

mxtra

9/2014
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA



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In this edition:

**Ben Sale's coverage of the ND launch
Dry at last ... on the track at Winton
Meet the 2014-15 Committee**



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Cover
image:

The covers finally came off the next-generation Mazda MX-5, and the Club's Ben Sale had a front-row seat!
Photos: Ben Sale/Mazda Australia



Find us at:
MX-5 Club of
Victoria

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Don's Drive(l) ...

■ Don Nicoll – President president@mx5vic.org.au



Hi everyone, welcome to the September edition of *mxtra*.

Once again Murray has put together a packed magazine for your enjoyment. This one will be special as we are featuring the new ND model of our iconic car. I'm at a bit of disadvantage this month as I'm writing in advance of the release of the new model. However, I know that Murray is hoping to receive the first news and photos of the car from Ben Sale in Monterey, California, before we go to print this month. So, assuming all goes to plan I hope you enjoy these first impressions of the new model.

On 13 August we held the annual Club AGM. In a departure from earlier meetings, not only did we have a full Committee present (including those stepping down and those joining) but we also attracted some guests which was great to see. It is very refreshing to hear opinions from Club members during these meetings so my thanks to Greg Jordan, Alan Bennett and Martin Horn for making the effort to attend.

Profiles of the new Committee are included in this edition of *mxtra* for your information. You are most welcome to contact any of the Committee on subjects relating to their area of responsibility. There is one proviso to that statement as Will and Coral have taken off for a couple of months in Europe, returning in late October. If you have any membership queries please contact our Treasurer, Dave Collins, who is covering for Will. Similarly our Assistant Social Captain, Alex Hailstone, will be looking after points in Coral's absence. Emails sent to [membership@](mailto:membership@mx5vic.org.au) or points@mx5vic.org.au are temporarily redirected to Dave and Alex respectively.

We only had a couple of changes in the Committee from the last Club year, which means you have me as President for another 12 months! As we've mentioned on several occasions, Daniel White stepped down as Club Captain – Motor Sport and Tim Emery has taken up the role. At the same time Randy Stagno Navarra has stepped into the Assistant Club Captain – Motor Sport's position and Alex Hailstone, who joined the Committee earlier this year, has now been officially endorsed as the Assistant Club Captain – Social. I wish all three of you success in your new roles and I hope you enjoy your time on the Committee.

In late August, Dave Collins and Bruce Gray ventured over Bass Strait to meet up with Bruce Harvey to take the first big steps in organising **NatMeet 2016** in Tasmania following some earlier groundwork. I'm reliably informed that the visit went very well and we already have accommodation in hand. There's a lot to plan and confirm but we are underway. We will provide you with updates as preparations progress.

We had a query recently about the use of Club members' photographs in this magazine, the photo gallery and the website. In the interests of fairness, we sought some legal advice on where the Club and the members stand. We have learned that there is a difference between photo ownership and copyright.

When you donate a photo to the Club then the ownership of the photo effectively transfers to the Club, providing the Club only uses the photo for the purpose it was donated (normally as a support to event articles and inclusion in the website gallery). The copyright of the photo remains with the person who took the shot and therefore the Club cannot use the photo for anything other than the original purpose. So, for example, the Club does not have the right to pass your photo to someone else to use without your permission. I hope this provides some clarity for anyone wondering what can and cannot happen to the photos which we gratefully accept for inclusion in *mxtra*.

Spring has arrived, probably a good time to check that the roof drains are working for all of us with soft tops. If you have not experienced the frustration of blocked drains, beware it can happen to you. How do you check? Get out the garden hose and play it over the soft top. Then check under the car just in front of the rear wheels. If the drains are working you should see a steady stream of water coming from the drain outlet. If there is no sign of water exiting from the drain, then it is time to give them a clean. There's an article on the technical page of our website, plus lots of sites on the web which will explain how to clean the drains. But be careful if you decide to do it yourself as the little valve at the chassis end of the drain can easily be damaged.

Enjoy the warmer weather.

Remember ... Safety ~~fast~~ first!

Don

For your diary ...

See the full calendar for details

September

- 20-21 NTas: East Coast overnighter
- 21 Sprints 2014-15 Rd 4: Sandown
- 28 Eastern: 25th anniversary run

October

- 11 Central: High country run
- 11 STas: Tops off for Breast Cancer
- 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 run
- 26 Western: Brisbane Ranges run

November

- 15-16 Omeo Gold run
- 16 Central: Chapter run
- 16 Eastern: Mt Worth run
- 16 STas: Cavorting to Carrick run
- 16 NTas: Ken Beaton's Big Day Out
- 23 Western: Ice Cream run Take 2
- 23 Sprints 2014-15 Rd 5: Sandown

December

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

Scene about ...

■ Photos: Geoff Roche, Greg Brown, Karen Bradshaw, Jill Steer, John Waldock, Murray Finlay





Membership

Current membership count:

469
and growing!

■ Dave Collins, for Will Campbell – Membership Officer membership@mx5vic.org.au

Hi folks!

Will is taking, as they say in the media, a well earned break, so you will have me for a short period reporting on membership. We had another nine new members join our Club in August, along with 31 renewals.

With the warmer weather coming I'm sure we can expect the numbers to keep growing.

On behalf of the Club I'd like to extend all a very warm welcome to:

Central Chapter

Mark Browne	2007 Highland Green NC
Ryan Verner	1989 White NA
Adam Rentsch	2006 Black NC
Neil Bolitho	2007 Blue NC
Benjamin Scott	2001 Black NB

Eastern Victoria Chapter

Linnet Waterhouse	2006 Copper Red NC
-------------------	--------------------

Western Victoria Chapter

John Thorne	1989 Silver Eunost Roadster
Allan & Kelly White	1993 Classic Red NA

Enjoy the ride, be safe, be well ...

Dave



^ Club stalwarts Janette and John Todd, who have temporarily swapped their MX-5 for a caravan, sent us this image of their friend, Ted, enjoying some outback ambience ...



Track Torque

■ Tim Emery – Club Captain - Motor Sport captain@mx5vic.org.au

Back in the saddle!

After having a break from the first two rounds of the **City Mazda Sprint Championship**, it was great to be back in the seat – Saturday afternoon, NA6 packed to the brim with gear and meeting up with two or three other MX-5s to make the journey to Winton.

With 32 MX-5s entered I was looking forward to catching up with the team and also welcoming two or three *first timers* to our group.

I know we all have different reasons for loving the MX-5, but mine is the fact that after a few basic modifications you can drive it to the track, drive the hell out of it all day, take the numbers off, then pack all your gear back into it, and drive it home!

Buckle up!

After a less hectic winter period the Motor Sport group has plenty of action between now and the end of the year.

With Round 3 of the Sprint Championship just run (see report on page 28), we then have Round 4 at Sandown, the Winton 6 Hour and then Round 5 and 6 before the end of the year.

With the growth of the Sprint Championship it has been great to see our sponsors and supporters continue their involvement. **City Mazda, RDA EBC Brakes and Arma Tinting** were all founding sponsors of our Sprint Championship last season and we look forward to their ongoing support.



Winton 6 Hour

I mentioned in the last edition of the magazine that our teams for the Winton 6 Hour had been finalised and we are now all in the process of preparing for the event.

Again, like the Sprint Championship, our three teams require help and support to compete in the event. If you are interested in motor sport, maybe competed in a few track days and would like to get involved, I am sure one of our teams would be happy to have a helping hand.

Teams:

» Flyin Miatas

Team Manager: Pam Phillips

Peter 'Princey' Phillips
Rob Downes
Max Lloyd
Stephen Downes
Noel Heritage

» Team MX5 Motorsport

Team Manager: Tim Meaden

Tim Emery
John Reid
Fabian Mastronardi
John Downes
Paul Murphy

» City Mazda Motorsport

Team Manager: Kim Cole

Peter Dannock
Kim Cole
Jeremy Fredersdorff
Alan Conrad
Gary Prescott
Mike Kirby

An eye to the future ...

Since taking on the role of Club Captain – Motor Sport I have had a lot of great feedback and ideas from some of our group for new events and activities.

The Club has previously talked about adding events such as motorkhanas and driver training to the calendar and this is something that I hope to be able to announce in the next few months

Tim

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



25 years young!

A celebration of the 25 years of the Mazda MX-5 with some 1800 US Miata club members attending Mazda Raceway Laguna Seca in California after the launch of the new-generation ND. Ben Sale's full Report next month ...



Rob Tanner

Southern Tasmania Chapter

- Name?** Robin Tanner
Age? 73
Born? Rosebury, west coast of Tassie
Current abode? Moonah (northern suburbs of Hobart)
Profession? Retired – best job ever!
Partner? Dianne – married 52 years
Pets? No – they won't fit in an MX-5
Fave food? Fresh Tasmanian seafood
Can you cook? I do OK (Masterchef in my own mind)
Favourite tippie? A good Scotch or a nice red
First drive? 1936 Plymouth (my Dad's car – I learnt to drive it at 14)
First car? 1938 Morris 8 Tourer (paid £78, and sold it for £85)
First fender bender? Pranged my FI Holden about 1967 (my one and only mistake ... "touch wood")
Everyday driver? My wife's new Fiesta Turbo (it's a hoot) or my old 94 Triton Ute
How many MX-5s have you owned? Just the one
Current MX-5? 2002 NB Titanium – "Max"
MX-5 improvements? Stainless steel style bar
MX-5 dislikes? Never gunna find any!
Why an MX-5? Best value fun on Earth!



- Fluffy dice?** What are they?
Passions besides the MX-5? Travel, music, photography, carpentry, steel work, and mucking around with cars
Favourite TV show / movie / book? "24 – Live another day"; the "Bourne" trilogy; mostly read car mags
Dream wheels (money no object)? The hybrid Porsche 918 Spyder (Google "Porsche 918 Spyder blasts Nürburgring record")
Would you drive a Daewoo or SsangYong? Haven't heard any of them on the hit parade
Favourite other Mazda? The last model RX-7
If not a Mazda (gasp!), then what? A Lotus Super Seven type Clubman ... my son in Canberra has one. I went to the Clubman Nats with him at Tanunda, SA, in 2011, and Caloundra, Qld, in 2013
How long in the Club? Three years
How many MX-5 Club runs or track events? Most of them, except when we are away touring
Favourite Club run/track? Runs: the foothills of Mt Wellington – Ferntree, Lower Longley and up to the saddle at the top of the Huon Highway; Track: Symmons Plains
Funniest thing seen at a Club event? John Waldock's red shoe laces (he'll do anything for a bit more horsepower)
Have you been to DECA or NatMeet? Not yet ... been to a couple of drive days at Symmons Plains with Jim Richards – lots of fun!
Ford vs Holden? Holden – had my share of V8s
What's playing in your MX-5? Gary Moore, or anything Blues/Rock
Footy team (AFL / NRL / A-League)? Geelong
Final comments? Having a great time in the Club. They are a great bunch of people, and we have a great social life with them. ●



^ Symmons Plains .. oh, what a feeling (sorry!)_

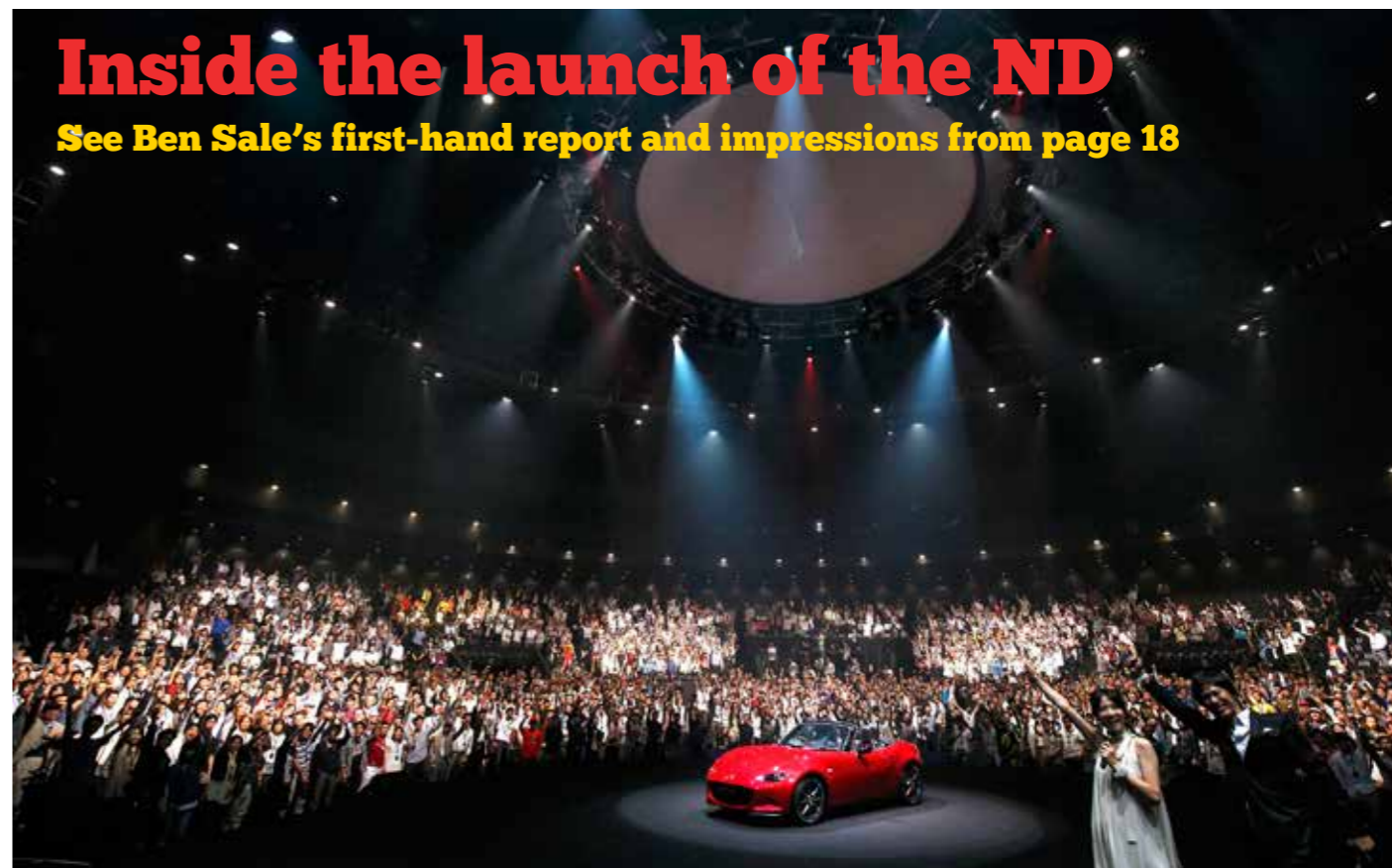


^ The Rosny Lookout, Hobart

The MX-5 Club Grill

Inside the launch of the ND

See Ben Sale's first-hand report and impressions from page 18



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*RRP = \$299 + GST
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Chapter chatter ...



10.8.14 | Central Chapter

■ Words: Karen Bradshaw ■ Photos: Karen Bradshaw, Cary Warren ■ Organiser: Murray Finlay

It was a windy cold chilly morning when we gathered at Woodlands Park Essendon for the Pioneers Run to celebrate the Club's 24th birthday, for it was 24 years to the day since the Cub was formed.

There was much catching up to do on arrival. In our morning briefing from the esteemed Murray (a founding member) and according to his new name tag "Self Righteous Pompous P..." (SRPP), it was unofficially announced – although by the time this goes to press it will be official that Ian Bradshaw (Little Sh..t) is the new Chapter Captain for the Western Victoria Chapter after John Gleeson called it a day.

We thank John and Noellene for the invaluable contribution to the Western Chapter and the Club as a whole. Congratulations also go to Geoff Roche who is taking on the Central Chapter Captain job.

After these formalities we were sent to warm our 21 engines and follow Murray out on to Bulla Road. Well, after he remembered to connect his radio, that is ...

A little way into the run, SRPP Murray announced that he needed to pull over to the side of the road – NO, not to regroup ... but to rescue the run notes from the boot of his car! It was a very sheepish Murray (left) who had his photo taken to remember the occasion.

Then it was back on the road to travel through some great little windy roads, over narrow bridges and on to Lancefield for our morning's refuel of coffee and biscuits and, of course, the mandatory chinwags about our cars and exchange of "Did you know?"

We also met up with our Club President Don. After a briefing about being aware of kangaroos (we knew we were safe

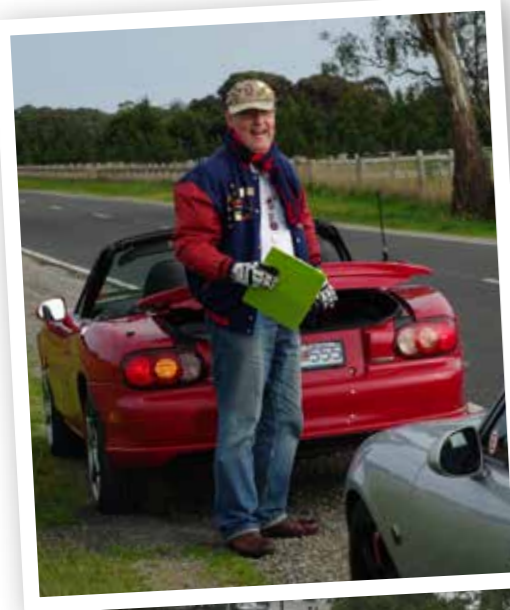
even though we had lots of red cars present – Lockie Story wasn't one of them!) and narrow roads, it was 23 cars heading to Heathcote for lunch and birthday celebrations.

On our way to Heathcote we stopped at the propeller monument (right) which commemorates Australia's first flight. Here we had our obligatory group photos before heading off on the final leg of our journey to Heathcote and lunch.

We all went grazing in varying directions – some even facing the chilly wind for a picnic (it was nice if you could escape the wind). Three cars from Ballarat and another three from Bendigo joined us for birthday celebrations. Murray and Don did a fine job of cutting the very scrumptious chocolate mud cake. After devouring the birthday cake and much chit chat it was time for us to say good bye and each go our separate ways.

A big thank you to Murray for a great little run to celebrate our Club's 24th birthday – what better way could there be than to take our MX-5s for a spin?

Happy birthday to us! ●



^ Arthur & Helene feeling the cold start!



^ A couple of "historic" moments: above, marking the first flight of an Australian-built plane near Heathcote in 1910



... and VP Murray and President Don cutting the Club's 24th birthday cake. >



< A leg-stretch at Lancefield

Chapter chatter ...

Tamar River run



17.8.14 | Northern Tasmania

Words: Bruce Harvey | Photos: Peter & Jill Steer, Kelly Berggren, Alana McDougal | Organisers: Cheryl Murray & Bruce Harvey

Our little sports cars bring us delight and pleasure every time we drive them ... but the effect they have on others is amazing.

Youngsters stop and stare, pointing with excitement when a car in their favourite colour passes, young imaginations transporting them to glamorous locations. A wave elicits squeals of joy, and if driving slowly enough the "badass" cry and associated hand gesture can be both seen and heard.

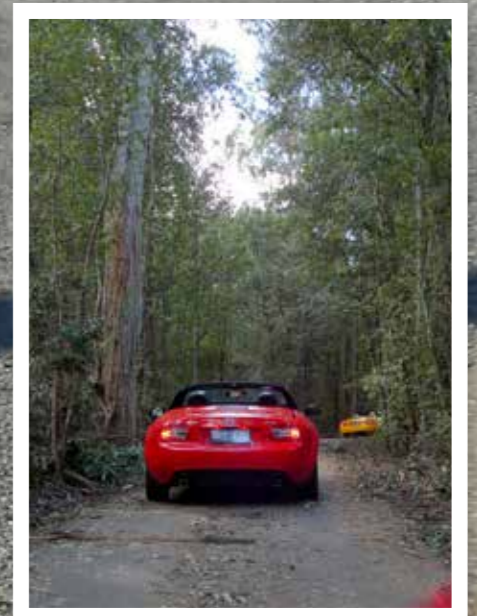
Further out in the countryside cows will gaze knowledgeably as we pass, contentedly chewing their cud, lambs will stop their play to watch the procession and even the crows seem to know that when one is seen it is likely there will be a dozen.

It was a dozen cars that started this Sunday's outing at the *Blue Berry Barn* café which is one of our more popular starting points – being pretty much in the middle of our spread of members. There will be no need to mention the weather ... suffice to say again it was perfect. After some lattes and muffins, and a couple of presentations (Chapter Champion Kelly and five happy years for Michael L), we set off.

As a '60s child, one of my treasured possessions was a *Spirograph* – and our route today was kind of like one of the basic patterns the toy could create. A series of loops not quite returning to the starting point, over a different road each time, maximised the opportunity to drive the best of the roads without travelling far at all. The ultimate destination was the *Rosevears Tavern*, right on the banks of the Tamar River.

To help the Tavern process its normal casual trade I had agreed to a late lunch and they had promised a long table set in a prime location. A picture is worth a thousand words but they were true to their promise. Incredibly they also managed to serve 20 different meals simultaneously – a truly great effort commented on by many.

Again I must roll out our new cliché: "a great day in *Tasmania* with wonderful friends".



Overlooking the Tamar

Lunch at Rosevears

All the group ...

Notleys Gorge

Chapter chatter ...



24.8.14 | Southern Tasmania

Words: Graeme Johnson ■ Photos: Rob Tanner, John Waldoock, Rosemary Gubbits ■ Organiser: Graeme Johnson

"Graeme's Channel Gambol", John called it in the email. Gamble, more like it.

As a relatively new Club member, this was my first outing as a trip organiser, and as Murphy's Law would have it (or is that Sod's Law?) my ever-reliable NA suddenly started intermittently cutting out, just a week before the trip I've planned.

Lots of nice scenic twisty roads down the Channel from Hobart to Huonville via Gordon, Cygnet, Wattle Grove and then on to Willie Smith's organic apple cider joint for lunch. I'd rung beforehand to check the menu, make the lunch booking – all sounds good but I have to call John (Chapter Captain) and say "Sorry, but I've got a problem ... won't be able to make it ... can't trust my car to keep going the distance."

But John, being the nice guy that he is, says "No worries, take my NA and I'll take the SE." Great!

So we all head off as planned under heavy, grey, rain-threatening skies, 18 of us in 10 cars, all tops-down, heading south out of Hobart along the Southern Outlet to Margate to pick up the lovely picturesque coast hugging road down the Channel.

The rain held off on the way to Gordon, for a quite cold leg stretch and toilet stop by the river (*almost cold enough to make*

some of us think we were in Victoria!). After Gordon we left the very tight slow twisty-turny bits of road for nicer more open faster flowing corners but still hugging the water. *Thoroughly recommended to any of youse mainlanders.*

We got to Cygnet, turned left onto a scenic back road across Silver Hill through Wattle Grove and Glaziers Bay to pick up another beautiful winding Huon River hugging road into Huonville. This bit was a real highlight of the trip – warm sparkling sunshine after a light shower, the water glistening and glassy.

Soon after we got to the car park at Willie Smith's to find an assortment of vintage cars including some immaculate 1940s straight-eight Buicks, an old Vauxhall and an old Valiant ute with an enormous dog having set up house in the back for passing pats and cuddles. Once inside we ordered lunch, some of us trying the specials board slow-roasted belly pork with buttermilk coleslaw and baked potatoes. Yummy with the house organic cider! Others lunched on chicken soup, mushrooms on toast and Michelle with her cheese board and half kilo single block of cheese.

After lunch our Southern Tasmania Chapter Captain, John Waldoock, had some prizes and awards. Up for recognition was Rob Tanner receiving his Chapter Champion award, Alan Dear and Michelle Waldoock for their five-year badges. Plus a few lucky winners in a prize draw.

All happy and satisfied, we made our way home ... except there was a little treat in store for myself and partner, Christine, as John offered his SE to us to drive home. After my 1990 NA I was quite surprised (even shocked) at its smooth rattle free ride, effortless power and solid confident cornering ability (although Christine did comment that for the first time she didn't feel totally safe with my driving – maybe it was just too smooth!).

As a Club member I was more than happy to put in the relatively small amount of organising for the trip and would encourage others to do the same.

Postscript: I picked up the car from the local mechanic. He is confident it's all good, a dodgy earth connection on the immobiliser, installed by the previous owner not long before I bought the car last November. So its perfect record of reliability in the 10,000km I've had it has (sort of) been maintained. ●



Chapter chatter ...

24.8.14 | Western Victoria

Words: Noellene Gleeson Photos: Karen Bradshaw Organisers: Lois & Lester Scott

The morning is cool but that does not curb the enthusiasm of the Western Chapter. Eleven cars, including four from Central, gather at the starting point on Sturt St, Ballarat, for Lois and Lester's "Redbank Run".

After a chat and instructions from John, we head off towards Avoca where we are to meet up with the run organisers Lester and Lois and have a coffee break. Beau will also be joining us after getting up with the birds at home in Derrinallum and travelling to a swap meet in Hamilton then driving to Avoca. Pretty keen!

John tells everyone we have one hour in Avoca so we can walk down beside the Avoca River to the market and car display. The day is now lovely and sunny and we all have a wander and some pick up a bargain at the many stalls.

It is now 11.15 and back to the line of MX-5s and with Lester now in the lead we head on to the Avoca-Ararat road towards Elmhurst. We turn across the rail line on to a great road through the Pyrenees towards the quaint little town of Landsborough.

The road sweeps through very picturesque farmlands and hills.

I notice when passing the Landsborough Hotel a little Jack Russell tied to the seat on the verandah and sitting up on the window ledge looking in the window, obviously looking at his master and telling him he had had enough! So cute ...

Taking a couple of lefts and rights we are now on our way to Redbank for a roast lunch. Another left turn past a large house block with the most amazing number of old rusted cars, motorbikes, push bikes etc I have ever seen.

Then we park outside the *Shamrock & Thistle* (Redbank Hotel). This is the quaintest hotel. It is small and the walls inside are lined with corrugated iron and adorned with old bellows, rabbit traps, wheels, old farm tools and stuff. We settle in and tuck into a lovely roast of pork and beef and veggies followed by sticky date

pudding and yummy fruit salad. Delicious!

After a couple of hours John gives a little speech and we are on our way again. Lester and Lois have kindly invited us all back to their home near Talbot for afternoon tea. The drive is very enjoyable through lovely countryside.

We arrive at Lester and Lois's lovely home and settle in for coffee and cake and plenty of friendly banter and laughter.

We thank our hosts for organising such a great day out and people now drift off homeward bound in their MX-5s, the cars that make all this possible. ●

Beau, Jeff, Lester



Hands up who's writing the mxtra report ... close enough --thanks Noellene!



Just 424km to Mildura ... another day, though.

Lois & Lester's Redbank run



John with Lois and Pam

John and I would like to take this opportunity to thank all the Club members who have supported us over the last six years. It seems no time since John asked Murray if it was OK to start a MX-5 group in the Ballarat region.

We have enjoyed every minute of our time heading the Western Chapter and are confident Ian and Karen will carry on the good work and take care of 'our baby'.

Thank you all so much. ZOOM ZOOM!

~ Noellene Gleeson



Checking out Miles' car



The new Captain's maiden speech ... Ian Bradshaw (second from left)

THE ALL-NEW MAZDA MX-5 ND



Words & photos: Ben Sale

Club Committeeman Ben Sale must have been the envy of every other Mazda MX-5 Club member or owner in the country when Mazda Australia chose him to attend the US leg of the three-country “global reveal” of the new generation model in Monterey this month.

Here’s Ben’s report from the spectacular launch of the next step in our iconic roadster’s evolution ...



Monterey, California, United States of America ...

With thanks to Mazda Australia I have been invited here to attend the launch of the ND MX-5 and the 25th anniversary celebrations held at Laguna Seca Raceway ... *is this real?!*

Being at the launch of a completely new-generation of MX-5 was something pretty incredible, especially considering the secrecy around the car. It was remarked that potentially no launch of its type has been handled as well as this one. Realistically we had no idea what the car was going to look like until the day of the launch – very unusual in the era of leaked photos and teaser reveals.

The secrecy was complete; launch attendees were advised via email to drive to a Golf Club car-park outside of Monterey where we would then be driven by bus

to the “secret reveal location” (which happened to be at Monterey Airport). Once we arrived, security guards ensured that only people with the right credentials (a Zoom-Zoom wrist band) were allowed entry into the area.

Once inside you couldn’t help but be impressed by the scale of the set-up, specifically built for this launch event. Four sleek finger food stands were setup around the perimeter, NA, NB, NC and ND, each with the corresponding car sitting resplendent alongside.

Parked in the corner under a car cover was a sleek silhouette of the new car – goose bumps ... Central was a bar and plenty of seating and MX-5 paraphernalia filled the space. The NA on display was noteworthy as it was completely original, right down to the tyres, and in beautiful condition. The NB was a red *Mazdaspeed*, the US’s version of our NB SE. The NC was also very interesting; Mazda built it as a show car to demonstrate what changes are made to go racing in an MX-5: half was race spec and the other half road car.

After a while chatting with various people

including MX-5 legend Bob Hall (the man who inspired the NA), Flying Miatas’ Keith Tanner (the man who builds the fastest MX-5s on the planet), as well as writers and photographers from some of the US’s best motoring magazines, we were ushered inside an aircraft hanger for the main event. I made sure I got a good spot, right up the front and at the end of the new car’s runway.

Presenting the ND to the audience and the world via a live stream was designer Derek Jenkins. It was clear he was proud of the car and the work he and his team

had done to bring it to life. However, at the start I’m sure not many people were listening intently to him as we all wanted to see what was hiding behind the curtain ...

After a short video to build the hype, the music reached a climax and the curtain came up. Through the smoke and on to the stage drove the ND MX-5.

First impression was that the new LED headlights are very, very bright when pointed straight at you. Then, to a huge round of applause, the spotlights came

Main pic:
Duran Duran on stage
with the new Mazda
MX-5 ND





A proud Derek Jenkins, Mazda North America's Director of Design

on and – wow! – it would be fair to say the ND made a better first impression in the flesh than I imagined. It's truly a huge style shift for the MX-5 and a very nicely designed car (more on that overleaf).

After Derek further explained some of the story behind the design, including influences, some challenges and the design language, it was time for the music component of the night, a performance by *Duran Duran*. I actually enjoyed the performance quite a lot... music is always better live and these guys were no exception. However, one of the songs in particular wasn't quite the same without the iconic film clip ...

From there the night went on. Derek talked more about the car's design; first inside for the live stream and then outside with the second ND in a more detailed Q&A session. Soon we were allowed to get a better close-up look of the car and capture a few photos of the exterior and interior. It was also a good opportunity to chat about the ND with other owners (it seems every motoring journalist in the US owns an NA) and before long it was time to get back on the bus and head back to the hotel.

Being at the launch event for the ND was a genuinely special experience and being able to share it as it happened on the Club's social media channels while people watched was fantastic.

I would like to thank Mazda Australia for getting me over to the US to produce these articles, and specifically the Mazda MX-5 Club of Victoria & Tasmania's Murray Finlay and Mazda Australia's Ben Rounsefell for all their help making this happen. ■



The official release, 4 September

HIROSHIMA, Japan—Mazda Motor Corporation today celebrated the unveiling of the fourth generation Mazda MX-5 (known as Roadster in Japan) together with fans at events held simultaneously in Japan, USA and Spain. The all-new MX-5, which adopts both SKYACTIV technology and Mazda's KODO-Soul of Motion design language, will be rolled out to global markets starting in 2015.

The MX-5 is an iconic model representing Mazda's vehicle-engineering philosophy—the pursuit of driving pleasure. "Innovate in order to preserve" was the motto for the fourth generation, as the development team searched for innovations that go beyond simple evolution. Environmental and safety demands are much more stringent than they were when the first generation MX-5 was introduced 25 years ago, but the fourth generation stays true to the model's original aim of offering the pure driving fun that only a lightweight sports car can. It achieves this through the adoption of SKYACTIV technology and refinement of its appeal to the senses and sensations through which people enjoy cars.

The design of the all-new MX-5 reveals another layer to Mazda's KODO design language. The exquisite proportions make the driver and passenger stand out, and both the interior and exterior evoke the exhilaration of open-top driving. It is the most compact of any generation MX-5 so far and is more than 100 kilograms lighter than the model it replaces, promising a dramatic leap in *Jinba-ittai* driving fun.

As of July 2014, total production volume of the Mazda MX-5 exceeded 940,000 units and it continues to hold the Guinness World Record for the best-selling two-seater sports car. This highly-celebrated model has received over 200 awards from around the globe including Japan Car of the Year 2005-2006.

Moving forward, Mazda will continue to develop products which offer all customers driving pleasure and outstanding environmental and safety performance. ■

◀ *Duran Duran*

The Mazda MX-5 ND - impressions from the ground

Words: Ben Sale Photos: Ben Sale & Mazda Australia



Although the photos do give a good impression, the new ND MX-5 is a car that you really have to see in person to fully appreciate.

The first thing that struck me when the lights came on was that this car is sexy, much more so than any of the MX-5s which have come before.

Once I saw the car at ground level, rather than on stage, I was impressed by how well proportioned the ND is, the level of detail the designers have gone to and the street appeal it will have while not being too overstated or cartoonish.

Personally, and of course subjectively, I think it's Mazda's best effort since the NA; looking back while moving forward. Below are some of the key things I noted while having a good look at the cars Mazda had at the "reveal" event.

Proportions, size and layout

The new car looks noticeably smaller and lower than the NC. Mazda have significantly reduced the length of the ND, however the width is very still similar to the NC. This gives it a wide, planted appearance when combined with the car's low belt line and the trick of painting the high points of the car black (standard on all NDs).

Looking underneath the car I could glimpse that the engine is positioned as far back in the chassis as possible (noticeably more so than previous models) helping further centralise the weight distribution. Combined with the wheels being in the far corners of the car and what surely must be a lower center of gravity, the ND should handle very precisely.

The front end

To my eyes the front end heavily references the original NA MX-5, specifically the low nose (especially for a modern design), wide intake opening and thin narrow headlights.

The headlights are particularly interesting; Derek Jenkins – Director of Design for Mazda North America – was very keen to point out that the use of LED lighting (a first for Mazda) is what has allowed the size to reduce significantly while also increasing efficiency. Amazingly they are not much bigger than the parking light / indicator unit on the NA, yet output significantly more light than the old pop-up units, or for that matter any other MX-5 light.



Wheel size

The launch car driven out on to the stage was fitted with 195/50/16 tyres; a huge departure from the current trend of launching cars with huge wheels for visual appeal. The choice of 16 inches points to a very light wheel, reducing rotational mass, which is definitely a good thing. The second car Mazda had on display was fitted with 205/45/17s and, according to Mazda, both 16" and 17" wheels will be available. Also of note is that the wheels shown were four-stud (as per NA and NB) rather than five-stud (NC).



A new side indicator

It may seem trivial to highlight that the side indicator on a new model has changed; big deal ... however, the circular indicator fitted to the 1989 NA remained unchanged until now. As it was the only part not to have changed on the entire car since 1989, it's notable that it's gone now. To be confirmed is whether the thread pitch on the gear lever has changed, as this was the other carry over from the original model to the NC.



The rear end

This is the part of the car that seems to be the most divisive, however judgment should probably be reserved until seeing it in the flesh – some of the photos look nothing like the reality.

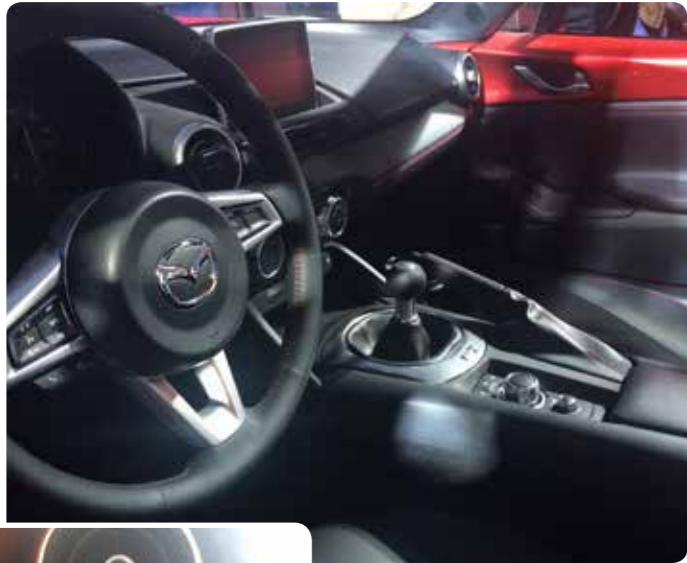
To me the styling here is heavily influenced by the Ferrari California and Jaguar F-Type in the body tapering and tail lights. The boot lid and rear bumper is very similar to the current Alfa Spider. However, it should be noted that classic models from the 1960s influenced the styling of these three designs, and the original NA was influenced by very similar classic European sports car designs.

In person I like it a lot and think it works really well ... and will look great on the road.



... continued

The all-new ND - impressions from the ground (continued)



Interior

At the launch event, designer Derek Jenkins was very proud of the quality improvements in the new car's interior finish.

The new ND interior seems to be a mix of new Mazda3 and upcoming Mazda2 dash styling with the classic high center with a short shifter brought upon by the gearbox location. Of note is that all MX-5s will be fitted with the fixed touch screen entertainment system out of the Mazda3. The system can also be controlled by a rotary knob near the gear stick.

While some people dislike that the screen can't be folded down, similar layouts are starting to become more common on cars such as the new Mercedes C-Class as well as the Mazda3. The body-coloured door tops will be a standard feature and don't stand out as much as you would expect when viewed in person.

While we weren't allowed to sit in the new car, Mazda says that despite the overall reduction in size interior accommodation is comparable to the NC. It appears that the car doesn't have a conventional glove box (or, if it does, it's very well hidden) instead relying on the storage area between the seats. Small details such as the positioning of the cup holders looked like an after-thought but, to be honest, I'm glad they obviously spent their time elsewhere!

Also of note was a sports switch below the gear shift (note that the new MX-5 is likely to feature electrically-assisted steering rather than hydraulic like the new 3), a tyre pressure monitoring system set button (run flat tyres potentially?) and one marked RVS which is Mazda's rear vision monitoring system (warning lights on the mirrors to indicate cars in blind spots). The steering wheel buttons indicate that the MX-5 will be equipped with Bluetooth.

Finally the soft top looks to be integrated a bit more neatly than the NC's. Mazda were not keen to discuss whether a retractable hard top version was under development. It also appears that a detachable hardtop will not be an option as the ND is not fitted with the striker plates required for one to attach.

Aerodynamics

I wanted to write a small bit about the aerodynamics as it looks like a lot of thought has gone into improving this aspect of the new MX-5. The ND is fitted with a small front splitter, subtle side skirts and the bottom is very flat. When asked about this, Derek Jenkins proudly stated that the car has significantly more downforce than previous models. This will no doubt help at Turn 1 of Phillip Island!

Side Profile

Derek Jenkins was also very keen to discuss the side profile and how the NA has heavily influenced it. He told us that he refrained from adding crease lines as per the modern trend to help create a more timeless classic and flowing look. Combined with the very low front end, curved front guards and pinched rear, I think it works really well.

And finally ...

As this was the "design reveal", Mazda was not too keen to get into details about the car's specification or price; they'll get to that closer to the release date.

A question about the boot size (Americans ... !) was humorously answered with "it has one" – and Mazda staffers were very keen for people not to touch or crawl over the car's finer details such as suspension and the engine bay.

I can't wait for everyone else to see it in the flesh when launched in Australia. If you like it in the pictures, you'll love it in reality – I did! ■



^ Mazda's official release photos

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Trading Post



For Sale 2003 Cerrion Silver NB

For details of this and other items to buy, swap, sell and borrow, see the “Trading Post” section in the “Clubroom” section of the Club’s website, mx5vic.org.au



Burson automotive products at trade prices

Current financial Club members can now purchase automotive parts and accessories at trade prices from Burson Auto Parts stores.

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



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: Ron Diprose

You are sitting at home, it's early spring and you are bored. A nice MX-5 drive would improve your day, so you search the net for things to do around Melbourne and up pops "visit Evans Street grasslands, Sunbury".

That sounds like fun, so you grab your significant other, jump into the car and drive away.

As you drive past Melbourne airport in Tullamarine, you have some choices about how to get to Sunbury ... the boring way through Bulla and along

T-intersection at Gilles road. Turn left and head for a long, long right-hand sweeper before plunging downhill to a sharp right turn and the Emu Creek single lane bridge.

Down through the gears for a sharp uphill left turn and a steep climb to the top. Here you can pretend you are Mel Gibson in the Interceptor leaving the last of the baddies to his fate, as this is where the final scene of the first Mad Max movie was shot.

Continue to Sunbury to view the Grasslands or for cricket buffs, Rupertswood mansion and cricket ground, the Birthplace of the Ashes.

You have a number of good spots in Sunbury for coffee or lunch and a discussion of the wonderful sights you have just witnessed.

The Olive Tree pub is good as is their café The Nook. There are lots of other good spots in Evans or O'Shannesy streets.

Following this you can now do the run in the reverse direction, which is equally challenging.

You need to watch for oncoming traffic at the single lane bridges, possible slow moving rural traffic and of course 'roos, deer or other animals which can appear at any time.

This is only a short road with very little traffic, but has a bit of everything and is great fun at, or below, legal speeds. ●



Sunbury road? (However, you are going to the grasslands there will be enough boredom there for one day.) Much better to turn right at Wildwood Road, Bulla, which takes you to 11km of great MX-5 road that has featured in a few club runs.

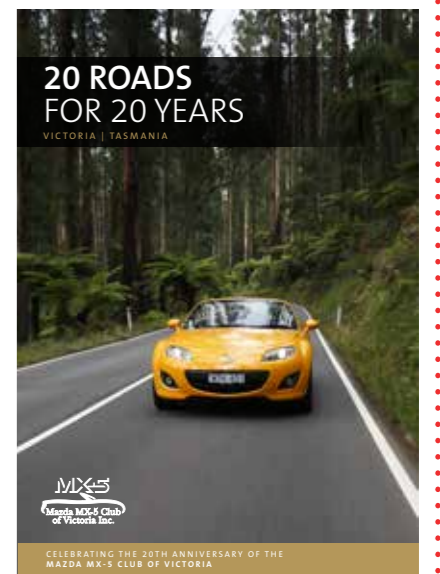
A short straight, then a left sweeping curve brings you to the good part.

Downhill through some tight bends, then to a single lane bridge over Deep Creek, some more curves then a short straight to an uphill horseshoe bend, a steep curving hill, then through some nice sweeping bends until you reach a



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 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!

Meet the 2014-2015 Club Committee ...



Don Nicoll

President
2010 Crystal White Pearl NC



I've now clocked up seven years with this impressive Club and this will be my third year as President.

My time in the Club has been equally shared between two NCs, a Galaxy Grey Series 1 and a Crystal White Pearl Series 2. I've really enjoyed both cars but the latest one, the Series 2 soft top, gets my vote as the most fun.

I've written many times that there is something about the MX-5 which attracts people who just seem to get on well together, whether that's on Club runs, at social events or on the race track. This Club has been responsible for some great friendships and all because of a shared interest in this iconic little sports car. With the much anticipated arrival of the ND, long may that be the case.

As the Club grows, I hope we can find ways to satisfy your expectations of membership while, at the same time, retaining that elusive something which makes this car and the people it attracts so special.

* Club Life Member † Past President

Contact details for all Committee members are listed on page 3 of each edition of *mxtra*.

Murray Finlay * †

Vice President / Communications
2004 Velocity Red SE



I've been in this fantastic Club for all of its 24 years, and it just keeps getting better! It's amazing what a positive impact this simple little sports car has had on so many lives.

As Vice President I help Don and the committee generally, but my focus is on Club communications – mxtra and the website. I also serve as the national liaison person with Mazda Australia on behalf of the five state clubs.

My Velocity Red NB SE is my second MX-5, which I bought nine 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.

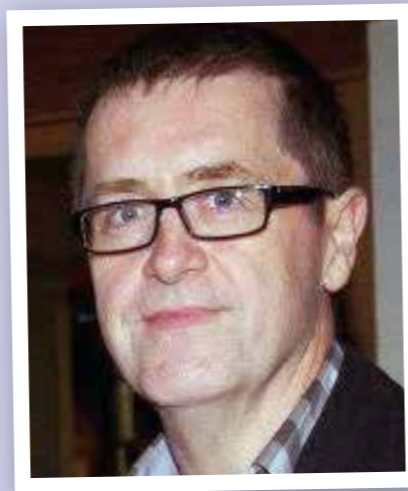
I love being involved with this Club and the Committee, and I'm grateful to my wonderful wife Alyssa (herself a 20-year member) who gives me the freedom to stay so deeply involved.

My motivation is always to try to make this the sort of club that I would like to join and participate in at any time

I hope that we on the Committee achieve that goal, and I think the constantly-growing numbers and high membership retention suggest that we are doing most things right.

Peter Dannock

Secretary / Club Permits Officer
1991 White NA &
2008 Stormy Blue NC



I have been a Club member for seven years and now embarking on my sixth year as Secretary.

As a member of the Club, I enjoy all of the drives, social activities and friendships that the Club provides. My wife (Jane) and two daughters (Melanie and Georgia) are also members of the Club through our family membership.

In the last year, I have become active in the motor sport Sprint Championship in my 2001 Silver NB, enjoying the thrill of driving this fabulous roadster on the track. Striving to improve with each outing on the track, I find the motor sport experience exhilarating.

Get on board, there's room for many more.

Dave Collins

Treasurer
1999 Grace Green NB &
2010 Metropolitan Grey NC



Having spent 40 years in IT (or Data Processing as it was called when I started), I am now in my fourth year of the unpaid, and over-worked, time of life.

As well as all the jobs on the never-ending list, I do some volunteering. Gail and I love a coffee, movies, local theatre, dining, socialising, flying and being grandparents.

Part of the transition to the unpaid work was the acquisition of first one then two MX-5s, joining the Club and the Committee. That means there's less time for the list. Yes!

I am thoroughly enjoying the friendship and enthusiasm of the Committee and the Club members.

In my second year as Treasurer, I hope to contribute to keeping the Club something that we all will enjoy being part of.

Hope to see you out there enjoying the ride!

Cary Warren

Club Captain – Social
1990 Classic Red NA



I bought my first 1990 Classic Red NA in 2011 as my Sunday driver. Three years on and I still get that great sense of excitement every time I turn the key.

Having undertaken 12 months as Club Captain – Social, I am constantly amazed by the dedication of our Club Chapter Captains and members, from deep down south of Tasmania, or to the top end of Victoria, who don't let any good road or race track escape from a good *zoom zoom!*

My aim? To share this great car club with as many MX-5 owners as possible.

Spread the word ... we guarantee addiction!

Tim Emery

Club Captain – Motor Sport
1989 Classic Red NA



Recently I was pleasantly surprised by receiving a '5 Year' pin reminding me of how long I have been a member of the Club. I have been competing in the Motor Sport Championship for three and half of those years, as well as being a committee member for the last two.

Having competed in many types of motor sport and having been involved in the industry for a long time I was keen to get on the track but also get involved in a club that supported and encouraged members to get involved in amateur motor sport.

Like many clubs, ours relies on a group of passionate members who volunteer their time to contribute behind the scenes – not just arrive at events, attend or compete, and then go home.

After competing in three MX-5 Club Sprint Championships, a couple of 6 Hours, Vic-NSW Interstate Challenges and numerous laps as an instructor, I decided it was time to devote some time back to the Club and was asked if I would take on the role as 'Club Captain – Motor Sport'.

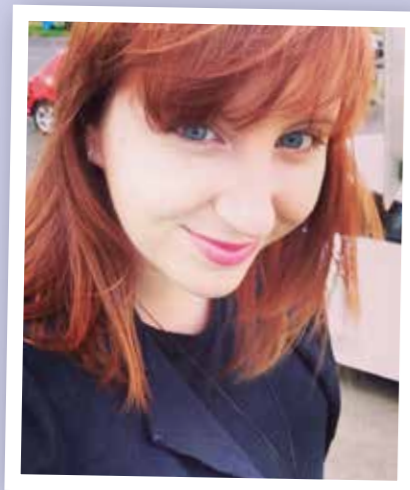
I am looking forward to adding some new ideas and events to the Club's motor sport activities, including driver training and some fun 'Come and Try' style events.

Your 2014-2015 Committee (continued)



Alex Hailstone

Assistant Club Captain – Social
1995 White NA



Hey everyone!
Guess what? They convinced me to join the committee!

I think you all know a fair bit about me now, but let me save the McLaren comments for another time.

In and un-official capacity I have been involved with MX-5s through the mx5cartalk forum, social groups and friends since 2005, finally got around to buying mine at the end of 2010.

So after being a member of Victorian/Tasmanian MX-5 Club for four years now, and previously working closely with the NSW MX-5 Club, it's about time I contributed something to the culture that has given me so much.

I'm very excited to see what the future holds and am hoping to encourage a new generation of MX-5 owners to get involved on all levels to continue shaping the Club.

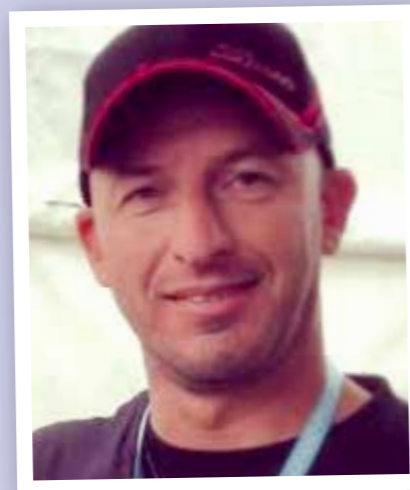
Catch you at the track, in the garage or on the road!

* Club Life Member † Past President

Contact details for all Committee members are listed on page 3 of each edition of *mxtra*.

Randy Stagno Navarra

Assistant Club Captain – Motor Sport
2007 Racing NC



I'm a self-confessed MX-5aholic ... been lucky enough to have owned eight MX-5s over the years: three NAs, three NBs and two NCs.

I joined the Club in 1999 and have never looked back. I've met some of my closest friends thanks to the Club. I've been on several Club runs but motor sport is my passion. I started competing when there would only be about five or six of us at an event and it's been fun watching the motor sport side of the Club grow until there is now close to 45 competitors at each track day.

I have been fortunate enough to have won numerous class championships and overall champion once. Also racing at Bathurst this year with some of the Club members was an incredible experience. I am looking forward to assisting Tim over the coming year.

Stay on the black stuff!

Ben Sale

Social Media
1990 White NA



I think I must be mad ... after four years on the MX-5 Club Committee here I am again, writing a profile piece for you, the dedicated readers of this magazine.

Unlike many of the other members of this Committee I can't say that I've been involved with the Club since day dot (although I was very surprised to be told it's been over six years now!) but in the time I have spent here I am very thankful for the friends I have made and the great opportunities the Club has created for me.

These cars are all about fun and the great thing about this Club is that the mantra behind the car is the backbone of the Club's philosophy. The demographic mix is wide and the people attracted are an eclectic mix.

However, everyone is here for the same reason, to enjoy these great little cars!

So rather than use this little column to crap on about how much I enjoy going on a weekend Club run or belting the little car around a race track for lap after lap I would like to use it to ask everyone reading to take whatever chance you get to become involved where possible, come to the events and have fun ... !

After all, it's what the car, and the Club are made for :)

Will Campbell * †

Membership
2005 Galaxy Grey NC
& 1999 Innocent Blue 10AE



I have been a sports car fanatic since my youth, my first car being a Triumph Spitfire.

However, all good things must come to an end, and so the Triumph was traded for a more family-friendly vehicle when my first child arrived.

It was to be 25 years before I was again able to entertain the thought of a sports car when my wife, Coral, and I purchased a 1989 White NA advertised in our local paper.

Buying the car was one of the best decisions we have made, although it has since been replaced and we now have three MX-5s - an NA, an NB and an NC!

We enjoy driving all three although the oldest, our '91 NA is the daily drive.

I joined the Committee in 2000 and after serving a three-year stint as President, I now look after Membership.

I thoroughly enjoy my involvement with the Club and hope it continues for many years to come.

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 attended seven NatMeets and have been on so many Club runs that I have lost count.

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, England and America). We have three MX-5s - a 1991 NA for daily driving, a limited 10th Anniversary edition (Will's 60th) and a limited edition NC (my favourite).

I have held various positions on the committee over the years (secretary, merchandise, NatMeet committee), but my role since 2007 is that of Points recorder.

With our next NatMeet in Tasmania, I encourage everyone to participate in what will be an outstanding event.

Bruce Gray

Merchandise
2007 Copper Red NC



My wife Jenny and I have now been with the Club for seven years and this will be my second year handling the Club's merchandise.

Unfortunately we haven't been on as many Club runs as we would have liked but have attended the past three NatMeets and are looking forward to being involved in the planning of NatMeet XII to be held in Tasmania in 2016.

Watch the Merchandise page on the Club website for 'one off' specials which we will have from time to time.

Next month:

Meet the Chapter Captains

Back to the track ... and it's dry at last!

Words: Harvey Mushman Photos: Marisa Gangemi [Images are available to buy from marisagangemi.com]

After two rounds of wet, slippery conditions at Sandown and Phillip Island, the three-hour drive up the Hume Highway to Winton was well worth the trip to Round 3 of the City Mazda Sprint Championship.

A massive 32 MX-5s made the journey, including three new members out for their first track day. Catching up on Saturday night with our friends at the North Eastern Hotel again saw a group of 24 enjoy the North's hospitality. After another fantastic meal, and some stories most of us paid our bills and headed back to our luxury accommodation. (Mental note: I think Leon must have some sponsorship deal going on, he always 'forgets' to pay his bill!)

Sunday morning we were greeted by a classic Benalla morning – crisp, cold and most importantly, DRY!! Alfa competitor numbers were down due to an Alfa Club Interstate Challenge so it felt as close to being an MX-5 only track day. Our new Club Captain – Motor Sport, Tim, and his assistant, Randy, took everyone through a quick MX-5 only drivers' briefing with some things to remember for the day. Three or four new competitors were each allocated an instructor for the first few sessions.

The weather was shaping up to be a perfect Winton day, and it didn't disappoint. Because of the high number of MX-5 entries we were lucky enough to have almost two run groups to ourselves which made for some fun non-racing. The track conditions were great with some hot weather in the days leading up to our event, and also the fact that the Evo Nationals,

an event for Lancer Evos, had been run at the circuit for the days prior. This meant there was lots of rubber on the track and some good grip. The combination of some ideal weather and great track conditions was also clearly translating to quick times.

During the lunch break the MX-5 Club motor sport group was treated to a sausage sizzle lunch presented by the team from Motorsport Essentials. Director Dean Brooking (left), Service Manager Robert Pacey and apprentice technician Brandon

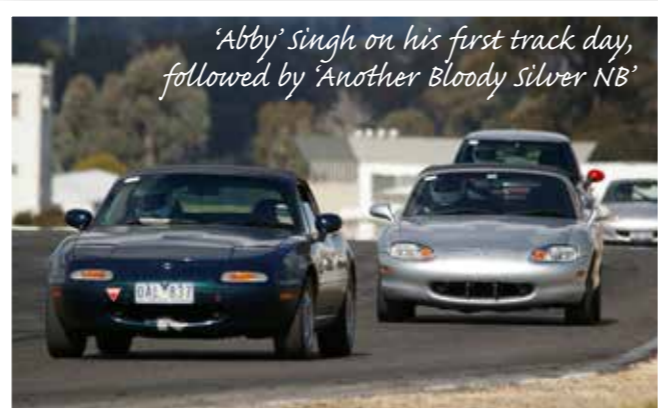
Sottile and their crew all travelled up to Winton for the day just to put on a lunch for our members. It was a great gesture and show of support for our growing Sprint Championship. A huge "thanks" goes to Dean, Robert and Brandon – please consider yourselves invited to every round!

In Restricted Open class, Brendan Beavis and Paul Ledwith fought it out with the Brendan's White Weapon (above) coming away with a new lap record in the class, of 1:37.6.

It was also great to see some new names featuring in the results with Dean Hasnat breaking the Standard NB lap record previously held by Stephen Downes, by setting a 1:46.9. Another newcomer to the Championship, Jason Chuc, put in some great times ending up second in Modified for the day. Being the newly-appointed Club Captain has not slowed Tim down at all, with a Clubman class-leading time of 1:46.7 being put down to a fresh set of Yokohamas and a few months off!

Over the years the Club has seen many father/son teams, so it was great to see Randy's dad, Peter, debuting his new MINI GP on the day ... although I'm not sure how willing he was to hand the keys over the Randy!

Next round we head back to Sandown on 21 September. If you're in Melbourne, drop in for a look! ●



2014-15 City Mazda MX-5 Sprint Championship | Round 3 - 24.8.14



Paul Ledwith chases down Russell Garner in Group 1



Tim 'The Captain' Emery



Ben Mott in his Silver NB followed by, yep that's right, another Silver NB

City Mazda MX-5 Sprint Championship standings after Round 3 | Winton - 24.8.14

(corrected points)	1st	2nd	3rd
Overall Champion	= Russell Garner, Ray Monik, Alan Conrad		
Standard NA	Robert Downes » 20	---	---
Standard NB	Jeremy Fredersdorff » 24	Peter Dannock » 23	Dean Hasnat » 22
Standard NC	Alan Conrad » 30	---	---
Clubman	Max Lloyd » 25	Peter Phillips » 19	Noel Heritage » 18
Modified	Ray Monik » 30	Daniel White » 14	Gavin Newman » 12
Super Modified	Russell Garner » 30	Robert Parr » 21	---
Restricted Open	Paul Ledwith » 27	Brendan Beavis » 10	---
Open	= Mike Kirby, Dave Moore » 10		

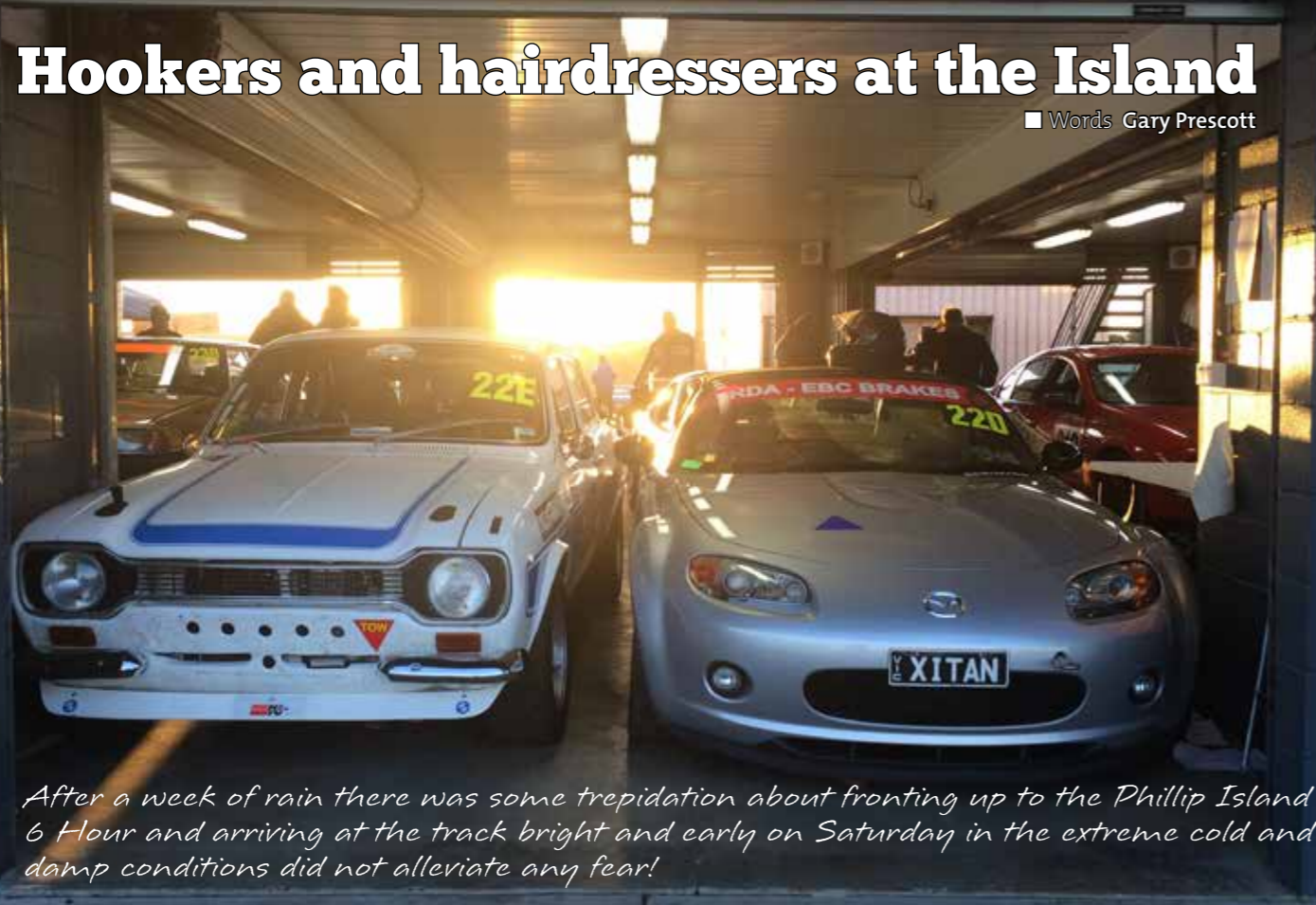
City Mazda MX-5 Sprint Championship - Round 3 | Winton - 24.8.14

Results - Round 3	1st	2nd	3rd
Standard NA	---	---	---
Standard NB	Dean Hasnat » 1:46.9866**	Jeremy Fredersdorff » 1:47.6522	Peter Dannock » 1:49.3435
Standard NC	Alan Conrad » 1:45.6757	---	---
Clubman	Tim Emery » 1:46.7049	Peter Phillips » 1:46.7507	Noel Heritage » 1:47.1399
Modified	Ray Monik » 1:43.7352	Jason Chuc » 1:45.8000	Gavin Newman » 1:49.9651
Super Modified	Russell Garner » 1:40.1120	Robert Parr » 1:43.6039	---
Restricted Open	Brendan Beavis » 1:37.6274	Paul Ledwith » 1:38.4512	---
Open	Dave Moore » 1:42:4940	---	---

** New Club lap record

Hookers and hairdressers at the Island

Words Gary Prescott



After a week of rain there was some trepidation about fronting up to the Phillip Island 6 Hour and arriving at the track bright and early on Saturday in the extreme cold and damp conditions did not alleviate any fear!

To make matters worse, as we pushed our cars to the scrutineering bay (loud noises early in the morning somehow affect the penguins) the hail began. Thankfully it was brief and not damaging.

As the morning progressed we started to see some clear sky and it was only the first cars out for practice that had to slip and slide. As the track dried the times dropped dramatically and Team 22, the Hookers and Hairdressers, were all fired up. (For the record, we were the Hookers and Hairdressers because our team consisted of two Ford Escorts and three MX-5s.) By the end of the day we had nominated our times – all sub-two minutes except for myself with a two minutes flat.



Mark Fitzgerald

Sunday brought some great weather. It was still freezing cold but there was some sunshine and it was great to be wandering around and checking out the variety of Mustangs, Datsuns, Minis, FPVs, Lotuses and even a Ferrari. The NSW MX-5 Club had also made their annual pilgrimage.

At 10am the grid was formed for the main event and Randy was leading our team out. He got a flying start and scored some PBs in the 1:57s – which unfortunately also meant he had broken his nominated time and we racked up some early penalties. But, we all soon started to hit our marks and things were looking good.

It was great fun to be working through the traffic, finding

opportunities to overtake in spots never considered before. The MX-5s even had the flag marshals confused as they waved the blue flags at us, not realising that we had just overtaken the cars behind and were not about to be overtaken!

Unfortunately though, our hard work took some hits as Mark, Randy and I all got called to the tower to watch footage of us inadvertently overtaking under yellow flags. So, from the team with the third highest number of bonus laps we ended up 17th out of the 50 teams with the big hit of penalties. Worst of all, we were beaten by a team of VN Commodores!

Big thanks go out to all the team members and helpers for a great weekend. ●



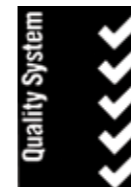
Team H&H: Randy Stagno Navarra, Peter Moloney, Gareth Walker, Gary Prescott and Mark Fitzgerald

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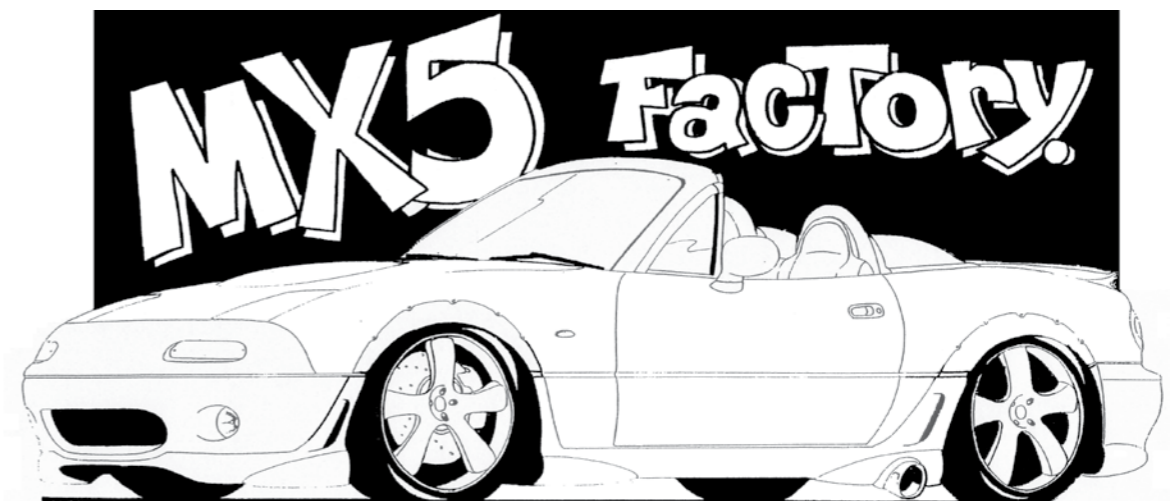
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