's parked in funny spots on the side of the road. Very clean they were. Hmmm, speed camera cars?

A quick stop for fuel at Lakes Entrance and tops up because it was starting to rain and then follow the lader to Metung. No, I had not heard of Metung either until this run (I Googled it) but worth a return visit.

Settle into the Metung Waters Motel, Apartments and Day Spa and then something to eat at the Metung Hotel (again, both worth re-visiting). An early night and the Day 2 story begins.

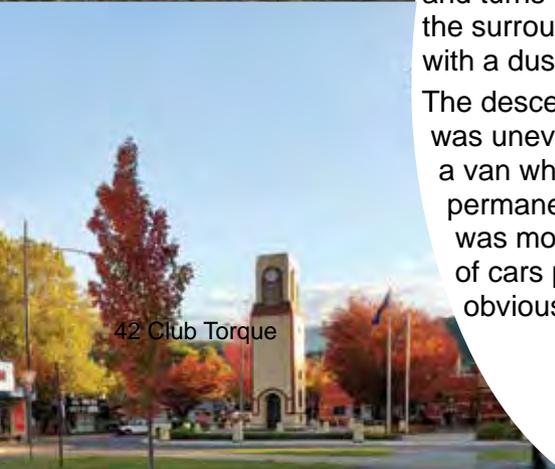
Bushfires – much of the run has been affected by the bushfires last year and in 2003. I have heard and seen the media coverage but did not appreciate the extent of the fires and impact until going on this trip. There is a lot of regeneration but a lot of areas are still quite devastated.

Overall, a trip we would definitely do again.

Day 2 Metung to Bright

After the storms of the previous night, we awoke to a sunny, cold but windy morning. Following breakfast at one of the nearby cafes we all assembled, for the journey up into the high





country. Not surprisingly there was a unanimous vote to travel tops up.

The first section of the run to Omeo followed the course of the Tambo River through sometimes heavily wooded countryside, the temperature climbing from the single digits in Metung up to double figures before reaching Omeo.

After breaking out of the woodlands and into open countryside a suitable stopping place was found which presented many photographic opportunities of the surrounding mountains and small cars. In Omeo we were scheduled for a visit to the museum and a trip out to the historical gold fields. The museum was closed and the roads out to the goldfields deemed unsuitable for our cars.

As lunch was not booked for another hour everyone went off in different directions; all enjoyed their ramblings around this historic and beautiful old town which has suffered with many floods and bushfires during its history. During our stay in the town we heard that the previous night Mount Hotham had received 50mm of snow, we set off with a degree of trepidation hoping that the snow had melted enough not to impede our progress.

There was very little traffic on the road in front of us so we had an enjoyable drive through the twists and turns to the summit with views of the surrounding mountains covered with a dusting of snow.

The descent of the mountain was uneventful until we came on a van whose driver had his right foot permanently on the footbrake and was most reluctant to let our group of cars pass even at the most obvious of pull over points.

Our arrival into Bright was in sunshine which made the colours of the autumn leaves on the trees more spectacular. After checking in at the motel it was time for some retail therapy for the women and for the men to visit the local boutique brewery to sample their wares. Over dinner that night at the Bright Hotel everyone agreed that it had been a great day's drive that would be difficult to surpass.

Day 3 Bright to Jindabyne

We set off from Bright around 9.00 in light misty rain along the Great Alpine Road, through the Ovens Valley to Porepunkar and Ovens with their hop plantations and avenues of rich autumn colours before turning east briefly onto Happy Valley Road.

We then headed north east along a maze of well selected connecting arterial roads through green countryside until we joined the Murray Valley Highway a short distance before Tallangatta.

Driving conditions were again perfect for our little cars – great sweeping curves through the undulating and sometimes steeper country with ever-changing and spectacular views.

We had morning tea at the bakery in Tallangatta, a town located on the banks of Lake Hume, before resuming our trip along the main highway into the foothills of the Snowy Mountains, through the town of Corryong where Jack Riley, the original 'Man from Snowy River', lies buried.

From there we crossed back into NSW on the Alpine Way, stopping briefly in the small town of Khancoban, which was originally constructed to house workers involved in the Snowy Mountains Scheme.

The most challenging part of the day then began: kilometres of steep, narrow, twisting alpine roads favoured by motorcyclists and sportscar drivers alike, although we passed a couple of intrepid caravans as well.

The alpine wilderness that enveloped us was stunning. The road widened

near the turn off to Tom Groggin Homestead, where Jack Riley worked, and Banjo Patterson stayed, and is now a working cattle property with tourist accommodation.

Finally, we reached Thredbo village and began our descent to Jindabyne through beautiful alpine scenery, although the sad skeletons of snow gums affected by dieback were scattered along many of the hillsides higher up.

The road was well maintained, all ready for the ski season to begin.

Lunch awaited at the Wild Brumby with a nip of locally distilled schnapps to set the mood before we moved into the Banjo Patterson Inn with open fire places and views of Lake Jindabyne. The perfect end to an exhilarating day.

Day 4 Jindabyne to Home

In the crisp mountain air the day dawned bright and clear. Our Sydney chapter and Hunter chapter guests, with further to travel, chose the shorter route home through Canberra. The remaining four cars from South Coast headed off for more high-country sightseeing, through the Monaro country to Nimmitabel for a warming coffee and a selection of sweet delights. And then it was on to lunch at Tilba, down Brown Mountain and through the Bega Valley, the countryside was becoming familiar.

We all expected heavy traffic on Brown Mountain but, except for a short holdup at the top with roadworks, it was a clear run to the bottom where we met a slow moving truck, easily overtaken.

Onwards to Tilba and Ellen's Pantry, tried and tested and good as usual. Lunch over we made our separate ways home after a wonderful journey together.

As organisers, Anda and I were delighted that six members from other chapters joined us. They proved to be convivial company and we hope to welcome them on a future chapter outing.

To Bret and Dianne Tierney (Illawarra), Don and Glenda Redding (Hunter) and Nick

and Irene McIntosh (Sydney), thank you for your contribution to the group on our trip.

And down by Kosciusko, where the pine-clad ridges raise

Their torn and rugged battlements on high,

Where the air is clear as crystal, and the white stars fairly blaze

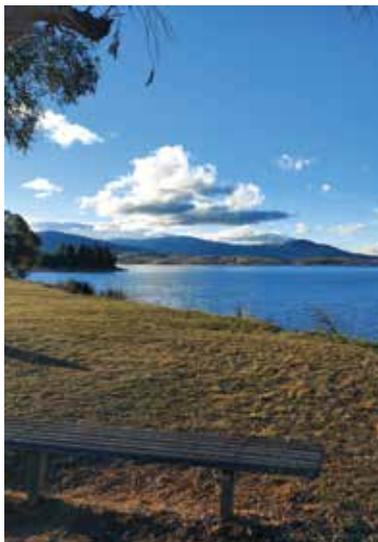
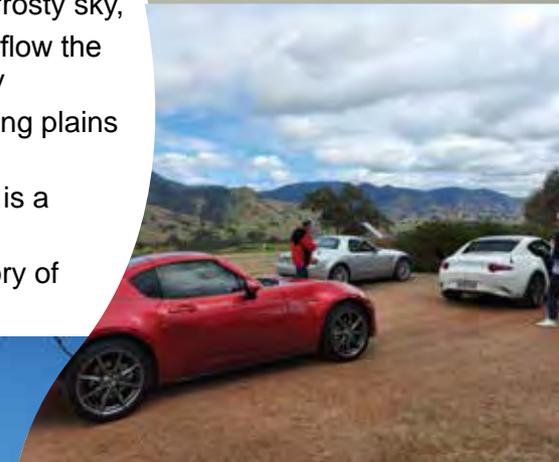
At midnight in the cold and frosty sky,

And where around the Overflow the reed -beds sweep and sway

To the breezes, and the rolling plains are wide,

The man from Snowy River is a household word today,

And the MX-5ers tell the story of their ride.





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