

club

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

TORQUE



President's Picnic | The Hunter Uncorked | Young Drivers

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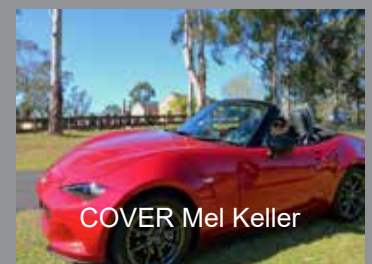
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COVER Mel Keller



***The MX-5 Club of NSW
wishes all Members and
their families a safe and
Merry Christmas and a
Happy New Year***



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OUR VOLUNTEERS

Concours d'Elegance JUDGING PANEL

The increasing popularity of the Concours d'Elegance and Show 'n' Shine events at the President's Picnic ensured our judges had a very busy day. A great deal of consultation and preparation occurred before the event including the development of software for the reporting of results. On the day, the judges had a strict time limit per vehicle to assess seven separate criteria including originality, exterior panels and paint, exterior soft top and glass, interior, boot and spare wheel, engine bay and underside and wheels. Is it any wonder that by morning's end, they felt a bit like this...?



(L to R) James Bourke, Adam Walker, Jean Cook, Guy Coles, Stephanie Katz, Keith Monaghan, Adam Rumjahn, Gary Nobrega



CURRENT MEMBERSHIP

TOTAL
905

NEW
MEMBERS
66

Could all members please check their membership date to see if they are financial. If not please contact membership@mx5.com.au. This is my last report as Membership Database Secretary and I would like to thank all those people that have helped me to fulfil this role especially Ken & Maggie Liston. I hand over the role to Bryan Shedden who I know is busting to get at the numbers to produce a pie chart or two. Many thanks, Keith Monaghan.

NEW MEMBERS *Welcome!*

Mark Atkinson
Bev Morony
Andre Morony
Leslie Weng
Charlie Simon
Stephen Simon
Stephanie Rochford-Cole
Blake Rochford-Cole
Damien Harrop
Daniel Lioner
Kerry Redfern
Mario Biancucci
Andrew Weston
Stephen Wakeling
Cecelia Wakeling
Lisa Gibson
Susan Brinton
Steven Brinton
Michael Mock
Rosemarie Michelin-Beard
Adam Hughes
Stuart James

Hayden Watson
Margaret Kierse
Tim Kierse
Mitchell Noy
Mitchell Peulic
Patricia McMurtrie
Kenneth McMurtrie
Deborah Olde
Justin Olde
Peter Gorman
Pat Porcheddu
Richard Solomon
Robert Charlwood
Alex Pappas
James Cook
Tanya Badovinac
Greg Tunks
Jacqui Smith
Libby Gray
Andrew Gray
Robert Guyder
Nick Pearson

Shehan Karunaratne
Warren Alderson
Angela Digney
Nitasha Thomson
Debra McQuinn
Dianne Kerr
Scott Candy
Natalia Greene
Darren Greene
Gillian Camilleri
Godwin Camilleri
Richard Lemon
David Smith
Fergus Brain
Matthew Brooks
Julie Camilleri
Joe Camilleri
Peter Jentsch
Joseph Maher
Dale Bourke
Jie Ren
Steven Smith

COMMITTEE

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Hunter Convenor Josh Fitzgerald Lindsay Green	hunter@mx5.com.au 0404 009 304 0422 470 118
Illawarra Convenor Jan & Garry Gibson	illawarra@mx5.com.au 0458 715 000
RPM Convenor Brigid Gallop	rpm@mx5.com.au 0428 114 401
Mid North Coast Convenor Graham Rochester	midnorthcoast@mx5.com.au 0414 846 218
Sydney Convenor Guy Coles Kerri Langworthy-Ward	sydney@mx5.com.au 0419 914 443

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Technical Advisor Peter Battisson	technical@mx5.com.au 0417 269 325



Wesley Hill
Secretary



Julie Sando
Treasurer



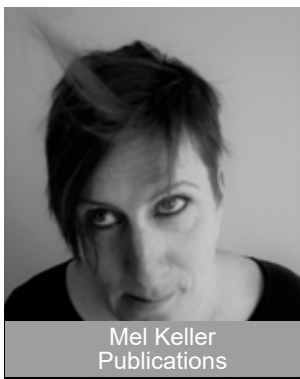
Glenn Thomas
Vice President



Keith Monaghan - President



Bryan Sheden
Membership Database



Mel Keller
Publications



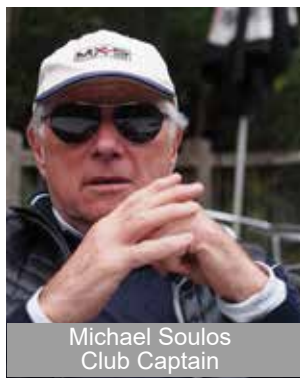
Ian Combes
Competition



Ken & Maggie Liston
Membership



Alan & Claudine Townsley
Regalia



Michael Soulos
Club Captain



Kerri Langworthy-Ward
Sydney Convenor



Jan and Garry Gibson
Illawarra Convenors



Guy Coles (with Steph Katz)
Sydney Convenor



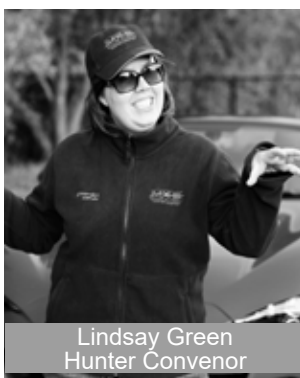
Brigid Gallop
RPM Convenor



Graham Rochester
Mid North Coast Convenor



Norm Barker
Canberra Convenor



Lindsay Green
Hunter Convenor



Josh Fitzgerald
Hunter Convenor



Peter Battison
BreakFast Club

Committee 2017

PRESIDENT'S BRIEF - Bryan Shedden



My four-year term as President has come to an end and at the AGM on 21st October I handed over to Keith Monaghan. I'm confident that he will strongly lead us into the next chapter of our great Club's history. It's time for Keith to offer an alternate perspective on leading the Club, and for me to take a welcome break from the long commute to and from our monthly Committee meetings. I'm not departing entirely, as I've swapped into Keith's previous role as Membership Database Secretary, which I will fulfil remotely. You can look forward to seeing many more of my famous charts and graphs! I thought I'd take this opportunity to reflect on what the Committee has delivered for our members during the last four years:

- Rigorous development of annual business plans and budgets. We've not just made profits and sat on them. We've actively found ways to spend Club funds constructively for the benefit of all members.
- New professional website designed and built with a content management system that enables many people to submit and manage their own content, and delivers a quantum leap in your membership experience.

- The RPM and Mid North Coast Chapters were established soon after the Illawarra Chapter, and the Sydney Chapter was formalised. The transition to the new Chapter-based structure is now complete, although there will always be room for new regional Chapters.
- The Committee was restructured and responsibilities realigned to reflect the changes in Club structure and direction.
- The annual Convenors Conference was established. With the restructuring of the Club around the Chapters, this gathering has been vital for the planning of events, for fostering interactions between Chapters, and ensuring a sense of unity with the Club.
- The President's Picnic has grown into the showcase event for our Club – bigger and better each year. Attendance has tripled during those four years.
- We have taken every opportunity to celebrate important milestones and the big ones were: 25 years of the Mazda MX-5, 25th Anniversary of the Club, 20th Anniversary of Canberra Chapter, and 10th Anniversary of Hunter Chapter. We also supported NatMeet with exceptionally strong attendance at Caloundra and Launceston.
- Our range of Regalia was reinvented, based primarily on the model of "team colours" for each Chapter, united by the common bond of consistent product styles and our club logo with the Chapter name. We even did a limited range for the Club 25th Anniversary.
- The Member of the Year award was changed to cover the entire range of club activities, inclusive of all Chapters and Motorsport events. It is now a prestigious club-wide award.
- Launched an official Facebook page for the Club and expanded the use of

Facebook groups for each Chapter. We now have over 1000 Likes for our Facebook page.

- Established the Membership Tenure Awards to acknowledge and thank those members who reach milestones of 5, 10, 15, 20 and 25 years of continuous Club membership.
- Our motorsport offering expanded dramatically. We used to organise about six track days and a supersprint round at Wakefield Park each year – they were, and continue to be, exceptionally popular. To this we added track days at SMP South Circuit and Marulan, the MX-5 Cup racing series, driver training days at Marulan, motorkhanas on the SMP skidpan, drift days at Sutton Road, hillclimbs at Ringwood Park. These events are the key to the financial success of our Club.
- We have become an increasingly attractive proposition for attracting sponsorship and advertising with income from those sources quadrupling in four years. All those funds go straight back to our members in the form of increased benefits.
- It had been many years since our last Life membership was awarded, and Paul Beerworth, myself and Pam & Ray Estreich were recognised for their outstanding service to the Club. We also had Mike Hicks recognised with a CAMS Service Award.

Through it all, our fundamental goal has been to deliver more benefits to our members and give you reason to continue your membership. We've not been distracted by trying to chase new members because if we got it right for our existing members, new people would inevitably like what they saw and join up. The strategy has proven to be successful judging by the growth in membership from 641 to 905 during the last four years.

I look back upon what we've achieved together during these four years and feel extremely proud. It would not have been possible without the dedicated efforts of all 49 people who have served beside me on the Committee during those years. I sincerely thank Michael Soulos, Keith Monaghan, and Ken & Maggie Liston for sticking around for the entire ride. We've undergone many dramatic changes, and all the key indicators – variety of events, attendance numbers, survey results, membership statistics – demonstrate that club members are delighted with the results.

Incoming President KEITH MONAGHAN

As incoming President I have some big boots to fill. As Bryan has stated I have been on the Committee for his tenure and an interesting and active one at that.

My initial plans are to continue with the current schedule of events and get feedback from our Chapter Convenors on their ideas for the future of their areas and the club.

We have some ideas going forward currently: -

- 2017 President's Picnic in the Hunter.
- 2017 the celebration of the 20th anniversary of the motorsport section of the club.
- 2020 NatMeet in the Hunter.

I would personally like to congratulate Bryan on the work and energy he has put into the club and the results show that. Starting from a good base set up by the previous Presidents and their Committees; Bryan and Committee have led the club in some new directions and increased the success of the existing offerings of the club. Well done Bryan.

LIFE MEMBERS

PAM AND RAY ESTREICH



It was with great pleasure that I announced the award of Life Membership to Pam & Ray Estreich at the AGM on 21 October 2016. They become only the 11th and 12th persons to receive our Club's most prestigious award. They join the select company of Peter & Ruth Simpson (sadly Peter died this year), Jean Cook, Zan & Rod Menzel, Jeff Gehrig, Mike & Cobie Hicks, Paul Beerworth and Bryan Shedden. In considering the nomination of Pam and Ray, the Committee felt that it was time the Club needed written guidelines to aid it in the assessment of Life Membership nominations. The guidelines were finalised in March 2016, and it was

immediately clear that Pam & Ray would be the first graduates. The Committee was unanimous in supporting their nomination for Life Membership. Pam and Ray joined the MX-5 Club of NSW in February 2005 and have always been stand-out members, enthusiastically welcoming any new members with open arms. Their high level of participation was recognised with the awarding of New Member of the Year in 2005. Whenever something is needed, Pam and Ray are the first to step forward and offer a hand. They epitomise what it is to be an active member of the MX-5 Club of NSW, across many areas of club activities. Pam and Ray joined the Committee in July 2006 sharing the role of Regalia ➔

MEMBER NEWS

Officer. For the next seven years, Pam and Ray developed a broad range of club regalia and spent countless hours at Club runs cheerfully selling merchandise from the boot of their MX-5. Jean Cook presented Pam with the President's Award in recognition of their extraordinary service in 2008.

Pam and Ray closely supported Lesa and Greg Bunn with the launch and development of the RPM Chapter. Ray has always been a very keen motorsport participant at club track days, supersprints, and regularities; and Pam has always been there alongside, helping out in the control tower, or managing a regularity team at Phillip Island on many occasions.

In 2013, Pam accepted the role of Vice President and helped to initiate the various processes we now have in place for the management of sponsors, advertisers, charities and meeting venues. A year later, Pam and Ray returned to the Regalia job and played a key role in the reinvention of our current regalia offering for the various chapters and the 25th Anniversary range.

Pam and Ray retired from the Committee in 2015 after serving for nine fruitful years. They are the second longest serving Committee members, after Mike Hicks (14 years).

Pam & Ray have clearly demonstrated exemplary, sustained and highly meritorious contributions to the Club, and their general attitude and overall demeanour reflects a dedication to the values of the Club.

Congratulations Pam and Ray on receiving life membership of the MX-5 Club of NSW. - Bryan Shedden

PRESIDENT'S AWARD

LINDSAY GREEN & JOSH FITZGERALD



The highly deserving winners of the 2016 President's Award for Extraordinary Service to the Mazda MX-5 Club of NSW are Josh Fitzgerald and Lindsay Green. Josh and Lindsay have strongly advocated and enthusiastically demonstrated what we are all about: making friends, being friendly and having fun. Josh and Lindsay put their heart and soul into the MX-5 Club of NSW and it is producing the right results. The proof is in the membership numbers: Hunter has grown by 35% in one year! Thank you and congratulations to you both.

NATMEET 2018



Interest in NatMeet 2018 in South Australia has exceeded expectations and the event is now fully subscribed. The MX-5 Club of South Australia had been operating a wait-list but this is also now closed. Further information can be found at The MX-5 Club SA website - mx5-sa.com.au/natmeet-2018.

NEW SPONSOR



We are pleased to announce that Central Coast Mazda has joined us as a new Major Sponsor of the MX-5 Club of NSW. The sponsorship funds received from Central Coast Mazda will be put towards the production of Club Torque magazine.

The Central Coast Mazda dealership is located in Gosford which is just over an hour north of Sydney and around the same south of Newcastle. They have a large range of new, demonstrator and quality used vehicles.

Central Coast Mazda are committed to providing superior service and quality to all customers whether it be for assistance when buying a vehicle, finance, insurance or maintaining your vehicle with service, parts and accessories.

2016 MOTORSPORT AWARDS

At the AGM, David Lawler, our 2016 Competition Secretary, reported on another hugely successful year in Club motorsport. There were over 700 entries in events such as Marulan driver training days, drifting classes at Sutton Road Training Centre near Canberra, Club trackdays, motorkhanas, Club regularity, hillclimb, regularity relays, the CAMS NSW Supersprints, Nulon Nationals and the MX-5 Cup. In organising and managing these events, David was ably assisted by Club Competition Event Secretary - Barry Luttrell,

training day organisers - Stephen Fisher, Lindsay Green, Josh Fitzgerald and Helen Green, motorkhana organisers - Dan Szwaj and Scotty Gibbs, CAMS NSW Supersprints driver manager - Ed Cory, Hillclimb organiser Josh Allen along with Stewart Temesvary (regularity relay), Steve Green (MX-5 Cup) and Keith Monaghan (Nulon Nationals). All have been supported by an army of volunteer officials and support staff. Congratulations to all on an outstanding year.



FIRST GOLD AWARD

DRIVER	CLASS	FASTEST LAP
Keith Monaghan	1	WPR 1:15.801 SMSP 1:09.760
Luke Kovacic	2	WPR 1:12.836 SMSP 1:06.615
Peter Feutrill	3	WPR 1:15.339 SMSP 1:09.547
Cameron Macarthur	10	WPR 1:05.591
Peter Barnwell	11	WPR 1:08.407 SMSP 1:04.356
Kim Jacobs	11	WPR 1:12.464
	2	WPR 1:16.525
	2	SMSP 1:09.695
Fastest Time of the Day - Cameron Macarthur		
	14/09/15 WPR	1:05.591
	11/04/16 WPR	1:06.064

SECOND GOLD AWARD

DRIVER	CLASS	FASTEST LAP	
Daniel Applin	10	SMSP	0:58.861
Gus Elias	4	WPR	1:14.480
Phil Mayo	5	WPR	1:15.580
Glenn Thomas	8	SMSP	1:06.029
Ralph Thompson	9	SMSP	1:02.911
David Temesvary	Motorkhana Open Class		
Helen Green	Motorkhana Ladies Class		
Lindsay Green	Motorkhana Ladies Class		
Blake Hotz	Motorkhana Junior Class		
Fastest Time of the Day - Daniel Applin			
	29/08/15	SMSP	0:58.861
	13/12/15	SMSP	0:59.185
	14/02/16	SMSP	0:59.332



THIRD GOLD AWARD

Lindsay Burke	1st Place	Class 5
Dennis Chiswick	1st Place	Class 6
Greg Bunn	1st Place	Class 7

FIRST SILVER AWARD

DRIVER	CLASS	FASTEST LAP
Alexandra Breitsameter	1	WPR 1:20.341
	4	WPR 1:20.308
Tristan Rappo	6	WPR 1:10.803 SMSP 1:05.482
Helen Green	8	WPR 1:17.284
	20	WPR 1:19.750
Mel Keller	7	SMSP 1:11.154
	11	SMSP 1:15.330

SECOND SILVER AWARD

DRIVER	CLASS	FASTEST LAP
Jill Feutrill	3	WPR 1:26.238
Bryan Shedden	4	SMSP 1:07.958
Mark Palmer	5	SMSP 1:06.735
Heather-May Koorey	6	WPR 1:22.113
Peter Feutrill	7	WPR 1:12.282
Lesa Bunn	7	WPR 1:14.098
Josh Fitzgerald	8	WPR 1:13.093
David Johnson	9	WPR 1:09.961
Gaynor Lawler	9	WPR 1:14.657
Tammie Hotz	6	SMSP 1:09.091
Daniel Gardner	7	SMSP 1:03.625
John Karayannis	Motorkhana Open Class	
Katharine Keller	Motorkhana Junior Class	
Llewellyn Mitchell	Motorkhana Junior Class	



THIRD SILVER AWARD

Mark Kavanagh	Motorkhana Open Class
Heather-May Koorey	Motorkhana Ladies Class
Kareene Kavanagh	Motorkhana & Class 6 Encouragement Award
Jeanette Temesvary	Motorkhana Encouragement Award
Jonathon Fox	Class 4 Encouragement Award
Warren Hotz	Class 10 Encouragement Award
Greg Unger	Class 1 Encouragement Award
Phillip Reid	Class 1 Encouragement Award
Martyn Voormeulen	Class 9 Encouragement Award
Russ Maxwell	Class 10 Encouragement Award
Stephanie Katz	Class 7 Encouragement Award

There is plenty of motorsport to look forward to in the coming year with 3 driver training days at Marulan Driver Training Centre, up to 8 track days, 3 motorkhanas, 3 (or more) hillclimbs and 6 MX-5 Cup race meetings. The draft 2017 competition calendar will be confirmed shortly so check the Motorsport page on our club website for event dates and entry details.



Meguiars Tech Night

ALL CLUB 30 AUGUST
STORY MICHAELS SOULOS
PHOTOS ROB WILKINS

With just three short weeks until the President's Picnic, 40 club members made the most of the chance to get some car detailing tips from Meguiar's Denis Driscoll and Alex Morrison.

Denis and Alex know their products and how best to apply them and had a wealth of advice for our Concours and Show 'n' Shine entrants.



▲ Polished metal surfaces within the engine bay will oxidise and stain over time. Restore them by using Meguiar's All Metal Polish and hand polish with a micro-fibre cloth.

▲ Remove surface grime from the interior using Meguiar's Quik Interior Detailer Wipes then wipe over dash and console surfaces with Meguiar's Natural Shine Protectant Wipes. Vacuum carpets and upholstery thoroughly with a soft bristle attachment on a high suction vacuum cleaner. Then use a soft bristle paint brush around the instruments and vents.

▲ Acrylic headlights are sensitive to UV light and can become cloudy and discoloured. Rejuvenate the lenses with Meguiar's Headlight Restoration Kit. After a light sand and polish, apply the Headlight Protectant which seals and protects the acrylic from further UV damage.

▲ Paint work: to improve the results of your wax and polish, first remove any bonded contaminants with the Smooth Surface Quik Clay Bar Kit. Fine scratches, watermarks and other blemishes can then be removed with the Ultimate Compound and an electric buff. Wipe off residue with a micro-fibre cloth before applying Ultimate Liquid Wax to seal and protect the paintwork.

Due to the interaction between the presenters and audience, the event ran well overtime before most people took advantage of the big discounts to buy Meguiar's product to practice what Denis and Alex preached. Hopefully the program will be run on similar lines in 2017



President's Picnic

ALL CLUB 24 SEPTEMBER STORY MICHAEL SOULOS
PHOTOS MEL KELLER ROB WILKINS GRANT WEBBER



Stunning Spring weather, the beautiful grounds of the historic Ebenezer Church, family and friends. For over 120 MX-5s and their carers, the President's Picnic had all the ingredients for a perfect day.



At the Picnic, proceeds from our 2016 fundraising efforts were presented to CareFlight. Along with a cheque for \$3485, the hat was passed around and a further \$500 was raised from donations and merchandise sales. John Ebbott, CareFlight's Community Engagement Coordinator, later said, "Please pass on to your members the grateful thanks of CareFlight for the ongoing support from the club. This donation brings the support over the last 5 years to \$11,757, a truly outstanding effort."





“This year’s entries in Concours d’Elegance were exceptional and the trophies were again highly contested by those preparing their cars for judging”.

Thanks to the participation of the members and volunteers; another successful President's Picnic was held at Ebenezer Church on Saturday 24th September 2016. About 120 MX-5s lined up on the grass and they all looked stunning on a warm spring day with clear blue skies overhead. We had over 200 people for lunch, with 54 members volunteering for judging, registration, parking and catering duties on the day. Everyone was thanked for their participation on the day and the contribution of volunteers was also acknowledged. However, a special mention needs to be made in relation to Guy Coles and Stephanie Katz who organised the Concours d'Elegance from start to finish using spreadsheets designed by them to expedite what is without a doubt the most complex duty on the day. The grounds of the historic Ebenezer Church provided a perfect venue for relaxing in the sun with a coffee from Rob Forsyth's coffee cart or browsing the merchandise on offer at the CareFlight stand. Along with the presentation of a cheque to CareFlight (see opposite page), our members were further raised more than \$200 for the Ebenezer Church maintenance fund. A great effort! Apart from enjoying good company and a tasty lunch provided free-of-charge to MX-5 Club members, the major focus of the event was the judging of cars in various classes.

The winning cars in Concours d'Elegance were:

- NA Class – Adam Rumjahn
- NB Class – Cameron Macarthur
- NC Class – James Burke
- ND Class – Lindsay Green

In Show 'n' Shine there were 29 entries spread across four classes and the winners were:

- NA Class – Kevin Chappell
- NB Class – Russell Maxwell
- NC Class – Jim Zahra
- ND Class – Gary Nobrega

The Best Modified MX-5s in three classes were awarded to:

- NA Class – Curran Brennan
- NB Class – Helen Green
- NC Class – Guy Coles

This year's Ladies Award went to Helen Green who personally modified her NB.

In the People's Choice Award the winner went to a late entry of a garage-find; beautifully presented by Kevin Chappell from Armidale for his stunning 1990 Neo Green Limited Edition NA6.

The premier trophy is the Best in Show that the judging panel awarded to Adam Rumjahn's immaculately detailed white NA6.



JINBA ITTAI GO KART CHALLENGE

ALL CLUB 30 AUGUST
PHOTOS GRANT WEBBER





The **Jinba Ittai Go Karting Challenge** was run and won on Sunday 30 August at Picton Karting Track. There was intense competition at the inter-chapter friendly with Tammie Hotz (RPM) first place amongst the ladies. Alexandra Breitsameter (Illawarra) was second followed by Jan Gibson (Illawarra). Josh Fitzgerald (Hunter) claimed first in the Gentlemen's race with Graham Fletcher (RPM)

and Craig Rogers (Illawarra) rounding out the podium. After many years in Sydney, the Perpetual Trophy has found a new home in the Illawarra. Second place overall was claimed by the Hunter team, followed by RPM in third. Following the race, the teams retired to the Picton Hotel in order to celebrate their win or plot their comeback.

share



10

THE HUNTER CHAPTER UNCORKED



celebrate



18 Club Torque



The planning started many months in advance and big decisions had to be made. After some arduous and secret scouting lunches, we decided on relaxed, social atmosphere at Nanna Kerr's Kitchen.

The location was sorted, now on to the festivities. Having never organised a major event like this before, this was where the nerves hit! What are people expecting? How do we celebrate a 10 year milestone of a sports car club? Well that last part is easy, it has to include a drive!

The number of members registering for the day came in thick and fast, with members from Hunter, Illawarra, Sydney, MNC & Canberra registering to attend, with many attending the run with Hunter to the venue. Given the large number of cars for this run, it provided the perfect way to involve the previous Hunter Convenors with them each leading a group to the venue.

We had some volunteers offer to help with parking and registration, so not wanting for them to miss out on any of the fun, we decided we would lead them on the same run, starting earlier to allow time to set up.

Well no sooner did we arrive at our meet point did everyone else start turning up for the main run! Soon the car park was heaving with almost 50 MX-5's on a gorgeous sunny day, what a sight! With another 9 MX-5's from Sydney making the run up the Putty, plus a handful of other members, including Hunter Life Members Rod and Zan Menzel meeting us at the venue, the car park at Nanna Kerr's was going to be put to the test. So off we set with our helpers. 30 minutes later the first group set off led by Tom Wilde, followed in 10 minute intervals between the following groups lead by Phil Mayo, Peter Hilkmann and Mark Gray, taking the Hunter members and our guests on an hour of driving through some of the scenic and fun roads the Hunter Valley has to offer. Soon enough the first group arrived and our parking marshals sprung into action.

The car park was quite tight and we tested members' reverse parking abilities to try to set up the ideal photo of MX-5's in front of the backdrop of the vines and the Broke ranges. Must say all passed the parking test with a big tick!

Our registration ladies were set up on a desk to mark off members as they arrived and hand out commemorative badges to the Hunter members, a beautifully designed silver badge with the silhouette of an MX-5 in red surrounded by a navy blue ring to tie in the Hunter Chapter colours.

The Nanna Kerr's staff had set up an outdoor bar on the grass for the 104 attending members to collect their complimentary

drink and to socialise before lunch. Allowing time for catching up and reminiscing about years gone by with familiar faces, including our invited guest, Hunter's first Convenor Sean Thompson who was instantly spotted by Hunter members who were there at the very beginning.

Nanna Kerr's canapé's started doing the rounds and the wine began to flow. Scattered on the tables were flip books of photos from Hunter events over the years (thanks Peter Hilkmann!) and an article about the inaugural Hunter meeting from Club Torque back in 2006, allowing guests to relive the past years of the chapter.

The start time for lunch was planned slightly later to allow our club president Bryan Shedden (who was racing in the NSW Super Sprints at SMSP that morning) time to do a session or two before hightailing it up the M1 for the event. Thanks for stretching yourself between commitments. The mad dash was worth it though, as the MX-5 Club of NSW took out the NSW Super Sprints Championship for the third time in a row! Lunch was soon served with perfectly cooked Lemon Chicken, Lamb Puttanesca, & Vegan Moussaka.

With speeches beginning towards the end of lunch starting with the first convenor of the Hunter Chapter, Sean Thompson, talking about how the chapter began and what it was like in the early days. Big thanks to Sean for taking on the challenge of setting up the Hunter Chapter! After our speech covering more recent times, members and their cars and successes for the chapter, then came Bryan's speech covering his personal connection with the Hunter and how the chapter has evolved (unfortunately no projector to display a pie chart). Then we invited major club sponsor Peter Battisson of ACDC to say a few words and he presented a gift to the past and present convenors. Arranged by the club and sponsored by ACDC was a scarf in Hunter colours with the club logo and each convenors name and period served.

With official duties now done, on came dessert with sticky date pudding and a luscious pavlova. Nanna Kerr's Kitchen certainly looked after their guests! As the day was drawing to an end, members started to make their way home, although in typical fashion, Hunter members were the last to leave!

We'd like to thank the past convenors of the Hunter Chapter, Sean Thompson, Tom Wilde, Phil Mayo, Peter Hilkmann and Mark Gray and all the members of the MX-5 Club of NSW who have participated and been involved in making the Hunter Chapter the success it is! Bring on the next 10 years!

The Hunter Chapter was formed on 14 October, 2006 and held it's first official meeting at the Juicy Bean Cafe in Newcastle. According to official Club records, the Hunter Chapter is home to many photographers, nurses, engineers and builders yet, inexplicably, only

1

Lion Tamer

24

hours - how long Albie, our youngest member, waited between being born to joining the MX-5 Club of NSW. Whilst we cannot account for the delay, Albie has now attained the ripe old age of 10 months and is an enthusiastic and welcome participant in many Chapter events. Albie has some work ahead of him. He is some 30,000 days of membership behind our oldest member who is 83.

360hp 22psi

from a turbocharged, white NA belonging to Patrick. Other stand out Hunter cars include Annette's mint condition Sunburst Yellow NA and Peter's Black SP. It was noted, with great modesty, that the first ND to win a MX-5 Club of NSW Concours title also belongs to the Hunter although Josh and Lindsay prefer to remain anonymous.

72%

of Hunter members participate regularly in such Chapter events as monthly dinner meetings, Dodgy Days, overnight and three day runs, short runs, day runs, twilight runs, social runs, lawn bowls and go-karting. The Chapter has hosted over 32 events in the last year. Phew!

10

The number of NDs (11%) in the Chapter. There are also 22 NAs (25%), 29 NBs (33%) and 27 NCs (31%).

2016

In August this year, the first motorsport event to be held in the Hunter area was the hugely successful MX-5 Club Hillclimb at Ringwood Motorsports Complex. The event was conceived and organised by Josh Allen and will hopefully be the first of many. An increasing number of Hunter members regularly participate in Club motorsport events as drivers, officials and volunteers.

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The number of financial members in the Hunter Chapter as we go to press. 62% of members are male and 38% female. Hunter has increased it's membership by 34% in the last 12 months with no signs of slowing down.

There are 5 Gregs, 4 Peters, 4 Johns, 4 Diannes and

6

Roberts



Rate the Plate

STORY MEL KELLER

PHOTOS ROB WILKINS GRANT WEBBER ALEXANDRA BREITSAMETER PAIGE WILSON MEL KELLER

When our young drivers appear in the media, it is too often the result of tragedy. The headlines are full of hooning, drink driving, texting P-platers who are a danger to themselves and others. With no good news stories to provide some balance, it is a far too easy to form a negative impression of all young drivers.

Club Torque caught up with two of our young MX-5 drivers; Liam Price from the Hunter Chapter and Alexandra Breitsameter of the Illawarra to discuss

the issues and challenges they face. In doing so, we found the good news story. They are capable, thoughtful and dedicated to developing their skills. Like the majority of young drivers, they are just trying to get from A to B. They are successfully undertaking a complex task in an ever changing environment. They are exactly like you and me. Only younger.

When it comes to accident statistics, any number greater than zero is too high. The tragic statistics involving young drivers represent not only fatalities and injuries but also the lost potential of a young life.

Just 16% of all license holders are aged between 17-25 yet they represent over a quarter of all crash casualties. Drivers under the age of 25 are three times more likely to be involved in an accident and, most worryingly, over the last 5 years the number of accidents involving a young fatality has increased from 40% to 53%. There are a large number of causes contributing to the statistics, including speeding, drug and alcohol use, location (young drivers in rural areas are at greater the risk), overconfidence, not wearing seat belts, poor hazard perception, teenage risk taking behaviour and the distractions of having passengers.

By just looking at the numbers, it is easy to stereotype all young drivers as being, by turns; arrogant, incapable, irresponsible and addicted to risk. But not every plated driver contributes to the statistics and so; not every young driver fits the stereotype. They are from different socio-economic backgrounds, different cultures and have different life experiences. It seems unfair to tar all young drivers with the same brush when, in fact, the only thing young drivers have in common is that they are all young.

For our government and community, keeping young drivers safe is a genuine need that merits constant attention and commitment. But to young drivers, that attention can often feel harsh.

In Australia, it seems we forgo the carrots and bring out the sticks to manage young driver behaviour.

There are bans on mobile phone use, strictly enforced speed limits and harsh penalties for infringements. It is all done in the best interest of young drivers but can leave that part of our community feeling spotlighted, intimidated and marginalised.

L and P plates are displayed for safety to show that a driver is operating with a speed restriction and may be under instruction. The plates are a signal

to give that driver some additional space, especially on our highways. As Alexandra explains; "the then 80kph speed limit for L platers (now 90kph) I found to be nigh-on dangerously impractical in busy highway merging scenarios. People just zap into your safety gap with no by your leave!" It seems that highway driving is a major issue for young drivers. "My parents taught me the correct driving code, especially highway etiquette", says Liam. "Being from Europe, they would constantly note how dangerous it is for people to hog the overtaking lane."

As anyone who has supervised a Learner driver, being the target of frustrated drivers trying to get around a right lane hog is unpleasant, stressful and potentially dangerous.

Not everybody is prepared to commit to the hard work and responsibility involved in obtaining a licence. In Australia and around the world, the numbers of young people pursuing a driver's license are in a steady decline. This is partly due to the modern, urban lifestyle. A car isn't considered essential by millennials who are studying, travelling and living at home for longer. Social media and mobile devices have replaced going into town to do blockies when you want to catch up with friends and the financial burden of motoring has increased. The costs of fuel, parking and insurance are on the rise and as cars become more mechanically complex, so too the cost of basic maintenance.

Perhaps the greatest hurdle however, is the licensing process itself. It takes over 36 months to attain a full license and the recent addition of the Hazard Perception Test to the mandatory requirements in NSW, has added to the overall cost.

Surveys of young people have also shown that the 120 hours of supervised practice can be a deterrent, with one respondent commenting; "that's a lot of time to spend with your olds".

Overcoming these barriers takes dedication, discipline and effort. Those "L" and "P" plates represent countless hours of saving up, test taking and practice and are always sought for the right reasons.

These days, a driver's licence is no





longer seen as a God-given right of passage. It is a tool for transporting friends and family and a safety net in emergencies. And a licence can be essential for getting to work. "Living on the Central Coast, public transport has not always been readily available and, with a two hour daily commute to work, the freedom of driving is priceless", says Liam. For Alex, independence and practicality are key. "I never much liked having to ask my parents for a lend of their cars. I also enjoy driving so much, I can't imagine not having a car."

A recent NZ study found that young drivers are at greater higher risk of accidents because they are still developing their higher order driving skills. Experienced drivers take for granted their ability to scan the environment and use peripheral vision, to detect and assess hazards, anticipate other drivers' moves and to identify and reduce risk. But young drivers must learn these complex skills and then practice them in a range of real life driving situations and conditions. So does our testing and licensing process cover all the basics necessary for young driver safety?

Getting to grips with the road rules was pretty easy according to Alexandra. "The computer based knowledge tests for the "L" and green "P" plates were ludicrously easy and the hardest part of the practical test involved a reverse park into a spot that you could have driven a school bus into. This didn't prepare me for real-world trips into Sydney where I have to reverse park into a spot just bigger than my shoe - whilst braving the hurried scorn of a growing line of cars. And we received a driving log for our "P" plates where we only needed a token 20 hours of night driving, which seemed strangely uneven to me."

Alexandra was lucky enough to learn car control by paddock bashing in her Dad's Econovan and Nissan 4 x 4 but for most young drivers in the city, finding a safe space to overcome the bunny hop is next to impossible. Liam learned

to drive with NRMA Safe Driver lessons and found them invaluable for passing the practical test. But he also believes the lessons could have included more practical, defensive driving skills such as wet weather safety and skid avoidance and how to manage oversteer and understeer.

There are a range of options to help young drivers develop their higher order skills. The Victorian Government funds the Drive Smart website which features a host of interactive challenges to improve concentration, scanning and peripheral vision. In NSW, the Hazard Perception Test training site uses real life traffic footage for users to practice braking distances, gap selection and lane changing. And insurance company AAMI have a Safe Driver App that helps young drivers monitor their acceleration control and braking techniques.

A valuable feature of these programs are the elements of positive reinforcement and reward. With Hall of Fame rankings, insurance discounts and quarterly prizes, these sites put the stick down and dole out the carrots to mentor our young drivers - with great success. There are also two very important ways the MX-5 Club of NSW is supporting our young drivers; Motorkhana and Marulan Driver Training days. Club Motorkhanas are held at Sydney Motorsport Park and feature a series of timed tests on a watered skidpan. Motorkhanas are a safe and fun way to develop braking and cornering techniques in "wet weather" conditions and provide the perfect environment for a young driver to spend time getting to know the sound and feel of their car. Driving on a skid pan can teach a lot about the effects of Traction and Dynamic Stability Control and how the ABS behaves and sounds during an emergency stop. It also provides valuable time away from the traffic to practice correct steering and gearing. Club Driver Training Days have been operating at the purpose built Marulan Driver Training Centre for over two years. They provide a friendly, non-competitive atmosphere for all members



who want to develop and practice controlled acceleration, cornering and braking techniques. They are also a great chance to get advice on setting up driver position, cabin controls, instruments, mirrors and tyre pressures. "I have found my participation in the Marulan Driver Training Day and Motorkhana skidpan days to be of much more use than formal driving lessons," says Liam. "It allowed me to experience the scenario of oversteer and understeer in a safe and controlled environment. I can apply these skills in a real world scenario, whether it be an evasive manoeuvre or a patch of oil at a roundabout. I will continue to take part in driver training experiences like these because the development of driving ability never stops. These training days are a great experience no matter what an individual's driving ability'. Liam's insurance company agrees. By participating in Club Marulan Driver Training days, Liam has earned "safe and responsible" driver status which translates to a \$240 discount on his annual premium.

Alexandra has progressed from Driver Training Days to Club Practice Days at Wakefield Park Raceway. "I'd never considered track day events when I join the Club but I was consistently encouraged to have a go by everyone I talked to, in particular, Gaynor and David Lawler who made it possible for a beginners group to learn together. Being involved in several trackdays has given me the opportunity to find the limits of my car and my own driving ability and to begin to nudge those forward. That's been invaluable, because the only time that would otherwise happen would

be on the public roads and that would be when something has gone terribly wrong."

So how does the MX-5 rate as a suitable first car for a young driver?

Alexandra is the proud owner of a 2003 NB8B Classic Edition in Serrion Silver (1 of only 100 imported to Australia). It is "mechanically completely standard but equipped with roll bar, race seat and harness. "There is the ever-present temptation to swap out the suspension for a lower set as I did with my mother's 2002 NB8B," she says. "But this is usually stymied by the prospect of see-sawing over the speed humps at the local shops (as she now does!)" Liam's 2001 NB8B has been lightly modified with Bilstein shocks, carbon fibre cold air intake and stainless steel exhaust. Both believe the MX-5 is an ideal first car for a young driver. With its rear wheel drive configuration and lightweight chassis, the MX-5 has the right weight balance for highly predictable and controllable steering. The car offers instant and unmistakable feedback to the driver during acceleration and braking and in addition to ABS, TC and DSC, later models have forward collision warning, automatic emergency braking and lane assist. MX-5s are mechanically solid and can take a lot of abuse from a learner without needing expensive repairs and they are also economical to maintain and run. And a two seater car provides less opportunity for passengers whose behaviour could distract a young driver.

"The MX-5 is a terrific and forgiving teacher for people looking to drive well," states Alexandra, "but push the envelope a tad far in an MX-5 and

it'll spank, but gently." Liam agrees. "I believe the MX-5 is the ideal first car for responsible car enthusiast but it is still a sports car and putting it in the hands of an inexperienced driver with the ego of a rock star could be risky."

So, the MX-5 is the right car – for the right person. A person who is ready for the responsibility of holding a license and is committed to ongoing development and training. A person who knows that if they respect their MX-5, it will always look after them.

Alexandra believes the MX-5 Club is doing a superb job of supporting and assisting young drivers and is looking forward to learning some basic mechanics from more experienced club members. "I want to change my own brake pads, swap out rotors and generally tinker with the car responsibly and I know how much knowledge there is in the Club."

Liam also sees the benefits of membership for a young driver. "I can safely say that I am happy and proud to be part of a club that caters to all club members whether it be track day enthusiasts, casual cruisers or spirited drivers. I've made lifelong friends with some outstanding people."

As a driving community, there is much we can do to embrace and encourage our young drivers. We can give those "L" and "P" plates a bit more time and space and model the driving behaviour we would like to see. We can holster the mobile phone and that middle finger and try to drive a mile in their shoes. And when we see a young driver out on the road, we can do well to remember that no matter where they're going, we've all been there.

Winter Run to Dorrigo

MID NORTH COAST 10 SEPTEMBER
STORY AND PHOTOS **GREG COX**

It was a balmy 23 degrees as our 6 MX-5s and a Jag departed the Rivermark Café in Port Macquarie for our winter run to Dorrigo via Nana Glen.

With two new sections of the A1 Pacific Highway freeway recently opening, the usual road works were reduced, along with our travel time to our first stop at Macksville.

After a brief rest stop where Mike Walken-Brown joined the group, we travelled north again through Nambucca Heads to Coffs Harbour where we joined the Orara Way through Coramba to Nana Glen, for morning tea at Kafe Kookaburra. Located in a bush setting just off the main road, this Café has an authentic Melbourne Tram set up with tables to sit and enjoy a meal while taking in the bush views.

It was soon time to move on, and continue along the Orara way through to Glenreagh, with a short cut diversion by the run leader that led us to a gravel road that was not indicated on the map.

So we back tracked a few kilometres to the Orara way and continued through to Grafton road and south through Coutts Crossing and Nymboida. We then entered the fabulous corkscrew section where our MX-5s really utilized what they were designed for, cornering.

We turned off at Tyringham for the final 24 kilometres to Dorrigo where we arrived at the Heritage Hotel just in time before lunch service ended. Luckily the kitchen stayed open for us to enjoy a hearty meal and good conversation.

Our last stop on the run after finishing lunch and leaving Dorrigo, was the Dorrigo Rainforest Centre, for a view over the Dorrigo National Park to the coast, and rainforest walks for those who wished to participate.

We then parted company for the drive down the Waterfall Way through Bellingen to the A1, and our respective drives home. Thanks to Graham and Margaret Osborne from the Canberra Chapter for joining us while on holiday in Port Macquarie, and regulars from the Hunter, Barry and Jenny Luttrell.



Corkscrew Weekend

BREAKFAST CLUB 27 - 28 AUGUST

STORY **BEN HAYES** **GREG CASAMENTO** PHOTOS **WAYNE LANG**





A BreakFast Club multi-day event is focused on enjoying at least one epic MX-5 road section each day in the good company of like-minded members. Day 1 had two; the testing 12 kilometre "Nurbushring" and the challenging descent and return run of the 50 kilometre Corkscrew. Day 2 had the awesome climb up the Oxley Highway and the drop into the Curricabank River Gorge on Thunderbolts Way. We had 17 cars join us on Day 1 with Ben Hayes on his first club run with Greg Casamento on his first BreakFast Club run filing this report.

Saturday morning at the Mount View Motel, Bulahdelah dawned damp. Engines were warmed, glass chamoised and drivers briefed with Robert Forsyth just making the 7am start. Before participants had a chance to warm up, we were traversing the Wootton Way also known as the Nurbushring. The conditions were demanding but great fun. I was relieved to have an electronic safety net.

After the "Nurbushring", we slogged up the Pacific Highway through intermittent rain with roof down and wipers on to the Riverbank Café Gladstone to meet members from our Mid North Coast Chapter for a very pleasant brunch. Under clearing skies, we headed for the highway from Gladstone to Bellingen then on for refreshments at the Dorrigo Rainforest Centre from where Ben led the group along Tyringham Road that snakes its way to the top of The Corkscrew run with an enthusiastic Peter Battisson behind him.

After the drive of a lifetime on The Corkscrew from Tyringham to Nymboida, the enthusiastic drivers were grateful for a short break so the adrenaline levels could drop. Michael did a fantastic job arranging the cars in order so we all got an unimpeded run. A few of us also ride motorbikes and all agreed we could not keep the pace of the MX-5s on The Corkscrew. It was then time to turn around and do The Corkscrew in reverse, although not quite as enthusiastically!

The run back via Dorrigo down Waterfall Way, was spoiled by slow traffic but the spectacular view made up for it. After a very welcome coffee at the Bellingen Butter Factory the trip to our overnight stay at Port Macquarie was hampered by roadworks and completed in darkness.

We awoke to a sunny Sunday morning and after a quick breakfast in the Port then it was time for the Oxley Highway. As we weaved through farmland with sweeping bends whose twists and turns tightened as we headed up the 200 corners on the climb up the escarpment through a National Park to Walcha. A pleasant run down Thunderbolts Way followed after morning tea through Gloucester on the Buckets Way onto the M1 in the direction of home.

Thanks to the BreakFast Club for reminding us just what a superb driving experience can be had in an MX-5 and the opportunity to meet members of Mid North Coast Chapter.



Majestic Mountain Meander

CANBERRA 10 - 12 SEPTEMBER STORY **BRICET KLOREN BOB JUDD**
PHOTOS **BOB JUDD BRICET KLOREN KERRY EVANS NORM BARKER**



The wild and woolly weather up and down the East Coast threatened to put a damper on the marvellous three day meander planned in the majestic Blue Mountains. Bob was out of bed very early on the Saturday morning of our departure, checking rain fall and river heights, concerned that the Abercrombie River would be impassable beyond Taralga at Bummaroo. While the river was slowly rising, the bridge looked OK, at 3:00, and at 4:00, at 5:00, again at 6:00, still at 7:00 and finally at 8:00 AM.

At the drivers' briefing, Bob told everyone he would make a final call on pursuing the original route or an alternate one, through the outskirts of the giant Sydney metropolis, at our first stop at Goulburn. When the rain interrupted the drivers' briefing, our keen contingent hastily retreated to their cars and zoomed off down the highway. It wasn't until we were about to turn off onto Macs Reef Road that we realised that, in our haste, we'd left Roger and Jill behind! Fortunately, they caught up with us at Bungendore where we also picked up Jane and Wal.

While a very wet drive to Goulburn kept Bob quite anxious, we decided to chance the Abercrombie and continue on our intended route. Dan joined us at Goulburn, and 11 cars made the drive to Taralga for a lovely tea and scones morning tea at the Tangled Vine Café.

The road to Oberon proved to be a lovely, scenic one and, as hoped, the bridge across the Abercrombie was high and dry. Phew! We drove straight through Oberon to the gorgeous Mayfield Gardens. It had been tops up all day, and this certainly continued to and from Mayfield Gardens, with snow and ice conditions alerted on the roads. Mayfield Gardens is a spectacular venue, and well worth a longer linger, in drier, warmer weather. But nothing dampened our lovely lunch joined by our final meanderers, Ben and Linda from RPM. While driving the MX-5 is always a joy, we would have

preferred kinder weather on the last leg of the drive into Blackheath, particularly when we were diverted by roadworks. Nevertheless, Norm assured us that, despite all indications to the contrary, the weather was under control and I should not fret, because the next two days would be spectacular. With that reassurance ringing in our ears, we booked into the High Mountains Motel and happily made our way across the road for a wonderful group dinner at the St Mounts Trattoria. It is always so lovely to share a meal and conversation with new and old friends.

As Norm promised, Sunday dawned spectacularly clear and beautiful. Meanderers used the opportunity to investigate the sights and delights of the Blue Mountains – meeting up with friends and family, breakfasting at the Victory in Blackheath, poking about at Leura, sipping champagne at the Carrington, exploring the Megalong Valley, admiring the Three Sisters and the Norman Lindsay Gallery. Everyone enjoyed the glorious weather and the opportunity to spend a leisurely Sunday exploring.

On Monday morning, it was a sad farewell to our lovely hosts and the Blue Mountains. After photos, we joined the weekday rush down the mountain to Bathurst. I think we recorded the slowest time ever around Mt Panorama, dodging hoardings being erected and signs painted in preparation for the Bathurst 1000. It was so much fun, we 'raced' around again after morning tea at the bottom of Conrod Straight.

We then enjoyed a leisurely and lovely drive via Trunkey and Tuena to Crookwell, again crossing a well behaved Abercrombie River. We stopped for Lindner socks, sustenance at the Chat-A-Way Café, and a little shopping, before heading home via Grabben Gullen and Gunning.

It was a lovely relaxed weekend and one we will happily repeat.

Run to the Roses

CANBERRA 09 OCTOBER STORY **MALCOLM BERNHARDT**
PHOTOS **ROZ BARKER**



Bowling Pub puts on a decent Sunday lunch so I booked 2 dozen of us in for our October Run. Well, the silly buggers told their Chef we were coming, whereupon he shot through. So, the search began

for a new venue. Well, The Roses Café at Goulburn has a great blackboard menu, and with morning/afternoon coffees at the Wood Works Bungendore, Colonial Inn Gundaroo respectively that should be a great alternative drive. A few other members obviously agreed, as Norm reckoned we ended up with 39 people in 20 vehicles. That's a long line of Mexes.

Coffee at Wood Works was good but the place was chokkers. Our longest serving member was already there, trying to hide from us. So after a quick Hello, it was back to our machines for a blast past Tarago, then we slowed for a salute at Wakefield before pulling in at Goulburn's Old Police Station carpark. A good spot this, it's close to The Roses and as Peter showed, you can park in the 'Patrons Only' spots and not get booked.

The Gurrundah Road winds its way north-west from Goulburn and is great MX-5 country with a lime green landscape now awash with new spring growth. The only trouble at present is the number of new pot holes from all the rain. Some folk liked the challenge of dodging same but me, maybe not - the lead car comes with that disadvantage.

A quick stop for a railway crossing photo shoot, then we turned west onto the great Cullerin Range Road, through sleepy Gunning township then a turn south for Gundaroo. We dodged more pot holes, happily without mishap, before pulling up at Max Crowes Wine Bar. Your writer hopes the coffee here was good because, for him, a slowly consumed Resches was an appropriate conclusion to the day.

Marques in the Park

CANBERRA 30 OCTOBER STORY AND PHOTOS **NORM BARKER**

Marques in Park events have been running for some time and are organised by the Council of ACT Motor Clubs. Most of the makes and club types are represented. It had been wet leading up to the day, which put some doubt on the event going ahead, but the day started out sunny and warm.

The MX-5s had a good position at one end and so we were able to have the 12 cars in a row looking down the Park. People came and asked about the different models and we may see some new members including one lady who had just purchased her MX-5.

One of our cars attracted quite a lot of attention. Dave Bolton's yellow NA is a particularly well presented and tricked up example that always stands out. We took it in turns to visit the other groups and many interesting conversations were had with proud owners, and many of us met friends with other makes of cars; contributing to a very good community atmosphere.

The group sat together for lunch however, soon the clouds returned and it began to spit with rain. By all accounts a good day was had by all and the MX-5 was well represented.



Whales and All That

CANBERRA 21-23 OCTOBER STORY AND PHOTOS **MATT SHEPERDSON KEN KEELING**

A full day's activities required an early start and 11 cars departed the rendezvous on time and in fine weather for the positioning leg to Cooma, picking up an additional car enroute. From Cooma we travelled via the more interesting back roads to Maffra and then to Bombala, with a stop to view the wind turbines of the \$361 million Boco Rock wind farm on the Snowy River Way.

After our mandatory coffee stop at Bombala, the Mt Darragh section of the road to South Pambula provided the highlight of our day's drive. Our lunch stop at the Oaklands Café and Longstocking Nano Brewery provided a welcome interlude after which we travelled south on the Princes Highway to our holiday-park cabin accommodation by the beach near Boydtown. We were joined by the last 3 cars of our contingent to bring our compliment to 15 cars and 28 people. Our evening gathering for dinner at the Seahorse Inn provided pleasant relaxation after a day on the road. Most drove the short distance but several of our more intrepid members walked along the beach to dinner. Fortunately the rain that had threatened in the latter part of the day held off until arriving as a

torrent after we were all safely in bed. Saturday morning saw 9 cars assemble for the day run to Mallacoota Inlet via the Princes Highway as far as the Genoa River, with a diversion into the pretty village of Gypsy Point. Again the threatening rain held off and after "free time" to explore Mallacoota, we reassembled for the fun-run back to the Princes Highway and the transit to Cann River for lunch.

A meander from Cann River up the Monaro Highway as far as the Imlay Road junction had us positioned for another run on one of the interesting roads that can be found in south east NSW. A stop at the Imlay Creek rest area allowed some to make the short walk to view a ponded section of the creek, a picturesque reward well worth the little effort required.

Saturday evening was "party time" with a communal BYO meal at one of the Caravan Park's well-equipped BBQ facilities conveniently close to our cabins. To commemorate two birthdays, one of which was an OBE award (Over Bloody Eighty) celebratory champagne was mandatory and a most enjoyable evening ensued.

However as Sunday morning was scheduled for the "Whale Watch"

charter, requiring an early pack-up and departure, the evening was not overly late. Also, aware of the need to both be able to not only drive responsibly, but also (and probably equally importantly) to cope with the vagaries of an unpredictable sea-state and the associated threat of the dreaded "Mal de Mer", most kept a careful eye on their alcohol intake.

Eighteen starters braved the rather inclement morning and 5 metre swell to be rewarded with good extended views of quite a few whales, some co-operatively waving back to the onlookers with raised flippers and white underbellies.

After the whale watching charter, the group broke up and most headed home independently. Unfortunately, this meant that some drivers missed the excellent MX-5 roads from Eden via Nethercote and the Myrtle Mountain Road to Candelo and Bemboka before the run up Brown Mountain although quite a few did meet up whilst recharging the caffeine levels at Nimmitabel.

From the feedback received, our "Whales and all that", 900km run seems to have been another of the Canberra Chapter's great long-weekends away.





The Central Coast presents a dichotomy to MX-5 run organisation – it has some beautiful coast line and parks but to get to those vistas; there are very busy roads with lots of roundabouts and traffic lights. Also the Hunter Chapter draws some of its members from the Central Coast so there is a need to spread our runs throughout the Chapter locale.

I have done a similar run previously and it proved a challenge trying to keep the group together without the opportunity to pull over to regroup. It was decided to run this event as a “Way Point” run. The Google Map locations for each way point/regroup point were e-mailed to members in advance as well as the usual run sheets, so members had all the information to navigate individually or lead the separated group to the next way point, all at the click of a button.

The forecast for Sunday did not look good - showers increasing to rain but the morning broke with just overcast sky. We met at McDonalds Morisset at 9am for morning tea. As people arrived and the conversations started we wisely moved to an outside area so the roar of the chatter did not scare away the customers.

At 10am, 16 cars headed out to pass over the causeway at the southern end of Lake Macquarie passing both Vales Point and then Munmorah power stations. Then over the Budgewoi bridge that separates Lake Munmorah and Budgewoi Lake. Our first stop and opportunity to spot a whale was Norah Head. As we pulled up in the car park the light rain started but that didn't stop us filling the lookout and some members walking down to the Light House. Josh Fitzgerald brought out the largest pair of binoculars ever but still no whales could be seen.

We then continued along the beaches and then past Tuggerah Lake to our next waypoint a lookout at The Entrance; the sprinkles had increased slightly. Our next stop was at Crackneck Lookout in the Wyrabalong National Park – a known whale watching point. No whales today but we did hear that it is a very romantic, dark spot at night, thanks Elaine and David. The rain put an end to the wildflower walk planned for here so we headed off to the Breakers Country Club at Wamberal for lunch and a lot more chatting. This is a beautiful new club and made us very welcome.

After lunch, our numbers halved to 8 cars and we climbed The Skillion at Terrigal to a lookout that usually gives views from Pittwater to Lake Macquarie but today the rain increased so we hurried to the shelter of the cars.

The rest of the run was done in the cars down the coast to Bouddi National Park, then down the windy road to Brisbane Water through Killcare, Hardys Bay, Pretty Beach finishing at Wagstaff with the rain pelting down. We all made our own way home with everyone agreeing it was a good run despite the rain.

Central Coast Views Run

HUNTER 18 SEPTEMBER STORY **PHIL MAYO**
PHOTOS **DAVID GAZZARD**



Hunter Go Kart Challenge

HUNTER 30 JULY STORY **RACHEL CRAWFORD**
PHOTO **GRANT WEBBER**

The last Saturday in July saw us back at the Warners Bay Indoor Kart Track for the 2016 Hunter Jinba Ittai Go Kart Challenge. With 12 Drivers, 10 Club Members, 3 Ladies, 2 Novices and 1 International Guest, the attending spectators were primed for some close racing and exciting track action. Andrew Digney took the championship trophy in his rookie event having done his homework in attending the Marulan Driver Training Day earlier in the month. A local track familiarisation session the week before may also have helped bring him up to the top of the field. Josh Allen and Josh Fitzgerald started where they left off from their last event with a steely determination to best each other. Whilst rubbing is racing, there are some spots on the track where 2 karts just don't fit. Josh Allen came off the loser, having to wait for the track marshal to get him going again.

Phil Mayo jumped categories to partake in this event, he found the steering weight a major change from his NA, but still showed the race craft he is known for. Grant Webber built on last year's performance with a 0.5 second improvement across the sessions. David Gazzard and John Evans were the novice drivers of the day, but showing great commitment on the track and were rewarded with substantial time improvements in each session.

The boys did not have the track to themselves with Helen Green, Lindsay Green and Yasmin Allen, also putting in some fine laps times during the championships. Helen appears to have been nobbled in the qualifying laps with an under prepared kart leading to her placing in the Group 2 championship races. Here she showed both her class and skill with the best time improvement of nearly a second over the championships. We had some international flavour added to our event with the Digney clan bringing along a Dutch racer Joran de Groot. Whilst having a good attacking style Joran was not able to overcome the lack of right hand drive experience but added to the fun of our event.

Post-race analysis was conducted at the pub, with both racers and spectators having enjoyed the thrilling event.



Port Macquarie Go Kart Challenge

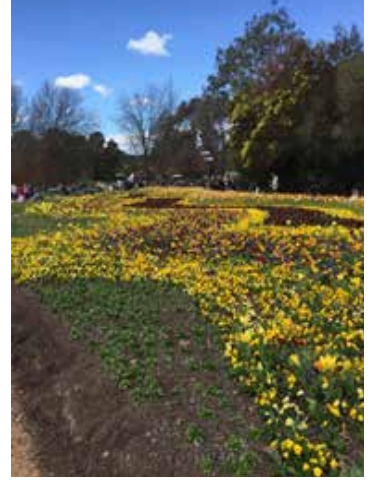
MID NORTH COAST 20 AUGUST
STORY AND PHOTOS **PETER RODGERS**

Nine very keen drivers and two spectators turned out for our third annual go-kart challenge. The order of racing was two sets of heats to determine the five finalists, being Wayne, Todd, Peter (not me), Kevin and Paul. Mark also qualified with the second fastest time of the day, but chose not to be a finalist as he sponsored the event. Thanks Mark! Congratulations to Todd Herring, our new champion and we hope to see you again next year to defend your honour. After the karting we headed off to the Riverview Tavern at Telegraph Point for lunch and once again Kevin impressed us with his navigational skills as he met us driving in the opposite direction as we neared Telegraph Point. To make up for this, Kevin decided to confuse the waitress by insisting that his lunch be served once everyone else had finished.



RPM Does Floriade

RPM 17-18 SEPTEMBER STORY AMANDA JEFFREY
PHOTOS JEAN COOK GARRY KEYVAR GILLIAN FLETCHER



With spring comes Floriade. This year, with Floriade, came MX-5s and RPMers. On Saturday 17 September, RPM set off to our nation's capital for a weekend of flowers, shopping, food and awesome company. Many of us had not been to Floriade before and I personally hadn't been to Canberra other than as a Year 6 student; or more recently, a Year 6 teacher. It was nice to not have to shepherd around a bunch of 11 year olds; although some of the boys had their moments!

We had a last minute change of plans but set off from Glenbrook on a beautiful day. We met up with a couple of other cars at Sutton Forest McDonalds and headed off. It was a perfect MX-5 day, sun was shining and traffic was light.

We headed to Australia House to check in and walked straight to Floriade.

Despite it being the first day of the event, the displays were amazing. Some will be even better when all the flowers reach their full height.

We split into a few smaller groups and headed off around the displays. Once we had walked the length and breadth a couple of groups walked around Lake Burley Griffin to the National Museum. At the moment there is an exhibition from the British Museum, A History of the World in 100 Objects. It does cost \$20 so those of us who didn't have a lot of time at the museum just visited the freebies. The exhibition runs until the end of January if you would like to check it out.

Dinner at the restaurant at Australia House was divine! We almost filled the dining room with our 32 people. The excellent food was set off by the excellent company and great conversation.

Unfortunately the weather on Sunday wasn't as pleasant; it rained most of the day. We did manage to take a few amazing photos of all the cars outside the War Memorial before it poured. So it was a top up ride home through Bungendore and lunch at Eling Forest Winery.

A wonderful weekend was had by all. Thank you to the Neills for the organising; so sorry you weren't able to come! A huge thank you, as always, to Lesa Bunn, our Convenor, for leading us so well.





Run to Mayfield Gardens

RPM 22 OCTOBER STORY **TAMMIE HOTZ**
PHOTOS **GRAHAM AND GILLIAN FLETCHER**

As the alarm sounded at 5:30am on Saturday the 22nd day of October it was one of those mornings you would rather stay snuggled in the warmth of your favourite doona after a night of wild stormy weather and heavy rain. In RPM spirit, not to let the weather put a downer on our day, we arrived at Glenbrook at 6:30 to meet other fellow RPMers and prospective "newbie" members to start our journey towards Oberon.

Tops down we set off over the mountains at 7am, Zoom Zooming past Blue Mountains Mazda with craned necks hoping to catch a preview glimpse of the RF. After some banter about who wants one and who can't have one we motored on to Little Hartley for Morning Tea. After a cuppa and cake, we set off 9 cars present to our next destination "Mayfield Gardens".

A light mist of rain and a crisp breeze greeted us on arrival but a hot coffee soon hit the spot and we were ready to start our journey through 36 of the 130 acres of private gardens owned by the Hawkins family. The most breathtaking gardens ever seen.

A complimentary bus ride to the "Chapel" and the journey begins. The Chapel is located on the highest point of the gardens and makes you feel like you're up in the clouds looking down over the most magnificent gardens that you have only ever seen in magazines.

As we follow the path from the Chapel to the Temple waterfall & cascade, down to the walled kitchen garden, past the chooks pecking free range in the orchard, past Mayfield House, through the rose garden, up the creek garden path past the sunken gardens to the Grotto and then over the Stone Bridge we follow the path to Cooper Tree fountain and through the Water Garden amphitheatre to our final destination the Kitchen Cafe for our catered lunch to finish off a great garden adventure with lovely friends.

RPM recommends a visit to Mayfield Gardens it is truly breathtaking and also a great drive on some of the Blue Mountains best winding roads that your MX-5 will love. Note to self : If rain is predicted, don't bother washing the car.



Twice in One Day

ILLAWARRA 21 AUGUST STORY **KEN TUCKEY**
PHOTOS **TONY HEATHWOOD** **BRENDAN BARR**



17 MX-5s and 1 beautiful RX-8 turned up at Haywards Bay ready for a mystery tour on a cold but sunny winters day, real sports car weather. I was worried about how we were all going to fit into the tiny car park at our first stop, Jamberoo Mountain lookout. But we did, with a bit of shuffling. It was worth the effort, the views from there, over the Illawarra, are spectacular.

This was the inaugural run organised by the "cruise club", where we slow down and stop at the attractions, enjoy the scenery and cruise at a relaxed speed below the speed limit. Part of the philosophy is good food and to that end we stopped at Fitzroy Falls reservoir picnic area for morning tea, where there was a feast laid out, thanks to family members Sarah, Phil and ably assisted by Charlie and Declan. A special thanks to Pat and Sarah for all the baking.

When all were gastronomically satisfied, we headed off to Berrima for the first of our mysteries, a wonderful Maze set in the grounds of Harpers Mansion. We all had a great time trying to find our way out. If it wasn't for some really helpful children (Charlie and Declan) - I would still be there.

Next was lunch at the Mittagong RSL. A table had been reserved for us, so we all sat together. The food was delicious and reasonable priced.

The last mystery was just up the road, Sturt Gallery. We had no idea what was there, but it sounded mysterious. It turned out to be quite fascinating. There was a detailed display of 3D printing, lots of glassware, crockery, jewellery and furniture that had been made at the gallery and for sale at a realistic price. One of our group purchased a really cute table lamp. There was also a delightful coffee shop for those with a need, all very interesting if not mysterious.

We then headed home with full bellies and a very happy disposition. Thanks to all those who said they enjoyed the relaxed pace and especially loved the morning tea. A high standard has been set.



Pub With No Beer Run

MID NORTH COAST 27 OCTOBER STORY **WAYNE LANG**
PHOTOS **WAYNE LANG GRAHAM ROCHESTER**

6 cars and 10 people met at the "Port Macquarie Service Centre" (Greg Cox, Carole and Kevin Atterill, Graham Rochester and Pingky Aquino, Jenny and Barry Luttrell, Peter and Keiran Rodgers and Peter McDonnell) at around 8:45am for a 9:00am departure. Led by Greg Cox in drizzling rain, they followed the mind numbing "Pacific Highway" until reaching the "Kempsey South Service Centre" where they met up with Cath, Mikey and I. Now as a convoy of 8 MX-5s, it was roofs down again while Cath and I took the lead out to the township of "Crescent Head", where we chucked a left into "Belmore River Left Bank Road", to travel the 26 kilometres to "Gladstone" and our first official stop. Once arriving at Gladstone, we met up with Sandie Hammond and Chris Clark, and we all enjoyed a light morning tea at the "Old Lodge Gallery". After morning tea and an hour or so of chin-wag, we were keeping our fingers crossed that the heavy rain that was forecast might hopefully hold off, then it was back into the cars and out to "Plummer's Lane"

at Jerseyville, where we followed that back out to the Pacific Highway. Turning back onto the bitumen hell that is the "Pacific Highway", we drove the 13 kilometres at the fall to sleep pace of 80kph before reaching "Stuart's Point Road". We followed the road until virtually reaching the township of the same name, then turned just short of the township onto "Grassy Head Road" and continued to the T intersection at "Scotts Head Road". From there it was back out to the "Pacific Highway" once again. We only had to endure a couple of kilometres until we reached "Upper Warrell Creek Road", and then "Wallace Street" to wind our way through the back streets of Macksville until reaching "Boat Harbour Road" which would take us 27 kilometres out to Taylor's Arm to the famous "Pub With No Beer". We had a tasty lunch and happily watched as the "HSV Holden Club" started a game of throwing eggs to one another over the pub while other members were trying to catch them on the other side. A few of us then walked the short distance over to the "Talarm Church" to check out

their huge beer can collection inside. On leaving the pub, we said our farewells to Graham, Pingky, Sandie and Chris who had prior arrangements and the rest of us backtracked the same route to Macksville again. We turned into "Jellico Street" and down to the "T" intersection at "Joffre Street", then turning left and out to Bowraville. Once we left Bowraville, we followed "Rodeo Drive" (No, not the one in Hollyweird), past the Nambucca Heads turn-off, at "Wirrimbi Road", and kept going until returning back to the main bridge at Macksville. We crossed the bridge to "The Star Hotel" where we relaxed over a cool beverage while talking about the day. This was now officially the end of our run. The remaining members of Mike Walkden-Brown, Peter McDonnell, Greg Cox, Kev and Carole Atterill and Cath and myself, made our way back down the highway to our respective homes. We trust everyone had as great a day as we did. Cath and I would love to thank all of those who attended and invite you back sometime next year for another "Pub With No Beer" run.





Putty Road and Porky Pies

SYDNEY 27 OCTOBER STORY **STEPHANIE KATZ**
 PHOTO **ANN ALEXANDER**

They day started at the usual Putty Road Sydney Chapter start point; McDonald's at McGraths Hill. We took the chance to catch up with who has done what to their MX-5s and what everyone has been up to. When it was time for kick off, Guy rallied everyone together and asked, "Is there anyone one who has not been on the Putty road before?"

A big yep was heard from a surprising quarter - Gary Nobrega. Looks like someone is telling a big porky pie.

Guy explained where the pitstop is and how, after the pitstop, we can find the best part of the road. Then Guy said, "And if anyone wants to keep up with me please join the front section, if you just want to cruise stay up the back".

We were off and what beautiful weather it was for a topless drive. We arrived at the pitstop to stretch our legs and refresh before we hit try keeping up with me part.

While the members were chatting I was watching the road for slow vehicles that might ruin our drive through the twisty parts. "Guy I have not seen any vehicles go past for a while, let's go".

Everyone jumped in their MX-5's with Guy leading. I noticed there was a Silver NC behind Guy who was keeping up slowly getting further behind and eventually I couldn't see them anymore. We have driven this road many times and I have never had to hold my seat belt. "Guy, maybe I should have put the passenger racing harness on".

The run through the canyons on the second part of the Putty road run is some of the very best driving on the outskirts for the Sydney Chapter. It's turn after turn after turn, much Like Marulan, but for 37 kilometres. It's a place where sheer power does you very few favours but a nimble, well handling car will reign supreme.

At the end of the twisty bit, we pulled over to regroup. Finally and after a decent wait, the silver NC arrived with a few steaming faced drivers right up his bumper. Shortly after that the second group arrived so we then cruised to Nanna Kerr's Kitchen to enjoy the Hunter Chapter 10th anniversary.

NSW SUPERSPRINT

CHAMP



NT

PIONS

It's a hat-trick. The MX-5 Club of NSW takes another CAMS NSW Supersprint Championship with Luke Kovacic, the newly crowned Type 2 Supersprint Champion for 2016, leading the way. Luke out-classed a strong field of Porsches, Lotus and HSVs in his road registered MX-5 SE in what is arguably the greatest ever achievement in Supersprints for any of our club competitors. Congratulations Luke! PHOTO **ROB WILKINS**



Supersprint Wrap Up

MOTORSPORT STORY **BRYAN SHEDDEN**
PHOTOS **ROB WILKINS**



The Grand Prix circuit at Sydney Motorsport Park was the venue for Round 5 of the CAMS NSW Supersprint Championship on Sunday 21 August. We had 20 Club members competing for the Championship, in addition to a few non-Championship entrants looking for some experience on an alternate track. With 119 drivers in total, the registration process in the morning was painfully slow with over an hour of standing in a queue so we could sign-in. But this is the price we pay for our motorsport thrills and we soon had our minds focussed where they should be - the track!

Crisp blue skies were the order for the day, with a cool start and topped out at 20°C. Beautiful! Despite the high number of drivers, the day was run



very smoothly and we each had the opportunity for five runs of four laps each. An oil spill on the track slowed things down in the middle of the day, but otherwise it was great conditions for some fast lap times.

Chris White continued his winning ways as our fastest MX-5 driver and was 1st in 4B (1:46.482). Class podiums went to Bryan Shedden 2nd in 1B (1:54.939), Keith Monaghan 3rd in 1B (2:04.202), Phil Donnelley 3rd in 1C (1:59.935), Scott McGarry 1st in 2A (1:56.732), Jason Russell 2nd in 2A (2:00.246), Gus Elias 3rd in 2B (1:55.159), Ralph Thompson 1st in 3B (1:49.539), Daniel Gardner 2nd in 2B (1:51.208), David Lawler 2nd in 4B (1:48.815), and Greg Bunn 3rd in SVB (1:53.998).

At this round, ARDC extended their lead in the Club Championship scoring 505 points on the day, just 112 points ahead of the MX-5 Club of NSW.



The penultimate Round 6 of the 2016 CAMS NSW Supersprint Championship was held at Wakefield Park on 11 September, hosted by the Mini Car Club. 83 competitors arrived bright and early; so early in fact that the last carport was snaffled within 10 minutes of the gates opening! The MX-5 Club of NSW was represented by 23 drivers and one non-championship entrant - a very strong turnout at the MX-5 friendly track. September is usually the best month for fast laps at Wakefield Park, and we were not disappointed this year. Mini Car Club ran an exceptionally efficient day, helped in no small part by our grid marshall, Joe Kovacic. Joe worked his magic and drivers were given the opportunity for up to seven runs of five laps each. It was an eventful day for two of our drivers. Scott McGarry's NA6 developed a misfire on the first run

and was diagnosed as a failed coil-on-plug. Nothing that couldn't be quickly fixed after a quick trip into town to buy a replacement part. Gus Elias then managed to snap off the gear lever on his NB. He got going again after driving to Canberra to pick up a spare - thanks to Peter Battison at ACDC for getting helping Gus out on a Sunday.

The fastest MX-5 driver was Chris White who claimed 1st in 4B with a superb time of 1:05.840 on treaded R-spec tyres even though slicks are permitted in Type 4. Chris shaved 0.03 seconds off the 4B record that was set by fellow MX-5 Club member Ed Chivers back in 2004 and in doing so, he erased the longest standing Class Record. Ed's old record was set in "Fanta", a well known bright-orange NA that was subsequently campaigned by Peter Browning. Class podiums went to Bryan Shedden 2nd in 1B (1:12.476), Keith Monaghan 3rd in 1B (1:16.237), Phil Donnelley 3rd in 1C (1:16.361), Scott McGarry 1st in 2A (1:12.790), Jason Russell 2nd in 2A (1:15.037), Gus Elias 3rd in 2B (1:12.706), Luke Kovacic 1st in 2C and 2nd in Type 2 (1:09.218), Ralph Thompson 1st in 3B (1:09.238), Phil Abraham 2nd in 3B (1:16.005), Phil Ashton 3rd in 3C (1:09.754), David Lawler 2nd in 4B (1:08.741), Greg Bunn 3rd in SVB (1:11.548), and Russ Maxwell 3rd in SVC (1:15.888), and the top three in 6A were claimed by Tony King (1:08.586), Ray Estreich (1:12.069), and Glenn Thomas (1:12.478).

Luke Kovacic now holds 1st place in Type 2, which is amazing effort against a gaggle of Porsches, Exiges and HSVs. Well done Luke.

After this round, the Club Championship lead changed again. The MX-5 Club →





left Wakefield 2712 points, ahead of ARDC by just 22 points with only one Round Seven to go. It was a superb effort by our team of drivers! The last round for the year was held in beautiful sunshine at Sydney Motorsport Park Amaroo

circuit. The MX-5 Club of NSW scored 445 points on the day and finished the season with 3157 points to take out the Championship. In second place, the ARDC who finished with a season total of 3026 points. The HSV/HDT team finished 3rd with 1752 points.

For the very first time in the competition's history, the MX-5 Club of NSW has achieved a hat trick of wins, taking out the Championship in 2014, 2015 and 2016. It took the dedication and skilful driving of 36 competing club members to achieve it. Congratulations to the team!

A First Timer's View of Wakefield

MOTORSPORT 12 SEPTEMBER STORY **ANDREW DIGNEY**

The planning and procrastination had begun a few months prior for the Club track day at Wakefield Park on 12th September 2016.

•L2S Cams Licence – tick (I intended to do a few Motorsport events so may as well get the most appropriate licence).

•Better track tyres and wheels – tick (not really necessary but with the MX-5 Clubs' plethora of activities, I decided that for multiple motorsport activities, a relatively cheap set of wheels and track tyres was a good first step).

•Some driver preparation – tick (a day at Marulan was a great introduction to track events and only served to whet my appetite).

•A fire extinguisher – tick. This was the point of procrastination. Where do I mount this fire extinguisher in my new ND MX-5. There isn't much room and after months of indecision I decided to drill some thread-erts into the passenger inner door sill. Can you believe I drilled holes into my brand new car?

•Track Day Brake Pads – tick (again not really necessary but after reading about other people doing some bigger track day events around the world in NDs and limping home on metal to metal braking, why wait?

I decided to drive down to Goulburn on the Sunday and got there in time to see

the last hour of the NSW Supersprints and a certain Club President with an ear to ear grin with a new PB of 1:12:47.

That evening around 40 people attended the pre-event dinner organised by Gillian Fletcher, a clear sign that the track day was going to be a well-attended event.

I arrived around 6:55am, picked a garage, unloaded the car and then started watching other people to see what to do next. Attach my tow hooks, make sure the car is empty, attach my battery location indicator blue triangle, register for the event, get my car numbers and affix them, get the car scrutineered, attend the driver meeting, attend the 1st timers meeting afterwards and then wait my turn for my first real track day event. Clearly the continuum transfunctioner comes before the pleasure (Dude Where's My Car analogy for those that don't know). Did I mention there were 79 drivers that competed on the day!

Group 6's turn finally arrived and I move the car to the starting area for my instructor to introduce me to the circuit for 3 familiarisation laps before my journey to Motorsport stardom begins. Peter Feutrill (thanks Peter, and the club for allocating similar car model owners to assist in familiarisation) shared his insights in Round 1 before I get the opportunity to explore Wakefield on my

own in Round 2, like an inexperienced pilot going on his first solo flight. I can't believe that I set my fastest lap in the second round and then spent the rest of the day trying to prove it wasn't a fluke. Most memorable part though was the over-zealous power application before turn 9 that induces some serious rear wheel slide, I apply some counter steer but the tail keeps trying to catch up with the nose so I apply some more counter steer. But all to no avail, the tail is quicker than my steering, resulting in a rather fast spin out, with me looking back towards corner nine motionless and stalled. Clearly the additional infield track width in that section was prepared for my (and I am assuming, many others who have made the same mistake) only major slip-up of the day. That mistake certainly raised my attentiveness for the remainder of the day though. The next challenge was to work out how to challenge fear at Turn 1 and see just how fast I could go. Fear won on the day, tail drifting at around 150km/hr meant that discretion was maintained for the rest of the day.

Thanks to David Lawler and the rest of the organising team, the day ran smoothly and everyone got 5 rounds of driving.

FASTEST LAP TIMES

DRIVER		CLASS	TIME
Mitchell Bennett	1	Standard Road Registered NA & NB	1:16.105
Bryan Shedden	2	Standard Road Registered NC & NB SE	1:12.410
Jason Atkins	3	Standard Road Registered ND	1:16.008
Graham Fletcher	4	NA & NB Clubman	1:17.107
Phil Mayo	5	Modified NA <1600, max 85kW	1:15.283
Malcolm Steel	6	Modified NA/NB 1800 max 90kW	1:12.328
Lesa Bunn	7	Modified NC & ND (limited mods)	1:13.835
Alan Townsley	8	Modified Turbo max 140kW	1:10.214
Ralph Thomson	9	Normally Aspirated MX-5 Race Cars	1:09.157
James Russell-Cook	10	Turbo MX-5 Race Cars	1:12.057
Richard Herring	11	Members in Non MX-5	1:07.399

Winton 10 Hour Relay

MOTORSPORT STORY **JEAN COOK**
PHOTOS **JEAN COOK STEWART TEMESVARY**



Two teams of 4 cars travelled to Winton Raceway to compete in the Alfa Romeo Club of Australia's Regularity Relay. AROCA have been organizing this event for the last 11 years and it is proving as popular as the Phillip Island event. It is 10 hours spread over 2 days, which makes it that little bit different!

The RPM Chapter of the Mazda MX-5 Club of NSW sent 2 teams to compete in this years event. Team Blue Mountains Mazda whose drivers were Graham Fletcher, Greg Bunn, Ray Estreich and Warren Hotz, and managed very capably by Gillian Fletcher and Tammie Hotz. The Panorama Mountain Men team was led by Stewart Temesvary, with Gus Elias, Tony King and Glenn Thomas. Each competing team must provide a volunteer to help run the event, so that is why I ended up attending. I do think that is a really good idea for teams to provide a volunteer, managing the event certainly is not too onerous a task if spread between many. I was able to remain with my competing team and was on radio contact with Race Control if required.

The Victoria MX-5 Club had 3 teams entered, most of the drivers were familiar faces, having been our interstate rivals for a number of years now!

The event started on the Saturday morning, with the usual paperwork and scrutineering of vehicles, followed by a 3 hour combined practice and qualifying session. This gave

our teams their positions on the grid for the start. After all the usual waiting around the Saturday afternoon section of the competition started at 1.30pm and went on until 5.30pm. The drivers and the Team Managers were kept busy on pit wall timing and signalling to the drivers.

On Sunday morning it started at 9am and finished at 3pm, which was good as it left plenty of time for those who wanted to return to either Sydney or Melbourne that evening. Our teams had some success, with Blue Mountains Mazda coming in 18th and Panorama Mountain Men coming in 5th. The top performer for the Club was Warren Hotz, closely followed by Stewart & Gus. A total of 41 teams competed, so both teams finished in the top half of the field, beating 2 out of the 3 Victorian teams! This was an impressive showing by the Mazda MX-5 Club of NSW. Incidentally, although the host Club was The Alfa Club, there were 29 Alfas and 29 MX-5s competing! The event was won by Team ALLBRANDs, who also won the Phillip Island Regularity Relay in August 2016! They managed to keep to their nominated times and avoid too many penalty laps. Incidentally they had 2 MX-5s in their team! The drivers noted that the track had been resurfaced during the year, which led to times being about 2 seconds faster per lap - a possible advantage we may keep to ourselves until the NSW/Vic Interstate Challenge being run in November.



Club Torque 43

Come and Try Hillclimb

MOTORSPORT 13 AUGUST STORY ANDREW DIGNEY
PHOTOS GRANT WEBBER ROB WILKINS

Before another word is written, thankyou Josh Allen. Josh not only suggested the Hill Climb, he was the main organiser and then missed out on competing to also run the event (sounds of hands clapping). Also thankyou to all the volunteers and MG Car Club Officials that ran a seamless day that I'm pretty sure, all enjoyed.

The MG Club Clerk of the Course conducted his driver briefing and commented that most new drivers tend to get 5 or 6 laps of the course completed in a day and are content to then go home with a smile on their face. Clearly he hadn't been schooled in MX-5 enthusiasm. Nearly every participant got at least 10 runs in for the day with the last driver remaining, tallying up an impressive 14 runs before the officials barricaded the track entrance. Clearly the message that the day was over, needed to be subtly delivered to me. So let's start with the ingredients: one 750 metre drifting (sorry I mean hill climb) track with very small margins for

error on a few corners and the ability for any MX-5 to spin their rear wheels almost at will on a large portion of the track, add 30 cars, 32 drivers and sunshine and then begin.

Again, after never having driven on a hill climb track, I quickly learnt that there needed to be a fine balance between power application, steering and braking, even more so than a race track because the corners are tighter, the track narrower, there is more variation in the track camber and it's all over in 44 to 52 seconds. After watching all the driving that day it is hard to comprehend that the track record is in the 32 second region.

So what was it like? After the haze of red mist cleared after the first two runs (the second with an over-zealous throttle application before a cresting downhill corner apex leading to a slide followed by a series of counter steers to a thankfully ever diminishing side-to-side slide) I consciously tried on the third run to avoid tyre squeal. Low and

behold, the third lap was faster than the first and second laps. I managed to improve over the next few laps and by lap eight decided that discretion was more important than valour and traction control was re-engaged for a less eager finish to the day. It was interesting to note that as familiarity and awareness increased with each run, just how much the traction control engaged to overcome my track driving inexperience. Sad thing was that with traction control on, I still managed to get within half a second of my best time.

Unofficial Hillclimb Awards go to Josh Fitzgerald for Fastest Unofficial Male Lap of the Day and Lindsay Green for Fastest Unofficial Female Lap of the Day. The Best Recovery Award goes to Helen Green and myself. Robert Mumford and Patrick Bramston left the Most Rubber on the Track while the Best Smell of the Day was the Sausage Sizzle (which always beats burnt clutch and burnt rubber). And Overall Winner belongs to everyone that attended.



44 Club Torque





Motorkhana

MOTORSPORT 04 SEPTEMBER
PHOTO GALLERY ROB WILKINS



Nulon Nationals Round 4

MOTORSPORT 24 SEPTEMBER STORY AND PHOTOS **PETER BROWNING**



Round 4 of the Nulon National speed series for 2016 was a standing $\frac{1}{4}$ mile and 500 metre terminal speed, run at Cootamundra Airport. Fortunately flood waters had cleared and an excellent day was held in a very picturesque setting. Cootamundra is a very nice little town.

Due to conflicting events a last minute team was rounded up, comprising Peter Browning - NB8A, Ian Rufford - NB turbo, Todd Herring - NB turbo and Ian Combes - NB modified.

The event was a standing start with a Christmas tree light system and with the cars running in pairs. The standing $\frac{1}{4}$ mile was measured, as well as the terminal speed at 500 metres. An unexpected highlight was the crop dusters taking off between runs, causing some delays.

Fifty cars competed in the inter-club challenge on Saturday, with the quickest car on the day being an impressive Skyline that ran a 9.49 standing $\frac{1}{4}$ with a 500 metre speed of 164mph (265kph).

There were plenty of big horsepower cars, with most running in the mid 11 to mid 13 second range, with only a couple in the 10s, partly reflecting the slippery launch surface and the requirement for radial tyres.

MX-5 results for the day were :

Todd Herring

NB turbo 13.112 120.31 mph (193.62 kph)

Ian Rufford

NB turbo 13.539 115.98 mph (186.65 kph)

Ian Combes

NB modified 15.264 94.54 mph (152.15 kph)

Peter Browning

NB8A 16.481 85.88 mph (138.21 kph)

Interestingly Todd's quickest run was his first for the day, while Ian Combes had car troubles, so his times don't reflect his car's potential.

The turbos had considerable trouble getting a good launch on the airstrip, but Ian Rufford persisted and improved his starts as the day progressed.

Of course my near standard MX-5 is the perfect drag car, and my 16.4 standing quarter was the slowest recorded for the day, but still respectable for the little girl. However, I was first to Ian Combes offer of tasty berry muffins.

As it was a standing start on the bitumen airstrip, with radial tyres and with no drag adhesives, the stockish MX-5 was one of the quicker on the initial launch, as it got bite on the average surface, but was very quickly run down. Being in front of a 1,000 hp Chrysler up to about 50kph, and then watching, and particularly hearing, it storm past to record a 11.9 and 147mph (236kph) was entertaining - where were the corners. However, sometimes the MX-5s were a little mis-matched in the horsepower stakes.

MX-5 Cup Round 6

MOTORSPORT 23 NOVEMBER STORY **MATTHEW JOHNSON VERNE JOHNSON**
PHOTOS **ROB WILKINS**

Sydney Motorsport Park South Circuit - Grand Final day. Leading into the final round, the battle for the championship was in close contention. After an action packed Round 5, Verne Johnson was leading on 90 points, followed not far behind on equal 84 points Cameron Macarthur & myself. Our field consisted of a total of 32 cars in which 16 were MX-5s, some new and familiar faces and a special mention to young Andy Harris; on site in his 2.5L NC. A special mention to Curran Brennan, who forfeited the driver's seat to his father Stephen in their turbo NA.

Leading up to qualifying, there was some angst in the paddock as we were informed that the race would begin from a rolling start and with 32 cars in our field we a little sceptical on how this would work and how the super quick drivers at the front would manage dicing their way through the back-markers later in the race. The start of Verne's Grand Final day was not looking too good, he was sorting out mechanical issues just to get his car out for qualifying. On top of qualifying was Andy Harris punching out a 1:01:8 followed by David Stone and Cameron, Verne only able to complete a warm up lap before pitting. My first season of racing and also first time out on the South Circuit, I managed a 1:05:3 in a relatively stock NB.

Race 1, starting from P13 and first rolling start, I had Verne behind me and he very quickly overtook me on lap 1. Unfortunately I had to dive into the pits mechanical issues and scored a DNF for race 1.

I spun on corner 3 mid race pushing a bit too hard and ended up 2nd in Class C and P18, big learning curve and wasn't too happy starting further back in the field for race 2. Andy Harris was super quick taking out 1st in Class A followed by Cameron 1st in Class B and Stephen 1st in Class C. Cameron was now leading the championship on 92, myself on 91 and Verne on 90.

Race 2, starting further back at P18 and

with an underpowered car compared to the field I wasn't sure if I could claw any spots back. I learnt from my mistakes in Race 1, focused on my lines and clawed a few spots back finishing P11 and 1st in Class C. Verne rectified his mechanical gremlins and was super quick dicing his way through the field coming in at P8 and 3rd in Class B, Cameron 1st in Class B and Andy 1st in Class A. Cameron was still leading the championship on 100 with myself behind on 99 and Verne on 96, things were close and heating up leading into Race 3.

In Race 3, the field dropped down to 13 cars and I had some fun chasing down a sr20 powered Datsun 1200 to the end where I came 1st in Class C. Plenty of battles throughout the race where Andy was battling it out with a Clubman and took out 1st in Class A with a PB of 1:00:6. Verne took out 1st in Class B with Cameron coming in 2nd and David Lawler coming in 3rd. Overall results are:

	Overall Points	Overall Place
Cameron Macarthur	107	1
Matthew Johnson	107	2
Verne Johnson	104	3
David Lawler	79	4
Ian Combes	69	5
Greg Tasker	69	5
Andy Harris	58	7
David Johnson	56	8
Wayne Cooper	47	9
Ian Caldwell	46	10
Curran Brennan	37	11
Russell Harris	23	12
David Stone	22	13
Stephen Brennan	21	14

Points were tallied up with Cameron and myself sitting on 107 and Verne on 104, after a quick review of the rules and regulations the results are as follows:

As a first timer in door to door racing coming up from track day events, I have thoroughly enjoyed the MX-5 Cup where the jump is nowhere near as daunting as one may think. The veteran racers

are awesome guys and girls who always have time to share their experiences and provide tips and tricks to the new recruits. You don't need a full blown race engine or turbo set up to have some fun in the Cup, I have had a ball in my relatively stock and low budget NB where my driving has improved due to the MX-5 Cup. A big thanks by all to Steve Green for putting in his time and effort into the year and Cameron from Blue Mountains Mazda for the trophies, it has been an amazing experience and looking forward to coming back in 2017.

2016 was a great year and a big thank you to Steve Green for all your work and support and I look forward to taking over from Steve as secretary for the MX-5 Cup. 2017 is shaping up to be the best year yet for the Cup with 6 meetings at 3 tracks. This is a fantastic series to take the step into door to door racing so come and join us in 2017.

Verne Johnson



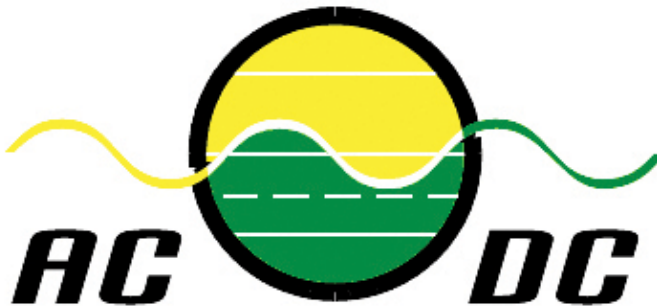


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