

MX TRA

*The monthly magazine of the
Mazda MX-5 Club of Victoria Inc.*

OCTOBER 2010

www.mx5vic.org.au

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**Well ...
someone
has to do it!**

In this edition ...

- » **Meet the 2010-2011 Club committee**
- » **All the fun of Fed Square**
- » **Chapter news**



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image:

Another perfect sunrise on the Great Ocean Road.
It's a tough life ... Photo: Joni Condos

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Murray's Corner ...

■ Murray Finlay – President

Another year done and dusted ...

After a disappointing turnout for the Annual General Meeting (*we had to do a frantic last-minute ring-around to ensure we had a quorum ... of 10!*) we have a new committee and we're raring to go for 2010-2011. Meet us all on pages 16-19.

I say "new" but, in truth, there's only one new face; Judy Searl has stepped into the spotlight, and I'm sure will do a mighty job. *Welcome Judy!*

We also a change of Club Captain – Motor Sport ... Robert Downes has taken over from James Saunders after 12 months as his assistant. Thanks to you both for past and future efforts.

The AGM reports are on pages 14-15. The other thing to emerge was a change to the definition of "Associate Member" in our Rules. Under the new definition, a member may not use this category to *obtain* a competition licence of any kind; you must be a Full member to do this (although a member who obtains their competition licence whilst a Full member but later changes to Associate may *retain* their licence). A full PDF of our updated *Statement of Purposes and Rules* can be found on our website ("*Club Info*").

The Club's new social year began with

another of Joni and Chris's Great Ocean Road dawn runs and the Todds' Tour to Kyneton (two of our "20 Roads"). Both were very well attended and it was great to see lots of new faces.

On that point, here's a message for new members: One non-renewing member has told me that he feels that "senior" (*my word*) members of the Club could try harder to make newcomers feel more welcome, especially at their first events. I think we do a pretty good job, but if you feel you have not been swept off your feet, please don't give up on us! Speaking personally – despite being Club President – I still have a hard time waltzing up to total strangers and making small talk, and I'm sure it's the same for others.

So please make yourself known ... it's your Club too, and we old hands want *everyone* to enjoy the Club and what it offers as much as we do!

We have a full social calendar coming up, but one significant event is the Winton 6-Hour on 23-24 October. It's a decent drive, but the motor sport guys would love to see some supporters ... even more so if you're prepared to help with timing, flagging or in any other way.

Until next time, look up, stay back!

Murray

Another world record for the Mazda MX-5

Mazda has broken another world record with its cult roadster MX-5, which has again entered the Guinness Book of World Records™.

On 18 September 2010, 459 officially-recognised vehicles formed the longest continuous MX-5 parade of all time at the grounds of the UNESCO Zollverein World Heritage site in Essen, Germany – clearly breaking the former world record of 249 vehicles set in New Zealand.

"The excitement leading up to this event was amazing," said Jeff Guyton, President and CEO Mazda Motor Europe. "Over 600 MX-5 owners applied to take part – so many that we didn't have room for them all. The event, the parade, the many visitors – Mazda MX-5 showed today why it's still one of the best-loved sports cars on the planet."

Cars from 17 countries took part in the world record attempt, with the lion's share of parade participants coming from

Germany. The award for the furthest distance travelled to the parade – 2,800km – went to an MX-5 from Moscow which attended with a group of nine other Russian MX-5s. The award for the oldest MX-5 went to a car from Prague that was aged 21 years and two months, and the MX-5 with the highest mileage (344,624km) came from Switzerland.

The Mazda MX-5 is no stranger to breaking world records as it is already listed in the Guinness Book of Records as being the world's best selling two-seater roadster.

More than 850,000 Mazda MX-5s have been sold since it was first introduced in 1989. ■

For your diary ...

See the full calendar for details

October

- 17 Hobart: Geeveston/Tahuna
- 24 N-E Chapter: Dartmouth Dam
- 24 North Tassie: Michael's Coffee to Coast run
- 31 Cars of the World display

November

- 6 "How to" detailing day (see p6)
- 7 Run through the Trees to Strath Creek (CFA BBQ run)
- 14 Ballarat Chapter: Forrest run
- 14 Hobart: Show'n'Shine at Orford
- 21 Club Christmas break-up, Albert Sailing Club
- 21: North Tassie: Sandra & Keith's run to Boat Harbour

December

- 5 Grant & Saeko's summer run to Gippsland
- 19 North Tassie: Christmas break-up

2010-2011 Motor Sport calendar

Oct 23-24 2010 AROCA Winton 6-Hour regularity ...

** Non-Championship Club event

Spectators and helpers welcome

Dec 12 Rd 4 Phillip Island





Motor Sport Torque

■ Robert Downes – Club Captain - Motor Sport



I have taken over as Club Captain – Motor Sport from James Saunders who has done a terrific job over the past 12 months or so.

James, on behalf of everybody involved in the Club motor sport program, thank you very much for your valuable contribution over that time and for a job well done. James will remain on the Club Committee and be Acting Secretary in Peter Dannock's absence. **Sam Gumina** has kindly offered to be Assistant Motor Sport Captain and I look forward to working with him to continue developing the motor sport program within the Club.

Round 3 Sandown – 19 September, 2010

In favorable weather conditions with our Greg Savage as Clerk of the Course, the Alfa Club ran a great day with everybody being given the opportunity of completing plenty of laps. Again, several new Club lap records were established and in some cases several competitors in one class bettered the existing Class lap record. Again our thanks to Greg and the Alfa Club for yet another well run day with the "Pacecar" again being used between run groups to reduce downtime.

Winton 6 Hour – 23-24 October, 2010

This is a six-hour team regularity event organised by the Alfa Club with 41 competing teams involving a range of cars and car clubs. We have three teams entered – all with the potential to do extremely well. The driver line-up is as follows:

MX-5 BOYZ	
Daniel White	Greg McPherson
Mike Kirby	Brendan Beavis
MAGIC MX-5s	
Kim Cole	Andrew Hardeman
Bruce Phillips	Hamish Hardeman
David Wilken	
FLY'N MIATAS	
Peter Phillips	Teruo Delacroix
Noel Heritage	Robert Downes

For those interested the race starts at 10.00am and admission is free to the circuit. I wish all the teams the "best of luck".

Round 4 Phillip Island – 12 December, 2010

Another Alfa Club event and our Interstate Challenge with our colleagues from NSW.

Already 12 NSW MX-5s have entered and I urge members to put their entry in now to avoid disappointment, as this event will surely be oversubscribed.

I am unable to give firm dates for our motor sport events in calendar year 2011 as the car clubs which host us are now only starting to talk to the venue managers.

However I propose, if possible, to have:

- » two at Calder
- » two at Phillip Island
- » two at Sandown
- » two at Winton
- » one at Haunted Hills and
- » one interstate event

to form our Championship program.

The Winton 6-Hour in October 2011 and a possible motorkhana at DECA next year would not be part of our championship.

**Until next month ...
"drive responsibly at all times"**

Robert #26

Don't miss out on our new MX-5 driver's companion, "20 Roads for 20 Years", featuring Club members' favourite Victorian and Tasmanian roads.

Copies are available from Steve Dunlop, merchandise@mx5vic.org.au The cost is \$20 per book, plus \$4 postage.



Winton 6-Hour – book now for our team dinner

■ Teruo Delacroix

With the number of competitors and support people in town for the Winton 6-Hour on 23-24 October, it will be hard to get a walk-up restaurant booking for an MX-5 Club team dinner.

I have spoken with the owner of the Main Street Café in Benalla – I have had breakfast and lunch there regularly since it opened a year ago the food is fantastic – and asked him about opening up for a private function (the café does not open for dinner).

The break-even point for him would be around 12 people with a set menu. Wines etc will not be included in the price as we have to race the next day.

I have no idea of pricing but I believe it would be no more expensive than any of the other options available to us in Benalla on a Saturday night.

I ask that you RSVP me at dinner@dexm.com.au with your name and numbers attending so that we can lock this in. We will need to have

confirmed numbers more than a week in advance so they can organise staff and supplies.

I have emailed the owner and asked him to prepare a menu and pricing – I will send this to everyone who contacts me so you can decide if you are coming and organise pre-payment.

This is a great opportunity for the MX-5 motor sport team, friends and family to enjoy the social facet of the 6-Hour together. ■



Membership

■ Will Campbell – Membership Officer

Current membership count:

380

380 since 1 July ... and growing!

Renewals are continuing strongly, but we have also added another 10 new members in the last month.

I would like to extend a hearty welcome to the following new members:

» Suzanne & Phillip Davies	2010 True Red NC
» Ron & Debbie Diprose	1998 Twilight Blue NB
» Ron Macdonald	1998 Grace Green NB
» Geoffrey Warner	2010 True Red NC
» Richard & Jessie Morrison	2008 Black NC
» Jeff Smith	1993 Classic Red NA
» Glenda Wise	2007 Copper Red NC

We also welcome back Carol and David Jenkins, who return after several years. Please make all the new members feel welcome when you see them at a future Club event.

See you out and about ... *Will*

Detailing Day

Want the “good oil” on what the pro’s use and how they go about getting that better-than-showroom shine? Come to the next Club’s detailing day and learn from the experts how to achieve the same results on your MX-5 yourself.

- Date: Saturday, 6 November, 2010
- Time: 1pm BBQ lunch, followed by an interactive presentation by the experts
- Duration: Approx. 2 hours
- Where: Tullamarine (*details to be advised*)
- Topics: Exterior (washing, clay bar & polishing); Interiors, soft tops, wheels & tyre care
- Cost: Free to Mazda MX-5 Club of Victoria members
- Products: A wide range of top-quality “Wax-it” products will be available for purchase at discounted prices
- Note: **Numbers are strictly limited*** – so book early to avoid disappointment. Contact Steve at merchandise@mx5vic.org.au

** As numbers are limited, please do not book if uncertain you will be able to attend.*

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Scene about ...



Fed Square Finale

■ Words: Don Nicoll ■ Photos: Ben Sale, John Gleeson



On 29 August the Club celebrated the final event of our 20th anniversary year with a display at Federation Square.

Twenty-one highly-polished MX-5s rolled up around 10:30 in the morning to await parking instructions from the security guys. We had expected to be directed to the Atrium area but we soon discovered that we had been “bumped” to make way for the Writers’ Festival. Instead we were arranged in three areas alongside the footpath on the south side of Flinders Street. What we lost in location was more than compensated by our close proximity to the passing crowds. More on that benefit later.

The biggest disappointment was the realisation that Ben Sale’s mighty effort to produce a rolling footage of hundreds of photos would only get a few moments on the big screen before our Writer’s Festival rivals would take charge. Money talks as we all know, we hadn’t paid for the privilege but the Writers had. But we did get to see Bob and Blanche who, we assume, had been signing Blanche’s new and highly objective story on hubbie. Bob looked as though he had fallen asleep under a solarium, such was his strange tan and both of them, fortunately for Bob at least, were no taller than our esteemed President’s elbow. Some say that Malcolm Fraser was there too and, despite the fact



that he is at least as tall as our President, your correspondent could not corroborate the story.

In a re-run of our experience two years ago, once we were all positioned, out came the security guys with their drip trays. Having been asked if the engine was at the front or the back (!), it was concluded that the security guys would have done the same, regardless of whether our cars had an MG badge or a Rolls flying lady complete with butler. Good humour prevailed and we did as best we could to hide the drip trays under the cars so that we could pretend they were not there.

For a while John Gleeson, Nick Viner and Randy Stagno Navarra waged a pitched battle with some dive bombing sparrows which had clearly had a lot of practice at perfecting their deadly aim. XITAN seemed to be the favourite target for the Xited spoggies, much to Randy’s dismay. Strangely, when the guys stopped wiping up the white deposits (just how long can you stand guard before finding something better to do?), the spoggies got bored and moved off in search of more responsive targets.

Now, as indicated earlier, we were located right up against the footpath on Flinders Street, a great location for generating



interest in the passing populace. Our resident expert in crowd interaction, John Gleeson, showed us all how it was done. Anyone who got into conversation with John invariably left with a Club card, including tiny tots who had no idea what John had given them, but also had no intention of letting go of their booty (something about looking out for the next generation of Club members). So now we know how the Ballarat and Western District Chapter has grown so quickly. Clearly, many of the Chapter members were happily wandering around Ballarat, minding their own business, until they bumped into this guy wanting to know if that was their MX-5 parked down the street.

Such was John's enthusiasm for the task in Fed Square that, in a rare moment of elder statesmanship, he managed to lock his car keys in the car. An experiment was then undertaken to see if any of the 20 other car keys

and remotes would work on his car. They didn't, proving that Mazda do take security seriously. At this point stories diverge, but John was quite sure that Noellene (who had gone off to do a bit of shopping) would have a spare set in her bag. (We couldn't phone to check because John had left his phone at home and Noellene's number was not something he had committed to memory). Later, Noellene was reported as saying that she took the unusual step of putting



the spare keys in her bag that morning. Discretion, being the better part of valour, demands no further comment!

It was somewhere in the lost key drama (drama for everyone except John, it must be said) that the President arrived, wearing his Melbourne FC dress scarf. He was on his way to watch the Demons play the Roos at the MCG and was clearly optimistic at the time (about three hours before the game was due to commence).

If you are getting the idea at this stage that not a lot happened that concerned the MX-5 during the event, then I must correct this impression. There was much discussion between Club members on the relative merits of different models and modifications. Two cars were for sale and one was about to be bought. Why would you sell a highly-modified NA and replace it with an NC? Another NC plus spare cash was offered for the highly-modified NA and so it went on.

People stopped to ask questions about the car and some, who owned MX-5s, asked about the Club. An American, or was she Canadian, wanted to take a picture of a right-hand version of the exact same car she owned back home. She found a Galaxy Grey NC which fitted the bill just dandy! Young kids had their photos taken in front of, next to or behind cars. Some left with Club cards firmly in their grip as mentioned earlier. Older folk wanted to know if they might be too old to drive such a sports car. Never too old was our immediate retort. Only a gentleman with a zimmer frame was told he might be past it (no, I'm sorry, I made that up). Then there was one extremely large gentleman who was still waiting for an NC to be released with the right kind of dashboard, such was his dislike of the current design. Being extremely polite we completely forgot to tell him that the dashboard would need to be fitted in the engine bay if he planned to drive the car at his current girth (and I didn't make that up).

Needless to say we didn't get to drive much, but we did have some interesting times and many laughs, both at ourselves and with the passing crowd. If you like talking about your car, this is the perfect event. Thanks must go to Steve Dunlop for arranging the day, to Ben Sale for his photography and to all the members who brought their gleaming cars along for the last of our 20th anniversary activities. ■

Sunrise on the Great Ocean Road ...

■ Photos: Ben Sale, Rodney Laitt, Chris Schlaghecke, John Gleeson, Joni Condos

■ Run organisers: Joni & Chris Condos

Melbourne to Waurn Ponds

■ Words: Corina Lierzer

Hi, everyone. Thanks to your very accommodating President, I was fortunate to steal a ride with him on your Great Ocean Road run. As a working German visitor to Melbourne, I have been to Apollo Bay on a couple of occasions but never in a sports car and never *early* in the morning. The price was a short "introduction to the run" report, so here are a few impressions as they came to me on the way down to Waurn Ponds.

Going to bed late on the night before the GOR is perhaps not the best preparation for being bright and breezy when you are being picked up by the President (who I've never met before) at 5:15am on a Sunday morning!

There is lots of standing around at the Todd Road service centre while people arrived and then, suddenly, 35+ MX-5s roar off down the access road on to the Geelong freeway.

The air is cold around the ears but the car is warm. Passing over the West Gate Bridge, industrial Melbourne is submerged in lights, quite a sight. After the last suburbs of Melbourne are left behind, fresh green grass and some lonely trees are the opening for the run into the countryside.

At this point a question: why are Australian freeways speed limited to 100 or 110kmh? Seems a shame in a car waiting to get on with life.

A flock of birds flies directly overhead

but leaves no trace on the cars or occupants (I think and hope).

On the side of the highway, we pass several unusual shots (even more unusual in the grey light of dawn) of the residents of Werribee Zoo. Looking back over the shoulder, the pink shaded sky confirms that the sun will get up later than we did and Melbourne's skyline waits calmly for the new day to begin.

After a big rail siding on Geelong Ring Road, we see the sign indicating the Great Ocean Road and, at Waurn Ponds, more MX-5s are waiting to join the original convoy, which has grown in the meantime thanks to cars being picked up along the way. It's here the run begins ...



12.9.10

Waurm Ponds to Apollo Bay

■ Words: James Craigie

Warning! The following article has been written by someone who has absolutely no idea what they are doing, so by all means feel free to save your eyes and move on to the next part of the magazine. For those of you still reading let's see if I can make this interesting.

The Great Ocean Road Run was my first Club event and this is, therefore, my first article for MX-TRA. I'll start off by saying that I was surprised how many cars showed up at the start of the run. I thought there might be 15 or so but there were more than 30 which just looked great! Anyway, I've been asked to start the story from Waurm Ponds so let's go from there.

After a quick pit stop at BP Little River, we were off again and were soon travelling through Waurm Ponds. This was one of our pick up points so a few 5s joined on to the back and we continued on our way. We could see the roads starting to change as we were getting close to the fun bits. We were off the boring highway, the sun was coming up and it was shaping up to be a perfect day for a drive.

As we were making our way along Anglesea Road, I started thinking about how "enthusiastic" these MX-5 drivers would be once we got to the bends. I went to ask my old man, who was sitting next to me, but he had stolen my warm beanie and was half asleep so he was useless (as usual!). My question was soon answered as we had made it to the Great Ocean Road.

The benefit of starting at 6am was becoming clear. I have driven this part of the GOR a few times now, but it has never been this quiet. I decided to wake my Dad up by introducing a few G-forces and some higher revs. The pace of the convoy was comfortable, the weather was stunning, and the sight of so many MX-5s heading down the one road was something to remember. This part of the drive was over pretty quickly as we had arrived at Lorne for our quick coffee/rest stop. As the group was feeding its way down to the main car park, it was very clear that reversing into the parking space was "the done thing". This stop was a great opportunity to see all the cars together and provided a chance for a few quick photos. We didn't stay for long,



people started to make their way back out of the car park and onto the last leg of the journey to Apollo Bay.

This was the part of the drive I was most looking forward to. I had never driven past Lorne and was expecting big things from this road. I was not disappointed. The road from Lorne to Apollo Bay was without a doubt the best road I have ever driven. The combination of no traffic, no roof and no rain made this section of the drive the best part of the entire event. It was not long before we reached the end point of the run at Apollo Bay. With a long line of MX-5s parked in the main road of Apollo Bay, everyone made their way to the various cafés and restaurants for a well-earned breakfast and an end to a great morning of driving.

As I said earlier this was my first Club event and I absolutely loved it. A huge thank you to Joni and Chris for organising such a great run. To anyone else out there who is thinking about coming on a Club run or event, make sure you do because you will have an incredible time. Oh, and thanks to Ben who dobbed me in to write this article; *what a great bloke!* ■

(Ed. For someone who had absolutely no idea of what he was doing, I can't wait for an article on something he does have an idea about!)



Sunrise on the Great Ocean Road



And from Ballarat ...

■ Words: Jeff Woolf

Five shining MX-5s met at 5am in a dark school car park, all members excited about the trip.

John Gleeson conducted the pow wow, apologising for the change in our usual route due to the back roads being a bit chopped up by the recent storms. He also reminded us about the risks of kangaroos and we all were reminded about poor Lockie Story, our usual scribe, whose car Molly was smashed near his home in the Wimmera, the roo's foot apparently just missing his face. Happily he was OK, and we hope Molly can be repaired. [See MX-TRA August 2010.]

Our little convoy headed out of town past some merry night clubbers and into the night. We kept our eyes peeled for roos, but only dozens of bunnies were witness to our run. I turned on Cilla Black for company as I usually drive solo.

By the time we got to the rendezvous at Bunnings in Waurn Ponds it was time to go topless and have some fun, all of us feeling young at heart. We checked out each other's steeds and discussed the merits of the three marks, the NA based on the Lotus Elan, the updated and transitional NB and the modern NC.

We all agreed our cars have soul, and we all experience the Jinba Ittai – the oneness between horse and rider -- of our finely-balanced machines.

John made phone contact with the Melbourne group, and then we joined them and headed for the GOR, picking up others on the way at Anglesea, all of us drawn like a magnet to Lorne. On arrival we reacquainted ourselves with our old friends and met some new ones in the foreshore car park. What a magnificent sight of about 57 shining MX-5s. There was a quick pit stop, and then some determined leaders headed off towards our destination. They were hungry for something, and quickly left me behind. What an exciting run, fantastic weather and scenery, partial rock falls, storm debris, wet patches mid-corner, joggers, surfers, cyclists in the middle of the road [necessitating a warning blast from the Steible air horns] and Sunday drivers. You name it, the GOR serves it all up in spades. At least we were too early for the caravans, campervans, and tourists etc. I had little time to admire the view, but what a great driving experience!

At Apollo Bay everyone broke up and did their own thing as usual. Steve Dunlop (Club merchandise) opened up shop and everyone got stuck into the local tucker or

picnic baskets and even a portable BBQ for breaky. After much talk, we formed up into a different group of five Ballarat cars and headed off in convoy, while others headed off singularly or in groups.

We decided to head up the Skenes Creek Rd, arguably the best MX-5 road for miles. We turned left at Forrest and on to towards Colac; two cars peeled off at Trasks Rd and beat us to the dummies at Cressy (either it was a short cut for those in the know or they were caught short.) We had another pow wow and started planning a couple of more runs for summer, one north of the Otways and another in the Grampians. Two MX-5s headed off, and our three headed into the rain clouds of Ballarat. It started pouring but we kept on going, the cockpit staying mostly dry until rain started getting sucked around the side windows, so we ducked into a covered servo in Sebastapol to put the tops up. Then a splash and dash to 'Oscars' for a magnificent social lunch, all proudly dressed in our club outfits (thanks Steve!).

All of us can't wait till the next run. ■

Another day in the life of our Chicago Chapter



Some of us might go along to a MotoGP and peer through the fence, but Chicago-based life member Sue Ransom goes right to the top!

With tickets from "the Brickyard" co-owner Tony George, Sue and her partner Richard "darted over" to the Indianapolis Grand Prix on 29 August, with good friends Libby Schick, who just happens to be Australia's Consul-General MidWest in Chicago, and her husband Barry.

Then it was a day of rubbing shoulders with motor sport royalty ... starting with the legendary Jeremy Burgess, the Aussie who has engineered Valentino Rossi through seven World Championships – five for Honda then two for Yamaha – as well as Wayne Gardner's one and Mick Doohan's four.

"I wanted to meet Jeremy Burgess more than anyone at the track," Sue said. "Casey Stoner is going to Honda next year, and Valentino Rossi is taking Casey's seat at Ducati.

"The Ducati boss has shrugged his shoulders and said that Jeremy can go where he wants so I wanted to point out to Jeremy that the whole of Australia would like him to go back to Honda and help Casey win more world championships!

"He laughed his head off and said that he had said something akin to that to Valentino. Rossi responded: 'I am Italian and so I must finish my career on an Italian bike'. Jeremy said, 'Well maybe I should also finish my career helping an Australian', which got an immediate **'But I own you!'** from Valentino, wherein everyone fell about laughing.

"I'm pretty sure that Jeremy and the Aussie crew will stay with Valentino, unfortunately. Anyway, all good fun and just awe-inspiring to see these guys at the Brickyard as they are just sooo fast. We went to the Laguna Seca race (Monterey) and they looked quick but this was scary quick.

"Jay Leno was the Grand Marshall for the event and he is just a car and motor racing nut. An incredibly down-to-earth, nice, friendly, genuine guy. My buddy Pauline (Moffat) lives in Indianapolis and is the Director of the IndyFringe Festival, which was running that week, and we decided to support Pauline and drove over (three-hour drive) with Libby and Barry for a Friday night show and three Saturday shows and then go to the MotoGP on Sunday.

"I simply bumped into Jay in the lounge in the Pagoda and he asked whether I knew his new neighbour, Rove McManus! So we had a chat ... just a really nice guy but it all added up to a pretty neat weekend.

"That's the funny thing about being an expat; you tend to go to things and meet people you wouldn't do in normal life back home ... a few days later we went to a reception for a bunch of Aussie and US firemen who were running across the USA raising money for charity and who ended up in New York on 9/11." ■



My new best bud ... Jay Leno



Moments before the race, with Alex, one of Rossi's Aussie crew guys



Aussie Consul-General Libby Schick, Barry Schick, Sue, Mick Doohan and Richard Cousins



I gave Jerry Burgess the tip on where to go next year!

Reports to the 2009-2010 AGM

» President ~ Murray Finlay

I say it every year, but 2009-2010 was even better than the previous year.

Among the Club's achievements for the year:

- » the Club's 20th anniversary celebrations, which started with a Great Ocean Road run in October 2009 that attracted nearly 90 cars and culminated with a fantastic dinner-dance on 14 August;
- » the publication of our "20 Roads for 20 Years" book, which was a labour of love for many in the Club. Sales have been slower than expected, but Mazda have bought 50 copies!
- » membership numbers – we closed the year with more than 470 members (up on the 429 of the previous year). And we already have 349 members this year, including about 25 new members since 1 July;
- » the continued growth and success of our motor sport;
- » a very active social program which included 31 members from Victoria and Tasmania heading to NatMeet IX in South Australia;
- » the formalisation of the Ballarat & Western Victorian Chapter under John & Noellene Gleeson, and its phenomenal growth;
- » We have seen the continued rise of the Northern Victorian Chapter and two Chapters in Tasmania, with particular growth in the Northern Tasmania Chapter;
- » MX-TRA magazine continues to be a great record of Club events and a great read, and won the "best Club communication" award at NatMeet. Credit goes to both Alistair Dennis and Don Nicoll for organising a continuous stream of excellent articles, and to Alyssa for the outstanding layout. And of course to all who contribute the stories and photos that make it what it is;
- » our relationship with Mazda Australia, both from the Victorian point of view and as a conduit for the other states, continues to strengthen.

I would like to pay tribute to the outgoing committee – all but one of whom will be returning for 2010-2011. Without you all, the Club would be a shadow of what it is today. In particular I would like to thank Alistair, who is stepping down after six years on the committee, four as Vice President and 3½ years as MX-TRA editor.

I would also like to thank the members of the 20th anniversary sub-committee for all their work in bringing our events together: Janette and John Todd and Steve Dunlop from the committee, as well as Joan and Ken Read.

And there were many non-committee members who provided great assistance over the last year:

- » helping to organise runs and other events,
- » assisting with our motor sport program,
- » displaying their cars at Federation Square and
- » contributing ideas, articles and photos to MX-TRA

Lastly I would like to thank the companies that support the Club through advertising and in other ways:

- » the MX5 Factory » Max Kirwan Mazda
- » Mazda Australia » MX5 Centre
- » Shannons Insurance » AutObarn Eltham
- » Motorsport Essentials » Power Technologies
- » Winton 6-Hour supporters ■

» Club Captain - Motor Sport ~ James Saunders

It was another successful season of motor sport in the MX-5 Club, with a total of nine sprint events. There were no hillclimbs or motorkhana this season. The events were held at Winton, Phillip Island, Sandown and Calder Park. And, although not championship events, we also took part in the Winton 6-hour, and driver training at Winton. Class winners have been published but it's worth mentioning that the overall motor sport champion was Russell Garner, in his first year of competition with the Club.

As usual most of our events were hosted by AROCA, and the feedback from members in regard to AROCA was overwhelmingly positive. They continue to improve the way they deliver their events and the only complaint I could possibly think of is that they should do more events! We also renewed our relationship with the WRX club to fill the remaining spots on our calendar, and the feedback from members after these events was unfortunately not as complimentary.

The popularity of motor sport seems to be increasing within the Club and we regularly saw 30+ Club members competing at the events. The total participation across the season was, I believe, 57 members. On top of this, many other Club members took part by way of volunteering for officials duties such as flagging,

2009-2010 Balance Sheet

INCOME

TOTAL AGM Income	\$2,960.00
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Excursions (In)

20th Anniversary Dinner	\$3,141.96
Christmas party	\$2,000.00
Other excursions	\$1,217.00

Excursions – total	\$6,358.96
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Membership Subscriptions	\$19,561.02
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Merchandise	\$4,340.00
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Motor Sport Income

Sponsorship	
Jardine Lloyd Thompson	\$1,360.00
Reservoir Tyres	\$250.00
Suspension City	\$740.00
Winton 6-hour sponsorship	\$930.00
Other Motor Sport Income: Sponsorship	\$500.00

TOTAL Sponsorship	\$3,780.00
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Winton	\$250.00
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Motor Sport Income – total	\$4,030.00
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MX-TRA Advertising	\$2,477.50
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Other Income	\$13.78
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TOTAL INCOME	\$39,741.26
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» Treasurer ~ John Todd

scrutineering etc. Given this, it seems that participation in motor sport is somewhere between 15 and 20 percent of the total Club membership at present. Looking forward, I can only see this number increasing as I have had many enquiries recently from new or prospective members, whose reasons for wanting to join the Club seem to be focused on the motor sport side of things. I believe the main reason for this is that the cars are becoming cheaper and cheaper, and also hopefully it reflects that we're doing something right in the way we deliver our motor sport.

In closing I would like to thank all those who have volunteered and helped in co-ordinating motor sport this season, in particular Robert Downes, Greg Savage and Sam Gumina. I'd also like to thank the committee members (especially Murray Finlay) for assistance and guidance in my first year on the committee. ■

Once again, the Club's working cheque account traded at a deficit of around \$4,000 for the 2009-2010 year. As at the end of June 2010 we had \$20,637.08 in Term Deposit and, at the last Committee meeting, it was decided to roll this amount over for a further six months.

Throughout the last year the Committee maintained its decision to subsidise some of the major events held, such as the Christmas lunch at San Remo and, more recently, the 20th Anniversary Dinner. The latter was a major expense for the Club; some costs (membership cards, key rings etc) would be incurred in any given year, however there were other costs, such as the "20 Roads for 20 Years" book, that were over and above our normal expenditure.

Merchandise purchases and sales for 2009-2010 also reflect the important milestone of the Club's 20th birthday.

Since July 2009 we have also purchased new equipment and banners for the Club, including the four Chapter banners, as well as the merchandise tent. Our assets now total \$32,888.37.

As Club membership continues to grow I believe that we will be able to maintain a healthy position, allowing us to meet all of our financial commitments. At the same time we intend to continue subsidising future events such as the Cars of the World display and the upcoming Christmas 2010 function.

I urge all members to come along to these and other events to help the Club continue to build on its 20 years of heritage and to contribute towards the next 20 years. ■

EXPENSES

20th Anniversary	\$1,000.00
AGM expenses	\$2,900.00
Airfares	\$283.90
Albert Sailing Club	\$720.00
Bank Charges	\$115.30
CB Radios	\$651.20
Chapter Float	\$600.00
Christmas Party door prizes	\$161.44
Containers for radios	\$30.74
Courier	\$27.74
Dining	\$190.00
Equipment	
Banners	\$946.00
Other equipment	\$833.00
Equipment – total	\$1,779.00
Equipment - racing	\$41.25
Excursions (Out)	
Christmas 2009	\$99.00
Excursions	\$300.00
Winton 6-Hour	\$3,004.50
Other excursions (Out)	\$4,172.49
Excursions (Out) – total	\$7,575.99
External Hard Drive	\$348.00

Extinguisher Brackets	\$60.00
Fire Extinguisher Brackets	\$60.00
Flowers & Gifts	\$55.00
Fuel	\$30.00
Government Charges	\$40.90
Insurance	\$1,017.00
Investment Account Deposit	\$10,000.00
Membership Expenses	
20th Anniversary key rings	\$2,095.10
Membership reimbursement	\$36.00
Name badges	\$1,519.14
Years of Membership badges	\$2,783.28
Membership Expenses – total	\$6,433.52
Merchandise	
Clothing	\$6,562.58
Other merchandise	\$744.05
Merchandise – total	\$7,306.63
Miscellaneous Expenses	\$0.72
Motor Sport Outgoing	\$500.00
MX-TRA production	\$6,025.63
MX-5 models	\$190.00
Postage	\$2,156.73
Printing & Stationery	\$33.80

Prizes	\$91.72
Refreshments	\$489.79
Stationery & Printing	\$559.31
Subscriptions	
AOMC subscription	\$206.00
CAMS affiliation	\$1,005.00
Other subscriptions	\$45.61
Subscriptions – total	\$1,256.61
Telephone	\$117.86
Trophies	\$749.94
Website	\$264.00
TOTAL EXPENSES	\$53,863.72
OVERALL TOTAL	-\$14,122.46

Meet the 2010-2011 committee ...

Bill Campbell * †

*Membership
2005 Galaxy Grey NC
& 1999 Innocent Blue 10AE*



I have been hooked on drop-top motoring for many years, having owned a Triumph Spitfire in my youth.

However, my wife, Coral, and I did not purchase our first MX-5 until 1998 when we found a 1989 model advertised in the local paper.

Buying the car is one of the best decisions we have made, although it was subsequently replaced by a 10th Anniversary model (MX-5263), a gift to each other to mark 10 years of marriage.

This, in turn, was replaced by a Galaxy Grey NC in 2005, which was soon supplemented by the purchase of a White NA in 2007 and a 10AE in 2008. Owning MX-5s has given us the opportunity once again to enjoy the thrill of driving.

We were delighted when we found that there was a whole club dedicated to the marque! We have thoroughly enjoyed participating in as many activities as possible, although living in Torquay has meant some early starts for the Sunday drives!

I have been on the committee for a number of years, including a three-year stint as President. I was delighted and honoured to be awarded a Life Membership in late 2003 for my contribution to our fine club.

This year, I'll again be looking after Membership.

Coral Campbell *

*Championship Points
2005 Galaxy Grey NC
& 1991 White NA*



Back in 1998, Will and I bought our first 1989 white MX-5 and joined the Club.

We have never looked back. We have been on so many Club runs that I have lost count and have attended all NatMeets since 1999 (seven so far).

Across the years we have owned a white NA, a 1999 10th Anniversary Limited edition, an NC (limited edition), another white NA and another 1999 10AE Limited edition. *We are somewhat hooked on the car!*

But more than that, we have had many hours of great fun, meeting new friends, travelling to parts of Victoria previously unseen (and Tasmania, South Australia, New South Wales, Queensland, New Zealand and even the US and Canada on Club events).

Over the years we have participated in car rallies, social and motor sport events, driver education and a host of other activities.

I have held various positions on the committee over the years, but my role in 2010-2011 is that of Championship Points recorder.

I look forward to many more years of involvement with our wonderful Club.

Peter Dannock

*Secretary
1990 White NA*



I work as a Software Product Manager for a city-based IT company.

Married to Jane for 16 years, I have two daughters, Melanie and Georgia. None of them is remotely interested in my MX-5!

I have been a member of the MX-5 Club since November 2007. As owning an MX-5 is a requirement for membership to the Club, I bought myself a 1990 Crystal White NA so that I could join!

More seriously, I have always had an interest in owning an MX-5 and I had got to that stage in life where I had to stop procrastinating about it and get one. I purchased it with 150k on the clock and in reasonable condition. The only thing I have done since owning it is add some new wheels to it.

Since joining the Club, I have been able to enjoy many runs, motor sport at Winton and great social events. I have found all members to be very friendly and the Club always makes an effort to encourage new members to get involved in its activities.

It is this character of the Club that has encouraged me to take on a position on the committee and I enjoy being involved.

Contact details for all committee members are listed on page 3 of each edition of MX-TRA.



Robert Downes

*Club Captain – Motor Sport
2001 Classic Red NB*



- 2005/2006 “Standard Class” Winner
- 2006/2007 “Clubman Class” Winner & Joint “Motor Sport Champion”
- 2009/2010 Joint “Standard NA Class” Winner

I have a fetish for “red” MX-5s having owned three since 2002. Motor sport is the primary focus of my interest in both the MX-5 car and the Club.

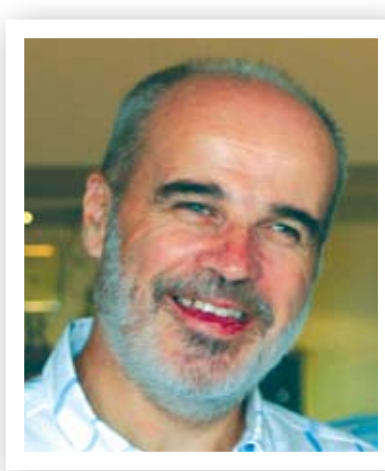
Since 2004 I have participated in the Club’s motor sport program and have been fortunate in developing a wide circle of friends. The quality of the competition is always improving and the number of participants continues to grow each year.

I encourage each Club member who likes to explore the performance capability of their car on public roads to take up the opportunity to do this in the relative safety of the racetrack, which offers a much more controlled environment and enables each person to benchmark their own performance against a similar car and to measure their improved driving against the stopwatch.

Take the first step and come along to our next track day as a spectator and meet the MX-5 Club Motor Sport Team - see the smiles on the faces of the drivers. Beware ... it is addictive!

Steve Dunlop

*Merchandise
2002 Grace Green NB SP*



I joined this fantastic club about 4½ years ago, soon after my shameless, self-indulgent purchase of my Grace Green MX-5 SP. I haven’t stopped smiling since and continue to do so each day I drive it.

In that period, I have participated in the wide variety of events offered by our Club including social runs, DECA, motor sport events as a spectator and flaggie, detailing days, car displays and other social events and I have also been involved in organising a few events.

I think that is one of the great benefits of this club of ours; the broad range of activities offered has something for just about everyone. For the past 12 months I have been looking after the merchandise portfolio and will continue on in this capacity for the 2010~11 term. So I’m your man to help you out with that Club merchandise to go with your favourite sports car!

Sam Gumina * *Assistant Club Captain – Motor Sport*



1998 White NB

Sam, a six-time Club Motor Sport Champion, is not on the 2010-11 Committee, but will work *ex officio* to support Robert and the motor sport crew.

Murray Finlay *

*President, Website
2005 Velocity Red SE*



I’ve been in this fantastic Club now for 20 years, and it just keeps getting better!

On social runs these days it’s not unusual to get 30 or more cars (more than 80 if we tackle the Great Ocean Road!), which is more than the entire membership base was for several of the early years.

It’s the same with motor sport ... more and more members are taking to the track and having the time of their lives.

It’s just amazing what a positive impact this simple little sports car has had on so many lives.

I’m back for my fifth year as President, and I continue to help produce MX-TRA and look after the Club website. I also serve as the national liaison person with Mazda Australia on behalf of the five state clubs. *And in my spare time ...*

My Velocity Red NB SE is my second MX-5, which I bought five years ago to replace the Classic Red NA I bought in March 1990 and drove almost every day over 15 years and about 240,000km.

We have a great Club, led by an outstanding committee. Hopefully you get as much out of the Club as we do but, if there’s anything you’d like to add or comment on, please don’t hesitate to put your hand up.

** Club Life Member † Past President*

Your 2010-2011 Committee (continued)

Don Nicoll

Vice President / MX-TRA Editor
2007 Galaxy Grey NC



Hello fellow MX-5ers,

This is my second year on the Committee. I did say last year that I was joining the committee to get an idea of how it works before taking on any roles. Somewhere in the middle of the Committee year I ended up with the Editor's job. I have to say that it has been and continues to be a great experience; Alistair Dennis left quite a challenge, but I hope that I'm living up to your expectations. If I'm not, then please let me know.

Our President moves in mysterious ways. You may recall that Murray and I were fortunate enough to win the Founders Day main prize, lunch for four on the Tramcar restaurant. Sometime between main course and dessert, when Linda and Alyssa were deep in discussion about teenagers, he asked me if I would consider nominating for the Vice President role on this new committee. With a good red swirling in the glass, great company and a lovely winter's day passing by outside, what do you say other than yes? I am not sure what is involved, I guess I'll have to wait and see.

The rapid, recent growth of the Club presents the Committee with some interesting challenges. We have a changing demography to cater for, together with an increasing interest in motor sport. We still don't know what encourages you to stay with the Club (other than the car) and, equally, we don't know what leads people to discontinue membership. We need your feedback so please give us your opinions. Finally, please remember that we all have our day jobs and families, so, if we are not responding as quickly as you would like, it may be that we are tied up in "non-Club" activities. *Of course, you could always lend a hand!*

Ben Sale

Committee Member / Facebook
1990 White NA



I've been a proud member of the Mazda MX-5 Club of Victoria since I've been old enough to own a driver's licence ...

That being said, as my car and I share the same birth date in April 1990, I've not been a member for that long ... in fact I'm only a week or so older than the Club itself! I feel that over my 2½ years as a member I've been lucky enough to get a lot out the Club and am thankful for the opportunity to give a little back too.

My MX-5 is, to me, almost an extension of my own body. I've had many great times with it on Club runs, track days and even just working on it. I truly feel there are very few cars out there that can offer the thrills and fun of an MX-5 with so few vices.

In many ways the best aspect of owning an MX-5 is the great community that is associated with the car, a community and a club I'm proud to be a part of. I'm honoured to be on the 2010-2011 committee and I hope to continue to be able to offer a youthful voice and represent the ever-growing number of young people who are discovering the MX-5 and joining this fine Club!

James Saunders

Acting Secretary
1989 Classic Red NA



I've been a member of the Club for around four years now, initially joining to take part in Club runs and to enjoy the social side of MX-5 ownership.

After a year or two of this, I decided to give motor sport a go and was immediately hooked. I quickly became very active and involved in this part of the Club.

When previous Club Captain – Motor Sport, Greg Savage, stood down from the committee last year, I felt it was my turn to step up and take on the role and joined the committee.

I have recently returned to full-time study which means I no longer have the spare time and energy required to give this important role the full attention it deserves. Therefore I have handed the reins to Robert Downes, who served as my assistant last year.

Robert has plenty of experience in the Club and as a motor sport competitor and he'll do a great job. Congratulations and well done on taking the job on, Robert.

I'm remaining on the committee as an "Ordinary Member" and I'll do my bit to ensure that we continue to deliver the fun and excitement that we've all come to love about being a member of this Club.



Judy Searl

Assistant Club Captain – Social
2006 Copper Red NC



Hi everyone. I have been a member of the Club since the moment I bought my first MX-5 eight years ago (an NB which I replaced with an NC after five years).

I had dreamed of owning a sports car since I was a teenager and the MX-5 ticked all the boxes. Our two children were grown up and it was time to expand our lives and become involved in something new.

My time in the Club so far has included the joy of meeting interesting and fun new people who all share a common passion, and visiting parts of our lovely state that I have never been to before.

I felt it was finally time to give back something to the Club that has given me so much.

I hope that in my time on the committee and in my role assisting the Social Captain, that I can fulfil this aim.

Janette Todd

Club Captain – Social
2003 Cerrion Silver NB
& 1998 Grace Green NB



Hello everyone - with the beginning of another Club year it is time again to give a brief insight into yours truly. John and I are heading into our 9th year as Members of the Club and I (rather, we) thoroughly enjoy our involvement.

An absolute highlight for us was being awarded the *Jinba Ittai* award for 2010 – to say we are proud of that achievement is an understatement!

This is my third year on the Committee and once again I will be your Social Captain. It is a busy portfolio that I do my best to devote time and energy to – I just love scheduling drives/runs that someone wants to share with the rest of us – so if you have an idea please let me know.

I have gained a lot out of our membership and am more than happy to be giving back just a fraction. I look forward to catching up with you at a social event in the future.

Remember: *It's a date – ink it in!*

John Todd

Treasurer
2003 Cerrion Silver NB
& 1998 Grace Green NB



G'day again.

Here I am for my third year on the Committee. The past two years have flown by and no doubt the coming year will go by just as quickly. I am certainly enjoying my role as Treasurer and hope to continue for quite some time to come.

By far the biggest highlight over the last year for Janette and me was being awarded the 2009-2010 *Jinba Ittai* award at the 20th Anniversary dinner – it was a hell of a shock and we were both virtually speechless.

Janette and I love the Club, the people and the opportunities it brings and our involvement in so many Club events is simply a reflection of the joy we get from participating – although I still can't get Janette along to track days.

Chapter Conveners



North-eastern Victoria
Ron Gillick
2002 Sunlight Silver NB



Ballarat & Western Victoria
John Gleeson
2001 Supreme Blue NB



Northern Tasmania
Ken Beaton
1990 Classic Red NA



Hobart
John Hadrill
1999 Grace Green NB



John Waldock
1990 Classic Red NA

2010-2011 Rd 3: Sandown

■ Words: Colin Denman-Jones ■ Photos: Chris Schlaghecke, Ben Sale



Surely only a fool would race a new car, especially when said driver has no previous racing experience.

Sandown was just my fourth speed event, the third in this season of the Club Championship. My partner in this foolish behaviour is Apto, a stormy blue 2010 hard-top manual of which (after many years of dreaming, planning and scheming) I took delivery in March.

Having never been to Sandown (or even bothered to study it on a map), I had no idea about the circuit, and only a vague idea about how to get there. I soon discovered that Sandown was a circuit that spoiled me in many ways. Less than 30 minutes from home it made a nice change from the early starts or extra planning required previously to get to the Island, Winton and Haunted Hills.

As a wide circuit with a flat layout and only a few corners (all of which were uncomplicated), it suited me as a beginner, allowing me to continuously develop the basics of cornering, racing line and heel-toe. Finally, the two long

Results - Round 3	1st	2nd	3rd
Standard NA	Robert Downes » 1:38.606 ¹	Brendan Beavis » 1:40.091	Robert Heritage » 1:40.475
Standard NB	Max Lloyd » 1:38.864	Robert DeBont » 1:40.219	John Downes » 1:40.357
Standard NC	Colin Denman-Jones » 1:36.599		
Clubman	Peter Phillips » 1:35.478 ¹	Sam Gumina » 1:35.731	Teruo Delacroix » 1:37.333
Modified	Russell Garner » 1:31.548 ¹	Bruce Phillips » 1:35:403	Chris Baksa » 1:39.544
Restricted Open	Randy Stagno Navarra » 1:33.185 ¹	Daniel White » 1:35.735	Greg McPherson » 1:36.055
Open	Steven Cook » 1:23.047 ¹		¹ New Club motor sport group lap record

Championship standings after Round 3 - Sandown Sprints, 19 September 2010

	1st	2nd	3rd
Overall Champion	Russell Garner » 27 Peter Phillips » 27		Randy Stagno Navarra » 24 Sam Gumina » 24 Robert Downes » 24 Robert DeBont » 24
Standard NA	Robert Downes » 24	Brendan Beavis » 23	Robert Heritage » 16
Standard NB	Robert DeBont » 24	Max Lloyd » 20	John Downes » 18
Standard NC	Colin Denman-Jones » 30	Mark Davies » 7	Lindy Anderson » 6
Clubman	Peter Phillips » 27	Sam Gumina » 24	Teruo Delacroix » 16
Modified	Russell Garner » 30	Chris Baksa » 13	Bruce Phillips » 12
Restricted Open	Randy Stagno Navarra » 30	Daniel White » 14	Greg McPherson » 6
Open	Steven Cook » 17	David Wilken » 10	

2010-11 Championship | Round 3 Sandown Sprints ~ 19 September, 2010



straights enabled me to set some respectable lap times when compared to our elite members in their NAs and NBs - the extra power of my NC compensating for my ineptitude on the twisty bits.

Upon arrival that morning we were greeted by a damp track, followed by drizzle during the practice laps. However, as the first race session progressed, the track proceeded to dry and lap times quickly decreased. Although an overcast sky persisted throughout the day, the rain was nothing more than a threat and the cool, dry conditions were ideal for racing.

The participants in my group seemed well matched in terms of lap times which reduced the incidence of bunching and overtaking. This allowed me to concentrate on improving, and I must admit it is the first race where I have had the time to glance at the speedo on the straights. She ran out of puff with straight to spare at 180kmh on the dial (172kmh on the GPS), well shy of the claimed 215kmh top, so I still have work to do.

Naturally there was a much greater disparity of speed between competitors

in the quicker groups, with one group of MX-5s sharing the track with the show pony of the day: a race-prepped Maserati (complete with transport semi-trailer, and gear shifts like gunshots).

As is becoming the norm with events held by AROCA, the organisation was excellent. The use of the pace car, which had worked well at Phillip Island and Winton, again kept the sessions progressing quickly. Very few recoveries interrupted proceedings (who would have thought a Camaro would have trouble cornering?) and as a result I found myself with precious little time between sessions to catch my breath, check lap-times and have a quick chat or something to eat. I struggled for time to watch the other groups or even to snap a few photos. The whole event was so well organised and efficient that by 3:30pm most drivers had had their fill of laps, tanks were near empty and the majority were packing up.

Reflecting back, Sandown gave me a chance for me to learn a lot more about tire temperatures, pressures and feel (too-high pressure at Winton had given me the sensation that I was driving on jelly). The

beautiful balance of the MX-5 gave me plenty of experience of at-limit handling, while its progressive nature gave me a few opportunities to experience over-the-limit recovery without punishment or penalty. Not a single lap was error-free, so it is clear I have a lot to learn.

So far, fortune has favoured this fool, and I look forward to the next Championship round.

Lastly I would like to issue a warning: if you are a driver of a stock NC and have considered racing, kindly stay away until next season. You see, I am currently leading my category, and all I need to do for an easy win (or worst case come third) is keep turning up, and be marginal at best. Next season Randy will be back in the class, and my chance at winning will evaporate.

It would take very little effort this season for another NC driver to come along, kick me in the pants, and walk off with a trophy - very little effort at all. ■

Chapter news ...

There and back ... the long way around ~ 19.9.2010 | Northern Tassie

■ Words: Rita Eastley ■ Photos: Bruce Harvey ■ Run organisers: Cheryl Murray & Bruce Harvey



Today was an extra run squeezed in by our stand-in co-ordinator, to fill in a glorious Sunday (well, it started out that way).

But, true to Tasmanian Spring weather, the sun disappeared. But we all still had a terrific day.

Three cars met at Exeter and had fun on the back roads to Deloraine, where they were joined by four others. Lattes were enjoyed in the sun overlooking the picturesque views of the Meander River and our local train park.

Malcolm and I had been absent from runs since May so there was a lot of catching up to do. It was good to see our *zoom, zoom* friends again as we formed our convoy and looked forward to the drive.

Bruce and Cheryl led the charge over some great country roads, through Quamby Brook, Golden Valley and back to Del. Then we headed west through Weetah and Parkham to the ETC café at Elizabeth Town for lunch.

The countryside was beautiful but, after a wet and windy week, it was noticeable that a few trees had been blown over, as there was still some debris on the side of the roads.

A very pleasant lunch at ETC and a bit more socialising before *more* roads (of course, we went the long way round to enjoy more Tassie roads) with the beautiful backdrop of The Great Western Tiers. There were still small pockets of snow on the furthestmost peaks.

We took in the scenery of Weegeena, Benjo, Red Hills, back of Meander and into Deloraine to our starting point, where there were more coffees and afternoon tea.

We had a great day with some terrific roads and scenery, not to mention the food and company. Thanks Bruce and Cheryl for the day. ■

North-east Victoria

What a difference a flood makes!



The North-eastern Victorian Chapter of the Club often meets to start its runs at Apex Park in Wangaratta.

It's a lovely out-of-the-way spot, close to the centre of town, with plenty of parking and a large, sturdy shelter for morning tea ...

That is, of course, unless Mother Nature decides to stop by for a run of her own.

With the recent, long-awaited rains, the normally-benign Ovens River came up for a closer look ...

Chapter Convenor Ron Gillick sent these "before" and "after" photos of their favourite gathering point ...





Are you shore? ... Hobart's Eastern Shore quiz ~19.9.2010 | Hobart

■ Words & photos: John Waldock ■ Run organiser: Jo Hirst



Being spring and, as ever, hopeful of good, fine weather, the Hobart Chapter decided to arrange a quiz challenge run to celebrate the return of the sun (hopefully!).



The concept of the run was to navigate by clues to a number of destinations, where cryptic and challenging questions were posed about the surroundings.

The day began well, the weather cloudy but not rainy (yet) and the group cheery and demonstrating an eagerness for the competition to commence.

So we left Salamanca in a variety of directions, looking for the answer to the first clue, which referred to the demise of the Lake Illawarra.

The run continued in this tone, sending us to the dead centre of Hobart, to the water supply (where the sign which provided the answer to the clue had been removed) and on down to name a number of obscure local landmarks and minor notable

citizens of Hobart. The run ended at St David's Park, where we had to answer a question about a musical clue.

We then trekked onwards to Franklin and lunch, where Jo checked the answer sheets and awarded the prizes.

John Hadrill and his navigator Lawrence were the winners, primarily because of John's musical ability. Congratulations to John and Lawrence, and also Allan Dear and Allan Pryer who came a close equal second. The rest of us looked on enviously as they accepted their prizes of wine and MX-5 collectables.

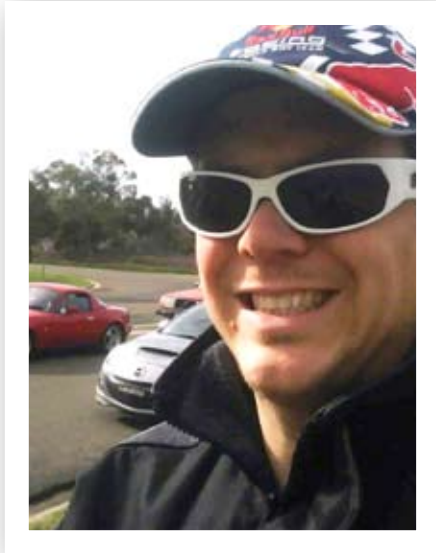
Thanks to Jo and Cam for organising the run. It's a nice change to be looking closely at the scenery as we drive through it. ■





The MX-5 Club Grill

Introducing ... **Ben Rounsefell** Loyalty Manager, Mazda Australia



Name? Ben Stanton Rounsefell

Age? 37

Born? Adelaide, SA

Current abode? Bentleigh, Victoria

Profession? Marketing and CRM. I also have a background that includes web development and IT

Partner? Married for seven years with three happy little people along for the ride (one girl [Sasha, above right] and two boys).

Pets? One cat. We also have six chooks and 32 rainbow trout, which will become one of my favourite meals when they are grown up in December (Ed. We assume Ben means the trout but you never know!)

Fave food? Tough question, but boring answer: roast (anything) lamb

Can you cook? Yes, not backward in having a crack at anything. Recent accomplishments include four dozen gourmet sausages and Lasagne made from homemade pasta and sauce. Looking forward to making my own smoked trout (Ed. And not smoked chooks by the sound of it.)

Favourite tippie? Wine, but also like a good home brew beer (made by me of course)

First drive? Learnt to drive in a Renault 12 wagon

First car? Mazda 929 Coupe (1975).

Fantastic car with an awesome dashboard. I bought it second hand from a guy who had punched holes in the muffler to make it sound better. My girlfriend hated it!

First fender bender? Running up the back of a new Holden in my first drive (see above) on Anzac Highway in Adelaide. Ouch – the repair cost \$850, which was a fortune in 1988.

Everyday driver? Mazda 6 Hatch; graphite. Manual of course

Current MX-5? Any colour of car I can manage to steal a drive in ☺. Hoping to get in an NB one day, when I grow up ...

MX-5 improvements? What ???

MX-5 dislikes? That more people don't buy the soft top

Why an MX-5? It's the world's favourite roadster for a reason. I can't think of many, if any, other cars that have remained true to their original form while remaining relevant to the current market, all these years on. Plus it's great fun to drive. It still holds a special place within Mazda, after all these years and will continue to define the brand in the future.

Fluffy dice? E-tag!

Passions besides the MX-5? Aquaponics, cooking, gadgets, renovations, doing stuff, morning coffee

Dream wheels? So many options, but a Porsche will do!

Would you drive a Daewoo or SsangYong? I was actually quite happy when Daewoo was discontinued as a Brand in Australia. The real question is: Is a Mercedes a SsangYong? I guess that is no for both

Favourite other Mazda? Mazda3 MPS

If not a Mazda (gasps!) what? Triumph Dolomite Sprint (my first 'sports' car)

How long in the Club? Not in the club yet ☺

How many MX-5 Club runs? Two! But I hope to do more this year

Favourite Club run? The dawn run down the Great Ocean Road to Apollo Bay

Done DECA? Once – it was cold and miserable and I didn't really enjoy it at all compared to some other drive days

Ford vs Holden? Holden ...

What's playing in your car? The Levitators – a very funky band from Adelaide – or anything else funky

Footy team? I love all sports, but don't follow any one team. Big fan of Australian Rugby Union and F1

Final comments? I only have huge praise for the MX-5 clubs in Victoria and around Australia. Such a well-organised group of clubs and so passionate. It's a pleasure to see all the enthusiastic members having a blast every weekend all over Australia in their MX-5s and making the most of life! Love the "20 Roads" book!



Tech Talk ... Repairing an NC puncture

■ As demonstrated by Richard Phillips, Field Manager Technical, Mazda Australia (Vic.)



1 Stop the car in a suitable area, turn on hazard lights, and unload luggage and passengers. Consult owner's manual.



2 Remove emergency flat tyre repair kit.



3 Shake the sealant well.



4 Remove cap from the bottle, and screw on the injection hose with the bottle's inner cap left on to break the inner cap.



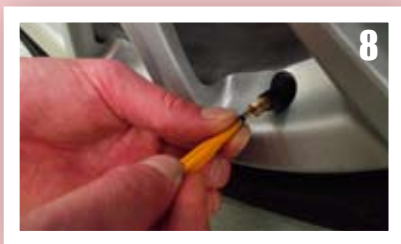
5 Remove the valve cap from the flat tyre. Press the back of a valve core tool to the core of the tyre valve and bleed all the remaining air. Turn the valve core anti-clockwise to remove.



6 Remove the plug from the injection hose and insert hose on to the valve.



7 Hold the bottom of the bottle upright, squeeze bottle with your hands, and inject all of the tyre sealant into the tyre.



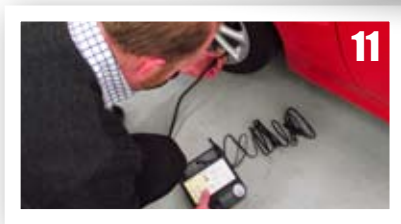
8 Remove the injection hose from the valve. Reinsert the valve core into the valve, and turn it clockwise to install it.



9 Attach the sticker that indicates completion of the tyre repair on a flat outer surface of the repaired tyre.



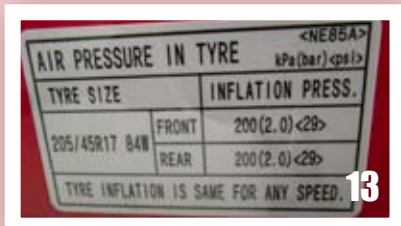
10 Attach the vehicle speed restriction sticker in a place where the driver can see it easily.



11 Attach the compressor hose to the valve.



12 Insert the compressor plug into the interior accessory socket and turn the ignition switch to the ACC position.



13 Turn the compressor on and inflate the tyre carefully to the correct pressure.



14 Once the tyre is inflated to the correct pressure, switch off the compressor and remove the compressor hose from the tyre valve.

Re-fit the tyre valve cap and collect the contents of the repair kit. Put the kit (and any luggage) back into the boot and continue driving.

After 10 minutes (or 5km), check the tyre pressure with the tyre pressure gauge supplied with the compressor.

If necessary, re-inflate tyre, and check again in another 10 minutes (or 5km). If the tyre pressure remains stable, the tyre repair is complete. Drive your MX-5 with care to an expert repairer to have the tyre replaced. ■

Market place ...

Please note: notices in the Market Place section are presented as a service to members only. The Mazda MX-5 Club of Victoria Inc. has not tested the products, equipment or services listed and makes no warranties or representations about any of the products or their purported uses.

For sale **1999 Silver NB**

- » Series 1 NB 1.8, 5-speed manual
- » 99,000km
- » Fabulous condition, RWC

Regretful sale due to purchase of later model MX-5. Great condition and awesome to drive. Low km for its age.

Always garaged and meticulously looked after. Full service history. Receipts for every dollar spent on it.

Extras include:

- » Pioneer stereo with amp and iPod control
- » Racing Beat stainless steel style bar.
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- » Viper Remote Alarm system

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