

club

Winter 2025
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TORQUE

**MX-5 CLUB OF NSW
TURNS 35!
1990 - 2025**



35th Special Edition cars #32 and #40 go “off-road”!

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

Membership Report - by Bryan Shedden

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

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

Current Membership at 6th August 2025

1155



Members who joined 12th May 2025 to 6th August 2025

Murray Anderson	Leonie Goodsell	Ashlee Maloney	Damien Sims
Lesley Avery	Mark Green	Tamyson Maloney	Julie Sims
Alan Belford	Lisa Hall	Jeremy Martin	Andrew Smith
Keith Berry	Steven Hall	Nick Martin	Sharon Spinks
Glen Bryon	Matt Hinley	Daniel McClelland	Tegan Sullivan
Jake Burke	John Kan	Anne McGlinchey	Emily Sweeney
Jean Caetan	Harrison Kelly	Peter McGregor	Linda Teo
Glenn Dawe	Alison Kenyon	Larissa Mock	Andrew Theuns
Kim Dawe	Stephanie Knight	Chiaki Ohara	Giverny Thomas
Paul Dierking	James Lipscomb	Suhasa Ramesh	Barry Trevor
Ella Dimunno	Verity Lomax	Mackenzie Ryan	Sophie Trevor
Jon Embury	William Ly	Rob Ryan	Craig Willsmer
Martin Gall	Norman MacLachlan	Margaret Sanger	Darren Worth
Chris George	Luke Males	Aden Schaafsma	

The MX-5 Club of NSW is run entirely by volunteers. Each Chapter Convenor organises or oversees runs and events for their Chapter. Since mid May 2025 to early August 2025, the following runs, or events (not including dinner meetings) have occurred:

South Coast = 9, Canberra = 8, Illawarra = 8, Hunter = 9, Sydney = 8, RPM = 10, Breakfast Club = 2, Mid North Coast = 3, Motorsport = 9

So now you're a Club member, there's never a shortage of days, weekends or weeks away to look forward to, as well as many Motorsport options. Here's a total of events coming up from August to November:

Sth Coast = 11, Canberra = 8, Illawarra = 10, Hunter = 8, Sydney = 8, RPM = 3, Mid Nth Coast = 2
MOTORSPORT HAVE 10 RACE DAY OPTIONS! New additions are posted daily! Keep checking the website:

<https://nsw.mx5.com.au/events>

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

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From the Editor - Senia Gaunson

This winter we were far from hibernating, our Winter was jam packed with activities, from the Club's 35th Anniversary celebrations to Skidpans, Christmas in July fun days and Mystery Runs and

lots in between. What a great Club this is to belong to!

We celebrated the 35th Anniversary of the MX-5 Club of NSW on Saturday June 21st, just 3 days short of the first meeting of the Club 35 years ago, held on Sunday 24th June 1990 at Vicary's Winery Luddenham. The 35th celebration was held at Gledswood winery, perfectly suited with expansive grounds to showcase all the shiny MX-5 marques, with quaint farmhouse style buildings and even a few sheep and goats.

I've been a fan of Bob Hall for many years, after all his vision was one of the main reasons we're part of this club and have the pleasure of these fabulous little cars

every day, so to hear *"the father of the Miata"* would be a guest speaker all the way from California, was a highlight of the 35th anniversary celebration for me. He didn't disappoint. Bob is funny, humble, "father of the Miata" not sitting easily with him and his anecdotes kept the almost 300 member strong audience glued to their seats. Bob Hall joined the MX-5 Club of NSW while working and living in Australia, he is the Club Patron and still elects to get the printed magazine sent to him. When our Autumn edition came back "undelivered", we wondered if he had moved, so Bryan Shedden made contact with him and the rest is history. To think that Club Torque was the reason we re-connected with Bob! Now if we could just get him to Natmeet next year would make my day!

As always, thank you Chris Cameron for the final spelling and grammar edit, your attention to detail is second to none!

Happy 35th Everyone!

Senia Gaunson

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President's Report

by Ian Combes

As I write this, we are still in the depths of Winter. Not the ideal time of year for top-down motoring, but I do admire the hardy members who did exactly that in the **Brass Monkey** event. Now that's what I call dedication! Mind you, it was a balmy 4 degrees. Thanks to John Purcell for giving Michael Soulos a hand with this great event, we raised \$1169 for our charity Careflight.

Some of our southern members opted out of the long drive to Singleton and added the **Polar Bear Express** to their diaries for the week after the Brass Monkey, Haywards Bay to Goulburn and this time the temperature came down to **-3**, coldest day of the year! This raised another \$150 for Careflight.

Talking about great events - how about our **35th anniversary** at Gledeswood Winery - how good was that? I'd defy anyone to think of a better Club event. The organisation and execution was just spot on, thanks to the meticulous planning by the committee for the event, especially by John Purcell and Chris Cameron.

What an amazing display of MX-5s, although I was amused by where the signs for the different groups ended up compared to where they started! Where else would you find five 30th anniversary MX-5s parked together? Thankfully, the weather

was just perfect, so everyone could enjoy the display. We had a great burgundy T shirt to remember the event by, thanks to Fiona Shedden.

Bryan Shedden went to great lengths to line up a live cross from Bob Hall, our Club patron, who lives in California. I had high hopes for this (which was a surprise to the attendees), but wow - it well surpassed those hopes. Enjoyed every minute. It was just a shame that the shape of the room wasn't ideal for watching it unfortunately.

The two celebration cakes organised by John and Chris were just sensational, with photos of actual members' cars printed on the cakes. The owners of those cars were then invited to take theirs before the cake was cut.

Registrations for 2026 Natmeet have been open for mere weeks at time of writing, but the level of interest so far has been amazing. I have no doubt that the event will be fully subscribed before the end of the year. If you want to go and haven't registered, I would get in there sooner rather than later or you will likely miss out. All the hard work by the Natmeet committee is coming together - thanks to Elaine and David Gazzard and the other members of the organising committee.

We have had two CSCA Club championship rounds now. Didn't make it to the 2nd one, but from all reports, it was a great event. The action in the MX-5 Cup has been fast and furious with four rounds held so far (five by the time you read this). This championship keeps getting better, but again, I'm not biased.

I've got an interesting little insight for you. I haven't said much about

our committee in the last few issues of Club, which is remiss of me, given the huge amount of work that goes into keeping the Club running.

We currently have 17 Committee positions, 7 of which are Chapter Convenors. Of the 10 Office Bearers and Ordinary Members on the Committee, 4 live in Sydney, 4 live in Illawarra, and 2 live in Hunter. We don't look back on COVID very fondly, but one thing it did was force us to have our committee meetings online. We never went back, so now we are averaging 15 people at our meetings rather than the 8 we used to have in the pre-COVID days. That has really opened up participation in the committee to anyone in the Club, no matter where they live. The management of the Club now truly represents our diverse regional membership. This is only possible because of the availability of excellent video conferencing tools. Seems obvious in retrospect, but good videoconferencing hasn't been with us for that long I guess. Thanks to Bryan Shedden for this insight - fascinating.

Keep driving and stay safe!

Ian Combes



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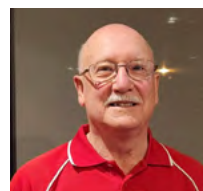
Club Historian
Elaine Caldwell



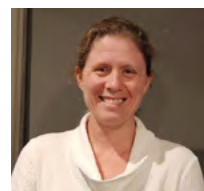
2025 COMMITTEE



PRESIDENT - Ian Combes



VICE PRESIDENT - Jeff Rowe



TREASURER - Helen Green



SECRETARY - Wayne Luxford



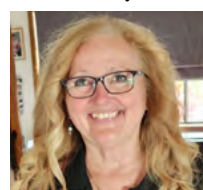
MEMBERSHIP - Bryan Shedden



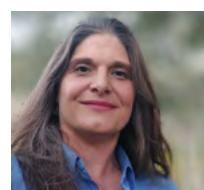
CLUB CAPTAIN - John Purcell



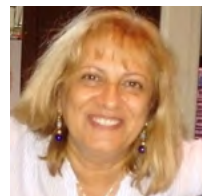
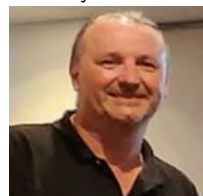
MOTORSPORT - Chris Andry



PUBLICATIONS - Senia Gaunson



REGALIA - Fiona Shedden

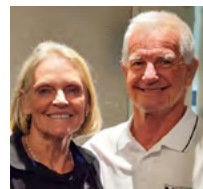


GOVERNANCE - Ian Marsh and Catherine Combes

CHAPTER CONVENORS



ILLAWARRA - Zan & Phil



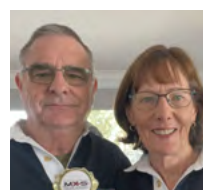
SYDNEY - Maree & Steve



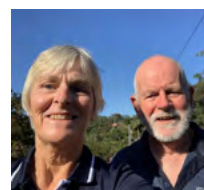
CANBERRA - John



HUNTER - Elaine & David



SOUTH COAST - Rose & Geoff



MID NTH COAST - Rosy & Ken



RPM - Sandra

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Historical photos on this page of first meeting 24/6/1990 at Vicary's Winery

HISTORY (Ref: <https://nsw.mx5.com.au>)

The Mazda MX-5 burst on to the Australian scene in 1989. Soon after, a group of enthusiasts approached Mazda Australia with the idea of forming a club for MX-5 owners.

With the assistance of Allan Horsley of Mazda Australia, the first gathering of MX-5s in NSW was held at Vicary's Winery at Luddenham on Sunday 24 June 1990. On that day 104 members signed up to become the Foundation Members of the Mazda MX-5 Club of NSW. The first Club Run was held two weeks later on 8 July.

Legalities as they are, the Club could no longer exist as a group of MX-5 owners banded together as a "club", so a new Constitution was formed which allowed for the club to become an Incorporated Association. This means that the Club is now a legal entity which offers members the security of being protected and controlled by the Incorporated Associations Act and the Rules of the Club.

Membership has now grown dramatically and developed into seven regional chapters. We have people of all ages - from 0 to 90ish - and from all walks of life.

The common bond ... our love of the MX-5!

On Saturday 21st June 2025 we celebrated 35 years.



MX-5 CLUB OF NSW 35TH CELEBRATION

Photos: Rob Wilkins, Peter Hilkmann, Andrew Edgar and Senia Gaunson





'THE MAIN EVENT' 21st June 2025 - by Jeff and Pam Rowe

In our almost eight years as members of the Mazda MX-5 Club of NSW we have been to a number of events celebrating different milestones. I think the first was when we all descended on Bathurst for the 30th Anniversary of the MX-5 release. What a great spectacle seeing all those MX-5's driving in convoy around the Bathurst Race Track. Another was the 10th Anniversary of the Illawarra Chapter and then the 25th Anniversary of Motorsport. There would have been others like the 30th Anniversary of the Mazda MX-5 Club of NSW but thanks to that horrid COVID we all got to miss so much of what could have been.

Fast forward to 2025. Life mostly went back to normal and the opportunity to celebrate the 35th Anniversary of the Mazda MX-5 Club of NSW. 'How do we do it'? Have a bigger and better Presidents Picnic, which is hard to do seeing as it's a great event in its own right. No, let's do something that will bring together members of the club who were there at the start, Foundation Members and others who have contributed greatly to the growth of the club, Life Members and others who have supported us with sponsorship over the time. Most importantly though, we want to have a day that the majority of members who can attend the event will register to be there on the day.

'Who's going to organize it'? Well, the Club Captain usually organizes the President's Picnic, which we're not going to have this year so why not let him organize this event instead. So, John Purcell the Club Captain got the job. 'Lucky John'. True to form John quickly got together a small committee of volunteers to help him with the many tasks that needed to be arranged. A venue large enough with catering capability, a DJ for background music and PA system, a 35th Anniversary Cake, Trophies for Concours and Show and Shine, more volunteers for the day, send out invitations, organize a Guest Speaker, the list goes on.

Continued P8





Aerial view of 35th Anniversary 21/6/2025 at Gledswood Winery

'THE MAIN EVENT' 21st June 2025 - by Jeff and Pam Rowe (Continued)

So, 'what happened on the day?' Foundation Members came, Life Members came, Major Sponsors came, and gave great talks about their involvement with the club. Equally important members came in their hundreds, 265+. There were around 150 MX-5's in all models and colours. You'll see them in photos in this story or on Facebook. Now, 'who was the Guest speaker?' you ask. It was the person who first conceived the idea of the MX-5 and is Patron of the Mazda MX-5 Club of NSW Mr. Bob Hall. A Video Link interview was arranged with Mr. Hall, who lives in the USA, by Club Life Member Bryan Shedden. During the interview Mr. Hall, Bob, gave us an insight into his part in getting the MX-5 developed and what its future may be. It was easy to see that Bob was a journalist, you might say he knew how to talk. Time ran out quickly and Bryan had to end the interview due to time restraints. It was very enlightening and entertaining.

The chosen venue was excellent with plenty of room for a sit-down lunch for everyone and room to park all the cars in rows of their type. Lunch was enjoyable and a piece of the 35th Anniversary Cake was served to all. After lunch, prizes were handed out for Concours and Show and Shine Winners. There must have been hundreds of photos taken of happy people enjoying a well-organized and prepared day.

In the history of the Mazda MX-5 Club of NSW this 35th Anniversary Luncheon would, to date, have to be regarded as **'THE MAIN EVENT'**.



Photos: Rob Wilkins, Peter Hilkmann, Andrew Edgar and Senia Gaunson

MX-5 CLUB OF NSW 35TH CELEBRATION







MX-5 CLUB OF NSW 35TH CELEBRATION

Photos: Rob Wilkins, Peter Hilkmann, Andrew Edgar and Senia Gaunson



Show and Shine judging at 35th Anniversary Lunch - by Steve Eccleston

I volunteered to be part of the judging panel for the NC MX5s on display, at the 35th Anniversary Lunch. The panel consisted of three judges all of whom either owned an NC or at least knew what they look like and so were suitably qualified.

There was a selection of nine, from memory, very well presented and lovingly cared for cars. After a quick initial inspection it soon became apparent that picking a winner was not going to be easy as each car was so very well turned out. The panel therefore had a long discussion about the common features that could be rationally compared and that after a more detailed inspection of each car the winner could then be decided. But alas, due to the very high standard of presentation the comparison of these common features was so close that this more precise and technical approach didn't help either.

Ultimately, it was agreed that the standard of cleanliness of both the vanity mirrors behind the sun visors would best provide a clear winner, which it did, but only by one random thumb print!

Congratulations to each of the participants - it was a pleasure to inspect and judge them all.

Finally and in closing it must be said that Sydney Chapter members do look after their cars very well as they took out first prizes for NA, NB and NC models.



It was great to see so many old and new faces at the 35th anniversary, including two Foundation members, Colin Caldwell and Ross Hutcherson, as well as seven Life members, Jean Cook, Stephen Carter, Mike Hicks, Paul Beerworth, Pam Estreich, Ray Estreich and Bryan Shedden.

We also met two brand new members, Craig Willsmer and Emily Sweeney from Tumut, who purchased a 35th Anniversary ND two weeks prior, joined the club and were at the Anniversary celebration after a couple of late cancellations. Theirs was one of two Artisan Red 35th edition cars at the celebration. The other one was Kay Godfrey's pride and joy, the long awaited #32.

The Club currently has 28 members who have been with the Club for 25 years and over, many of whom are still active members. There are a few though who we haven't heard from for a long time but have continued their membership for over 25 years, I spoke with two of them.

Karen Evans joined the Club in 1997, doesn't currently have an MX-5, however, has owned four over the years and hopes to have another in the not too distant future. She started out with "Scarlett", a 1989 True Red NA, followed by "Crystal", a 2001 Crystal Blue NB, then "Saph", a 2005 Sapphire Blue NC. She also "shared custody" of a British Racing Green NC with her partner. Sadly, this beauty was sold in lieu of a mortgage. Karen joined the Club when Jean Cook saw her car being serviced and left a card under her wipers (something we can no longer do unfortunately). We hope to see Karen on a run sometime soon.

Alexander Osborne is another long time member we haven't seen for a long time. Alexander joined in 1999 after purchasing a 1999, 10th Anniversary edition, Innocent Blue Mica NB, which he still owns, with only \$27k on the clock and still has its original tyres, which he is currently replacing!

MX-5 owners are created in all different ways, Alex was searching the Trading post for second hand bricks and saw an article by the Mazda Rockdale dealership which intrigued him, he test drove a red NB and ended up buying the Anniversary edition, the rest is history. We hope to entice Alex to take it out of the garage! **Ed**

Thursday 29th of May, six cars met at McDonald's Figtree. After several days of wind and rain we had a dry, sunny day, albeit rather cold! Yeah! We were able to put our tops down!!!

The trip was originally to visit the museum in Camden, however, we found out that the museum was temporarily closed because of problems with their lift. It didn't daunt us as we had a Plan B.

We set off through Figtree and took a scenic drive through Mount Keira.

Luckily there were no trees or branches on the road from the high winds the previous day, so the MX-5s with tops down had an enjoyable run through the bush.

We went a short distance along Picton Rd. Then drove through Douglas Park, crossing over Douglas Park Weir and the Nepean River. This is where some people had an unplanned shower with the droplets of rain water still falling down the mountain.

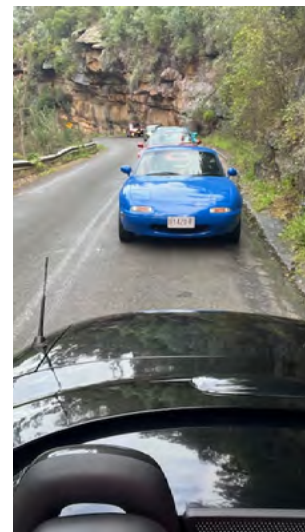
We made our way to Camden Town centre, where some members left us to go straight to Camden Valley Inn.

Our Plan B was a guided tour of Camden Town Farm. Before that began, we descended on the cafe opposite the farm for a warming coffee and muffins.

The Camden Town Farm is a well known feature of the Camden community. It was a dairy farm dating back to the 19th century, later bequeathed to the Camden community by Miss Luella Davies with the stipulation that it be kept in the community. Thus the Camden community garden was born. We went on a guided walk learning a little bit of the history and seeing the old milking sheds and the thriving community garden.

From there we went to the Camden Valley Inn and met up with three couples. We were later joined by Senia and the organising committee from Sydney for the 35th MX-5 anniversary event.

Camden Valley Inn is a wonderful venue! They had a fire going and the best part was that lunch was 2 for the price of 1! (that's if you're a senior!!!) We will have a similar trip at a later date when the Camden Museum is open, definitely worth a visit.



ILLAWARRA - Hills to Valleys

Words: Chrissie Zaremba | Photos: John Zaremba

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On the drive to the rendezvous point

we followed a True Red NC (common as in Canberra!), however we didn't recognise the number plate. Here we were thinking we'd missed an RSVP or it was some random person just showing up hoping to join in, this would have been problematic given the set lunch. Well, it was neither. It was Peter Wilson and his brother, who had bought one of Peter's many NCs, just driving out to wish us all the best. Actually, Peter was meeting his motorbike mates at Sutton so just coincidence in the end. I digress, back to 4 wheels...

The weather was spot on, not too hot, not too cold, clear skies and some lovely autumnal colours, we couldn't have hoped for better. Leaving Sutton we headed out towards Gunning where we would be having morning tea. This was a quick drive due to very little traffic, always a blessing when you are in convoy.

The Merino Cafe was the chosen spot. Sitting in their courtyard in the warm sun, everybody was enjoying refreshments and a good old chat, but before long it was time to hit the road. We quickly regrouped on the road that would lead us to Dalton.

Dalton. Originally gazetted in 1862, it is a small, rural town located in the Southern Tablelands of NSW. It has a population of around 230 and is situated on Oolong Creek. Quartz reefs containing gold were discovered in the 1860s but were unprofitable when mining was attempted. The vibrancy of Dalton's heyday in the 19th century as a sheep-shearing centre is gone, lost in 1875 when the train line was routed through nearby Gunning.

History lesson over.

We had a pleasant drive on roads that were in good condition and devoid of traffic from Gunning to Dalton and then Jerrawa. We had a brief stint on the Hume Highway before turning off at Bowning.

Whilst there were no u-turns there was a slight detour through Bowning (thanks Google Maps), rather than going the more direct route we went down the main street and then back out onto the highway. Was there much to see, not really, but it did make a change to the normal route.

This run did have some fun with call signs, eg Red Leader and Ghost Rider. We reckon we should all come up with our own. We even have a few suggestions, Blue Budgie, Yellow Peril etc... Maybe something to discuss at

the annual meeting?! Which by the way is on 23 August at Yowani Country Club. 12:30 for lunch followed by the meeting at 14:00. Aiming for Harden we did slow down a touch to give a bit more space between us and a b-double fuel tanker that was swaying quite a bit from side to side. However, as we were leaving Binalong the tanker pulled over to let us all through. This was greeted with appreciative waves and toots of the horn (if only people towing caravans were so considerate!).

The rest of the drive was rather enjoyable as we weaved a course between paddocks and farm land to arrive at our destination, only 3 minutes behind schedule.

Lunch was typical of the Sir George with platters of very tasty slow cooked lamb shoulder, roast chicken, potatoes and rather spicy green beans. Staff were friendly and service was efficient and friendly.

A slight panic upon departure from Jugiong as one the cars in the group had a flat battery, however jumper leads were found in the boot and we were able to get the car started without any issues.

Getting home was a DIY affair, so following lunch some people stayed around to peruse the handful of shops or get coffee before hitting the road to head for home.



CANBERRA - Sir George Lunch
Words and Photos: Cathy & Simon Trickett with Lili Chi, Rob Wilkins and Peter Wilson



16th May 2025

Not a 'drivers run' per se, this one was more about the destination. I never thought I'd be saying that about Cooma! But here it is, the Canberra Chapters Birdsnest and Cooma Car Club Museum jaunt, Frock'n Roll baby!!!

Starting at the leisurely time of 10:15 we all met on the southern edge of Canberra, before setting off on the most direct route to Cooma along the Monaro Highway (for those not from the region, the indirect way would be 100's of kilometres longer via either the coast or approaching from the south west if you wanted to stay on sealed roads that is). So, an hour later, we arrived.

Cooma, the largest town in the Snowy Mountains region of NSW, is a popular gateway to the area's ski fields, Snowy Mountains Hydro-Electric Scheme, and Kosciuszko National Park. It's a vibrant community with a rich history, known for its heritage buildings, local artisan shops, and cultural events. Cooma's reputation as a cold winter destination is well-deserved, with the winds from the mountains and Antarctic often whipping across the treeless Monaro Plains.

First stop was Nanny Goat Hill Lookout. Not far from the centre of town the lookout provides panoramic views of the town itself and the surrounding district. The sculpture of the precariously positioned goat was made by a local artist, Chris Graham.

Following this we headed for lunch at The Lott Cafe. Whilst it was still a touch before noon everybody was keen to get fed and watered. I was unsure what to order, not because there wasn't anything I wanted, but because there were too many delicious sounding meals to choose from. I may have to make a return visit to try the apple crumble pancakes and custard! We were all well fed with Phil and myself feeling

a little warm as the pulled pork and beans had been (no pun intended) a touch spicy! Trekking across the road we headed to the Charles Davis Photography gallery.

You may not recognise the name, but you'll likely recognise the work, think cute wombat walking across the snow towards the camera, or four kookaburra's on an icy branch. Each photo was accompanied by a helpful explanation of the events that led to the scene and the time waiting for all the elements in the image to align. It takes a lot of patience to wait lying in the snow for hours as a wombat wanders across a valley to finally get close to you. Not my idea of a fun morning, but the results are stunning.

It was at this point that those who wanted to visit Birdsnest walked off in one direction, whilst those visiting the car club drove off in the other.

Birdsnest - 'At birdsnest, we like to think of ourselves as your Wardrobe Wingbirds and our vision has always been to empower women. This along with growing and supporting our team of 150, 85% of whom are women, has always been at the heart of our business based in the country town of Cooma in the Snowy Mountains of NSW.'

The ladies enjoyed some retail therapy at the friendly head office of this wonderful Australian clothing brand. It was a relatively quiet afternoon, particularly compared to visiting on a Saturday when it can be crazy busy. We had plenty of time to try on multiple outfits in the spacious change rooms, sharing opinions and mulling over the many options. By the end of our visit, we certainly contributed to the local economy! If you have not visited Birdsnest, it's a great experience and you will no doubt leave a little better dressed than when you arrived.

Cooma Car Club - A Car Club like no other. A healthy membership of motoring enthusiasts enjoy the many day trips, extensive tours and

CANBERRA - FROCK'N ROLL

Words: Cathy and Simon Trickett | Photos: Cathy and Simon Trickett with John Chapuis



Club outings but also work with the Clubs facilities and resources to benefit the wider community. In the last two decades, the Club has provided over \$120,000 to regional charities.

Well worth the visit. Friendly knowledgeable folk, interesting motorsport memorabilia and photographs and a varied selection of cars covering every decade until the 1980s. There were Jaguars, Fiats, Fords, Holdens and even an Amphicar, quite an appropriate vehicle given I drive a yacht (click here to find out more about this). There is even a 1950's style diner. After an enjoyable hour or so, we bid our farewells to the Cooma Car Club and toddled off back through Cooma to Birdsnest.

The drive home, uneventful, aside from a spot of rain which had people pulling over to put their roofs up.

All in all a great day. Cooma does make a good day trip and there would still be more to see and do such as the Corrective Services NSW Museum and Snowy Hydro Information centre.

Two runs down for us in May, one to go!





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Today's run was planned for April 2024. It was cancelled then due to the worst weather and rain the Illawarra had had for a long time. The planned route had flooded roads and trees down. Be safe, stay at home and have another cup of coffee.

Saturday morning in May 2025 it was a perfect day for a top down run on some great country roads.

On the day our starting point was 'Ratha's Place' in Oak Flats. This is a great little café that operates to provide training and employment opportunities for people with intellectual and development disabilities.

We had visited 'Ratha's' before as had other Chapter members who told us about it in the first place. It's not fancy but it's clean, well run and supervised, has a great atmosphere and the food and service are hard to fault. On our visit we were not disappointed. There were Egg and Bacon Rolls, Raisin Toast and Scones with Jam and Cream served with Coffee or Tea. Everyone left comfortable and full, ready for the next part of our day together. We showed our appreciation with a good loud 'Hand Clap' before we left. Another visit in the future maybe?

Our drive was to take us through Jamberoo on what is a great MX-5 road and a favorite with some Chapter members. The speed limit on parts of the road have been lowered now which can make for a much more casual drive. Then skirting Kiama, we headed south along the Princes Highway towards Berry. Rather than taking our usual route through Gerringong and then along, what is generally known as the 'Tourist Coast Road', we stayed on the highway and turned off towards Toolijooa. This put us onto the old part of the Princes Highway. It only went for about six kilometers on a windy section of road that all of us had most likely travelled before. The difference now was that with the road being bypassed it was clear and we could enjoy the straights and corners without having to queue behind trucks or other slower vehicles. It was a short but good fun section of road. Taking the exit ramp into Berry, we then turned left to head down to join the 'Tourist Coast Road' and continue

on to our lunch destination at 'The Gerroa Boat Fisherman's Club'.

The club has a great view overlooking Seven Mile Beach. The menu is extensive and no one is left hungry. The staff looked after us well and were very friendly. It probably is a venue we will visit again in the future.

It was great to see the support for the run. There was an opportunity to catch up with members not seen for some time and meet members not met before.

The weather was at its best for a roof off drive so all in all this turned out to be a great MX-5 event.



ILLAWARRA - Just because we

Words: Jeff Rowe | Photos: Senia Gaunson and Ann Hicks



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Tuesday 6th May 2025

Our run to Mudgee started from Macca's at McGraths Hill where we met up with Wes and Lena and Fletch and Gillian. As Siri says we then proceeded to the route, which was the Bells Line of Road, for morning tea at the Grumpy Baker Cafe Bilpin. As this was an informal run Wes then became the leader for the next section as he had recently introduced us to a great

little bit of road from Lithgow to Lake Lyell. After that I would take over the drive to Kandos, where I had planned the first of one of the many highlights of this run, a visit to The Kandos Cement Museum! Unfortunately Wes's great little bit of road did not terminate at my chosen route to Kandos. To compound this dilemma our sat nav was useless as it gave up the ghost on our last run and we had no mobile signal. In addition, this section of the road was under repair and was waiting for the new surface to be laid, so it was dirt and we were strongly advised at this point by the others, that MX5 runs don't include dirt. Fletch and Gillian were most helpful and could see our problem straight away and offered to get us to Mudgee by the most direct route. Everyone was happy and relieved, except me as we wouldn't be paying the Cement Museum a visit. The remainder of the run to Mudgee was uneventful and we duly arrived to meet up with Mark and Julie as planned.

At Mudgee we got some last minute provisions and then made our way to Cullenbone Schoolhouse, our



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SYDNEY VISITS CULLENBONE

Words: Steve Eccleston | Photos: Maree Eccleston



accommodation for the next three nights. Cullenbone Schoolhouse is a very spacious and beautifully restored four bedroom, federation house set on acreage just 15 kms west of Mudgee and is owned by Sydney Chapter Sponsors Alan and Claudine Townsley. A number of members have already enjoyed a visit and now it was our turn. This house doesn't disappoint, as it is wonderfully appointed with no expense spared and you feel very relaxed the moment you walk in the door.

We soon settled in and had a great time feeding Claudine's herd of miniature horses before dinner and spent the rest of the evening swapping yarns and tall stories by the very cosy slow combustion wood heater.

Wednesday 7th May

After a rest in a lovely heritage room and comfortable bed, we set off to travel the 15km to the town of Gulgong. A few hours was spent in the Pioneers Museum before the obligatory coffee break and then some went to the Holtermann photographic exhibition, while some meandered around the village. Lunch was enjoyed at the Centennial hotel.

We needed a walk, so headed 25kms to the Goulburn River National Park and did the very pleasant 2.8km walk to 'The Drip'. The return back was uneventful for all except Steve who had his foot slightly run over by an MX5 at the fuel stop. (No naming the driver here).

The evening was spent by the lovely indoor fire with a BBQ dinner and a game of dice where the more wine that was consumed the better the stories became!

Thursday 8 May

Thursday morning greeted us with a fresh start under a magnificent blue sky. After breakfast with dry roofs and tops down we ventured out on a spirited run to Hill End, dodging numerous poorly filled potholes and various roadkill.

Hill End owes its existence to the NSW Gold Rush in the 1850s and the discovery in 1872 of the famous Benhardt Holtermann's gold specimen – the largest ever discovered weighing in at 630 lbs. Sadly, the

decline of the town was inevitable when the gold ran out!

Today Hill End is classified as a historical town with a local pub (of course), general store, antique store and a school. We were able to stretch our legs with an impromptu walkabout admiring the ruins of many structures and photographs depicting the original buildings.

We left Hill End bound for Sofala and some much-needed morning tea. Sofala, like Hill End has much to thank the Gold Rush for its existence. As we walked the streets admiring the heritage buildings, including a pub and café come general store, we were transported back to a bygone era. Fortunately, the café had a modern coffee making machine and together with some sweet delights, morning tea was enjoyed by all.

After a short walk we were back on the road again bound for Mudgee where some opted to visit a winery for some grape tasting while others sought solace in the town's shops.

Friday 9th May

Friday morning and very reluctantly it's time to leave this wonderful country house and head back to the big smoke. Family obligations required Wes and Lena, as well as Mark and Julie, to make their own way home. Fletch and Gillian were coming to Kandos and the Cement Museum, with us so happy days!

So after locking up we headed off but about 5kms from Mudgee, Maree, as usual was checking that we had done everything as per Claudine's requirements, and we realised may not have turned off the aircon at the house. We had to go back. We informed Fletch and Gillian of this and we agreed that they would proceed home. We checked the aircon and it was not left on, so we set off again and had a traffic free, scenic drive to Kandos to complete the final highlight of the run, the Kandos Cement Museum. After our visit, Maree advised me that she was pleasantly surprised at the standard and presentation of the Museum and it was worth the visit, job done.



QUEEN OF THE DESERT TREK TO CONDOBOLIN

Words: Steve Eccleston, Kay Godfrey and Tony Heathwood | Photos: Mark Godfrey, Greg Unger & Brigid McCarthy



1st to 4th July 2025

Sharon Cassidy, fondly nick-named *"Sharon Queen of the Desert"* by those of us who have travelled with her and John on numerous inland excursions, took a group of 18 keen explorers (one of whom was a small bear), on the hunt for the Lachlan Sculptures. We were very fortunate to have not one but TWO of the 35th anniversary, Artisan Red NDs along for the journey so there was no way our budding photographers would miss the opportunity for a cover shot. **Ed**

Day one Windsor to Parkes
1st July - by Kay Godfrey

We're off on a 3-night, 4-day road trip to Parkes, Forbes and Yass, and the adventure has already delivered some great moments! Ten cars met at McDonald's in McGraths Hill and set off in the rain, with plenty of excitement despite the weather.

Our first stop was in Bathurst for coffee at The Coven Box in Kelso — a charming café that also makes handmade candles. There was a moment of light-hearted confusion when we were each handed what looked like shot glasses. Were we being offered a surprise vodka shot? Not quite — they were for mixing candle scents! A fun and fragrant twist to our morning break.

We continued on to Eugowra for lunch before heading on to Parkes. The countryside was stunning — fields of green, golden wattle in bloom, and classic Australian scenery. We made the drive extra colourful by travelling in coordination — reds with reds, blues with blues, and the two anniversary edition MX-5s keeping close together.

We also appreciated the kindness of several courteous drivers who let our convoy pass — and one even took a video as we drove by! The only small hiccup of the day came right at the end when one of us turned onto the wrong side of the road — but all was well, and it gave us a laugh to finish the day.

Day 2 Parkes to Forbes
2nd July - by Tony Heathwood

8:30 beginning on an overcast (but not rainy) morning saw a false start towards the Parkes Observatory. The dirt road chosen proved longer than expected, so our Dear Leader Sharon decided discretion was the better part of valour and after a quick u-turn, Sharon picked a different route and we arrived safely via the bitumen at the Observatory.

Onwards to Condobolin with a short stop in Bogan Gate to check Steve's NC for an issue with suspension bottoming out. Lots of amateur theories for the problem, from suspension settings to bump stops, but certainly no fix on the run. Onwards for a great morning tea at Utes in the Paddock at the Condo Tourist Information Centre. The Ute sculptures were clever, though all were Holdens, so Ford fans came away very disappointed.

Continued P22





QUEEN OF THE DESERT TREK TO CONDOBOLIN

Words: Steve Eccleston, Kay Godfrey and Tony Heathwood | Photos: Mark Godfrey, Greg Unger & Brigid McCarthy

From Condobolin to Forbes via Henry Parkes Way with stops at the Sculptures Down the Lachlan which proved to be quite amazing and varied in their structure and interpretation. A quick stop at the somewhat underwhelming Jemalong Wier left us with a short hop to our finish at the Ben Hall Motor Inn at Forbes that was comfortable and quiet.

As usual drinks and nibbles in the afternoon preceded an excellent dinner at the Post Office Hotel (best value steaks we've encountered), followed by a fall into bed around 9:30pm.

A great day was had by all.

Day 3 Forbes to Yass 3rd July - by Steve Eccleston

Our first stop for the day was McFeeters Car Museum in Forbes. The display provided an eclectic mix of cars, many of which were from the Forbes district. The standout of the visit however were all the stories relating to each car as told by Mrs McFeeters, which were priceless. We then had a very pleasant drive through sheep and cattle country via Grenfell to arrive at Young for lunch.

The highlight of our visit to Young was the attention John Cassidy received from one young local lass who was besotted by the cars and declared during her chat with John *"these cars are f.....g awesome, youse guys have made my day"*. In response, John who was also equally besotted, and wanting to make her day even better asked Sharon to get out of the car (which against her better judgement she agreed to) so he could give his new best friend a quick lap between the roundabouts in the main street! We are sure we have a prospective new member down the track.

After John eventually returned we all departed for an even better run than the morning to Harden and afternoon tea at a tiny café in Binalong, called the Glass Teapot, which was run by a fabulous and very lively local couple. Our ladies couldn't resist a few purchases of his amazing glass art. Our overnight stay was Yass, where Sharon had arranged an Indian

banquet at the Spice Affair which was just superb and enjoyed by all except Andy who was recovering from a stomach bug he picked up the day before and didn't want to tempt fate.

Thank you Sharon and John for a fantastic three days.



Hunter - "Pauly's Twilight Dinner Run"

Words and Photos: Barry and Jenny Luttrell

10th May 2025

14 cars and 23 members assembled at McDonalds Kurri Kurri under threatening weather conditions. Roof up or roof down, it was a challenging choice.

Medical kit was needed to treat a member's finger slammed in a door.

A very comprehensive driver briefing was provided by Pauline and we then got underway under clouds and threatening rain.

Through Kurri Kurri and then on to Weston via a beautiful avenue of trees in their autumn splendor along Cessnock Rd. Then a left turn over the railway to Allandale Rd along some twisty backroads through to Kearsley.

On to Quorrobolong Rd, up around the twisty climb and across to a resurfaced section of Sandy Creek Rd. Sun was beginning to set and twilight was descending as we progressed along original sections of Sandy Creek Rd and across the bridge and another twisty climb out of the valley, with panoramic views to the valleys colored by sunset.

A left turn then quick right took us on into Mulbring and then onto Richmond Vale Rd then George Booth

Drive up over the twisty bits down the other side and across the M1 and onto Wakefield Rd. Getting dark now which created additional challenges following run sheets etc. Onto Cessnock Rd a left into Wilton Rd it's starting to rain now. A few twisty curves then on to Wangi Rd down to Morisset Railway car park. Arrived at Pauly's Gourmet Kitchen Morissett and met six additional members for dinner.

We had a private room allocated to our group so we could easily mingle amongst our group.

Orders taken and fabulous pizzas and traditional a la carte meals provided for everyone's need. After a very enjoyable event we dispersed to make our own way home. Thanks Pauline and Mark.



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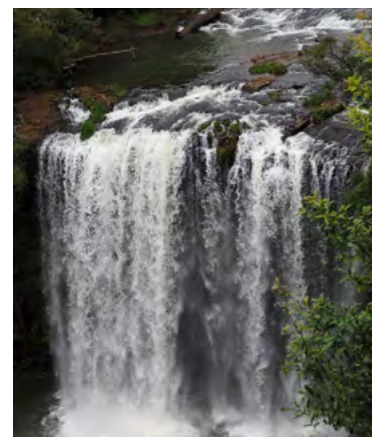
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MID NORTH COAST WINTER ADVENTURES

High Country Run - 6th to 9th May 2025

Photo Album by Wayne Lang





Tuesday 6th of May a group of our Mid North Coast members headed off on their annual pilgrimage, led by Kevin and Jen Chappell, to the "High Country".

They started out from Armidale, where they were met by members from Coffs Harbour and Port Macquarie. Kevin told me he ***"began the tour by taking them all to church"***, the beautiful St Mary and Joseph Catholic Cathedral,

built in 1911, where the magnificent pipe organ provided the atmosphere for their tour of this beautiful structure.

Travelling along some lovely country roads, they explored places like McCrossins Mill in Uralla. Following Thunderbolt's trail, they discovered Thunderbolt's Rock, Grave and Statue. Dorrigo and Dangar Falls, an impromptu chat by an off duty tour guide on the Lockheed Martin "Dish" as well as the largest Solar Farm in the Southern Hemisphere rounded out this colourful trip.





SOUTH COAST - 12th to 14th July 2025

Words: Keith Monaghan | Photos: Keith Monathan and Geoff Smith

Geoff, Paul, Phil and myself got together just after lunch, on Saturday near North Nowra Hotel, to head off on the first day of our Brass Monkey Run adventure.

Led by Geoff we headed across Kangaroo Valley and up onto the southern highlands where we took a variety of back roads heading towards the madness of Sydney's traffic. We were lucky we went this way as the highway heading north to Sydney was blocked with a major accident.

The first part of the run was quite enjoyable but then there was the battle with Sydney's traffic as we had to cross it to get to our resting place for the evening at Mount Kuring-Gai.

After settling into our motel, we headed to the local RSL for dinner. Then it was back to the motel for bed in preparation for an early awakening so to meet up with other members of the club at the local McDonald's restaurant at 5:30am in the morning. The restaurant was closed but scheduled to open at 6:00am. This was a problem for all the coffee lovers as the run was to start at 6:00am. However, the staff in the restaurant seeing more than 20 cars in their car park and quite a number in the street decided to open which was greatly appreciated by all.

The run started and we headed down the old highway towards the on ramp for the freeway. It must have looked good going through the northern suburbs of Sydney with more than 20 MX-5's in a row plus a Cobra and a Daimler SP250. We continued out onto the freeway and motored along in the predawn cool, or should I say cold, heading towards Newcastle. At Jilliby we were joined by another approx. 25 MX-5's to make a long continuous line of at least 50 roadsters all with their tops down and their drivers and passengers enjoying the predawn air.

We turned off the freeway onto the Hunter Expressway just as the sun was rising and the temperature was dropping. We continued to Singleton where we wandered through the back streets to find the car park of the Singleton Diggers Club for breakfast.

After breakfast, conversations and a round of heads and tails, people wandered out to the car park to look at the various cars that were there and start their journeys home.

Our journey home was a bit different to others as we were going to go to Bathurst via the Bylong Valley Way where we would spend the evening. The route took us through Rylstone where we stopped for lunch. We continued through the great countryside and arrived at that motel in Bathurst ready for a dinner and good night's rest after a long day of enjoyable driving. Even though the scenery was spectacular the road was in poor condition.

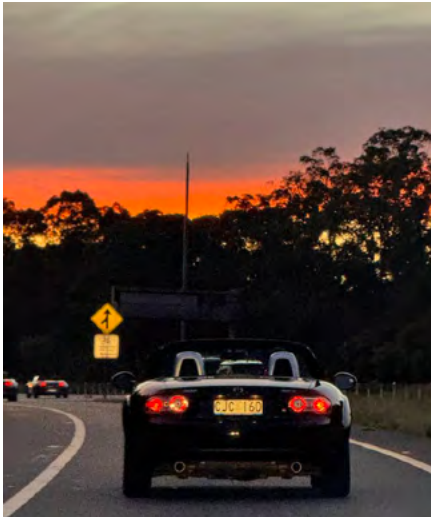
Monday, after breakfast, we set off for a guided drive, by me, around Mount Panorama. With photos taken we headed off to Goulburn via Truckee Creek. On the way we did our required dirt road driving in a little village of Tuena. From there it was onto Crookwell for some lunch. The road from Bathurst to Goulburn was in great condition and a very enjoyable drive.

From Crookwell we headed back to Nowra via Nerriga. Some of the roads on this stretch were the worst condition we had driven in the whole weekend.

After close to 1000 kilometres, we arrived home after a great driver's weekend.

Thanks, Geoff, for organising such a great run. It was enjoyed by all.





Chasing the Brass Monkey is a Charity Run for Careflight, traditionally run in the early hours of a day in July each year as it's generally the coldest month of the year and therefore the most invigorating and challenging to bring participants out of their warm beds into a cold, top down car, heaters blaring, many layers of clothing keepng the cold out.

This was the first year the run was headed north towards Singleton, meeting up at McDonalds Mt Colah and picking up the Hunter crew at Jilliby and heading off to the Singleton Diggers Club for a hot breakfast. The weather was a balmy 4 degrees and provided the participants with a stunning sunrise as well as a water crossing (yes, in an MX-5!). Everyone was glad to get to the "Diggers" for hot coffee and a warm room. 80 participants lived to tell the tale and raised almost \$1,200 for Careflight, an amazing effort.

Michael Soulos has organised and led this run for many years. Originally run by the Austin Healey Owners Club, it traditionally headed to Bathurst, occasionally to Mudgee as well as Goulburn. This year he was ably assisted by the Club Captain, John Purcell.



POLAR BEAR EXPRESS - 2025

Illawarra 20th July

Words: Zan Dimovski | Photos: Senia Gaunson and Zan Dimovski



The sky was still dark as we gathered in the Hungry Jack's carpark at Hayward's Bay, engines humming, blankets, beanies and scarves wrapped tight. It was 6:00am, just before first light, and the chill hung heavy in the air. The Polar Bear Express was about to begin. We hit the road at twilight, 16 cars strong, carrying 29 members and visitors on an unforgettable winter run. As we climbed the bends of Macquarie Pass, the horizon began to glow. The sun slowly rose around us, casting golden light across the frozen Highlands.

Temperatures dipped to a crisp -3°C , with frost clinging to fences and mist rolling through open paddocks. But nothing could dampen our spirits. With heaters and seat warmers working overtime, we cruised through the Southern Highlands, bundled up and smiling. Our destination: Tattersalls Hotel in Goulburn.

By the time we pulled in, we were frozen but happy - and we were joined in the carpark by another member who had driven in from Canberra to meet us.

Inside the hotel, we defrosted beside a cushy fireplace, warming up with steaming mugs of tea, coffee, and hot chocolate, and a delicious hot breakfast that truly hit the spot.

And the best part? Our chilly adventure raised \$150 for CareFlight, supporting their lifesaving work. The Polar Bear Express was more than just a drive - it was a heartwarming (and finger-freezing) morning shared with great people, good cause, and breathtaking scenery.



SOUTH COAST BERRY MOUNTAIN ADVENTURE

Words: Bob Downing and Geoff Smith | Photos: Rose Smith



17th June 2025

A near perfect early winter day for a tops down run in the sun around the twisty and mountainous roads of Berry Mountain and environs. Meeting at Cambewarra lookout it was once down the Berry mountain and once up Woodhill Mountain then a diversion through Kangaroo Valley, up Barrengarry Mountain and onto Robertson for lunch.

Everyone was on time arriving at Cambewarra lookout and were awaiting the opening of the cafe where we were looking forward to warming hot drinks and sustenance. The view from the lookout was clear today due to high winds. It was the best view up and down the coast we have seen for some time. The local wombat kept us entertained, just casually nibbling grass. Sufficiently replete and having warmed up we left on the first leg of our adventure which took us from Cambewarra Lookout towards Kangaroo Valley before making the turn to our next stop at Berry. This road has never been improved over the years with many lumps and bumps and more than a few potholes requiring attention. Arriving in Berry the first and only stop was at the Treat Factory, where the ladies of the group made the mandatory purchases.

The next leg of the adventure saw us completing a loop back to Berry via Coolangatta Road, Gerroa Road and Beach Road before turning onto Woodhill Mountain Road for a drive through the dairy country of the area...ooh, the aroma. All too soon we were back on Moss Vale Road heading to Kangaroo Valley, which seemed unusually quiet today. A brief stop for roadworks at historic Hampden Bridge slowed progress for a couple of minutes before we hit the climb up Barrengarry mountain where we had an unhindered run all the way. At Fitzroy Falls we turned onto Myra Vale Road where we encountered a red V8 Holden ute which attempted to join in with our convoy from a side road without looking.... great reflexes Bob... not sure how you avoided him. Onwards to our destination at Robertson pub for lunch where everyone enjoyed the hearty fare and refreshment. After much convivial chatter it was soon time to say our farewells, with some people travelling home via Kangaroo Valley and Nowra, others opting to travel down Jamberoo Mountain Road and onto the freeway for the run home. Thanks Geoff for organising today's outing.





Club Motorkhana - Round 2 6th July 2025

Words: Gaynor Lawler

Photos: Andrew Edgar and Rob Wilko

Thank you to all entrants for attending Round 2 of the MX-5 Club of NSW Motorkhana for 2025.

The weather played its part and gave us a comfortable day for the event.

Our officials provided their usual level of commitment to give you a great day. I hope you took the time to thank them at some stage during the day. If not, put on your to do list for the next event.

Everyone behaved themselves providing a safe and fun day. There was a healthy level of competition particularly among family members and the juniors were also showing the taste of wanting to win.

The results for both Round 1 and Round 2 are shown opposite (you can see full grid and pointscore on the Club website)

Check out all the amazing photos by Andrew Edgar at Round 1 and Round 2, and Rob Wilko at Round 1 (plus non-MX-5s). on the web.

UPCOMING EVENT: Motorkhana Round 3 - 15th November 2025

It's still a few months away but don't miss this very different motorkhana as it will be under the lights on the SMSP Skidpan.

YES, its an evening event so it will be a new experience. Put it in your diary now.

We originally planned to use this booking for a Defensive Driver Training event but for a variety of reasons those plans have now changed.

Thanks again for being a part of our club motorkhana series.

I look forward to seeing you at our next event.



Open Class							
Place	Driver	Round 1 15 Jun	Round 2 6 Jul	Round 3 15 Nov		Drop Round	Total
1	Christopher Stevens	15	15				30
2	Ian Hung	10	7				17
3	William Donaldson	7	5				12
4	Damian Ryan	-	10				10
5	Michael Tarrant	5	3				8
6	Bryan Shaddon	4	2				6
7	Christopher Andy	-	4				4
8	Steven Gaal	3	-				3
8	William Bannister	2	1				3
10	Royden Toal	1	-				1

Ladies Class							
Place	Driver	Round 1 15 Jun	Round 2 6 Jul	Round 3 15 Nov		Drop Round	Total
1	Annie Chan	15	15				30
2	Helen Green	10	10				20

Junior Class							
Place	Driver	Round 1 15 Jun	Round 2 6 Jul	Round 3 15 Nov		Drop Round	Total
1	Chase Ruppelle	15	7				22
2	Charlie Karayannis	-	15				15
3	Cooper Yates	10	-				10
3	Mackenzie Ryan	-	10				10
5	Gweny Thomas	7	-				7
6	Jenna Belisito	-	5				5



2025 MX-5 Cup Round 3 : SMSP GP Circuit 17/5/2025

Story: Paul Nudd

Photos: Rob Wilkins

Another fabulous day of close, clean racing was had by the MX-5 Cup Racers yesterday at Eastern Creek, Sydney Motorsport Park, GP Circuit.

It was necessary for logistical purposes to combine with MG racing and this did not result in any problems – best I can tell.

Rain was forecast and as the sun rose the sky looked cloudy and overcast.

Some of us went out for qualifying using treaded tyres but then changed to slicks for race 1. The rain held off for all of our races!

Due to the late finish and the involvement of many with the Sydney 300 it was decided that we should postpone the Trophy Presentation until Round 4.

Brad Herring dominated the MX-5 Cup racing and was first across the line in all three races, winning the day overall as well as the 'FIO' Forced Induction Open Class and maximum points of 24. Steven Head was second on the day and third was Craig Barney.

Detailed Report:

Outright Placings: 1st Brad Herring 2nd Steven Head 3rd Craig Barney

Race 1 Finishing order: Brad Herring (QLD), John Fraser, Robbie Giovenco, Scott Lanham, Sarah Medley, Brett Lansley, Steven Head, Ian Spinks, Craig Barney, Chris Battista (QLD), Rob Herrick. Sam Hou, Martin Lyall, Jayden Psaroulis, Sam Silvestro. Tim Herring. Paul Nudd and Jie Ren failed to finish.

Race 2 Finishing order: Brad Herring (QLD), Tim Herring, Robbie Giovenco, John Fraser. Brett Lansley, Steven Head, Ian Spinks, Craig Barney, Sam Hou, Jayden Psaroulis, Rob Herrick, Sarah Medley, Paul Nudd, Chris Battista (QLD), Martin Lyall, Sam Silvestro. Scott Lanham failed to finish.

Race 3 Finishing order: Brad Herring (QLD), John Fraser, Tim Herring, Steven Head, Brett Lansley, Scott Lanham, Ian Spinks, Jayden Psaroulis, Craig Barney, Rob Herrick, Chris Battista (QLD), Martin Lyall, Jayden Psaroulis, Sam Silvestro, Paul Nudd. Sam Hou, Sarah Medley and Robbie Giovenco failed to finish.

The FIO Class was won by Brad Herring with 24 points, second John Fraser with 20 points, third Tim Herring 13 points, 4th Sara Medley 11 points.

The 'NAO' Naturally Aspirated Open class was won by Brett Lansley with a third, second and first in class, 21 points. Second Robbie Giovenco 16 points. Third Scott Lanham 14 points.

Class A was won by Steven Head with 24 points. Second Ian Spinks 21 points, third Jayden Psaroulis 18

points, 4th Paul Nudd 10 points. Jie Ren qualified for Class A but failed to finish in Race 1 and did not start in races 2 and 3.

Craig Barney won all three races in **Class B** for a class win and maximum 24 points. Second Rob Herrick 19 points, third Chris Battista 18 points, 4th Martin Lyall 13 points, 5th Sam Hou 12 points, 6th Sam Silvestro 10 points.

Sam Silvestro was the only driver to qualify for Class C with a qualifying time of 1:55.6 and thus was 'bumped' to Class B.





2025 MX-5 Cup Round 4 : SMSP GP Circuit 20/7/2025

Story: Paul Nudd and Ian Combes

Photos: Rob Wilkins

This was the 4th round of the 2025 competition, at the SMSP GP circuit. Thanks to Paul Nudd for the report about the 3rd round as I (Ian) didn't go to that one (same weekend as our NSW Supersprint round).

Cruised into Sydney Motorsport Park at 7 am at 0°C. Yes folks – there really was ice on the railings. Don't let anyone tell you that Western Sydney isn't cold... Fortunately, it warmed up a lot and it was a really good day later on.

Mostly it was a pretty good day for most drivers. It wouldn't be racing unless someone had an issue or two though. Mechanical gremlins struck Brett Lansley (clutch hydraulics) and Jett Herring (gearbox). I think that Jett should have less power- the gearbox might last longer! (and the rest of us might get a sniff). Unfortunately, Sarah Medley suffered a bit of an under-bonnet meltdown – an electrical issue I think.

To the racing:

The fastest MX-5 lap of the day was laid down by Jett Herring in the Herring Racing naturally aspirated 2.5 NC. Jett set the time of 1:41.7763 in Qualifying on Lap 8.

Next Fastest was Richard Herring in the Herring Racing 1840 Turbo with a lap of 1:42.5007 on lap 2 of Race 1. Richard went on to win Race 1 but only managed to complete 1 lap in Race 2 and with a second place in Race 3 scored a total of 15 points to be 3rd in the Forced Induction Open Class.

The racing was dominated by Brad Herring in the Herring Racing 1840 Turbo with a best lap of 1:42.7772 in Race 2. With a second in Race 1 and wins in Races 2 and 3, Brad was first overall on the day with 23 points, also winning the Forced Induction Open Class.

The Naturally Aspirated Open Class was won by Jie Ren with a class second in Race 1 and class wins in Races 2 and 3, scoring 23 points, also taking the second on the day.

Class A was won by David Johnson on his first outing in his freshly built and fabulous looking 2.5 NC. David was 3rd in class for Race 1 and won the class in Races 2 and 3 for a total of 22 points and overall third place on the day.

Class B was won by Sam Hou in his 2.0 ND with a win, a third and a second in class for 21 points and 4th place overall on the day.

After 'breakouts' through the day there remained only one in Class C and the rules determine that in that situation the driver is 'promoted' to the class above. Thus there is no winner in Class C.

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Overall placings on the day:

1st Brad Herring 23 points, 2nd Jie Ren 23 points, 3rd David Johnson 22 points.

Race 3 is nominated as the 'Trophy Race' with trophies awarded by MRA for 1st, 2nd and 3rd across the line. 1st was Brad Herring, 2nd was Richard Herring and 3rd was Tim Herring.

Going through the classes:

FIO: 1st Brad Herring 23 points. 2nd John Fraser 17 points. 3rd Richard Herring 15 points. 4th Tim Herring 13 points. 5th Sarah Medley 5 points.

NAO: 1st Jie Ren 23 points. 2nd Ben Cathcart 18 points. 3rd Kiara Zabetakis 17 points. 4th Mat Fraser 15 points. 5th Brett Lansley 4 points

Class A: 1st David Johnson 22 points. 2nd Ian Spinks 20 points. 3rd Rob Kriletich 15 points. 4th Paul Nudd 11 points.

Class B: 1st Sam Hou 21 points. Equal 2nd each on 19 points, Craig Barney and Jayden Psaroulis. 4th Rob Herrick 17 points. 5th Ian Combes 12 points. 6th Martin Lyall 10 points. 7th Sam Silvestro 9 points. 8th John Connolly 3 points.





A Mystery Christmas in July

Illawarra and Sydney 26 - 27th July 2025

Words: Senia Gaunson, Peter Campbell and Zan Dimovski | Photos: Santas Elves

Senia Gaunson

In 2022 Brendan Barr and I embarked on the first of the Mystery Christmas in July ventures with the help of a number of members.

This venture is our second into the major Mystery Christmas in July runs and many months in the planning. Finally the day was here! The final destination was booked, the route was tested and documented, the Clues were written by Brendan with the help of AI and rehashed a number of times when tested on friends outside the Club. Finally we were ready! 18 cars with 36 contestants were ready and rearing to go. Wollongong is always a challenge for parking so we chose McDonalds as the starting point.

After all his hard work, Brendan was unable to join us on the adventure due to some health issues. He did, however, come along to give the instruction talk and then sneakily go to the first couple of points to see how the contestants were getting on.

In the meantime, Senia and Bob, along with Ann and Bryan, were up early planting clues at various points for contestants to gather on their sleuthing journey. Once they were all planted, we scurried off to **Mercure at Gerringong**, the final Christmas in July dinner destination, with Ann ready to welcome contestants as they arrived and Senia in the "control room" gathering photos as they came in and evidence sheets as contestants completed their journey. It was good to have Brendan taking part (remotely) by judging the photos emailed to us throughout the day, it was great to share the experience with them through their photos, some of them were very clever and earned extra points for their effort. Everyone had a good laugh at the slideshow during dinner.

Eventually a clear winner was found. Zan and Phil were declared "Super Sleuths" by answering all except for one question and collecting a bag full of evidence along the way. Close on their heels were Franchesca and Ian Fenn, Paul and Dianne Byers, followed by Kim and Mark Kownacki and Chrissie and John Zaremba. Fantastic Sleuths all of them.

We collected \$40 in fines, which was put towards the Club's charity donation to CareFlight.

We have to give **Mercure Gerringong** a big **WELL DONE!** They worked with us for months and could not have been more helpful. Our rooms were spacious and had

the most comfortable beds I've slept in for a long time. I wanted to steal my pillow it was so comfy (no, I didn't!). The buffet dinner was scrumptious and plentiful. The Mercure is located in a lovely part of the Illawarra coast with amazing views and a delicious buffet brekky in the morning, all in all, a great Christmas in July.

By the way here is the Clue that got them home, could you figure it out?

"Head towards the Place of Peril but despair not, it is a safe haven to feast and rest your weary head where the Roman God of Travellers awaits you".

Following are a couple of impressions of the day, and of course we had to share some funny photos with you.

Zan Dimovski

The winter air in Wollongong carried that perfect crisp chill as we straightened our Santa hats – it was finally time for our Christmas in July Mystery Adventure, and I couldn't wait to see where the clues would lead us.

With the first riddle in hand, we set off, engines humming as we wound our way along the stunning South Coast. From Wollongong to Kiama, a friendly chat with a sister at the Abbey, up to Robertson with breathtaking waterfall views, and out to Kangaroo Valley with the glamorous Marilyn – every stop added a spark of excitement. We solved riddles, collected treasures, and snapped countless selfies, much to the amused confusion of onlookers watching our festive antics.

Each clue drew us closer to the finish line, but the real highlight wasn't just the thrill of winning – it was the laughter, the shared adventure, and the joy of spending the day together.

Rolling into the Mercure Gerringong, we realised we'd done it – first to solve all the riddles and gather the most treasures. Over a well-earned glass of wine and a hearty Christmas feast, that perfect mix of exhaustion, happiness, and accomplishment set in. We swapped stories, compared loot, laughed over our silliest selfies, and cheered as the prizes were handed out.

It was so much more than just a mystery run – it was a day of pure mid-winter Christmas magic, made unforgettable by amazing people, beautiful drives, and our gorgeous MX-5's.



Peter Campbell

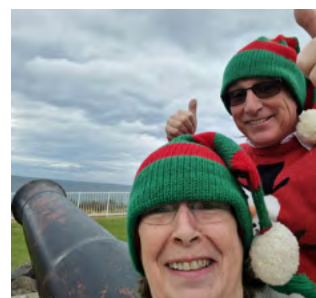
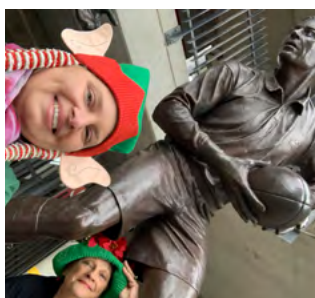
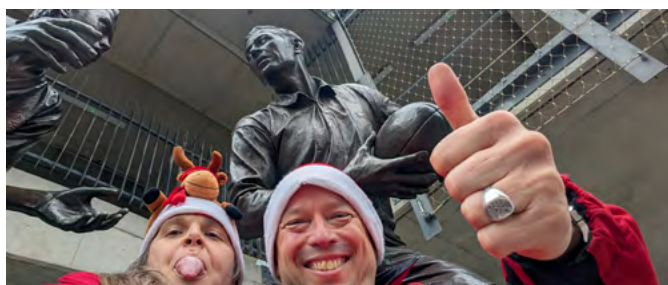
Birgitte and I are relatively new members and haven't been on a club run before so the extra allure of a Christmas themed mystery run was just the incentive we needed. We signed up and our friends were interested so my son lent them his MX5 (and membership) to enrol them too.

For them it was the first time driving an MX5. They are Land Cruiser people so they found semi trailers on the highway a bit confronting but over the 2 days they fell in love with the Mazda.

We are based in Sydney so it was an early start to get down to Wollongong but a nice drive. We thought the day was fantastic. The event was really well organised and the group was friendly. I loved that the clues were a little tricky but not too hard. Dr google helped with a few.

We weren't out to win, just to have fun. It was a lovely drive which suited our little cars really well. I think we were the last to get back because I think we stopped a little long for lunch but it all worked out well. Maybe we missed a turn or two which gave us the booby prize for most KMs travelled :-)

What struck me was how friendly everyone was and what an engaging and welcoming community the club is. We'll definitely get out for a few more runs now. Thanks a lot Senia and Brendan (and everyone else).



Christmas in July

Hunter - Duntryleague 26-27th July 2025

Words: Chris Cameron | Photos: Wendy Mulholland and Ray Cosier



Twenty three well-rugged up Hunter members gathered under our umbrellas at Cessnock Information Centre at 7:30am for the pre-run briefing for our Christmas in July trip to the magnificent Duntryleague House in Orange. With little prospect of the rain easing any time soon, all roofs were up and stayed that way as we headed through the vineyards and Broke, turning left onto the Putty Road. Wet winter early mornings are always a concern for wildlife and our convoy had 2 close encounters with 'roos and 1 with a wallaby, but all cars and animals made it through unscathed. Morning tea at Grey Gums café was an opportunity to stretch legs and warm up with a hot drink before we headed along Bells Line of Road through Kurrajong and Bilpin then down into Lithgow.

Phil and Mara had reported an issue with their steering when the convoy briefly took a wrong turn at Central Colo shortly after leaving Grey Gums, and made a stop to check out the car – accompanied by tail-end charlie (David & Elaine) plus 2 other cars. The decision was made for the rest of the convoy to continue to Lithgow and wait there. Phil's problem turned out to be a 5mm r-shaped steel cotter pin that had embedded both open ends in his rear driver-side tyre. The tyre was removed and the offending pin extracted, then the 2 holes were plugged. But there was still a leak through a small slit in the tyre, so the only option was to use puncture sealant goo, which thankfully worked as it's meant to. With the entire operation taking less than half an hour, the 'caboose' was soon on the road again.

The repair crew arrived at Lithgow Workers Club for lunch, joining the main convoy who were just finishing theirs. In short order, everyone was fed and watered and we hit the road again. As most people had previously done a run around Mt Panorama (and it was still raining), we decided to continue straight through Bathurst, turning north-west for the

last section into Orange. Some members had opted to stay at Duntryleague and others at a nearby motel, so the convoy split up and we all happily took advantage of warm rooms and hot showers before dressing for dinner.

Duntryleague House is a spectacular mansion set in extensive grounds that have been turned from original farmland and vineyards into a golf course. We had our own elegant dining room with a table beautifully decorated by a group of our Hunter ladies, each place setting being accompanied by a bag of delectable treats made by several members of our outing. Thank you ladies & John! Before dinner we were entertained with a selection of carols by a combined children's choir from the local conservatorium of music, which set the Christmas mood very nicely. Our 3-course dinner was tasty and plentiful, and was followed by the fun of our traditional 'secret santa' gift swapping. Dinner over, we slowly disbanded, heading upstairs or back to our motel rooms. I turned on the tv at 2 minutes to 10 hoping to see the last moments of a Wallabies triumph, but it was not meant to be. The only sad part of the evening.

A huge thank you to Denise and Glenn (who had earlier done a rec'dy for the whole trip), and Felicity and Nick for organising the venue, the run, the decorations and the goody bags, and to everyone who helped in various ways to make the evening a great success.



19th July 2025

Bungendore is a quaint little town just 40km and 35 minutes from Canberra, but for most of us that just wouldn't cut it. So we took a 230km and 2hr45min detour. Hence, the run was aptly named ***'It's a long way to Bungendore'***.

Blue skies with barely a cloud (we'll ignore the low of -5.5°C for the morning!) greeted us in Hall as we gathered in the Gladstone St carpark. We started with 8 cars and 13 participants (including two new members, welcome again). We didn't hang around too long, before setting off, mostly tops down, for an easy drive to Gunning. It wasn't long before the fog came down and visibility reduced to about 50m in places – we were regretting the top down choice at this point but we battled on! Slowing down in Gundaroo we picked up another MX-5 before arriving in Gunning just after 10am, again under blue skies.

The Old Hume Cafe once again produced the goods with tasty treats and warming beverages. There was plenty of chatting and discussion over the various tables we were occupying.

Back on the road we took the Old Hume Highway so as to enjoy some different scenery and a few more interesting curves that the highway wouldn't have provided. After slowing slightly so as to allow a completely unaware train enthusiast to cross the road and take a photo of a passing train, we found ourselves driving through Cullerin and Breadalbane – blink and you'll miss them type villages. Soon after, we had no option but to join the Hume Highway as we headed for Goulburn.

After turning off we veered to the right which took us over the Hume, then we turned left back under the Hume before going back over the Hume again. Confused? We weren't as we all made it successfully!

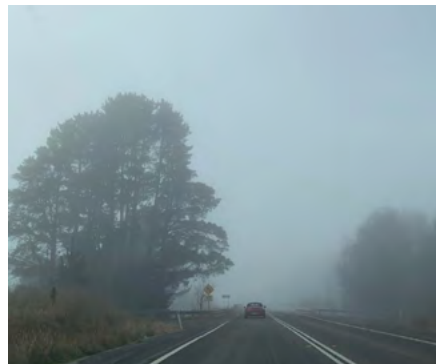
This weaving put us onto Windellama Road, not one known to anybody I spoke to, so job well done as a new road is a good road! And it was a good road, recently resurfaced with just a small section of filled pot holes. Good visibility, sweeping bends, varying landscapes and no traffic. What more could we have asked for (hmm, another 10°C in temperature maybe!). The nice open road however didn't last for long after we had turned off Windellama Road.

Here we came across somebody pulling out of their driveway who clearly didn't look to see if anybody was coming along. Fortunately I had seen him so was prepared to slow down with room to spare. Driving an MX-5 has certainly made me a more aware driver as you need to be on your toes at all times so as to react to other drivers poor decisions or their apparent inability to see you. Sadly, this driver also couldn't keep a steady

speed so we just followed patiently behind. It did however allow us to regroup as we approached Tarago. To avoid the temporary dirt road between Tarago and Bungendore we took the longer route along Goulburn Road to the Kings Highway. A straight forward stretch again with little traffic.

Arriving at The Royal only 5 minutes later than planned we were joined by another 9 members who had taken the more direct route to Bungendore. Having never been to The Royal before we were unsure what to expect. However we were not disappointed. The service was quick and the food was tasty and generously sized, just ask those who had the beef rib!

This run seemed to offer a number of things to members, a great lunch with good friends, plus the option of a longer drive for those interested and given the close proximity to Canberra, an easier drive for others. Given the success and options this style of run offers there will be another ***'It's a long way to...'*** run in 2026. The venue will be local, but will remain a mystery until closer to the day!



CANBERRA takes the long way to Bungendore

Words and Photos: Cathy & Simon Trickett with Rod Nicholas

RPM Zoom to Mt Annan

Words and Photos: Chris Wyatt



Helen and John brought us all together for their maiden run celebrating with our classic morning tea at the Settlers.

Heading south into a beautiful top-down day we enjoyed the great run down Silverdale Road to the Oaks. Turning left at the roundabout into Burragorang Road through Mount Hunter and left at the Camden Bypass very soon we were parked at The Mount Annan Botanical Gardens. Light clouds made a brief walk through the surrounding area a pleasant half-hour break. Back into the cars we took a short run up to the lookout for a photo opportunity.

Before we knew it we were heading back North along Narellan Road and onto the



Camden Bypass and The Camden Valley Inn perfectly timed for a great lunch. If you haven't been to this great venue it is very popular with great atmosphere and matching food made even better with a weekday, two for one senior's special on the whole menu. Well worth the trip for that alone.

The crew got together for their usual long catch up, always enjoyable for everyone, made even more so today with the return of Annette and Bruce.

Thanks Helen and John for a great time and the masterful run instructions. Thanks to everyone for making it into the usual fun time.

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Saturday 7th June Twelve sparkling MX-5's lined up at Cameron Park Maccas to celebrate King's Birthday Weekend with Saturday's run to the vineyards and lunch at Greta. Hunter run regulars welcomed new member Linda driving her new grey RF on her first run with the club. In glorious sunshine - a bit of a novelty after the never-ending rain and flooding - Mark and Lynda led us along the windy sections past Sugarloaf, then via Lake Road towards Cessnock. After a brief comfort stop at Poppet Head Park at Kitchener, Mark had a close-up and personal view of a large roo which chose to hop across the road not far in front of him. It gave us all a reminder of how quickly they can come out of nowhere at any time of the day.

Coming into Cessnock from the west, we turned up Bimbadeen Road - a NEW ROAD for most of us. Well done Mark and Lynda - extra brownie points for finding a road we haven't been on before! This narrow, windy road led us ever upwards, finally reaching a spectacular lookout facing east with views all the way to the coast. After winding our way back down again, we headed through the vineyards towards our designated morning tea stop at Pokolbin Park, only to find it was full to overflowing with what looked like a wedding party. So Plan B came into effect and we drove round to Hunter Valley Gardens picnic area which had plenty of free tables and space to accommodate us.

Morning tea over and done, the convoy headed on to Greta Worker's Club via Hermitage Road, Wine Country Drive and Wilderness Road. John & I actually chose to sneak away for a visit to de Iuliis Wines and de Bortoli Wines to check out their long weekend case sales. It's amazing how much wine you can fit in an NC when the boot is already half full of picnic stuff, although 1 case did travel the short distance home on my knee! But talking to other members of the run, the lunch at Greta Workers was tasty, plentiful and great value for money.

(DG) The workers club food was Australian and Chinese fare and the club gave us members

prices for the day. So lunch was well priced, the plates were full and very tasty.

Thank you to Mark and Lynda for organising a great day out, and to everyone who came along to make the day fun.



Hunter Lookout and Vines Cruise

Words: Christine Cameron | Photos: Pauline Schofield and David Gazzard



Two into Four (or how I finally got a sports car) - by Phil Hall

I've always wanted a sports car. When I was a little boy my dad fostered our passion for all things mechanical and he said (proudly) that, by the time Paul and I were five years old, we could identify every car on the road.

Later my uncle contributed by purchasing an MGA and, later, an MGB. He rounded off his passions with a TVR Grantura and gifted both of us with several rides in the B.

As teenagers we became emeshed in car racing and attended events at Oran Park (the night races under lights were very spectacular) and hill climbs. On reflection, I suspect that the hill climb choice was because there was a hillclimb track close by, King Edward Park, in Newcastle and also because hill climbs were held on Saturdays and attendance there didn't clash with our church commitments.

We slavishly purchased motoring magazines, especially Sports Car World and chuckled long and hard at the writings of Romsey Quints.

But it was at the hill climbs that our interest in racing and, especially sports cars grew. This was mainly because the Unlimited Sports Car class in that era was owned by Wollongong's Ron Thorp in his booming Shelby Cobra 289.

By now we were living in Wollongong and Thorpie became our "local" driver. We travelled back to Newcastle every year and even parlayed our way into being Ron's pit crew. We also took our little 35mm cameras with us and it was with mine that I took this shot of Ron exiting Perce's Pinch in 1967.

Ron set 2nd FTD that day and, as usual, won his class.

A couple of years later we were invited to Ron's house at Yallah to see the car and to have a ride in it around the backblocks of Marshall Mount. The sound of the four inch lakes pipes, just below my left ear. booming off the

scenery, is something I will never forget.

But something had happened at Newcastle a year before. We had turned up for the hill climb only to find that the CAR event wasn't until the following week and it was BIKES on the card. Unbeknown to us, we got to see Australian champion, Kel Carruthers, set the FTD that day, riding Jack Gates's Honda 250. What a sound! Just a couple of years later, Kel became the World 250cc champion on a Benelli.

And it was to bikes that we started drifting. Despite continuing our passion for car racing, both Paul and I bought a bike and started riding them on the road even though we were living 300kms apart and had never discussed the matter with each other until it happened. Such are the quirks of being identical twins.

If you'd like to follow the story of my motorcycling life you can do so on my blog www.halfofmylife.com. Select the menu item called "My Motobiography" and settle down, it's a long read.

That was 1974 and, suddenly, we are 50 years later. My motorcycling came to a painful and precipitous end on the 21st September 2024 when I crashed on a piece of firewood on the road and wrote off the bike and almost me. I had had a serious accident in 2010 and had promised my long-suffering wife then that, if ever I had another serious accident, that would be it and I have kept my promise.

With the insurance money, plus the money for my written-off motorcycling gear and the sale of my historic Honda 550, I was able to consider the purchase of another, safer, toy. It had to be an MX-5 as my memories of Uncle Rob's front-engined, rear wheel drive cars was still fresh. Plus, Paul had bought one some years before and always raved about it (though he never let me have a DRIVE in it). So, with

Paul's help and advice from Bryan and Ann, I started trolling the For Sale sites for a suitable candidate. It didn't take long and I settled on a 2010 "C" model with all the fruit.

"Wow", you must be thinking, "What did you think when you drove it for the first time?" Well, it took some time before I could drive it at ALL. The combination of my injuries and my doctor's injunctions concerning not exerting myself meant that it was some months before I got to plunk the posterior onto the leather seat. And, even then, he restricted me to very short distances of driving for some months as well.

Once "let loose" so to speak, (on New Year's Eve, no less) I immediately found what my uncle had found some 60 years before. A sports car is addictive. Sure, it took some getting used to, I'd not driven a manual for AGES and the long throw of the clutch pedal and its offset to the right was tricky. My big feet kept getting tangled up with the pedal and the foot rest and I began to despair of ever making smooth down-shifts.

By a bit of experimentation with the position of the seats suddenly showed that the process was much easier and I haven't missed a shift in a while.

My daily driver is a 2013 VW Golf, a car that has more than enough "sporty" to satisfy but it didn't prepare me for how DIRECT the MX-5 is. Think it and it goes there, sometimes even more quickly than you actually want it to. Choosing the right line has become even more critical than it always has been and, I have to say that, I am nowhere even close to confident enough (as some who have travelled behind me on group drives have undoubtedly noticed).

The assistance and advice that I have received from my local MX-5 chapter has been invaluable and that has eased the process considerably.

But the rewards are immeasurable and I am so glad that, some 60 years after I first thought how nice it would be to own a sports car, I have found out just how nice it really IS. My wife loves driving Dolly (she's Dolphin Grey, you see) as much as I do and now, instead of saying to her, "I'm going for a ride." as I've done for the last 50 years, I now say, "I'm going for a zoom."



Quick it's an Emergency 'Who's got a Safety Pin?'

by Jeff Rowe

Each of our Chapters have a member that's a real Character, you know, larger than life itself. For the Illawarra that's our good mate Wally Wojewski. Wally is always joined by his partner in crime Pat.

Wally is quite a large person but that's not what gives him his presence. It's the warm genuine friendliness that he greets you with and his willingness to lend a hand when it's needed.

He's been a club member for nine years now and his car when he joined the club was an immaculate white NC. His fondness for the club is only second to his love for Pat and now the men's shed.

On a recent Chapter run I noticed that Wally was not in his usual club run car, an immaculate Mercedes SLK350, which he bought as it's much easier to get in and out of, as many of us of a mature age can relate to. I asked Wally where it was and if he was having trouble with it. Without so much as a blink of an eye Wally replied that this is a mid-week run and the Merc only comes out on weekends. Well, I wasn't going to argue with that.

While talking, I noticed Wally had a number of Club Badges on his 'Andy Cap' style cap. With the Club Badges there was a badge from 'Marine Rescue' which Wally had been a member of for many years then there were 2 large and a number of smaller 'Safety Pins'. I was really intrigued by the 'Safety Pins'.

Wally explained that many years ago, when he was a 'Probationary Police Officer', his training officers had 'Safety Pins' attached to a lapel on their uniform. Wally was advised to do the same.

It appears that in the days when Police Officers walked their beat, they not only caught the 'Bad Guys' they also did Traffic Duties, gave Street Directions, helped Mothers with Young Children, assisted Little Old Ladies across the Street and at times were called upon for a 'Safety Pin'.

Wally told me that he had requests from ladies who had a broken Bra Strap, the Elastic gone on their Knickers and requests for help for any number of things that you can quickly fix with a Safety Pin. There may even have been the odd zipper that needed some help.

So, if you're out for a day of fun
On an Illawarra Run
A strap, elastic or zipper gives in
Have no fear, Wally will be near
With his trusted 'Safety Pin'.



When you love your car but just want a different colour...

by Bryan Hicks

Ann and I own a 2014, third generation NC with a retractable hard top. This is my third MX-5 and the best MX-5 ever produced (just ask me!). There was just one issue with it, it was black. Hard to see in bad weather and hard to keep clean.

So what to do? A respray was an option, however, a “wrap” at **Max Custom** in Rydalmere offered a less expensive alternative and some brilliant colour choices. These guys had Ferraris and Rolls Royces in for clear wraps to protect from stone chips and fading before they were even registered! My car was in good company and good hands.

First, all the “car park misadventures” had to be knocked out, leaving a fully smooth body for the “wrap” to adhere to. Then off to the body shop for wrapping. What an amazing process, every part of the car is wrapped, as if it’s had a full re-spray, or better.

So from Black to Atomic Teal, what a transformation! Totally different car. Everyone loves it when in convoy, you can’t miss it for miles!



Tech Talk

Don't lose your cool(ant)

by Simon Trickett

Mazda MX5: solid, reliable, good looking, desired by all – the last two might be a bit subjective but you are reading this in **Club Torque** so you will likely agree and the descriptions stand! But from an NA, NB and NC perspective the coolant system isn't quite as robust as the rest of the car and the coolant has been known to try and make a quick escape on occasion! I haven't heard of any issues with the ND but I've never owned one nor browsed any ND forums.

NA / NB

The weak point: Radiator. Specifically where the hot coolant returns to the radiator via the top hose (see image). The top and bottom tanks on the OEM radiator are plastic and should be a very dark brown in colour, but over time the heat degrades the plastic. The tell tale sign is a change in colour to a lighter brown. If you look closely you will see little dark lines, these are small cracks. Eventually the plastic will become so brittle it breaks and your coolant will escape, not a great scenario.

Solution: Install a new radiator. You could get a new OEM item and just replace it again in the future, or go for an aluminium unit.

NC

The weak point: Coolant reservoir. It's plastic, gets hot and breaks, see a theme here? Image shows the comparison between a new one and one that has done around 60,000k. I changed mine as a precaution.

Solution: Install a new reservoir. Again, you could get a new OEM item and just replace it again in the future, or go for an aluminium one. For me, I went OEM.

Installation: You'll need a 10mm socket, pliers and a baster / syringe and around 30 minutes. Remove the coolant from the reservoir using the baster / syringe then using the pliers, release the hose clamps and release the top two hoses – I found twisting the hoses slightly broke their grip on the plastic and they came off easily. Try and keep these hoses vertical so as to reduce spillage (it might be wise to have a rag handy). There are three nuts (highlighted in green) holding the reservoir in place. Given you'll need to get your hand underneath to release a hose clamp from a downward facing pipe (highlighted). I found it easier to also remove a bracket (highlighted in yellow) to give a bit more room. Once this last hose is released the reservoir will come out. Installation is the reverse.

Whether you are fitting a new radiator or reservoir the overall cost is significantly less than replacing a cooked engine. I believe prevention is the better option!



0 - NA top tank



1 - NC Coolant reservoir



2 - NC Coolant reservoir



3 - NC Coolant reservoir

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