

THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

## Wall to wall winners ...

### 2014 Awards



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### In this edition:

**Topless in Tassie ... try it!**  
**Another (wet) day in motor sport paradise**  
**Fixing an NA water leak**



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# MX-5

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## contents



### Regulars

- 4 President's page: *Don's Drive(I)*
- 5 Scene About
- 6 Membership
- 7 Track Torque
- 8 MX-5 Club Grill ... *Noel Heritage, motor sport tragic*
- 9 Next MX-5 to be unveiled in September
- 9 Ben Sale's excellent adventure
- 11 Favourite Road ... *Tawonga Gap Road, north-eastern Victoria*
- 14 2013-2014 Awards lunch
- 15 Last call for 25th anniversary calendar photos
- 16 Put your race boots on! *A rally champion within ...*
- 18 Topless in Tassie ... *put it on your bucket list!*
- 20 Merimbula revisited ...
- 29 Alan Bennett's Crossword #22
- 30 Tech Talk ... *A water leak in your NA?*

### Chapter chatter

- 21 Southern Tasmania ... *Winter Wanderings*
- 22 Northern Tasmania ... *Men behaving badly!*
- 22 North-Eastern Victoria ... *Mitta Mitta run*

### Motor Sport

- 24 City Mazda Sprint Championship ... *Rd 2 – Phillip Island*

Cover  
image:

A room full of winners at the 2013-14 Club  
awards lunch at Mazda Australia in July.  
Photo: Ben Sale



Find us at:  
MX-5 Club of  
Victoria

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# Don's Drive(l) ...

■ Don Nicoll – President [president@mx5vic.org.au](mailto:president@mx5vic.org.au)

Hi everyone, welcome to our August edition of *mxtra*.

As you will see from the photographs in this month's edition (page 12), we had a good turn up for the Club's annual awards function at Mazda's headquarters in Notting Hill.

This year, in a slight change from tradition, the awards comprised a small plaque and a polo shirt, both carrying an inscription. The plaques tend to head home, never to be seen again. Having a polo shirt allows the winners to claim bragging rights at Club events. Congratulations to all the winners.

Once again our thanks go to Ben Rounsefell and his team from Mazda Australia for providing the venue for the Awards function as well as setting up the room for our use. Murray Finlay, Cary Warren and Dave Collins did a great job organising the event.

Our thanks also go to Craig Bennett, who tried very hard to tell us as much as possible about the new model MX-5 without breaking any company embargoes on information. There was a lot of audience interest in what Craig had to say, as witnessed by the many questions he received. The new model is generating a lot of expectation. The challenge of constant innovation in order to stay the same (an MX-5 mantra in Mazda) as well as the competition from cars like the Toyota 86, raises all sorts of interesting speculation on what the new model will offer.

We will not have to wait long to find out some of the answers. Mazda has invited committieeman Ben Sale to attend the Los Angeles event which will be part of the three-country "global reveal" in the first week of September. Ben's specific task is to gather as much information and photographs as he can to give the Australian MX-5 Clubs and Mazda Australia an idea of what to expect when the car finally makes it to our shores.

This will be the first time that the Australian Clubs have been given a chance to get a look at a new model MX-5 before it actually arrives. The decision of Mazda to invite Ben to the Los Angeles event says a lot about the relationship that the Club has built with Mazda over recent years, much of it due to the efforts of Murray Finlay and Ben Rounsefell.

By the time you get to read these words, we will have held our Annual General Meeting. I would like to thank all the Committee members for their hard work over the last year. Once again you have put in a great effort and the Club is richer for your contributions. Most, with the exception of Daniel White, will be going around again, with three standing for re-election. At the time of writing we have not received any new nominations but that can all change before the day.

Mention must also be made of the great contribution made by the Chapter Captains and their Assistants over the last year. I would also like to make special mention of John Gleeson, who announced at the awards lunch that he and Noellene would be stepping down from their roles in the Western Victoria Chapter. John has been the Chapter Captain since the inception of the Chapter in 2009, and the Club owes him a great debt for his efforts. John has done a fantastic job building the Chapter to the thriving group that it is now.

Ian and Karen Bradshaw have already offered to take up the leadership of the western group, pending the formality of the Committee's rubber stamp. I'm very confident that Ian and Karen will continue the Gleesons' good work.

The awards lunch provided an excellent opportunity for all but one of the Chapter Captains to catch up. Unfortunately Alan Laine was unable to attend this year due to work commitments. However Rob Krygsman did a good job deputising for Alan. The Club should not underestimate the value of providing these opportunities for the Chapter Captains to get together. There is a lot to learn from one another's experiences and, as John Waldock (Southern Tasmanian Chapter Captain) said in an email to me after the event, it is easy to forget that you are part of a big Club when you have your head down, busy being Chapter Captain.

Finally, on behalf of the Club, we wish Peter (Princey) and Pam Phillips all the best as they face some difficult challenges.

Must go ... the driver's seat is getting cold!

Remember ... **Safety first!**

Don

For your diary ...

See the full calendar for details

## August

- 13 Club: 24th Annual General Meeting
- 17 NTas: East to West run
- 18 Motorkhana, Colac
- 24 Western: Lois & Lester's Redbank run
- 24 STas: Cygnet loop run
- 28 Sprints 2014-15 Rd 3: Winton

## September

- 7 Eastern: Licola run
- 14 Central: Healesville Sanctuary run
- 14 NE Vic: Mt Buffalo run
- 14 STas: Spring Fling run
- 21 Sprints 2014-15 Rd 4: Sandown
- 28 Eastern: 25th anniversary run

## October

- 11 Central: High country run
- 18-19 2014 Winton 6 Hour
- 19 NE Vic: Jingellic run
- 19 NTas: Mystery Tour II
- 19 STas: Rob's Tahune Airwalk run
- 26 Eastern: Leongatha lunch run

## November

- 15-16 Omeo Gold run
- 16 Central: Chapter run
- 16 Eastern: Mt Worth run
- 16 STas: Cavorting to Carrick run
- 23 Sprints 2014-15 Rd 5: Sandown

## December

- 13 Sprints 2014-15 Rd 6: Broadford
- 14 Central: Annual CFA run
- 14 Eastern: Social night
- 14 NE Vic: Christmas run
- 20 STas: Christmas run

# Scene about ...

■ Photos: Marg Gillick, Karen Bradshaw, John Waldock, Daniel White, Ben Sale





# Membership

Current membership count:

429

and growing!

Will Campbell – Membership Officer [membership@mx5vic.org.au](mailto:membership@mx5vic.org.au)

Hi all!

Following our record membership of 603 for 2013-14, we start August with nine new members. On behalf of the Club I'd like to extend all a very warm welcome to:

### Central Chapter

Jason Chuc	2001 Silver NB
Rachael O'Halloran	2010 Metropolitan Grey NC
Steve Reid	1990 Classic Red NA
Ken Yazaki	2001 Blue NB

### Eastern Victoria Chapter

John Poletti	1990 White NA
--------------	---------------

### North-Eastern Victoria Chapter

Gerald Gill	2007 Copper Red NC
-------------	--------------------

### Northern Tasmania Chapter

Denise Howe	1998 Evolution Gold NB
-------------	------------------------

### Southern Tasmania Chapter

Gaye Darling	2005 Silver NC
Christine DeVilleneuve	1990 White NA

Enjoy your MX-5, and I'll see you out and about ...

*Will*



*Today's waiter's OK, too!*



## Princey's 60th

It's a pity the Motor Sport team are such a dour lot – they really need to learn how to let their hair down!

Here they are having another miserable time in each other's company at a quiet gathering to mark Pam and Peter "Princey" Phillips' joint 60th birthday celebration at Phillip Island ...

Revellers from left to right: Ken Read, Kim Cole, Tim Emery, Daniel White, John Downes, Robert Downes, Noel Heritage, Robert Parr, Russell Garner, "Princey", Ray Monik, Teruo Delacroix, Leon Bogers and Mike Kirby. ●



# Track Torque

Tim Emery – Club Captain - Motor Sport [captain@mx5vic.org.au](mailto:captain@mx5vic.org.au)

*Well there's no backing out of it now ...*

After having a casual conversation with Robert Downes and Daniel White about three years ago and saying "if you ever need a Motor Sport member to be on the committee I would be happy to be considered" it appears I'm about to become the *Club Captain – Motor Sport*.

But seriously, after joining the Club five years ago with the sole purpose of competing in some club motor sport, one of the things that became apparent was the level of organisation, comradery and healthy competition – all the things that I was looking for.

After three years of competing in the Sprint Championship, interstate rounds and a couple of Six Hours as well as numerous laps as an instructor, I was ready to devote some time back into the Club and the Motor Sport Group that had been so welcoming to me almost four years before.

As we have mentioned before, the growth of the Sprint Championship and the number of new comers to the Club wanting to try some motor sport in their MX-5 has meant the behind the scenes work required is also growing ... so, although you won't see me competing at every round, I'll still be there!



I wanted to say a massive thanks to Daniel White for his time as Motor Sport Captain over the past two years. Under Daniel's captaincy the Sprint Championship has welcomed new sponsors, our teams have won and finished in the top 10 of two Winton 6 Hour events, the Sprint Championship has grown to a level where in the last Championship year over 100 competitors scored points and we also had our first MX-5 Sprint Championship Awards Night ... so thanks, *Captain Hollywood!*

### 2014 City Mazda Sprint Championship

Over the past couple of months our Sprint Championship rounds have definitely taken on a *wintery* theme with the first two events at Sandown and Phillip Island being wet. Our last round (Rd 2) at Phillip Island was particularly slippery and took more than a few people by surprise. (See the full report on page 24.)

Round 3 is at Winton on 24 August, so everyone is looking forward to some dry

weather and quicker lap times. Again we have a few first-timers entered for Winton so we will look forward to welcoming some new competitors.

### 2014 Winton 6 Hour

With entries now open for this year's Winton 6 Hour, our Club has again secured three teams for the event. I am happy to announce that competitor places are filled – in fact the available places in the teams were filled in 48 hours! The 6 Hour is a big event and with our Club's three teams – 16 cars, 16 drivers and 6-8 support team – we are always looking for help.

If you have ever considered competing in motor sport, or have done a few of our track days, the 6 Hour is a great way to get involved with a fantastic event to get a real motor sport experience. If you are interested in being part of our team, let me know.

*Tim*

*"The older I get, the better I was!"*



^ Last year's Winton 6 Hour overall winners, Team Flyin' Miatas: (from left) Peter Phillips, Noel Heritage, Max Lloyd, Stephen Downes, Pam Phillips and Robert Downes

### 2014 Sprints Co-Champion

**Name?** Noel Heritage

**Age?** 59 (when I wrote this)

**Born?** Melbourne

**Current abode?** Glen Waverley

**Profession?** Business manager (we sell diesel engines)

**Partner?** Suzette (deserves a medal some days)

**Pets?** No. Would love a dog but not at home enough to look after properly

**Fave food?** Toss up between good Italian and good Mexican (with margaritas to match on the latter)

**Can you cook?** Yes, but Suzette is much better than I am so I'm humble in her presence and just attend to the dishes accordingly

**Favourite tippie?** Used to be Southwark Premium Lager. Now I am just waiting for Princey to open up his supply of Grange (hint!)

**First drive?** Nuffield tractor

**First car?** VW beetle

**First fender bender?** Slight indiscretion in mum's Toyota Crown

**Everyday driver?** Ford Territory (diesel)

**How many MX-5s have you owned?** One and a half

**Current MX-5?** NB Series 2

**MX-5 improvements?** Strictly in line with the requirements of Clubman Class; ie, shocks and LSD

**MX-5 dislikes?** Just a little bit more grunt would be nice

**Why an MX-5?** Fun car and you can belt the hell out of it all day on the track and it just keeps going, and going ...

**Fluffy dice?** No

**Passions besides the MX-5?** Motor sport (especially historic '60s thru '80s ... a golden period). Over the years I've been very lucky to attend qualifying at Indy 500, Goodwood Revival Meeting (gob smacking), this year's Le Mans (equally gob smacking), a couple of Indy races, Malaysian GP plus numerous AGPs. Nothing can beat it!

**Greatest races?** Norm Beechey winning the Australian Touring Car Championship round at Sandown in a Monaro GTS350. The place was absolutely packed, the atmosphere electric and the crowd went nuts!

**Best car control?** Pete Geoghegan/Mustang. On his day, simply unbelievable!

**11/10s all the time?** Jim McKeown/Lotus Cortina

**Fastest?** Frank Matich/Matich SR4 with Repco 5 litre quad cam

**Favourite TV show / movie / book?** Virtually everything on Speed Channel

**Dream wheels (money no object)?** Track day = M3 BMW

**Fun car?** Morgan

**Would you drive a Daewoo or SsangYong?** If necessity required (and have, albeit in Papua New Guinea)

**Favourite other Mazda?** 787B (yes, there is such a Mazda model)

**If not a Mazda (gasp!), then what?** Ferrari Daytona (why not?)

**How long in the Club?** 5 years

**How many MX-5 Club runs or track events?** Lost count on track days plus one Club run

**Favourite Club run/track?** Phillip Island.

Where else can you get the chance to belt around a full-blown MotoGP circuit and have a blast scaring yourself silly at times while bouncing the rev limiter?

**Funniest thing seen at a Club event?**

1. Princey making excuses about his lap times
2. Teruo making sure everybody is hydrated at the Winton 6 Hour

**Have you been to DECA or NatMeet?** DECA = yes. NatMeet = no

**Ford vs Holden?** Originally Holden but became a FoMoCo man. Having had a '65 Mustang in the garage for a few years may have influenced that change

**What's playing in your MX-5?** 91.5 Smooth FM



**Footy team (AFL / NRL / A-League)?** AFL = Essendon, NRL = Roosters, A-League = What's that?

**Final comments?** Only regret is that I did not join earlier. The spirit and comradeship amongst the motor sport group in particular and the Club in general is just exceptional. A credit to all involved. ●



▲ At Le Mans, 2014



▲ With mates Max Lloyd and Princey Phillips ... nothing better!

# 2015 Mazda MX-5 to start at under \$40k

■ Words: Sam Hall, Motoring Writer, Drive.com.au | 6 August, 2014

*Mazda poised to offer bare bones model with more appealing price tag.*

The all-new MX-5 roadster due next year is likely to be anchored by an entry level model priced at under \$40,000, Mazda Australia has revealed.

Speaking with journalists in Sydney, Mazda Australia boss Martin Benders said plans were afoot to introduce a new base model variant which would likely be packaged with a lower engine output, manual transmission and manual fabric roof to offset its price.

"There's a whole range of variants we can put in there that can certainly drag it down," Bender's said of the highly-anticipated fourth generation model.

"There are ways of packaging it with powertrains and what have you."

The new strategy represents a change in tack from the current MX-5's pricing in Australia, which starts at \$47,280 plus on-road costs.

One factor which has likely influenced Mazda Australia is the success of the Toyota 86 and Subaru BRZ. Both cars, which are priced from \$29,990 (plus on-roads) and \$37,150 (drive-away) respectively, have proved sales winners.

Benders played down the impact that 86 and BRZ sales have had on the MX-5 since they arrived in 2012. And he said Mazda wouldn't be driving down prices of the all-new Mazda to compete with either car.

"We look at [the 86], but we don't really say 'how does ours spec up against theirs?' or that sort of thing. They're quite different cars," he said.

Mazda hasn't provided details of the next-generation MX-5 engines, but Drive has been told the line-up will include a compact 1.5-litre four-cylinder for the first time, as well as a higher tuned 2.0-litre petrol engine.

According to insiders who spoke to Drive, the new MX-5 will produce about 134kW and has an internal 0-100km/h benchmark time of 6.5 seconds.

The next-generation car will be 100kg lighter than the current MX-5, according to out-going Mazda chairman Takashi Yamanouchi, featuring a lower centre of gravity and with an engine located more centrally.

Drive has been told that the upcoming model will bring a radical new appearance, with less prominent wheel arches and new interpretation of Mazda's *Kodo* design theme in the styling of the grille.

Mazda has consistently said it wants to keep the new car under 1000kg, an ambition reinforced by the chassis' dramatic weight saving. ■

## Ben Sale to attend 'global reveal' of the new MX-5



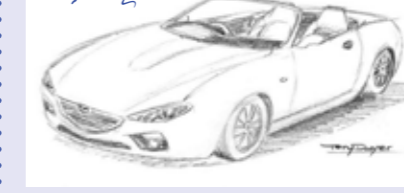
Jake Williams



Andrew Marshall



Tony Dwyer



Theophilus Chin



The next-generation Mazda MX-5 is due in Australian showrooms in mid-2015, but it will be unveiled to the world early next month – at three simultaneous international events in Hiroshima, Los Angeles and Paris.

Mazda Australia has invited our own committeeman **Ben Sale** to represent the Australian MX-5 Club fraternity at the Los Angeles event on 4-5 September.

Those wanting to help carry Ben's bags to the event should line up behind the editor!

Ben will be reporting back with words and photos for all the Australian clubs to use on their websites and in their magazines, and we'll have Ben's full report in the September *mxtra*.

Ben will be among the first in the world to see – and maybe even drive – the fourth-generation model.

Outside Mazda, no-one knows for certain what the new car will look like, but *Drive.com.au* says the design will take the car into a new era.

It will feature Mazda's *Kodo* "Soul of Motion" design language seen in the current Mazda3, Mazda6 and CX-5.

*Drive.com.au* columnist David McGowan wrote "Mazda insiders say the car looks 'nothing like any of its predecessors', with an all-new style that takes it well beyond the current NC model."

The website ran a Facebook competition, asking followers for their ideas on what the next-generation MX-5 might look like. The competition finalists are shown at left.

We'll know for sure in a couple of weeks ... ■

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#### Burson automotive products at trade prices

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Burson Auto Parts have generously extended their Club discount offer to all financial MX-5 Club members around Australia. Simply ask for your discount when you purchase, and present your current membership card. Quote account number 112558.

Burson Auto Parts have more than 100 outlets on the east coast, offering a complete range of tools, spare parts and car care products.

Check out the range at [www.burson.com.au](http://www.burson.com.au)



#### Club VIP retail discount

The Club has signed up as a member of the Repclo VIP Club, which all financial MX-5 Club members are qualified to join.

To join, simply type this link into your browser:

<http://vip.repclo.com.au/registration/register/1160>

and then enter your details.

You'll receive a temporary "VIP" card via e-mail, with a plastic barcoded card and key tag following within 14 days.

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(NB: only Peter Rutherford or Hayden Dally are authorised to give Club discounts in-store.)

## My favourite MX-5 road ...

Words, photos: Travis McInnes, Assistant Chapter Captain, Eastern Victoria

*It's hard to pick a favourite with so many good roads in my Gippsland back yard, but there is one spot that always gets my pulse elevated, and my tacho needle pretty close to the limiter.*

**That road is Tawonga Gap Road, between Bright and Mount Beauty.**

Google Maps tells me that it is route C536, and it goes up and over a small range between two lovely valleys in the Victorian alpine region. The road runs east-west between two other fairly

fun, because I've been thinking about the hectic climb and the tight twisty descent for probably the last hundred-odd kays or so.

And I'm always in a good mood at that stage, because inevitably I am on holidays in one of my favourite parts of Australia. I love the way it offers two very clear-cut sections either side of Tawonga Gap. You go up one side until you reach Tawonga Gap, and then you go down.

I love the fact that it is not swarming with motorbikes and cyclists, although as the years go by I am starting to notice more in attendance. I love the fact that regardless of which direction you choose, the climb and the descent both are exciting and challenging. The Bright side is open and flowing while the Mt Beauty side is quite steep and includes a few tight hairpins.

**Most of all I love the way I get to connect with my little car on this road.**

I drive a Bilstein-equipped lightly modified NA6, and anyone who knows me is aware that I love to wring its little neck. I am not a reckless driver, but I do like to explore my car's abilities, and this is one road that certainly rewards me for doing so.

*I don't charge on in pursuit of outright speed or pace, but in the pursuit of finesse. I call it smoothing out the transitions. And I absolutely love it when I get it right. I love the challenge, and I love the way my car sings to me when I get it right.*

Yep, I'll be back to Tawonga Gap Road again this year, at least once. I just wish it were a little easier to fit all of my ski gear into my little red *Mushu*. ●



famous arterials, with the Great Alpine Road on the western side and the Kiewa Valley Highway to the east.

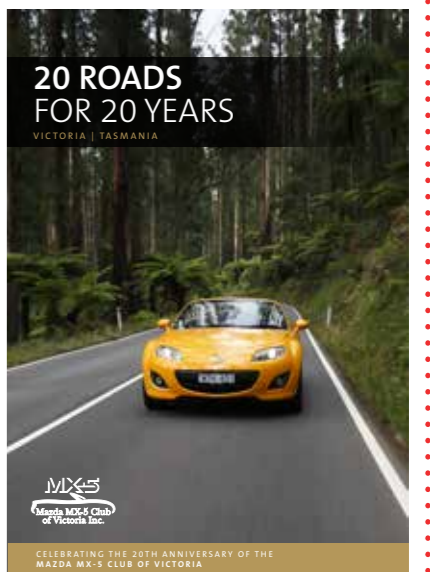
The road itself is very well formed, with a consistently smooth finish in most areas. The road is well cambered, offering plenty of grip for enthusiastic cornering. Some parts are in shade for most of the day, so in winter conditions it pays to be careful and expect some slippery patches, but that is part of the charm. If it was easy, it wouldn't be quite so interesting.

Unlike the famous Black Spur, this little strip of blacktop has not been reduced to an 80km/h maximum, and certainly doesn't have Armco railing for the entire length of the good part. *Needless to say, Tawonga Gap has the potential to bite pretty hard if you get it wrong.*

I love lots of things about this road. When I reach the turnoff I am always ready for

If you have a favourite MX-5 road, you're welcome to submit a short description (150 words) and a photo to [editor@mx5vic.org.au](mailto:editor@mx5vic.org.au) and share it around!

### Christmas is early!



**Great news!** Our merchandise people have found a stash of the last 24 copies of our much sought-after 20th anniversary publication, *20 Roads for 20 Years*.

They're just \$16 + postage, available through the merchandise page on the Club website.

But these are definitely the last. Once they're gone, they're gone!



▲ The view from Tawonga Gap lookout

# 2013-2014 Awards presentations

27 July, 2014



Photos: Ben Sale



## Years of Membership

20 years

Warwick Gibbon | David James | Ian Morris

15 years

Ken Beaton | Jeff Brown | Coral & Will Campbell

10 years

Peter Blood | Albert Brogan | Alistair Dennis  
Ian Edwards | Daryl Ervine | Rodney Laitt | David Sadler

5 years

Brendan Beavis | Christine, Owen, Isabelle & Emily Boak  
David Bruce | Brandt Campbell | Alan Dear  
Tim Emery | Ellen & Gerry Engwerda | Noel Ferri  
Russell, Claire, Jenna & Nicholas Garner | Phillip Harris  
Noel, Suzette, Matthew & James Heritage  
Lawrie & Virgie Hocking | Sue James | Greg Jordan  
Adam Klooger | Alan Laine | Michael Lindsay  
Pam & Peter Phillips | Allan Pryer | Ginny Quist  
Peter Shinn | Lockie Story | Brian Taylor  
Kon Theng | Andrew Toogood | George Tsigounis  
John, Michelle, David & Rosalie Waldock  
Michael Williams | Jeff Woolf

≈ Ron Macdonald (left) receives the 2013-2014 Mike Quist Award for Club Champion from Ben Rounsefell, Mazda Australia's Senior Manager – Digital & Loyalty

≈ President Don presents the 2013-2014 Jinba Ittai Award to Murray Finlay

≈ President Don presents an "In Appreciation" award to Mazda Australia's Ben Rounsefell, as well as one for Mazda's Emily Banger. Appreciation awards also went to Daniel White, Gerry Engwerda, Stuart James and Karen & Ian Bradshaw

» 2013-2014 New Member Champion, Arthur Howie



≈ the mxtra award went to Alan Bennett



≈ Club Captain – Social, Cary Warren, presents the 2013-2014 Teams Champion Award to Wendy Clark & Ron Macdonald



≈ Gerry Engwerda – North-Eastern Victoria Chapter Champion with Captain Ron Gillick



« Noellene Gleeson – Western Victoria Chapter Champion with Captain John Gleeson



≈ Jenna Perks – Eastern Victoria Chapter Champion with Assistant Captain Rob Krygsman



≈ Kelly Berggren – Northern Tasmania Chapter Champion; Rob Tanner – Southern Tasmania Chapter Champion

» Tyrone Dark accepts Pam Bown's award as co-Champion of the Central Chapter Champion from Acting Captain Cary Warren. Alan Bennett was the other co-Champion



« Far left: Warwick Gibbon, 20-year member

Left: 15-year pin members Jeff Brown (centre) and Life Members Will & Coral Campbell



« Far left: a 10-year pin went to former VP, Alistair Dennis

Left: 5-year pin recipients (from left) Owen & Christine Boak, Gerry Engwerda, Kon Theng, John Waldock, Jeff Woolf and (inset) Peter Shinn (apologies again, Peter!)

# 2013-2014 Awards lunch 27 July, 2014

■ Photos: Karen Bradshaw, Ben Sale



More than 60 Club members attended the 2013-2014 Awards lunch at Mazda Australia on Sunday, 27 July

All the Chapter and Club-wide achievers were presented with recognitions which, this year for the first time, included an embroidered shirt to go with the usual glass plaque.

Several appreciation awards were also presented to members and to two Mazda staff for their strong support of Chapters and the Club throughout the year.

Mazda Australia's Senior Manager – Product, Craig Bennett (left), addressed the gathering on the history and development of the Mazda MX-5, doing a sterling job of *not* giving away very much about the new model, due to be unveiled worldwide next month. ●



## Last call for 2015 calendar photos

This is the last call for photos for the Club's 25th anniversary 2015 calendar.

Remember, there's a great prize on offer for the best\* photo – a rare limited edition print of Fredd Briggs' famous 1993 "Classic" NA – the one with the tan leather interior and BBS wheels (the car, not the print!).

We have secured print #46 of 100 (right), signed by Toshihiko Harai, the Program Manager of the original NA project.

It would take pride of place in any lounge room, pool room or mancave. The framed size is 635 x 878mm (25 x 34.5").

The commemorative wall calendar will be sent free to all financial members in December.

Members to submit your best MX-5 photos .... whether they be something spontaneous from a Club event, something staged with a scenic backdrop, or even something shot in your back yard. It could be at sunrise or sunset, or with storm clouds or a rainbow in the background. It's up to you.

If you think it's worth consideration, we would like to see it.

*We've already received photos from about 20 photographers, and some of those are very impressive.*

All photos are welcome, no matter what your level of skill as a photographer or the quality of your equipment. The shots don't need to be new – you might have an all-time favourite

in your archive.

There are just three pre-requisites:

- » the car must belong to a Club member
- » the format must be "landscape" (ie, wider than high) to suit the layout, and
- » your image should be the highest resolution you can make it. The higher the resolution, the better for printing. As the calendar will be A4 size, a picture size of 3600 pixels wide x 2600 pixels deep would be ideal (about 8 to 10MB)

Please e-mail your entry to [editor@mx5vic.org.au](mailto:editor@mx5vic.org.au), with "2015 Calendar" as the subject, and with a brief description of when and where each photo was taken. The deadline for submissions is 30 September, 2014. ●

*\*The judges' decision is final!*



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# Put your race boots on, gear up, grab your helmet and get ready!

■ Words: Alex Hailstone ■ Main photos: Perfect Prints

**Who knew that, inside Club Committee member Alex Hailstone, beats the heart of an Australian Targa rally champion?**

**... Well, we do now!**

*Rallying ...*

Every stage starts methodically:

Helmets, HANS, gloves, lights, comms, windows, stopwatch, trip, camera and FOCUS!

3 ... 2 ... 1 ... **NAIL IT!**

5 ½ L Hug (Mdl) 50 ©3R( & 4L<sup>ng</sup> → 4R (bec 4½) 300 !! La3½ L

Or, as it would be read to a driver:

**"Hug 5 ½ left then middle crest and 50. Care 3 right opens and 4 left long into 4 right becomes 4½ and 300. Double caution late 3½ left."**



*As a co-driver it's my job to be the eyes for a driver, so he can focus purely on driving.*

The trust level is immense; to call a corner incorrectly can be the difference between making it safely around that corner or ending up head-on into an embankment. It's crucial to be audible, precise, accurate, clear and calm.

To get the seat you need to be able to read instructions like those at left, translate them and picture the road as described. But for now, take a seat as we venture out to the Victorian high country, for my first-ever event. Long had it been a dream to compete in Targa ... I never could have imagined crossing it off so early. And not just crossing it off, but replacing the cross with a giant ... by taking out the four-round CAMS Australian Targa Championship in 2011 for Showroom Cars (current model cars, mildly modified by rally standards but equivalent to the modified class in the MX-5 Sprint Championship).

**I vividly recall my first-ever rally stage. It was breathtaking in more ways than one.**

As we sat at the start line, my blood filled to bursting point with adrenaline – my heart pounding in my ears, the world pulled so sharply into to focus, I feared slicing myself on its edge. Trees, cliffs and tarmac roared noisily past as my mind tried desperately to keep up with my eyes translating numbers, symbols and letters into something mechanistic for the driver. Suddenly the world slowed, bringing life back to its most pure form – a real chance to experience that which is living.

Teetering on the edge of chance, for on the edge is the only way to feel what it means to be alive. It was all over in 00:04.13'45 of intricate switchbacks and cliff hugging turns that made our 2006 Showroom Spec NC dance as though ice not bitumen were under the soft soles of her Kumho V70As.

We had made it through Mirimbah, the 6.66km downhill section of Mt Buller Tourist Road. The stage slivers between gumtrees, tosses you into fissures and careers beguilingly close to waterfalls, a spectacle to behold in the patchy early light of a November morning.

The sweet sticky smell of warm rubber and brakes filled the cabin as we pulled off our helmets and settled in for the tour through the rolling countryside to Stage Two.

Excitement crammed into the little NC as we debriefed our first foray into rallying. Neither Andrew nor I had ever competed in a rally ...



▲ Alex with Andrew McKay during Targa High Country 2010 (John Doulich Photography)

somewhat fascinatingly, we only met once before, united by a common passion for competition and mutual friends. Here we were: packed up in the feisty NC, destined to trust each other with our lives for the next two days. At this point neither of us knew where this adventure would take us or how far.

Our first day was rewarding; we both learned the limits and the temperament of both our spirited NC and ourselves. Literally teambuilding. I had gained substantial understanding of timing and how to interpret a driver. It was time to collect my thoughts and get on with prep for the rest of Targa High Country.

*It's hard to imagine that we managed to finish Targa High Country 2010 second in Showroom Class.*

**It's even harder to imagine that in April the following year we were standing on the podium for the 20th Targa Tasmania, crowned Australian Targa Champions!**

Subsequently I have competed at various events around the country, but none compares with the first few events in our audacious NC. Through experiences like these you can really develop an understanding of what the word *passion* really means.



▲ On the Showroom Class podium Targa High Country 2010 (John Doulich Photography)

**Passion** is to live and breathe something in its purest form. Racing is fear, confidence, awareness and adrenaline all melded together.

**Racing is passion ... racing is living! ●**



▲ Day 5 – Targa Tasmania 2011: Queenstown Stage



▲ Day 1 – Targa Tasmania 2011: Moriarty Stage

# Topless in Tassie ... a must for your bucket list!

■ Words & photos: Peter Ferguson, Eastern Victoria Chapter

*Want a great way to spend some quality time with your MX-5, and wife/girlfriend/ husband/boyfriend/significant other?*

If you don't already live there, get yourself on the Spirit of Tassie and do a trip around our magnificent south island, Tasmania.

My wife Carol and I spent 12 days in June touring the island in our NC2 – and it was fantastic.

I thought Gippsland, where we live, had the best roads – they are now relegated to second best!

From when we left home till when we returned we did 2,870km and, while it rained in Victoria, we only had one day with enough rain to force us to put the roof up.

## The Roads

The roads are fantastic! We started from Devonport and ran anti-clockwise – all great roads, particularly on the west coast and across to Hobart. South of Hobart near Ida Bay we met Gordon Cox, the owner of the southern-most registered MX-5 in Australia at the Ida Bay railway! An MX-5 Club member, of course.

We managed half an hour with the roof down on the heavy rain day and, as we drove up the Midland Highway, we passed a log truck whose tyres simply pumped a heap of muddy water up and over – straight on to my wife. She was thrilled!

Our Tasmanian members are lucky to have such superb roads on their doorsteps and, in winter at least, to have so little traffic using them. But don't look at driving at night – the amount of road kill we encountered was a strong reminder of the dangers.

## The Costs

The average cost per night for accommodation was \$150 – we didn't pre-book and at this time of the year had no problems getting somewhere to stay or finding meals.

## The Car

When I bought the car six months ago (2010 model with 42K on the clock) I specifically looked for an auto after having driven Alan Laine's car. After the Tassie trip, I have no regrets – the gearbox is superb!

The changes up or down are fast and the box can be left to think for itself (which it does very well) or it can be driven fully manually. The second model NC (NC2) also has a nice function where you can bump down a gear mid-corner – really handy in tight stuff! The controls for the box are on the steering wheel so your hands never have to leave it.

The car ran superbly and the only "issues" we had with the firmed-up suspension (YellowSpeed) was the occasional hitting of the bump stops (probably half a dozen times in total) as the roads have a few rough patches here and there. Other than that, no issues.



*Nowhere does wilderness like Tassie ... >*

Our car has the Recaro seats fitted and the seat belt stalks are too short to put the seat belt into easily – a frustrating issue made worse when wearing warm clothing – *poor form Mr Mazda!* Another poor form issue is the coating of the trim panels on the dashboard – we had a GPS and the power cord ran loosely over the dash to plug into the lighter socket – by 1500km into the trip, the cord had rubbed through the coating to the black background – a bit crappy!

The boot size initially had us a little concerned; it turned out we need not have worried. We used three soft sports bags and easily carried all we needed for 12 days, plus a backpack of emergency tools "just in case" – we didn't need to use them.

I thoroughly recommend the trip to anyone who wants a bit of an "adventure" – we will remember it for a long time. ●



*Perl ... a bit the worse for wear >*

*I thought Gippsland, where we live, had the best roads – they are now relegated to second best!*



^ Perl at The Nut, Stanley, north-western Tassie

# Merimbula revisited ...

Words & photos: Karen Bradshaw

*Instead of heading home to Ballarat after the Western Vic Chapter's fabulous weekend visit to Moe and the Eastern Chapter on the long weekend in June, Ian and I headed to Lakes Entrance for the night.*

We had decided to revisit Merimbula and parts of Grant and Saeko's Sapphire Coast Run from 18 months ago. We had lunch on Monday at Metung before checking into the motel - the same one that we stayed at on that Club run.

After checking out the 90 Mile Beach and washing the MX, on Tuesday morning we headed up the road to Merimbula. The road had deteriorated from the last time we were on it - we negotiated at least 12 lots of road works of some sort.

We headed down the winding road - a good squirt for the MX - to Mallacoota for lunch, just missing a wayward lyre bird crossing the road. Arriving mid-afternoon at Eden, we stretched the legs at the wharf before heading to our Candelo apartment at Merimbula. On Wednesday we did a few of the touristy things just to have respite from the travelling. We checked out the lake and beach and then headed to the whale museum at Eden where we learnt the story of 'Old Tom' - a killer whale which led the whalers in their boats to harpoon the humpback and southern right whales. On the way back we turned off the main road to look for the Pinnacles, an impressive cliff face, along a gravel road at a snail's pace!

Thursday was our MX-5 day. We stopped off at a wildlife sanctuary before travelling the winding and curvy roads through to Candelo and then Wyndham for lunch. From here we headed to Cathcart on a terrific road through a national park. We eventually found ourselves on a familiar road to Bombala - dare I say it - after a couple of U-turns (no Gleasons in sight!)

In Bombala they reverse angle park, which is a bit different. We turned on to the famous Imlay Road which twists and turns through national park and tree plantations. This road had obviously been a bit worse for wear at some stage as there were signs of lots of fix up jobs along the way. On the way we meet a few trucks generally carry logs or returning empty to the plantations.

One truck we met was carrying a big cylinder thingamajig; they were checking their load when we went by. Once we were off the Imlay Road, it was back through Eden and then Merimbula for an awesome sunset - Ian being rather bored (an understatement) while I took photo after photo! Friday saw us checking out the Wheelers Oyster Farm. We enjoyed a very informative tour and then we were treated to very fresh oysters - yum yum! Then we walked our legs off on the 3.4km boardwalk before walking into town for supplies from the supermarket - and a well-earned ice cream - before walking back over the bridge to the apartment.

On Saturday we headed back south in the drizzly rain, but with the roof down of course! At one stage the inside mirror had more rain on it than the side mirrors! It was quite wet going through Stratford. After staying with some MX-5 friendlies in Melbourne on Saturday night, Sunday saw us on the final leg home and the reality of work on Monday facing us.

What a letdown after our week off ... and the great MX-5 roads we had been on. ●



Photos, top to bottom: Road to Candelo, sunset at Merimbula, The Pinnacles, "Old Tom", the misty road home ...

# Chapter chatter ...



19.7.14 | Southern Tasmania ■ Words, photos & run organiser: John Waldock



That's a bonus for this mid-winter afternoon drive in Hobart! A small but happy band gathered at the usual meeting point under blue and sunny skies for a small jaunt around the foothills of the eastern shore of Hobart.

We left on time, our group making its way first to Grass Tree Hill, then onwards to Tea Tree before looping back to Richmond and another loop via Finger Post Road to the Tasman Hwy and then on into Hobart.

Generally empty roads meant we had a lovely drive, the roads being narrow and winding, up and down hills.

The group then converged on Mures down at the wharf for a glass of wine and some seafood. We were joined by a few other members, making quite a sizeable group.

It was nice to meet up with a few members we hadn't seen for a while and enjoy the sun and the wharf, fishing boats and sea gulls. ●



▲ Southern Tassie members in their natural habitat ... clockwise from front left: Mike & Liz Williams, Rowena, Brandt Campbell, Stacey Pryer, Michelle Waldock, David Waldock and Carla Long

# Chapter chatter ...

## 20.7.14 | Northern Tasmania

■ Words: Bruce Harvey ■ Photos: Alana Page, Peter Steer, Bruce Harvey ■ Organiser: Cheryl Murray

*All the ingredients for a great day were apparent very early in the morning. An impossibly clear dawn, frost in most inland areas and 15 MX-5s lined up in the car park.*

The trouble started when the 16th car arrived with the driver (Trevor S) wearing an animal complete with a fluffy tail on his head.

Of course everyone wanted to know what, how, and where they could adopt their own version of Trev's headwear. This dilemma was solved quickly when Trevor pointed out the retail outlet for these was directly behind us in the car park – a uniquely Tasmanian Business called *Shiploads* (that was close! ~ ed).

After the 11th or 12th sale in a row of one of the many adaptations one of the sales staff came out to check ... he could not believe what he was seeing and disappeared immediately – only to reappear shortly after with his camera phone. Apparently he posted some pictures on *Facebook* so his boss could see how busy he had been early Sunday morning.

With all the photo opportunities exhausted, drivers and passengers were rounded up and we set off. Cheryl had planned the first half hour of the drive to be gentle and scenic to give the sun a chance to rise higher and thaw any potential ice patches on the less-used roads. We followed the railway around to Penguin where, after a short comfort break, a lot of the animal headwear was consigned to the boot with some of the less fortunate critters having their tails jammed in closed boot lids.

Cheryl grew up and rode her scooter around the roads behind Penguin so she had us crisscrossing the best of the roads through Riana, Natone (Upper and Lower), as well as Cuprona and Stowport. After an hour or so the cars were coated in the red dirt that makes the area so attractive to farmers – as well as one of the by-products cows produce ... hint: *not milk*. A ginger descent through Fernglade brought us on to the Bass Highway at Burnie and the short trip along the coast to Wynyard.

In the week leading up to the run the number of RSVPs exceeded the capacity of *bruce's* café, our planned lunch destination, so an alternative venue had been reserved at the *Wharf Hotel* and, with

the final count of 16 cars and 26 people, we even had to organise a couple more last-minute chairs.

We were on time and the hotel was prepared for us with a table set up with panoramic views of the Inglis River so in no time orders were in and cool drinks were on the table. A relaxing 90 minutes was spent over lunch before Cheryl had to encourage the troops back into the cars for the afternoon part of the drive.

Gunns Plains is infamous not only with MX-5 drivers but also with Targa competitors, and it was through the network of roads in this area that Cheryl directed us. Some areas, especially near the river, were still frosty and slippery where the sun had not penetrated the foliage.

Ultimately we emerged at Ulverstone where goodbyes were said and thanks were given for another successful run in *Tasmxnia*. ●

Warning:  
Contains graphic  
descriptions of  
adults behaving  
badly!



^ Wynyard? Wear the fox hat?!



# Lunch at bruce's



*Well, that was the plan!*

✓ MX-menagerie!



^ Ahh, Northern Tassie ... misty one minute, perfect the next!

# Chapter chatter ...



**3.8.14 | North-Eastern Victoria** ■ Words: Loz Thomas ■ Photos: Marg Gillick, Karen Bradshaw ■ Organisers: Marg & Ron Gillick

*With snow on many of the mountains after a very ordinary couple of days in which Victoria recorded Arctic temperatures, the day of our run to Mitta Mitta on the first Sunday in August dawned bright, brisk and sunny ... so it was with much excitement that we all made our way to meet in the small National Trust town of Yackandandah.*

Everyone knows that no matter which direction you decide to head in the magnificent high country of north-east Victoria, there will be roads with many curves and bends that the MX-5 was made to drive on. So with members from the Western Victoria Chapter (Ian and Karen Bradshaw, Alan and Dawn Everett) and Central Chapter (Keith Ralph, David Ralph and Jeffrey and Siew Wilson) joining us, 12 polished and sparkling MX-5s gathered at Yackandandah at 9.30am.

Prior to leaving, awards were handed out to Noel Ferri, Sue James and Ellen Engwerda for five years' membership and an Appreciation Award to Stuart James for his work as an Assistant Chapter Captain. Even though it was a frosty 2°, Gerry stripped off a few layers to show off his prized polo shirt which he was awarded for his Chapter Champion award. Well done ... *again!*

Then it was time to zoom off toward Mitta Mitta and Lake Dartmouth. It's a very picturesque drive through townships such as Kiewa, Tallangatta and Eskdale, past rolling green hills and rugged granite summits, the sparkling waters of the Hume Dam, fast running creeks and snow capped mountains.

All too soon we arrived at Dartmouth. Today it is home to about 90 permanent residents, but from 1972 to 1979 while the dam was being built it was home to 1800 people. The Dartmouth Dam embankment is the largest earth rock wall in the southern hemisphere, Victoria's largest dam, and the highest structure of its kind in Australia. The procession of 12 MX-5s crossing the dam wall was an impressive sight!

After a group photo (you'll notice we are all rugged up except for one larrikin from Ballarat) we continued on to our lunch stop at the Mitta Mitta Hotel (with a slight detour requiring

us all to demonstrate our U-turn skills ... did we pass Ron?). This charming little town in the Mitta Valley is situated at the junction of the Mitta Mitta River and Little Snowy Creek. It has to boast one of the best pubs in country Victoria (if not Australia). The pub was recently extensively renovated but has lost none of its historic charm. The dining room overlooking Little Snowy Creek provided the perfect spot for enjoying a beautiful lunch, a couple of refreshing ales and the opportunity for more chatter with old and new friends.

Stuart made his own way home from there but not before being hailed as *Mr James* by a previous student. You can't go anywhere without being recognised by someone!

With the sun still shining brightly, we left Mitta Mitta and headed back to Yack ... by a completely different route of course. The highlight of the trip back was Lockhart Gap Road. It's a 24km stretch which it's calculated has a bend in the road every 200m – so that makes approximately 120 corners to *zoom zoom* around! *Fun, fun, fun!!!*

All too soon we were back in Yack. We soaked up the last rays of sun enjoying a coffee and reminiscing about the day's happenings and started talking about the next run on 14 September. It's the Mt Buffalo run and it's going to be fantastic!

**Footnote:** After bidding our farewells Roger, Gerald, Shane and I made our way back to Myrtleford/Bright. Not the most direct route I might add! After all, I had some ideas of what roads we would take to start our Mt Buffalo run and we really should make sure they were OK ... *right??*

**Why don't you come and join us? ●**



*Clockwise from top left: Marg & Loz (appropriately, at table #5!); recognition winners Noel, Stuart and Gerry; leaving the Dartmouth pub; Dartmouth Dam; lamb burger de jour!*



## Mitta Mitta run



*^ Shivering ourselves warm ... ledft to right, Keith, Ron, Russ, Noel, Bill, Elaine, Shane, Loz, Stuart, Gerry, David, Ian, Dawn, Alan, Roger, Karen, Gerald, Siew and Jeffrey*



# Another (wet) day in motor sport paradise

Words: Leon Bogers, MX-5 motor sport enthusiast Photos: Daniel White

*I usually check the forecast a few days before a sprint day ... and for the AROCA Phillip Island event it was not looking good.*

On the way to Phillip Island at around 0600 on the Saturday morning I encountered storms, heavy rain and even a bout of hail. Waiting at the entry gate it was dark, cold, windy and wet and even the geese stayed away.

I always wish for good weather although I know that driving on a wet track will improve my skills and I should consider it a privilege. My *better half* thinks I'm crazy getting up so early on the morning of every sprint day but even more so when the weather is bad. *She just doesn't understand ...*

Time always goes quick and after getting through the gates, getting the car ready, scrutineering, drivers' briefing, a

coffee and catching up with fellow Club members, the practice laps for "run group 3" are announced and it's my turn.

I must have set some sort of record by doing a 180° low-speed spin at the end of turn one on my first practice lap for the day and ending up bogged in the grass right on the edge of the track.

An embarrassing start, but Claude Botti and his team towed me out (thanks guys). I took some comfort in the fact that many others ended up in similar situations in the morning on what was an extremely slippery track. I later learnt that a car in one of the previous run groups had dropped some fluid which made for a slippery track, but I can't avoid the fact

that lack of driver skill on my part was definitely a contributing factor to my needing a tow.

Amazingly the weather cleared and the track dried and the next two runs were fantastic. Max Lloyd, Clubman Class legend and current champion, was the pacesetter for what turned out to be some fantastic lap times for many (any records or other personal bests?), including a personal Phillip Island best for me and a very fast lap time by former Club Captain Robert Downes that surprised even him.

During the cool down lap at the end of that session I was right behind him and the engine of the battle-hardened red

## 2014-15 City Mazda MX-5 Sprint Championship | Round 2 - 12.7.14



NA number 26 seemed to be revving very hard with the gears in neutral. As it turned out, the cruise control had a problem and the cable was jamming the throttle, keeping it partially open even with Robert's foot off the *go pedal*. Back in the pits Robert explained he was a bit anxious as the car seemed to "drive itself" around Turn 1 at higher speed than he anticipated. Hence the credit for the good laptime goes to NA 26, which knew the track better than Robert on that occasion.

During sprint days most time is spent *off* the track, which is just as much fun due to the camaraderie between Club members and the banter that goes around. We get to know each other as

we swap stories, anecdotes, advice and exchange theories.

A highlight of any MX-5 sprint day are Lesley's (Max's wife) home-made biscuits which she always shares with everyone. A special thank you to Lesley. Unfortunately Mike Kirby had a mishap and damaged his car (in the words of our esteemed Club Captain, Tim Emery, "motor sport is dangerous"). Thankfully Mike was unharmed and rumour has it has already started the process of preparing a replacement MX-5.

Last but not least, a big thanks to Neil Choi and the other AROCA host club members and MX-5 Club motor sport organisers and volunteers who make

these events possible. A special thanks to the MX-5 Sprint Championship sponsors **City Mazda**, **RDA EBC Brakes** and **Prem** and the team at **Arma Tinting** whose sponsorship enabled hire of a couple of pit garages on this very wet day, allowing some respite from the wet for Club members to congregate between sprint runs.

Can't wait for Winton in August ... and I am wishing for good weather. Winton has the additional highlight of a usually well-attended and enjoyable social dinner with our friends at the North-Eastern Hotel in Benalla the night before.

If you haven't already, I recommend all MX-5 Club members give a "sprint day" a go. It's great fun. ●



### City Mazda MX-5 Sprint Championship - Round 2 | Phillip Island - 12.7.14

Results - Round 2	1st	2nd	3rd
Standard NA	Robert Downes » 2:04.9228	---	---
Standard NB	Peter Dannock » 2:04.6683	Jeremy Fredersdorff » 2:05.0717	Dean Hasnat » 2:05.2311
Standard NC	Alan Conrad » 2:00.6052	---	---
Clubman	Max Lloyd » 2:02.7214	Peter Phillips » 2:03.4537	Leon Bogers » 2:04.8438
Modified	Ray Monik » 2:00.0389	Daniel White » 2:02.8210	---
Super Modified	Russell Garner » 1:55.0796	Robert Parr » 1:58.9824	---
Restricted Open	Paul Ledwith » 1:56.1479	---	---
Open	Mike Kirby » 2:01.5463	---	---

# Another (wet) day in motor sport paradise ...



Craig Langford



Tim Emery



Ray Monik



Gavin Newman, with Mike Kirby instructing



Dean Hasnat

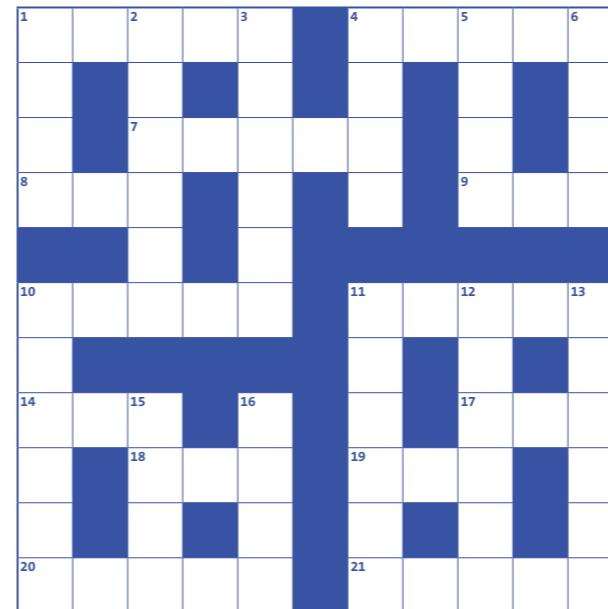
## City Mazda MX-5 Sprint Championship standings after Round 2 | Phillip Island - 12.7.14

(corrected points)	1st	2nd	3rd
<b>Overall Champion</b>	= Russell Garner, Ray Monik, Alan Conrad, Robert Downes		
Standard NA	Robert Downes » 20	---	---
Standard NB	= Jeremy Fredersdorff, Peter Dannock » 17		Dean Hasnat » 12
Standard NC	Alan Conrad » 20	---	---
Clubman	Max Lloyd » 20	= Noel Heritage, Leon Bogers, Peter Phillips » 12	
Modified	Ray Monik » 20	Daniel White » 14	---
Super Modified	Russell Garner » 20	Robert Parr » 14	---
Restricted Open	Paul Ledwith » 20	---	---
Open	Mike Kirby » 10	---	---

# Alan Bennett's MX-5 crossword #22



Theme = Personalised number plates



### Across

- 1 A black MX-5 club panther (5)
- 4 This ali3n is out of this world! (5)
- 7 Tusk, tusk - made of this on the Coast and illegal to hunt (5)
- 8 Often repeated when disagreeing with 7 across (3)
- 9 Oh, I'm in debt (3)
- 10 Affirmative negative (3,2)
- 11 Michaels Jordan's personal plate is his initials separated by something thin (5)
- 14 A cutie (3)
- 17 French for dog? (3)
- 18 Laugh out loud (3)
- 19 Animal heaven? (3)
- 20 Walk proud to aid suspension with trust (anag) (5)
- 21 Go in with a tener (anag) (5)

### Down

- 1 To bet, to kick a football (4)
- 2 They have 3 wheels and never go on strike! (anag) (6)
- 3 A bay God of moon landing proportions? (6)
- 4 Bays look into a deep hole (anag) (4)
- 5 Short of information! (4)
- 6 Sounds like a place in France - naughty but what? (4)
- 10 Why the fuss? (6)
- 11 My desire (6)
- 12 Brought in from overseas (6)
- 13 English cat (6)
- 15 Too long, didn't read (abbrev) (4)
- 16 Tyres are deflated by this, a place to live in (4)



Answers next month ...

## Mazda Service Select rolled out across entire range

Mazda Australia has expanded Mazda Service Select across the entire current model range to provide added value and convenience for every customer.

First offered on the new Mazda3 in February, Mazda Service Select allows customers to service their car every 10,000km or not longer than 12 months (whichever comes first) rather than the previous schedule of every six months or 10,000km.

Current and prospective Mazda owners are also able to view a full list of service prices for all Mazda models via the Mazda website or from any Mazda dealer.

With Mazda Service Select, the price of every scheduled service is capped for the life of the vehicle – something not offered by any other manufacturer – meaning customers can be assured of the maximum price they will pay for a service regardless of which Mazda dealer they visit.

The innovative service program also includes a yearly service visit for the many Mazda customers who travel less than 10,000km a year.

Mazda Service Select also continues to offer many benefits exclusive to Mazda dealers such as factory-trained technicians,

the most advanced diagnostic tools and latest software upgrades.

Mazda Australia's managing director, Martin Benders, said: "With Mazda Service Select now available across the entire current model range, customers can rest assured that servicing their vehicle will now be better aligned with their actual vehicle usage, while also providing excellent value for money and ensuring your vehicle is maintained in peak condition."

Based on the industry average of 15,000km per year over a three-year period, here is Mazda's breakdown of MX-5 servicing costs:

**Average 15,000km p.a. over three years - \$1,397**

1st Service or 10,000km	\$280
2nd Service or 20,000km	\$388
3rd Service or 30,000km (Scheduled Service \$280 + Brake Fluid \$61)	\$341
4th Service or 40,000km	\$388

More information on Mazda Service Select can be found at [www.mazda.com.au/serviceselect](http://www.mazda.com.au/serviceselect)

Words: Peter Ferguson, Eastern Victoria Chapter

## If you own an NA MX-5, this is worth a read.

I have had all sorts of cooling problems with my car culminating in putting in a new water pump, brand new aluminium radiator off *ebay* (could not believe how cheap it was or the quality of it!) and a full set (I thought!) of hose replacements (also off *ebay*).

After struggling with some of the hoses and having to drill and tap a new fitting into the front of the motor, I thought all my problems were over. *Wrong!*

Every time I drove the car there was the unmistakable smell of coolant **but** no discernable loss of water, no pools of water under the car, no sign of leakage ... nothing.

I had convinced myself that I must have put a minor crack in the heater when struggling to get hoses on/off the heater connections and was "looking forward" to pulling the damn thing out to repair it.

A few weeks back at the start of an MX-5 Club run in Traralgon, just as we all lined up to take off, there was suddenly a cloud of steam coming from under the bonnet – whatever it was finally let go at the worst possible time!

It turns out there is a rubber blanking plug

at the rear of the head, under the cam angle sensor (CAS) which

I was totally unaware of. This was the culprit!

The part cost \$8 and a new O-ring for the CAS was \$12 (both held in stock by *MX-5 Mania* in Sydney, [www.mx5mania.com.au](http://www.mx5mania.com.au))

**The removal and fitting were something else!** I searched a few US sites and found them saying the job was hard. But they don't have steering, a brake booster and brake lines and clutch cable in their way – we do! The main photo below, "borrowed" from *miataturbo.net*, shows the detail at the rear of the head.

The only way I could find to do the job was to remove the CAS (after marking its position for re-fitting), getting the CAS out of the way (which involved removal of rear engine lift point and then a lot of cursing!), then using my left hand and a small pair of needle nosed pliers from the side, and right hand from the top, easing the hose off the fitting.

Putting the new hose on to the fitting on the head was straightforward and I used a long socket over it to get a bit more purchase to push it on.

I then struggled for about an hour to **try** to get the Mazda spring hose clip back on, using the needle-nosed pliers. The clip gradually pushed more and more out of shape and it became impossible!

I ended up fitting a good quality stainless steel jubilee clip with hex head drive and a 1/4" drive socket, with universal joint and long extension, from the top, to do it up.

Not the most pleasant job I have ever undertaken, but one I wish I'd known about earlier! I missed a good MX-5 Club run and had to trailer the car home! ●



## A new option for the MX-5 owner

**Oven Baked Enamel Services** have taken the next step forward in service for MX-5 Owners, Lovers and Club Members.

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zoom-zoom-zoom



# THE ALL-NEW MAZDA3 HAS ARRIVED AT CITY MAZDA

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HELP YOURSELF TO ONE OF OUR COURTESY BIKES!**



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\*Conditions apply. Limited to 1,000km, 10,000km, 20,000km, 30,000km Scheduled Mazda Book Services. Additional repairs required above service are limited to minor items such as wiper blades and globe replacement.

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