

club

TORQUE

NatMeet 2026 in the Hunter Valley



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 20th May 2026

1196



Members who joined 13/2/2026 to 20/5/2026

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Michael Adamantidis	Lin Groundwater	John Pearce	Adam Stanton
Kaz Adams	Tommy Harradine	Inge Plant	Rebecca Strutt
Logan Alejos Guerreiro	John Hennessey	Tim Plant	Eric Syrjanen
Brett Avery	Mark Hopcraft	Martin Rauch	Leanne Talbot
James Burge	Nick Jones	Ella Russell	Vincent Tran
Brian Copland	Wendy Jones	Grace Sanger	Brent Trousdale
Mellisa Crawshaw	Michael Lintag	Nathaniel Sanger	Alessandro Turcato
Sam Ferrier	Robert McCook	Louis Sanidas	Margaret Ure
Grace Fogarty	Sandra McCook	Lorinna Scott	Alexandra Williams
Andy Fung	Mick Miezis	Neil Scott	Cameron Williams
Craig Garrett	John Miles	Robyn Scott	Hayden Woods
Jane Garrett	Lachlan Miles-Teo	Noufal Shah	Marg Yates
Karen Golton	Leah Morrissey	Gary Silman	Georgios Zaharof



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

Here we are, where I started 2 years ago, autumn, or as our American friends call it, fall. Everyone that knows me well, knows that it's my favourite season, changing colours, falling

leaves, more temperate weather, cooler days and nights. This year, autumn surprised us with a blanket of snow on what was to be a scenic drive in the Snowy Mountains. Day 2 in Thredbo and it snowed! Not just a few snow flakes, enough snow to make a snowman and to cover cars, parked outdoors a hike away. A few of our explorers braved the elements to take photos and returned blanketed in snow themselves. Full story is on Pages 18-21.

NatMeet XVI was held in the Hunter Valley this year. This National meeting of like minded car enthusiasts around Australia is held every 2 years in a different State, this year it was NSW turn, with participants coming from as far as WA. With fuel prices hiked up

due to the war in Iran and concern over availability, a number of our members were wondering whether it would be cursed again (NSW was cancelled in 2020 and again in 2022 due to Covid restrictions), however, our brave organisers had every contingency in place and the show was going on! And what a show it was., special feature starts on Page 22.

And finally, do you know what your membership fee entitles you to? Read Bryan Shedden's report on Page 43, it's probably a lot more than you realise, including a full colour, quarterly printed copy of this Club Torque Magazine, if you choose the printed copy. Most clubs charge extra for this, yours is included in your membership fee at no extra cost!

Thank you for your stories and photos, keep them coming. And again, thank you Chris for making sure our magazine is legible, you rock!

Senia Gaunson



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President's Report

by Ian Combes

Welcome to the 2026 Autumn edition of Club Torque!

Summer is now slipping away, although we've had a heck of an Indian (i.e. extended) summer this year, well into May).

This edition could also be called the **NatMeet Edition** - this was a huge highlight of the last quarter, and very fresh in our memories. NatMeet is a very important event on our calendar - especially when we are organising it! Four of the MX-5 clubs around Australia take it in turn to organise the event. As most know, we were scheduled to put the event on in 2020, but COVID-19 kind of got in the way. 2022 was skipped as it was still too risky. Queensland took it on for 2024, with NSW backing up again for 2026.

Planning for NatMeet 2026 started in early 2024 - just before NatMeet in Toowoomba. That's how long an event of this size takes to organise when it is done using all volunteer effort. There were certainly nervous moments in the lead up to (and even during) the event, but all that planning and organising certainly paid off - the event was a great success, and I think that the attendees had a great week, with some great drives, and fabulous dinners, using Rydges Hunter Valley as our base.

NatMeet kicked off with a great BBQ on Sunday night where there was a lot of catching up with past NatMeet acquaintances. On Monday, we had the Show and Shine on the lawns at Rydges. Early morning drizzle gave way to a good day (and some last minute work with the chamois!). A good event - well done to the organisers! Monday afternoon, we had a very pleasant drive around the Pokolbin region. That was the easier part for us as tail-end Charlie. Got harder after that!

Tuesday was a more challenging loop around the Lower Hunter - as the leader. Blotted our copybook once or twice with the route, but we had a good time anyway. Tuesday night was the theme dinner - costumes had to be something starting with 'M'. As we saw in Toowoomba, there was a lot of imagination (and a lot of effort) put into many of the costumes.

On Wednesday, some attendees chose to do a shorter run out to Fighter World, but we led a group on the (much) longer run down through the Wollombi highway

to Windsor and back up the Putty Road. I can highly recommend the boathouse café at Windsor for lunch. There were quite a few roadworks on the Putty Road, but the bendy bits at the northern end had been upgraded and were great fun (to the annoyance of my navigator - sorry Hun!). Dinner was at Four Pines at the Farm (buses to and from the venue), and was a good night.

Thursday was another (relatively shorter) run out to the coast and as before, we stopped for morning tea and lunch. That night was the Gala dinner - with a nine-piece live band no less. Needless to say, with such a great band, there was a lot of enthusiastic dancing going on. We were honoured to host the Mayor of Cessnock, Daniel Watton (Cessnock Council supported the event), who presented the awards for the Show and Shine.

A huge thank you to Elaine and David Gazzard and the NatMeet organising committee, who pulled this event together so well, and sorted out wrinkles during the week. The organising committee certainly did the Club proud.

Motorsport

There has been a lot of motorsport since the Summer edition. Early on, we had the first motorkhana of the year. As we have come to expect, this was a popular event, and ran very well. The second CSCA/Club Supersprint round at One Raceway was a good event from what I heard - sadly I didn't get to that round. This was probably the first look at One Raceway for many. Well done to the MG Car Club of Newcastle for taking the plunge on this event. The next CSCA/Club Supersprint round was our round at the Amaroo Circuit at Sydney Motorsport Park. The timing of this round was so that it coincided with NatMeet (NatMeets typically have a motorsport event). Sadly, we didn't get enough interest from NatMeet attendees for this track day, so while the track day went ahead, there were no motorsport awards at NatMeet.

Very recently, we had our only 2026 driver training day at Pheasant Wood Circuit near Marulan...more on that in the next edition!

Keep driving and be safe!

Ian Combes



NatMeet edition Cover photo by Peter Hilkmann - Official photographer of NatMeet XVI

Many thanks to Peter, Rob Wilkins and Andrew Edgar for all the fabulous NatMeet photos

2025-2026 COMMITTEE



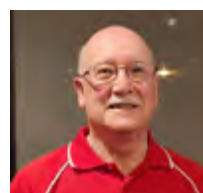
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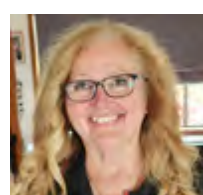
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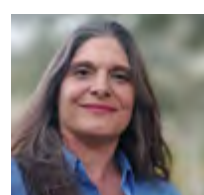
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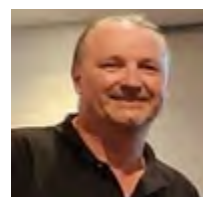
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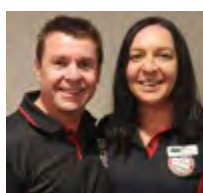
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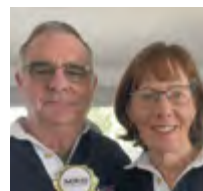
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Illawarra Run to Bundeena the interesting way around

Words and Photos by Senia Gaunson



Wednesday 18th March, a drizzly morning start didn't deter most of us from getting the car out of the garage for a John Zarembo "Special", drive to Bundeena via some beautiful Thirroul to Seacliff roads that no one apart from the locals knows about.

We met at the Bulli Beach Cafe in time to admire Barry Pope's new Soul Crystal Red ND and headed off the main road straight away, up and down some amazing side streets reminiscent of rain forests, full of tree ferns and green canopied trees. John and Chrissie Zarembo have lived in at least ten houses in this landscape and know the area better than most. From here they led us along what is arguably the most photographed bridge in Australia, the Seacliff Bridge, up to Bald Hill for coffee (or in my case salted caramel ice cream) where we were greeted by the sight of two

brave souls skydiving in the clouds, quite a treat given it had been raining most of the morning.

By this time the misty rain had stopped, so the tops came down and we were off for a sensory drive through the National Park, with a quick stop at the Helensburgh Hindu Temple. Then up to Bundeena RSL where we were met by some friendly locals who took the ferry instead of their car (probably a wise choice given the current price of petrol!) to meet us for lunch at the RSL. Wonderful to catch up with Kim and Peter Ranger, who we haven't seen for some time, as well as our regulars, Julie and Mark Sando as well as Wes Hill. We missed Lena who was not feeling well.

How wonderful it is to be alive and able to hop in the car on a Wednesday morning to zoom along some lovely roads and enjoy great food and company by the sea.





Sunday 30th March was the kind of sunny morning that practically begs you to drop the roof, grab your sunglasses, and point the car toward the horizon. Our 200-kilometre run to Bungendore promised exactly that, and with three cars and five members along for the ride, the day had all the makings of an easy, good-humoured cruise through the South Coast.

Our first stop came at the South Nowra McDonald's for some road-trip caffeine. A round

of coffees, a hot chocolate, and a quick comfort break later, we were back on the road, heading toward Nerriga. We paused again for a leg stretch, the kind where everyone pretends they're checking tyre temperatures but really just wants to admire the view.

From there the route wound through Tarago and on to Bungendore, where Café Woodworks welcomed us with the promise of a well-earned lunch. Plates were cleared, conversations flowed, and spirits stayed high — the perfect combination after a morning behind the wheel.

With appetites satisfied, we wandered through the local shops, drifting between lolly jars, leather goods, and antique curiosities. A few treasures were purchased, though some of us showed heroic restraint.

By the time we turned for home, the verdict was unanimous: great weather, great company, and a fantastic drive. The kind of day that reminds you why we love doing this.

Illawarra Trek to Bungendore

Words and Photos by Phil Betts



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Twilight Whispers Mystery Run in the Illawarra

Words: Dianne Byers | Photos: Gary Nobrega and Senia Gaunson



A balmy February evening, perfect for a mystery run, but where shall we go?

On Saturday 28th February, 27 members in 17 cars, with every model represented - NA, NB, NC, ND and RF, said farewell to Summer by enjoying the Mystery Twilight run through the Southern Highlands to Berry.

We met at Haywards Bay and fortunately, the rain from the previous few days had stopped. The clouds parted and everyone was topless...the cars that is.

Peter and Lesley Willing led the group and remarkably nobody took a wrong turn, missed a turn or succumbed to the pot holes along the way. All the drivers and their passengers thoroughly enjoyed the route which included MX5 friendly windy and twisty mountain roads that the Illawarra is famous for. We didn't climb just one winding mountain road, we climbed three, Macquarie Pass, Jamberoo Mountain and finally Berry Mountain. An impromptu stop near the historic Hampton Bridge in Kangaroo Valley allowed for a group photo then it was on to our destination, The Berry Hotel for dinner. Fabulous food and excellent company, including welcoming back our Illawarra foundation members Jill and Peter Feutrill in their fabulous new NC, rounded off a wonderful event.

As promised, the stars were out on the way home and it's absolutely no mystery that we are part of the greatest car club around, MX-5 Club — A Celebration of Community, Cars & Connection.





10th March 2026

Six cars met at North Nowra's boat ramp for our first drivers run of 2026. We (all the boys) had a great run up Kangaroo Valley and Barrangarry Mountain, the weather was pleasant so the tops were down. We stopped for coffee in Bundanoon before heading on via Penrose and Tallong where we joined the Hume Hwy for a short stretch at Marulan. Just after Marulan we took Jerrara road through Bungonia then on to the Oallen Ford road towards Braidwood. We joined the Nerriga

road for the run to Braidwood and lunch at the Braidwood Bakery. Along the way we managed the obligatory stretch of dirt road which was in reasonable condition.

After lunch we made our way back to the coast via the Kings Hwy and the Clyde mountain. We went our separate ways at Batemans Bay.

Another great drivers run, 402 km in just over 5 hrs with great company. Thanks Keith for organising a fantastic day.



South Coast Driver's Run

Words: Geoff Smith | Photos: Greg Unger



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Canberra's sweet run to Junee

Words by: Simon Trickett | Photos: Simon and Cathy Trickett



The weather forecast for the run to Junee predicted rain. But in reality there was none (initially anyway), so it was top down all the way! We experienced some new roads, sampled some tasty treats and all in all had a great day.

A small group of cars set off initially in search of morning tea. This was soon found when we rolled in to the Rollonin' Café in Bowning just off the Hume Highway. The building, while only completed in 2008, was designed to replicate an old slab hut from the pioneering days. This it certainly does. The interior has been lined with newspapers dating from the early 1900's and there are some antique pieces of household and farm equipment to check out. There is also a quaint cottage garden and a collection of animals to pat and feed.

Having had a break, we set off again for a short stint on the Burley Griffin Highway before turning off onto some less travelled roads, why go on the highway when there are far more interesting roads to explore!

Going this way allowed us to avoid Harden and Murrumburrah while taking in some sweeping bends and rolling hills, including one section known as the 'Big Dipper'. Just before you get to the bottom the road drops



away so steeply that you can't see the road (or more importantly the condition of it) until the very last moment, all good fun! Having survived that, we continued on through the scenic countryside until we came out at Cootamundra before a more relaxed drive into Junee.

Meeting us for lunch was another club member, Annie, who had driven in from Wagga Wagga. It was nice to catch up with somebody we don't see all that often on runs given the distance from Canberra. Lunch at the Licorice and Chocolate factory café didn't include either of those items, but plenty was bought afterward. I wonder how much made it home?!

Following lunch, we wove our way through the township of Junee, saw the obligatory palm trees (wherever you go in rural NSW there always seems to be palm trees in each town, not sure why?). Rather than retrace our steps we headed south towards Gundagai, but before getting there we did pass a rather unique tractor. I did consider going under rather than around it, but being in a huge NC I didn't think we'd quite make it. Had we had our old NA, we might have done it!

Thanks to all for coming along and having a pleasant day, doing what we enjoy doing.





South Coast Cruising the Clyde

Monaghan

Photos: Lesley Brook and Keith

|

Words: Keith Monaghan

On an overcast Thursday a group of seven people met at the Heritage Bakery in Milton to start our trek south to meet up with the Clyde River Lunch Cruise.

As well as our regulars Roger, Leslie, Sue, Karen and myself, we were joined by Tony and Jen from the Illawarra Chapter.

Even though it was overcast it was still good weather for roof down driving and off we headed with Roger and Leslie doing the duties of Tail-end Charlie. I thank them for volunteering for this.

Just south of Burrill Lake we picked up Kim and Fred.

From there we continued down the highway to Batemans Bay with the trip being uneventful except for one driver who had problems staying on the road. Not one of the members of our group.

At the Bay we found suitable parking and headed towards the dock. Here we met up with Anda and her three friends and with the whole crew now together, we purchased our tickets and headed to the boat.

We were allocated tables which allowed us to congregate together and then as we headed off we pointed east and the captain told us we would be in Sydney in 14 hours' time.

After sailing east for about 10 to 15 minutes to see the views in that direction, and here's some commentary about some of the beaches around the Bay, we turned west and headed back to the dock to pick up our lunches.

From that point it was a pleasant cruise up the river with an informative commentary from the captain who pointed out some of the historical sites along the river. It was interesting to see that there was a

lot of thought put into naming some of the landmarks such as Snapper Point, Chainman's Point, Big Island and Little Island.

After a pleasant lunch of fish and chips we arrived at Nelligen where we disembarked for a walk around the town. Some people indulged in ice cream and others walked up the hill to check out the War Memorial Statue.

After a suitable tour of the town we boarded the boat and headed down the river back to the dock.

Upon arriving at the end of this enjoyable river cruise we disembarked, said our goodbyes and headed in various directions either home or staying in the area for a few more days.

As we hadn't had rain all day, I put the roof down to drive home even though it was still overcast. Within 10 kilometres of Nowra the rain hit hard but sitting above 80 kilometres an hour we managed to stay dry until we were able to get into the Bunnings car park to put the roof up.

It was a great trip and those who attended enjoyed it. See you next time on the road.



Canberra Snowy Extravaganza 2.0

Words by: Simon and Cathy Trickett | Photos: Simon, Lili Rob, Nick and Bob the Drone



Snow, wind and rain was the long-range forecast but the 6 cars and 11 people that were starting from Canberra were greeted with blue skies and barely a breeze. Leaving Hall, we headed along the highway to Jugiong for our first refreshment stop. We were joined on the run by Joanne and Adam from Sydney who had come down the night before. It was great to meet both of you and have you along for the weekend.

The Long Track Pantry was the chosen café. Their website states they are the #1 café in Jugiong, from what we saw, they are the only café in Jugiong so not a difficult accomplishment!

Leaving Jugiong, it was good to see the 4 NDs lined up waiting patiently for the superior (imo) NCs to pass and take up their rightful position at the front of the convoy. We had a short stint back on the Hume, before turning off into Tumbalong, where we briefly doubled the population! Heading down what turned out to be previously undriven roads for all of us, we motored on towards Adelong (sorry Rod for the small stretch of dirt).

In Adelong we met up with Emily and her friend Jenny who live close by and who were joining us on the run. More new MX-5 friends, welcome to you both. Emily had recently purchased her first MX-5, a 35th edition car in the lovely Artisan Red with beige soft-top and trim. Not sure where you go to from here but for me this is the top of the MX-5 tree. It reminded us fondly of a Heritage NB that we once owned.

It was only a short drive from Adelong to Tumbarumba where we had lunch and were able to have our first proper chat with the interstate members of the group. Lunch at Café Nest was pleasant as always, great service and yummy food. Following lunch most of us topped up our cars as this would give us sufficient range to get us back to

Canberra. We felt the pain in our wallets as we paid \$2.80l, at least we don't have diesels as this was closer to \$3.40l!

Driving towards Jingelic we crossed the Murray River and into Victoria. Paralleling the Murray we drove to the Mt Alfred look out and the eagle sculpture. While we were parked a number of Porsches went past tooting their horns and giving us a wave – I bet they were jealous of our little Zoom Zoom mobiles!

The stretch of road beyond Granya is popular with the motorbike fraternity and although we didn't come across any bikes, we certainly found out why the road is so well liked. Third gear corners that just flow into each other all while weaving their way through forest. It was all over too soon as we turned onto the Murray Valley Highway and headed for Corryong, our overnight stop. This section of road was hit hard by the recent bushfires and while the road was in good condition, the trees and bushland were definitely looking the worse for wear. It was encouraging to see a large number of native trees already sprouting new growth, the same can't be said of the pines which are normally in abundance through these parts.

Arriving in Corryong 5 of the 7 cars pulled into the Corryong Country Inn. Dinner was at the Corryong Hotel Motel which was only a short walk from our motel. It was here that we caught up with The Breakfast Club who were also in town that night. They offered up the chance to depart with them the following morning, but this was politely declined as we had no intention of leaving that early!

It was a cool start to the second day and a number of us wandered down into Corryong to seek out some breakfast. There was not much on offer early on a Sunday morning, but the bakery was open thank goodness.

It wouldn't be a Snowy run without visiting part of the Snowy Hydro infrastructure. This



time it was the Khancoban Pondage which the Murray 2 Power Station drains water into. Before commencing our ascent of Mt Kosciuszko, we stopped off at the Pickled Parrott Providore in Khancoban for drinks, morning tea or breakfast for some.

The run from Khancoban up the Alpine Way towards Thredbo did not disappoint. 70km of pure top-down MX-5 driving pleasure. Sweeping bends, scenic views, hairpins, up hill, downhill all while surrounded by forests. If you have never driven this road, it is well worth the trip (maybe once the fuel prices have dropped a bit).

At the top of Kosciuszko, we pulled over into Dead Horse Gap (local history states that the remains of around 26 brumbies were found under the South Rams Head range during spring after a winter thaw). A popular place to stop for hikers, it also allowed us to regroup after the long ascent. In the mean-time, a couple of us took the opportunity to have a snowball fight as there were still remnants of the snow that had fallen a few days prior. A snowman (which looked more like a duck) was assembled by Marianne and Rod for the photo op. Just as we were about to leave, 'MXFUN', a Victorian MX-5 pulled over, we had a quick chat with the driver before they headed off towards Victoria after spending a few days driving the great roads in these parts.

A short time later we stopped at the Jindabyne Brewery for lunch and to sample some of their fine ales. A few were also purchased to be enjoyed at home.

Leaving the brewery, it was found that one of the ND boots wouldn't open with the key fob or button. The only positive about this was that it was at the end of the run and not at the start! A couple of cars headed directly for home, but for those remaining there were a few more sweeping bends and scenic views to be had as went back to Cooma via Dalgety and the undulating hills south of Cooma.

A final pitstop in Cooma saw Emily and Jenny turn south towards Tumut while the rest turned north and headed for home. For the most part the roads were devoid of other vehicles (and wildlife which is always a good thing!), the weather couldn't have been better



and the accommodation and food stops were all quite agreeable. We also had the pleasure of meeting new people who also share an interest in our great little cars.

Thank you to all, especially to those from further afield than Canberra, for joining us on the most enjoyable, Snowy Extravaganza 2.0 (3.0 is already in the planning stage, possibly a 2-night run next time...see you in 2027!).

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Women Behind the Wheel



International Women's Day 8th of March 2026.

Illawarra WBTW by Zan Dimovski

Eight ladies from the Illawarra and five from the South Coast set off from their respective meeting points for a beautiful afternoon in honour of International Women's Day.

The Illawarra group gathered at Hungry Jack's car park in Haywards Bay before enjoying a scenic drive through Gerringong and Shoalhaven Heads. The South Coast ladies met at the Nowra Boat Ramp and made their way across town. Both groups eventually converged at the charming Cambewarra Estate, a picturesque winery nestled beneath the breathtaking Cambewarra Mountain.

Upon arrival, everyone took a moment to soak in the stunning surroundings — rolling vines, mountain views, and the soft, relaxed atmosphere that makes Cambewarra so special. Naturally, the cameras came out, and plenty of photos were taken to capture what will no doubt become treasured memories.

Once seated, the ladies were treated to a delightful high tea experience. A selection of teas was enjoyed across the table, with a few opting for a celebratory glass of bubbles or wine. The food arrived in stages: delicate finger sandwiches to begin, followed by an array of savoury bites including mini pizzas, tarts, and homemade sausage rolls. Sweet treats soon followed — petite cakes and, of course, freshly baked scones served with jam and cream. Each place setting was uniquely styled with beautiful cutlery, plates,

and teacups, adding a personal and elegant touch to the afternoon.

The atmosphere was filled with conversation, laughter, and the easy warmth that comes from spending time with good friends. It was a truly lovely way to celebrate International Women's Day — honouring the wonderful women in our lives and enjoying a shared moment of connection, appreciation, and joy.





Hunter WBTW by Chris Cameron

Dark clouds threatened rain at the Freemans Waterholes meeting point for Hunter's run to our International Women's Day lunch with Sydney and RPM at Berowra Village Tavern. Included in our group were second-time around members Marg and Lin in their newly acquired ND as well as several friends as welcome guests. To go topless, or play it safe – that was the question! Most of the 19 ladies travelling in 11 cars gambled on the weather staying fine & put their tops down, but in a hard-top NC you can get quite wet by the time you find a good pull-over location and the automatic close completes. So as run leader, I took the safe option and opted for top-up.

We headed off towards the Central Coast, passing through Cooranbong and the outskirts of Morisset with comparatively little traffic for a Sunday morning, enabling the convoy to stay well in-touch most of the time. Towards the end of Hue Hue Road we were getting a little separated, so a quick regroup at Woodberry Inn Park got all ducks in a row again before we crossed over to the M1 for the short stint to Kariong and our turn onto the (Old) Pacific Hwy. Now, as all Hunter and Sydney members well know, this is a very scenic and leisurely (emphasis on the 'leisurely') way to travel between Kariong and Cowan. Traffic was almost non-existent and the sun peeked through the cloud from time to time, filtering beautifully through the trees that line the route. The down-side of course is that the road has a maximum speed limit of 60kmh for most of its length and it is notoriously well-patrolled by highway patrol and camera cars. So you have plenty of time to just cruise along and enjoy the scenery! We wound our way down through its twists and turns passing Mooney Mooney and crossing the old Hawkesbury bridge to start the climb back up towards Cowan 20 minutes ahead of schedule.

Our first warning of trouble ahead was via the electronic overhead message boards as we approached the Hawkesbury bridge. The warning said a major accident had occurred at Mt Colah on the M1, so I naively thought that we would by-pass it. Sadly, I was wrong. Big time. All southbound traffic was being

redirected from the M1 onto the Pacific Hwy exit ramp just north of our merge point – and it was pretty much at a standstill due to the many sets of traffic lights in close proximity. We only had 2km to go to our turnoff at Berowra, but it took us 25 minutes. It could have been a lot worse though – Sydney traffic does merging pretty efficiently and we all made our way safely across the 2 lanes of traffic to turn right to our lunch location, arriving only 5 minutes after our reservation time.

Not surprisingly, the Sydney ladies had already arrived, accompanied by Karen from RPM and Wendy Parsonage's mum who lives nearby. The tavern had set up two big tables, giving us plenty of space to spread out while we chatted over lunch. The food was tasty and plentiful, the service friendly, and the company excellent, making for an all-round enjoyable experience. We had made the decision beforehand to make regalia optional to take the opportunity to dress up for our outing, just to make it a little bit more special - and we made a very classy group.

All too soon we had to say our goodbye's and head home. Leaving in small groups, most Hunter members opted for the M1, but some ladies did return via the Pacific Hwy route. I managed top-down as far as Hue Hue Road before the rain started, but it persisted and got progressively heavier and that was the end of that!

Thank you to all the ladies – 17 members and 7 visitors - who came along and made the day great fun. Getting our neighbouring chapters together made for an extra-special day and we will be looking to find opportunities to do this again soon. All suggestions welcome for where we can meet up for the next one!



RPM Cruise to Retford Park

Words and Photos: Brigid Gallop and Jacqui Quester



Saturday 18th April 2026

We commenced our drive at Mulgoa Settlers Inn, a very nice way to start the day. We were blessed with a lovely blue sky and bright sunshine even if the breeze was a bit crisp.

Ten cars left Mulgoa and we gained another at Picton which made eighteen members on the day.

Jacqui and Ron, who have organised many outings for the RPM Chapter, were once again doing a great job and found a destination which we had not visited before and which many of us had never heard of.

Retford Park is a heritage listed property in Bowral covering many acres and incorporates a home and gardens as well as two art displays and museum. There is a cafe on the site for those of us who need regular caffeine replenishment.

Tours of the house and gardens were part of the visit and most of the group availed themselves of the opportunity to learn a little history and view artifacts and paintings, some items dating back to the 15th century.

It was a rare glimpse into a bygone era which we all enjoyed. Some of the more organised members of the group brought along a picnic to enjoy in the garden. The less well prepared grabbed a meal at the cafe.

With all the disruption of recent times, getting out with our mates and enjoying the lovely weather and great company was just what we needed.

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We met for the run at Huntlee McDonalds, with 10 cars and 17 members attending. A few members were enjoying a final coffee before departure, so I had to round them up before we could get underway — as usual, it seems the hardest part of any run is getting everyone to leave the coffee machine.

After the usual run briefing and radio check, we set off with the roofs down in perfect conditions for a two-and-a-half-hour run along the Putty Road. John, Chris, and Rob joined us along the way at the Hermitage Road and Broke Road intersection, swelling the ranks of our happy convoy.

We travelled through Broke and Milbrodale, which always offer a very scenic drive, before joining the Putty Road. The run through the first twisty section was clear and enjoyable until we approached the first set of traffic control lights near Howes Valley. Just as we arrived, the heavens opened up with perfect timing — clearly someone upstairs has a sense of humour. Fortunately we were already stopped, so it was a quick press of the button and flick of the wrist to get the roofs up.

When the lights turned green, I headed off but noticed none of my fellow “zoomers” were following. A quick radio check confirmed they were fine and just getting underway. Unbeknownst to me, Bob’s trigger finger wasn’t quite quick enough and he started moving off before his roof had fully closed,



resulting in him getting a little wet. Let’s just say the car got a quick rinse and Bob got an unexpected shower — but all was soon sorted and we continued on, albeit a little more cautiously as the roads were now quite wet.

By the time we reached our morning tea stop at the Grey Gums Café, the rain had cleared — perfect timing again. After a pleasant break and the usual discussions about cars, roads, tyres and anything else remotely automotive, we set off again with the roofs back down.

We encountered another set of traffic control lights near Garland Valley, but from that point on it was a fairly clear run, through to our lunch destination at the Macquarie Park Boathouse Café, where we had arranged to meet our friends from the RPM Chapter.

We all enjoyed a great lunch with seafood, pasta, wine etc, and plenty of conversation — proving once again that car runs are really just a good excuse to eat well and talk cars.

As there was no organised return run, members headed off for home in their own time.

All in all, it was a very enjoyable day and good great run down the old Putty.

Hunter run to Macquarie Park Boathouse

Words: Ray Cosier | Photos: Wendy Mulholland

Sydney Snowy Run

24th to 28th March 2026



Sydney to Narooma - Tuesday 24/3 - Day 1
Story: Kay and Mark Godfrey
Photos: John Cassidy and Senia Gaunson

The run from Sydney to Narooma began smoothly enough, everyone arriving on time at Hayward Bay, where the Hungry Jack's car park turned into our first test. What should've been a simple exit became a slow shuffle of wrong turns, second-guesses, and cars looping around like they were trapped in a roundabout with no centre.

Milton's Heritage Café gave us a breather, good coffee, good food, and a moment to reset before the next surprise.

Moruya delivered Act Two: the fuel confusion. We knew that Ampol had the cheapest fuel in town but guess what? There were two Ampol Stations, one on each side of the road. Some cars stopped, others sailed past, a few doubled back, and for a moment it looked like we were running three separate convoys. Eventually, everyone who needed to, managed to fill up and we regrouped.

The final twist came at the last set of roadworks. Glen and Eilis confidently followed Kay and Mark... who were confidently going the wrong way. A brief scattering later we all arrived safely in Narooma.

Not the smoothest run, but the chaos made it more interesting, the kind of trip that becomes a story before you've even unpacked.

Arrival day at Thredbo...

Before rolling out of Narooma, a visit to Australia Rock provided some amazing scenery with the sun shining through the rock and friendly seals basking in the sun, we enjoyed some "wow moments". With the sea still on our shoulders, the MX-5 light and eager as the coast unwinds toward Tathra,

headlands leaning close, the ocean flashing silver.

Then the country opens into long, breathing hills, fences wandering across paddocks, sky widening with every kilometre, the car a small red heartbeat moving through the quiet Monaro light.

The land rises, the air sharpens, and the mountains gather around us, curves tightening as Thredbo appears in the folds of the range, a cool exhale at the end of a day.



Day 2 - 4 Thredbo - 25th to 27th March
Story: Sharon Cassidy and Jonathan Wood
Photos: Jonathan Wood, Eilis Weir, John Cassidy and Mark Godfrey

Wednesday's arrival at the lodge was greeted with drinks and nibbles on the deck while taking in the incredible alpine scenery and contemplating a ski lift in the morning. A number of brave souls made their way to the local for dinner and a few more drinks (around 150 steps down and then up again!). The remainder decided finishing off the nibbles and drinks at the lodge was far less taxing.

Thursday brightened in beautiful Thredbo at the Silver Brumby Ski Lodge. With Jonathan meeting us in Thredbo, our convoy was now 8 cars, although a medical episode reduced



our convoy back to 7 for the day's run. Feeling positive, the two J's headed off early to Jindy, esky in hand, to buy the butcher out, raid the veggie gardens available, and if a candlestick maker around, why not! A magical mystery tour retracing some ground to Dalgety. Our attempts going there Wednesday enroute from the coast were thwarted by gravel. DALGETY, a beautiful one-horse town, or should I say pub. The publican looked after us with fare that was so worth the hour's wait and so delicious. I heard a few ahhs about how amazing the sweet potato fries were too. Back in our zoom zooms and off to WILD BRUMBY for their schnapps tasting. Famous for their Apple and Pear, John and I favoured the Butterscotch. Yum. Home back to the lodge to find a smiling Kay & Mark and our 8 car group was back intact. The log fire was lit; the room heaters were turned on and so round 2 of Kay's Murder Mystery clues continued. John took over the kitchen and cooked up a feast with some help from others; with lots of murmurings about how delicious it was. Kind beautiful fairies cleaned up; schnapps was opened; red wine savoured and all was good with our little world at the end of Day 3.

Silver Brumby Trip — Day 3: The Khancoban Run That Wasn't

If ever there was a day that proved the best adventures are the unplanned ones, Day 3 of the Silver Brumby Trip delivered it in spades.

The Khancoban Run—190 kilometres of winding mountain bliss—never quite got out of first gear. With global tensions pushing fuel prices skyward and a steady curtain of snow turning roads from scenic to slippery, discretion won out over determination. The drive, along with its equally enticing lunch stop, was officially called off.

But if the weather had other plans, so did we.

Instead of carving through alpine roads, members settled into something arguably just as enjoyable: the warm embrace of the lodge. The day unfolded in a cosy rhythm of cards, coffee, and easy conversation, all set against the crackle of a welcoming fire. Outside, winter worked its magic; inside, spirits remained high.

Lunch became a triumph of resourcefulness, as Thursday night's leftovers were transformed into a surprisingly delicious spread—proof that good company is the best seasoning. Meanwhile, a jigsaw puzzle offered a test of patience and perception, though it ultimately surrendered to the age-old mystery of "missing pieces."

For those willing to brave the chill, the outdoors offered postcard-perfect scenes. Snow-draped cars, frosted landscapes, and bundled-up explorers became the subjects of countless photos.



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Sydney Snowy Run



Continued from Page 19...

A snowman made a brief but proud appearance, standing sentinel before slowly surrendering to the elements.

Back indoors, the intellectual stakes rose. A murder mystery was impressively cracked before lunchtime—no small feat—followed by an afternoon quiz that came down to the wire. In a dramatic finish, the red car team was edged out by a single point, a result that will no doubt be debated well into future trips.

As the afternoon wore on, the snow began to melt, but not quite enough to lure anyone away from the fireside comforts they'd come to appreciate. Supper supplies were gathered from the Village Centre, rounding out a day that, while lacking in kilometres travelled, made up for it in camaraderie.

The Khancoban Run may not have happened—but in its place came something equally memorable: a reminder that sometimes, the best journeys don't require leaving the lodge at all.



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Saturday 28th March - The Way Home

Story: Senia Gaunson

Photos: Ann Hicks and Bob Gaunson

The sun was again shining but deceptively cold as we all headed off in different directions headed for home.

It was a long time since we were in the Snowys, so a good opportunity to take a trip down memory lane with a nip up to Smiggins Holes and reminisce on children, who now have children of their own, tobogganing, climbing trees and sipping hot chocolate. We met up with Ann and Bryan and thought the Nerriga way would be more scenic than the highway to Yass, so GPS was set and away we went. We should have become suspicious when the road became narrow and unmarked, we didn't even think much of it when we struck the first part of dirt road, however, after a number of kilometres we realised the GPS being set not to take any unsealed roads was a waste of time, we were up for 40kms of dirt road! A few stretches of sealed road and we thought we'd finally seen the end of it, only to be faced with more a few minutes later. Nerriga pub with a cold beer and lunch was a very welcome sight. It was scenic but I'm not sure how good it was for the MX-5 suspension.

All in all, a fun few days, ranging from 30 degrees down to minus 2. Petrol at \$3.20 a litre was a little painful!



NatMeet XVI - 2026

Photographers: Peter Hilkmann, Rob Wilkins, David Gazzard and Andrew Edgar







NatMeet XVI - 2026

Photographers: Peter Hilkmann, Rob Wilkins and Andrew Edgar

NatMeet (National Meeting) is the biennial gathering of Australian Mazda MX-5 Clubs, bringing owners together from every state for driving, competition, and social events.

Originating from a 1993 meeting of state presidents in Daylesford, Victoria, the first official NatMeet was hosted in 1994, establishing a rotating hosting schedule to celebrate the car.

History & Development

Origin: The concept was formed on March 6, 1993, when State Presidents met with Mazda Australia to form a National MX-5 Committee, intended to foster national unity among state-based clubs.

The First Meeting: South Australia was nominated to host the inaugural NatMeet in 1994.

Frequency: It is held every two years (biennially), usually around April, allowing clubs to showcase their region and host national championships.

Growth: Initially a small gathering of enthusiastic owners, NatMeet has grown to include almost 200 participants, featuring Show and Shine, motorsport events, social events and road trips.

Key NatMeet Milestones

NatMeet II (1996): Hosted by the NSW Club in Canberra, inspiring the formation of the Canberra Chapter.

NatMeet XI (2014): Held on the Sunshine Coast to celebrate the 25th Anniversary of the MX-5, with record attendance from the NSW club.

Purpose & Activities

NatMeet serves as a premier social event for the largest single-model car club in history. Activities consistently include:

Concours d'elegance/Show & Shine:

Detailed, expert-judged display of vehicles. This year Concours d'elegance was not held, it was replaced by "Pride of Ownership".

Motorsport:

Track days and skill-based competitions. (sadly, due to lack of entrants, there were no Motorsport events this Natmeet.

Funkhana & Touring:

Driving challenges and scenic convoy runs.

Each NatMeet is famous for fostering interstate friendships and intense but fun interclub rivalry, providing great dinner conversations.

Locals are proud to showcase where they live and provide some fabulous local knowledge during the runs, making them a popular run leader choice by all the participants. Local, Mark Gray was a mine of information on Hunter wineries and history when leading the Ocean and Lakes Run.





NatMeet History:

Since 1994 there have been 15 NatMeets held and one that was due to take place in the Hunter Valley, cancelled (twice) due to Covid.

	Year	Location	Club
I	1994	Adelaide	SA
II	1996	Canberra	NSW
	1998	Cancelled	WA
(1998 was to be held in WA but it was considered too far from all the other states)			
III	1999	Brisbane	QLD
IV	2000	Melbourne	VIC
V	2002	Clare Valley	SA
VI	2004	Leura	NSW
VII	2006	Koorabyn	QLD
VIII	2008	Beechworth	VIC
IX	2010	McLaren Vale	SA
X	2012	Canberra	NSW
XI	2014	Caloundra	QLD
XII	2016	Launceston	VIC / TAS
XIII	2018	Barossa Valley	SA
XIV	2020-22	Cancelled	NSW
(2020-2022 was to be in NSW, however, Covid struck, so no Natmeet was held)			
XV	2024	Toowoomba	QLD
XVI	2026	Hunter Valley	NSW
XVII	2028	To be held in Wangaratta	VIC / TAS

(Expressions of Interest are being sought now for 2028 - see the website)



NatMeet Adventures by Kay Godfrey

From Pie in the Sky to the Hunter we flew,
Convoys of MX-5s in every shade, every hue.
Engines humming, tops down, spirits high,
A ribbon of road beneath a bright autumn sky.

Twisties that curled like a dancer's spin,
Long rural stretches where the breeze rolled in.
A ferry or two, a lookout or three,
And laughter that echoed from car to car, free.

We swapped stories at stops, compared mods
and chrome,
Turned country lanes into a temporary home.
Sunrise starts, sunset chats, evenings full of cheer,
NatMeet adventures we wait for all year.

Awards were won by the best of our crew,
MX-5 members shining as they always do.
Trophies in hand, but the real win, you see,
Was the mateship, the memories, the MX-5 family.

Run leaders guiding with calm, steady grace,
TECs keeping watch at the tail of the chase.
Every convoy smooth, every moment well-run,
You're the quiet heroes who make NatMeet fun.

From wineries to winding roads, from laughter to
lore,

We left the Hunter with hearts wanting more.
Now engines are cooling, but the stories stay full...
NatMeet 2026 — absolutely unforgettable.





NatMeet XVI - 2026

Photographers: Peter Hilkmann, Rob Wilkins and Andrew Edgar





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NatMeet XVI - 2026

Photographers: Peter Hilkmann, Rob Wilkins and Andrew Edgar





Part of the excitement of NatMeet is that first “sample bag” of goodies on registration, with contents ranging from a delicious bottle of **Gartelmann Wine** to a NatMeet shirt and cap, this year in soft blue tones, badge and particularly the Event Program and Daily Run sheets, our daily bible, all beautifully presented in full colour, to some delicious local chocolates.

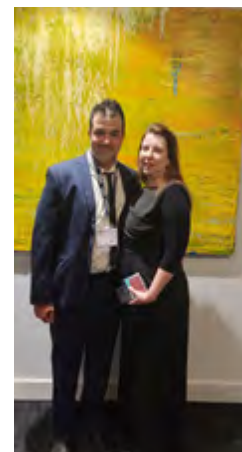
Many thanks to all the wonderful sponsors of NatMeet XVI:

Mazda Australia, Newcastle Mazda, Cessnock City Council, Gartelmann Wines, Shannons, MX5 Mania and Meguiar’s - we are most grateful for your support!

This feature is light on words and full of wonderful photos instead, this is what our memories are made of. You can find lots of great stories on our website: www.nsw.mx5.com.au

Thank you Elaine and David for pulling it all together.

A multitude of thanks go to all the committee, run leaders and tail end charlies, as well as all the other “doers” who quietly just did what needed to be done, well done, thank you!



NatMeet XVI - 2026

Photographers: Peter Hilkmann, Rob Wilkins and Andrew Edgar





Jean Cook on NatMeet XVI

I have just returned home from NatMeet 2026, tired but very happy! I always love going to NatMeet, wherever in Australia it is being hosted. Some have been closer than others, this was only a 2 hour drive away. I do hold out some hope that one of these years we will make it to Western Australia. The journey there is often as much fun as the event itself.

At registration, you meet up with people from past years just like old friends, the atmosphere at registration is electric, receiving the goody bag, with all the instructions for the next few days, looking at the groups and the runs to come. Small groups of about 10, with a leader and tail end Charlie communicating by radio seems to work the best. The groups are a mix of all states, and are small enough that you can talk to and get to know the others at tea and lunch breaks.

The day of arrival is usually taken up with getting rid of the dust, dirt and various flies, locusts and butterflies that were picked up on the journey. That is where you meet up with everyone again from past NatMeets and talk about the benefits of the different car cleaning products, followed by a welcome barbecue in the evening. During concours, usually the following day, you have a chance to look at all the other cars. It always amazes me how the same little cars can be made to look so different. The theme night is always a great night, some people are so creative, sometimes you have no idea who the person is under the costume!

All of the NatMeet events that I have been lucky enough to attend have all been fun, and I have been to so many parts of Australia that I am quite sure I would never have been to or even heard of if I hadn't attended. It would be impossible to pick out a favourite, they have all been different and great fun with great drives and even better socialising. Tasmania stands out for driving the Targa roads there, and visiting Salamanca markets in Hobart, and Historic Port Arthur. Even the voyage on the Spirit of Tasmania was fun too! I look back and think how lucky I have been to have joined such a great fun loving and interesting group as the members of the MX5 Clubs of Australia





Enlighten Festival 4th to 6th March 2026

Day1:

A full day today with a long list of activities for the 8 of us, as planned by run organisers extraordinaire Roger and Lesley.

Meeting up at Coffee on the Double, the big red bus, one of our regular meet up places in St Georges Basin were Roger and Lesley B, Rose and Geoff, Kerry and Lesley W and Brian and Anda. Great coffee and an even nicer plant nursery. Note to myself - I must come back with an appropriate car for some plant purchases.

A few drops of rain for our tops down, then tops up for a drive through Nerriga following a caravan and an even slower Lexus SUV. We were so pleased to see the Lexus continue up the road and the van finally pull over and wave us past. Then, a short stop in to Tarago (also the home of a lone pine)

Held up by a goods train (or is it waste from Sydney?) at the railway crossing in Tarago - a first for some of us.

Lunch at The Gathering (very yum) and a leg stretch in Bungendore. We were disappointed to see Wood Works gallery, a favourite place for a browse, has closed down and is now an empty space.

Check-in at our accommodation in Kingston followed by a run up to Mount Ainslie for a magic view of Canberra. The city layout looks stunning from this vantage point. I'm sure the busloads of school children we soon encountered tended to agree.

Next stop - the War Memorial, where we viewed the latest exhibition of an F111 and a Black Hawk helicopter. Brian found the name

of his great great uncle on the remembrance wall, William McMullin. The poppy which Brian had pinned on the wall was still in place. Viewing the Last Post ceremony at the War Memorial was a first for some of us. Always very moving.

A relaxed dinner at the football club a short stroll from our hotel rounded off a very enjoyable day.

Day 2:

A warm day today, perfect for our tops down adventures.

First up, an enjoyable drive out of the city to Tidbinbilla and Cotter Dam. The picnic areas, which I'm told can be chaotic during the weekend, were empty...the joys of being able to travel midweek. We were able to enjoy the park with its magnificent mature trees lining the roadway.

A wine tasting beckoned (after all, it was approaching 11am!) as we proceeded to Nick O'Leary winery overlooking a spectacular landscape of rolling hills. Four of us (the drivers refrained) enjoyed a wine tasting whilst the drivers enjoyed a chat and the view.

Not surprisingly, Roger & Lesley had booked lunch in an English style pub, The George Harcourt Inn delicious pub grub.

Fortified, we proceeded back to our lodgings via the Arboretum. A great vantage point from the top of the hill of views across Canberra. We marvelled at how much the trees had grown over the past year or two. Now it was time for our eagerly awaited Love Boat cruise. Charles, owner Love Boats happens to be a good friend of Roger & Lesley, resulting in "mates rates".

Roger, then Kerry took the helm of the self drive electric boat for a 2hr cruise around

Lake Burley Griffin. Great fun on a very comfortable vessel.

Lesley had, yet again, prepared some fun facts about Canberra. As a punishment for being cheeky we were also given not one, but two trivia quizzes! Quiz 1 was about Canberra, with Geoff the victor. Quiz 2 was about the MX5....shock upon shock, I, the one who knows nothing about cars tied with Geoff...a score of 9/10. Which question did we both struggle with? "What does the MX5 stand for?" Do you know the answer?

We enjoyed a few drinks and dinner at The Dock, located a short walk from our boat.

Then it was off to view the lights at Enlighten. Enlighten is like Vivid without the crowds. Only four members decided to do the 30minute walk along the lake to Enlighten while the others retired for the night, arriving at their destination just as the lights came on. Favourites were the display on the Art Gallery and Old Parliament House, well worth the walk.

Thank you to Roger and Lesley for a wonderful couple of days away, your hard work and meticulous organisation. We all appreciated your efforts, and Lesley, we love your fun facts and, despite our complaints, we do love your quizzes.



An Antarctic Adventure - 9th April 2026

The day had arrived, as 8 intrepid explorers ventured to and survived the Antarctic!

Meeting at a regular meeting spot, at the Big Red Bus in Tomerong were Geoff, Roger, Bob & Karen, Keith & Sue, Brian & Anda.

Brian & Anda led a short drive via the "scenic route", unfortunately behind a slow KIA through the bends (our CX5 even complained!) to Jervis Bay Maritime Museum.

There's a lot to see at the museum. The grounds are picturesque, dotted with old vessels, with a duck pond and old relocated school buildings surrounding the main museum building. The mangrove boardwalk is also worth a visit. Inside the museum is an interesting historical display, the Lady Denman ferry and this month's attraction - the Antarctic exhibition depicting Antarctic explorations in the early 1900's by Scott, Mawson and Shackleton.

The main attraction was a Virtual Reality film, "Thin Ice", showing Shackleton and crew's treacherous expedition, where the Endurance slipped below the ice. We all agreed, it was an amazing feat, where all 28 men survived what could have been a catastrophic outcome.

Exhausted from our VR adventure, we proceeded to lunch at a "hidden gem", a newly opened Cafe in Woollamia, Bay and Bush cafe. The cafe is part of a wellness resort - Sue commented that I had tricked everyone, bringing them to eat healthy food! Nevertheless, the girls did enjoy their interesting spritzes.

At lunch, Roger told us about and showed us his photos of his journey to Georgia Island and its abandoned whaling station in 1979. Coincidentally, his ship was also named the Endurance.





Shelley Circuit: A New Direction **29 March 2026 Story by Bryan Shedden**

Sprint Championship action returned to the Shelley circuit at One Raceway on Sunday 29 March, with the event hosted by the MG Car Club Newcastle under the CSCA banner. For any organising club, running a round at One Raceway comes with huge financial exposure, so Event Secretary Brett Gilles was quick to acknowledge—and warmly thank—our club for contributing 40 of the 80 entries. He noted that the support of our members, particularly since last year, has been instrumental in keeping the CSCA series alive.

For our part, the collaboration has proven equally beneficial. By partnering with other CSCA clubs, we've been able to maintain a strong calendar of competitive track days without placing the full organisational burden on our own committee and officials—a genuine win-win for everyone involved.

This round marked a first for nearly all competitors: running One Raceway in the reverse direction. While the corners themselves were familiar, tackling them “backwards” created an entirely new challenge. Nowhere was this more evident than at the notorious Fishhook, which proved a handful all day—a high-speed braking zone on a curve feeding into a tightening radius corner. It demanded commitment, precision, and no small amount of bravery—with plenty of enthusiastic departures onto the grass. In effect, drivers were learning a brand-new circuit, and with no historical lap records available, the groundwork has now been laid for establishing fresh benchmarks for the 2027 season.

The day began with a brisk run down to Goulburn, with temperatures dipping to just 2.5°C on arrival. Fortunately, conditions

improved rapidly, delivering a superb autumn day: clear blue skies, light winds, and a comfortable 20°C—ideal for supersprinting. Despite a lengthy interruption to clean up a significant oil spill, competitors still managed up to six runs, with some drivers logging more than 50 laps across the day.

As always, a strong contingent of British marques was on display. The host club fielded 16 drivers, though notably only a single classic MGB appeared among a diverse line-up that

included everything from Mazda RX-7s to a Lexus IS200—short-lived after shedding a wheel on the main straight after just three laps. The Triumph Sports Owners NSW contributed nine drivers, predominantly in classic Triumph machinery, with the exception of Ian Mash—one of our own committee members—who exercised his dual membership in an NA MX-5.

Outright honours for fastest lap went to Benjamin Jackson (MGCCN) in his Radical SR3, who set a blistering 1:02.280—some four seconds clear of second-placed Jie Ren (MX-5 Club) in a BMW M2. Curiously, Jackson was competing in Group 3 rather than the top-tier group, raising a few eyebrows in the paddock. Lou Iezzi was the fastest of our MX-5 contingent, placing fourth outright in his ND race car.

The Sprint Champion pointscore once again delivered a tightly fought contest, particularly among the Standard class drivers. Chris Andry (97.48%) narrowly edged out Bryan Shedden (97.42%) in a margin that could scarcely have been closer. Kyle Robinson (96.18%) marked his return for 2026 with a strong third place from the Modified class.

Clubman class proved exceptionally competitive, with the top five drivers separated by less than one percent—ranging from 95.86% to 95.14%. The headline story here was the family duel between John and Charlie Karayannis. Session by session they traded times, pushing each other ever harder, until Charlie ultimately got the upper hand—beating his father by a mere 0.075 seconds. Having already shaken things up in motorkhana, it seems the next generation is now making its mark in supersprints as well. (Full results on website)



Motorkhana 7th March 2026 by Bryan Shedden

Twenty-eight competitors rolled up to the skidpan at Sydney Motorsport Park on Saturday 7 March for a cracking day of MX-5 Club motorkhana action. With warm, dry weather on our side, most people sensibly opted for shorts and T-shirts rather than full race fashion — perfect conditions for a relaxed day of sliding around the cones.

As usual, the day ran smoothly under the watchful eye of Clerk of Course Dave Wilson, who set out eight challenging tests to keep everyone on their toes. Each test was run twice, giving drivers the chance to improve their times — or at least redeem themselves after an enthusiastic first attempt.

A special mention goes to Gaynor Lawler, who handled the Event Secretary role and did the hard yards beforehand chasing up entries, as well as running sign-on on the morning of the event. The timing team of Ian Combes, Phil Reid, Phil Donnelley, Greg Unger and Ian Fenn kept the results flowing all day, with Phil Donnelley also taking on Chief Scrutineer duties.

Dave's selection of tests provided plenty of variety, with tight turns, tricky layouts and just enough slipperiness from the skidpan to keep drivers honest. My personal favourite was the delightfully named "Oh What a Feeling", which produced a few memorable moments and more than a couple of sideways MX-5s.

The field included four Juniors and two Ladies, adding to the competitive spirit across the classes.

In the Open Class, Chris Stevens once again proved hard to beat, taking first place (as usual!). Charlie Karayannis — fresh from being crowned 2025 Junior Champion — showed he's more than ready for the big leagues, finishing second. Third place went to John Karayannis — get used to it, Dad!



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MOTORSPORT - Autumn 2026

2025 Motorsport Championship Presentation



On 15th February, after the Sprite CSCA Supersprint round at the Amaroo (South) Circuit at Sydney Motorsport Park, the MX-5 Club held it's 2025 motorsport presentations.

You may remember that we were originally going to have another event at Benzin café in late 2025, but unfortunately, there was not enough support for the event, so the Club was forced to cancel it.

Going back a few years, the Club would typically hold a presentation after the first track day of the following year. This is the practice that we've gone back to now. The first track day of 2026 was a Sprite Car Club event, now that we are part of CSCA again. That means instead of packing up after running a track day, we are packing up our cars at least I am anyway.

The best laid plans of mice and men went side-ways this day though. The original plan was to kick off at 5pm after the track day. For those who have forgotten already, that Sunday was one of those thoroughly annoying wet/dry/wet kind of days – you just weren't sure if the rain was going to settle in, or if it would drizzle a bit and then dry out again.

Anyway, the end result of that was that despite there being 70-odd entrants, most people had disappeared by early afternoon. The day looked like (and did) fizzle out early, so at about 2pm, a 5pm start for the presentation was looking distinctly dodgy. A quick hike down to The Garage got the catering moved up to 3:30pm, following by a quick whip around to get people to stick around. It worked surprisingly well, apart from people coming from off-site for the presentation, who arrived after 5pm. Even that worked out OK actually. What could have been a mini-disaster, turned into a great event!

First, we ran through the sprint trophies. Many congratulations to the winners.

First in Standard class was Bryan Shedden,

second was Jake Murphy, and third was Chris Andry.

First in Clubman class was John Karayannis, second was Tyler Schaafsma, and third was Glenn Thomas.

First in Modified Class was Luke Kovacic, second was Kyle Robinson, and third was Reece Lyndon.

In Open class, first was Ian Spinks, second was Jason Russell, and third was Jamie Collins.

In the non-MX-5 class, first was David Phillips, second was Stewart Grigg, with Jason Atkins in third place.

In the Ladies class, first was Keiran Taylor, with no second or third being awarded in 2025. Keiran's dad Jamie did the honours of collecting her trophy.

We don't normally expect many Motorkhana class winners at a track day presentation, but there were a surprising number in attendance.

In Open class, Christopher Stevens took out first place, from Damian Ryan and Ian Hung.

In Ladies class, Annie Chan took out first place (and came with Ian Hung to collect their trophies) from Helen Green. No third place.

In the Junior class, Charlie Karayannis has learnt well from Dad, taking out first place, from Chase Raddatz and Mackenzie Ryan. That will be a competition in 2026!

The Mike Hicks 2025 Motorsport Champion was Bryan Shedden, who seems to be able to do things in a 1.5L ND MX-5 to defy the imagination. Well done Bryan and well deserved! Life member, highly valued member of the MX-5 Club and patron for the Perpetual Shield, Mike Hicks was on hand at the presentation to present the trophy to Bryan. Two Life Members united!

As we always do, we took the opportunity to thank our many motorsport volunteers for their efforts in 2025. Being a member of the CSCA reduces the number of people we need to call upon, but we still need (and still value) our motorsport volunteers!

The Motorsport New Member of the Year in 2025 was Jayden Psaroulis, who scored the Russ Maxwell perpetual trophy. Since recipients of NMOTY trophies are not informed (it's meant to be a surprise), Jayden didn't know he needed to be there, so the trophy was accepted by David and Chase Raddatz who I'm sure suitably embarrassed their co-worker the following week at MX5Mania.

CSCA kindly brought along a number of 2025 CSCA championship trophies to display at the presentation, including the overall champion club trophy won by the MX-5 Club in 2025. That is interesting because there are a limited number of CSCA classes that MX-5s can actually compete in. There is a lot of history on that trophy, that is for sure - it started in 1972!

Individual MX-5 Club members did well in the CSCA championship. Congratulations to Luke Kovacic for winning the M1 class, and coming equal first overall. Equal Champion! Well done.

Other class winners were Kyle Robinson (P1 class), Lionel Ascone (P2 class).

A number of other club members also achieved second and third place places in the championship.

Well done to all the class placers. Full results for 2025 CSCA Championship on the website. Roll on 2026!



Hunter Mountains to Coast

Words: Jenny and Barry Luttrell | Photos: Wendy Mulholland | 21st - 22nd March 2026



Day 1

With 9 cars and 16 members booked for the run and accommodation and meals locked in at all venues we started at 8.00am from Riverside Park Raymond Terrace. Planning for fuel availability required a full tank at start and top up at Gloucester and Port Macquarie at elevated cost per litre.

The run was convoy, with the option for waypoint for any drivers looking for an increased level of challenge. First section was a mystical drive to Gloucester via Seaham, Dungong and Bucketts Way. Good weather and a clear run made for some pleasant driving taking in the scenery through the upper hunter region. Maybe as a result of fuel issues, traffic was light on our run.

After BYO morning tea at Gloucester Park, we were ready for the run up Thunderbolts Way and mountain roads to the Pioneer Lookout. Then on to Walcha for our booked lunch venue, keeping a close eye on oncoming motorcycle groups.

The second section of our run was on the Oxley Hwy past the deer farm to Port Macquarie (one of the last great driving roads in NSW). But first a visit to Apsley Falls with a good flow of water falling into the gorge providing a nice photo opportunity for the group.

Driving down the mountain road to Wauchope always provides some excitement, particularly with no trucks or caravans to impede our progress. Some road works lights provided opportunity for regroup.

Through Wauchope for a cruise to Port Macquarie, all arrived safely (no-one lost), we checked into our accommodation and refuelled ready for next day's run.

Time for happy hour on the motel lawn followed by dinner at the Port Macquarie Hotel, a five-minute walk from our accommodation. After dinner some of our

group chose to have an evening walk along the breakwater before retiring.

Day 2

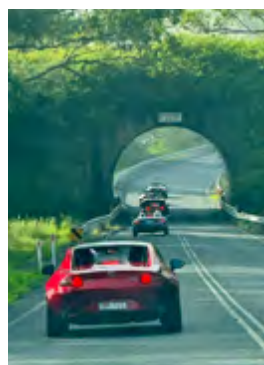
Return home on Sunday was via the scenic Pacific and Ocean Drives to Laurieton, with a detour up North Brother Mountain to the lookout. This was not the expected experience due to heavy fog, but still spectacular. We then progressed to Pacific Hwy to Cundelton, Taree, and on to our booked venue for morning tea at the historic town of Wingham.

Morning tea done some of our group decided to return home via Pacific Hwy leaving 4 cars and 7 members to progress to Gloucester for our booked lunch. The run on Gloucester Road and Bucketts Way passed through scenic pastoral countryside with undulating curves and good road surface with a stop at Morgans Lookout overlooking Gloucester. Phil (ex-resident of the area) provided insightful commentary on the history of the area.

Lunch was at the Roundabout Inn Gloucester followed by a cruise run to home via Bucketts Way and Pacific Hwy.

Thankyou to all members who participated in and completed the event and Wendy for Photos.

Barry and Jenny





Mazda has indicated that the incoming, fifth-generation MX-5 will side-step electrification altogether and remain purely petrol-powered – at least, initially.

The new MX-5 is expected to be unveiled sometime next year, in contrast to some earlier reports claiming that the long-lived, two-seater convertible will be replaced by an all-electric coupe in the vein of the Iconic SP concept car first seen at the 2023 Japan Mobility Show in Tokyo.

According to Mazda Motor Corporation General Manager of Global Sales and Marketing, Manabu Osuga, the next MX-5 will likely not adopt any form of electrification if it is to achieve the goal of weighing as close to, or even under, 1000kg.

“At the moment, electric is going the opposite direction of fulfilling the MX-5’s (core) concept, as it needs to remain a lightweight sportscar, and electric means heavier,” he told CarsGuide last month in Melbourne.

“We want to make the weight less than one tonne before additional equipment, then with additional equipment 1.1 tonne, but we don’t want it to exceed 1.2 tonne (in total) if it is to be a lightweight sportscar.”

However, Osuga-san did indicate that the next MX-5 may be the last of its type, with future iterations likely switching to some sort of electric power, while maintain the basic roadster look and format.

“This might be more of an internal conversation, but the MX-5’s model lifecycle is longer than other models,” he admitted. “Then, once we make the fifth-gen, that might be the last model to use internal combustion.

“So, our focus on the fifth gen is enormous... there are very deep discussions we are having with the executive team on how to make the fifth-gen MX-5 a pure MX-5. From that viewpoint, our intention is: ‘OK, consider this as the last pure ICE model, then what we can do (next) is our discussion.”

Osuga-san believes that it is still possible to refine the combustion process of a naturally-aspirated ICE without the need of heavy hybrid assistance to achieve future emissions and safety regulations within a small, lightweight convertible

that’s the same size as today’s ND series.

“(Keeping mass low) is what we need to protect for (the NE) to be an MX-5,” he explained. “Any electric device is going against that. And also, the size of the car needs to be (like today’s) lightweight sportscar.

“So, from that sense, our first step in our way of thinking is how we can apply pure internal combustion to the car. Then, if it’s not the right solution (in the future), then we will think about another solution. But a pure lightweight sportscar is always our starting point.”

Furthermore, as well as not gaining weight, the NE will likely not become any larger, either, as it will follow in the footsteps of the latest CX-5 in being a major reskin of the outgoing model, rather than an all-new-from-the-ground-up redesign (like the ND was), retaining the classic shape and stance.

“With the (current-generation MX-5) ND, we took the concept back to the original,” Osuga-san said. “A lightweight sportscar to have fun in, engaging the customer, engaging the fan in the best way.

“In the fifth-gen, safety protocols, environmental regulations, etc, should make the car heavier.

“But we care about power to weight ratio and that Jinba Ittai feel (Mazda’s long-time marketing spin on how a driver should feel connected to a car as a rider is with a horse) should be at the highest level of that feeling in any MX-5. So, we are putting that DNA in. We will never change that philosophy.

“That car needs to be a lightweight sportscar. And the side proportion of the MX-5 is iconic. Just like (Porsche’s) 911, it is about proportion. For us, the side proportion of the MX-5 is always the branded message.

“Making it a lightweight sportscar is driving everything we are thinking about the fifth gen.”

Osuga-san added that the NE’s designers and engineers are laser-focused in making the best-possible version of the MX-5 that they can, even with all the aforementioned limitations bearing heavily on them.

“We always want to make a ‘wow’ moment for the fans,” he believes. “With the fourth-gen MX-5, we had the wow moment. We want to exceed the fourth-gen with the wow experience for the fifth-gen for fans to experience.”

2027 MX-5 surprising omission may make it the best ever

Reproduced from Cars Guide 19th April 2026 by Byron Mathioudakis



Can our cars be made a bit more modern? I reckon they can...

(Some great hacks, or is it "Pimp My Ride") By Simon Trickett

We all love our MX-5's, fun to drive, good to look at and they bring us all together. But we possibly all drive other newer cars that have more modern conveniences that do make driving that little bit easier. Well, from an NC perspective at least, here in no particular order, are my favourite mod cons that I have added to ours.

Tyre pressure monitoring – Easy to install, the battery powered sensors screw on to the valve stem in place of the cap. The display, which is solar powered, sits on your dash. This saves you having to regularly check the pressure as you can see the live pressure each time you drive. Great for picking up slow punctures, I've found that OEM TPMS don't always pick these up (that's from experience with our other car). I fitted the Promata Mata 2.

Variable intermittent wiper stalk – One speed fits all? No, it does not. 9 speed, now that's more like it! Just take the wiper stalk from a Mazda6 GG sedan (unless you want a rear wiper option as you get on the Mazda6 hatch and wagon) or from an RX-8 (more expensive given it's from an RX-8 but it's the same part, go figure!) and replace. You don't need to change anything else, as the 'variable' brain behind it all is in the stalk. Now, Youtube videos make this mod look easy to do. But if you look closely, you'll see the wiper stalk in other markets is on the right with easy access. For us though, it's on the left and a bit more difficult as the centre section of the dash gets in the way. You might be able to jiggle it out, but as I had the steering wheel off as well, it was easy.

Smart flasher – replace the indicator flasher module with this one and with a quick tap of the indicator it will flash multiple times (user definable in the model I got, MX-5Things Smart Flasher). No, it's not hard to hold down the indicator stalk, but the tap-to-turn function is so common these days in other cars that not having it just felt wrong (or maybe I'm getting lazy in my old age!). This unit will also stop the hyper flash issue if you have installed LED's

(or so the website says). Plug and play install, to make it easier to see what you are doing, remove the side panel on the drivers end of the dash so you can peer down and see what your hands are doing.

Double din head unit – the biggest improvement for me is the navigation – large screen, clear voice prompts plus you can also have the added benefit of a reversing camera, DAB+, wireless connectivity and a better sound from the Bose amp and speakers (this will depend on which head unit you get, I've got the Alpine ILX-507A). You can buy the required cables as a plug and play kit (Aeropro) along with the new fascia (Metra). Getting the security bolt out from the back of the OEM head unit or getting the cable for the reversing camera to the boot are the most involved parts but even then, they're not too difficult, you just need to learn to bend in unnatural ways!

Footwell lighting – I like my JDM checkered mats even more so when they are illuminated! But seriously, its dark, you've dropped something, or somebody is getting in on the passenger side with a handbag, manbag, shopping bag etc its helpful to see where to put things. You just need to tap the cable that goes to the light that illuminates the ignition barrel surround. I bought the Cobalt kit.

Seat belt guide – if you haven't lowered your seat, then you can probably skip this. But if you have used lowering brackets (I went with the JASS 40mm lowering kit) then you may find the seat belt doesn't slip smoothly though the guide as well as it once did. I had the OEM guide scanned and then a new 3D printed version made which was 40mm taller, voila! Seat belt now retracts and doesn't get caught and if I didn't tell you about this mod you probably wouldn't even notice as the shapes mirrors that of the OEM one.

Storage tray – The storage area between the rear of the seats is a handy space, but not to start with. There's no barrier to stop items falling out and there is a slight slope to the base of it. Others have recognised this hence why you can buy a storage tray specifically for this space. No more opening of the door to have everything fall out. The easiest mod in this list. Available online from multiple retailers.

Supplementary gauges – I like analogue gauges, but a quick glance down doesn't always, for me at least, give me a clear idea of what speed I'm doing. A digital speedo, issue solved. I use the Ultra Gauge which plugs into the OBDII port. I now also get the actual coolant temp from the sensor, voltage, fuel economy, RPM and lots of other things that I've got no idea what they mean. But it is customisable so you can have it display what you will find the most helpful.

Phone holder – Do you put it near the heater controls, leave it in your pocket? You can even use a windscreen suction mount or heater vent mount. But for me, the best option has been the Quad Lock self-adhesive mount and matching case. The mount sticks very well to the gloss black trim in the NC3 (over two years in-situ and no sign of it moving, dreading the day I try to remove it!) and the phone is clearly visible at a glance – handy for navigation if you don't have the double din head unit. You can also buy the Quad Lock adaptor which you can attach to a phone case, handy if your phone doesn't have a specific case made for it or to a two-way radio, very handy when on runs.





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So, there you have it, my top mod cons for the NC. Each mod has made just a small incremental improvement to the liveability of the car. If I had to pick my favourite, then it would be the variable intermittent wiper stalk. You are now covered from light drizzle until you need the wipers on full time. It just makes sense, what doesn't make sense is why Mazda didn't fit it from the factory, but that's another story.





How to clear the drainage system in an NA

By Phil Belcher

In the world of Mazda MX-5 (NA) maintenance, few tasks are as simple yet critical as clearing your drainage system. To help you avoid a soggy interior, here is a technical guide on managing your rain rails and drain tubes.

Maintenance Guide: Clearing MX-5 (NA) Drainage Channels

For the first-generation Mazda MX-5 (NA), water management is a vital part of body preservation. The design relies on a specific “rain rail” and “through-tube” system to channel water away from the soft top and out of the vehicle. When these channels become obstructed, the consequences are immediate and often expensive.

The Risk: Blockage and Overflow

The drain tubes are primary collection points for environmental debris, such as leaves, pine needles, and road grit. Once these tubes are blocked, water has nowhere to go. It will eventually back up, overflow the rain rail, and spill directly into the cabin—typically soaking the parcel shelf or pooling behind the seats. Over time, this leads to mould, “old car smell,” and accelerated floorboard rust.

Required Tools:

You do not need specialised automotive equipment for this. The most effective tools are:

A Trombone Cleaner: This is the “gold standard” tool. It is a long, flexible brush that can navigate the bends of the tube without puncturing the rubber.

Soft, Coated Wire: If a brush isn’t available, a length of soft, flexible wire (like a plastic-coated curtain wire) works well. Avoid sharp, stiff wires that could tear the internal drainage components.

How to do it:

Locate the Drains: With the convertible top partially open, locate the drainage holes behind the seatbelt towers on both the driver and passenger sides.

The Feed: Gently insert your trombone cleaner or wire into the hole.

The Pass-Through: Feed the cleaner through the entire length of the pipe until it exits the bottom of the car (near the sills).

Clearance: Pull the tool through or work it back and forth several times to ensure all debris is pushed out.

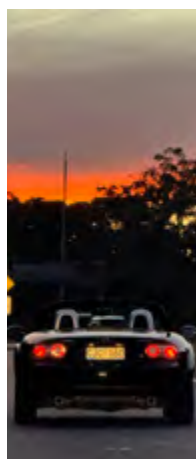
Verification: Slowly pour a small amount of water into the rain rail to confirm it exits freely onto the ground beneath the car.

Service Interval:

To maintain a dry cabin, this procedure should be performed at least once a year. If you frequently park under trees or live in a high-rainfall area, consider performing this check every six months.



What does my Club Membership offer me?



Club Chat

Our annual membership remains outstanding value at just \$65 for Full Membership and \$90 for Joint Membership. Remarkably, these fees have remained unchanged for the past ten years, following a modest \$10 increase in 2016. Before that, fees had increased only once (\$5 in 1996) since the Club was founded in 1990.

To put that into perspective, consider the cost of fuel. Back in 1990, petrol was around 70 cents per litre, meaning an annual membership equated to roughly two tanks of fuel. Fast forward to 2026, and even before recent global price spikes, a Full Membership costs less than a single tank. Membership affordability has effectively doubled!

But it's not just about costs — it's about what you get in return.

The Club now offers more than ever. Our **President's Picnic** has grown into a flagship event, free for all members to attend, and representing an investment of around \$25+ per member. **Christmas parties** and **Motorsport Presentations** are also generously subsidised, contributing a further \$25 per member. The **AGM**, open to all members at no cost, represents another \$50 per member in value.

Then there's **Club Torque**, our printed magazine, delivered quarterly in glorious full colour, if you want it. At approximately \$10.50 per edition, that's over \$40 of annual value. You can also choose to view it online on our website if you want to save paper.

On top of this, members enjoy access to club runs, social events, classifieds, historic registration, and member discounts — none of which incur additional fees. Club runs are supported by indemnity insurance for organisers, along with a level of personal injury cover for members, providing added peace of mind.

All of this is backed by clear, timely communication through our professionally-designed website and regular email newsletters, helping you stay connected and informed.

The bottom line? Get involved, attend events, and make the most of what's on offer — and your membership will more than pay for itself.

Bryan Shedden - Membership Secretary

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