

mxtra

4/2015
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

S'no place like ...

the Snowy run!

In this edition:
On display at the F1 Grand Prix
Biennial SA/Vic-Tas weekend away
Club Permit plates in the Club

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of Victoria



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MX-5

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4/2015



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Cover image:

Give us a home among the gum trees ... on the annual Snowy Run.
Photo: Marg Gillick



Find us at:
MX-5 Club of Victoria

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Don's Drive(l) ...

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

Welcome to the April edition of *mxtra*. There is plenty on offer again this month.

We owe everyone an apology for the irony in the cover of last month's magazine. No sooner had we announced that *NatMeet* bookings had been open for a couple of weeks than we had to advise that we were already full. I think we were all surprised by the rush. However, we have started a waiting list for those who did not make the first cut. Dave Collins and his team are looking at alternatives to cater for more registrants. The main issue has been venues for evening meals but there are options. At the moment those on the waiting list have reason to be optimistic.

Also on *NatMeet*, the code for obtaining a discount on the ferry has now been received and Dave has distributed it to all registrants. If you haven't received the code, please give Dave Collins or Bruce Gray a call (see contact details on page 3).

We received some great feedback on the Vic/SA biennial weekend in Robe in March. Apparently it went really well. You can read all about it in Bob de Bont's article on page 10.

My outing for the month was as a passenger in the run to Apollo Bay with the *Midnight MX-press* group on 21 March. Firstly, thanks have to go to Chris Biffin for the arrangements; he picked a superb evening and managed to avoid any caravans and slow-moving traffic that was not prepared to give way to a line of 45-plus cars.

As I said, I went as a passenger ... with my son, Sam, who is on his L-plates. But the lad did a good job and managed to keep up with Dave Collins on the Lorne to Apollo Bay section. He also clocked up his 120 hours during the trip. So he was feeling very pleased with himself when we sat down for fish and chips in the Apollo Bay pub.

I would like to have said that the trip back in the later evening was even better. But it wasn't to be. At least three cars including PANTHA (Dennis and June Barry), XITAN (Randy Stagno Navarra) and IZAMX5 (Sam and I) got stuck behind a Ford Falcon that decided it didn't need to let the following convoy overtake as he was going fast enough ... on the straights. Maybe it was all the personalised plates.

I think, with the *MX-press*, we may have found another way to enjoy the Great Ocean Road. There were several suggestions that we consider making the evening run an annual event to partner the annual early morning event in October. The road improvements to many of the old corners and bridges certainly support the suggestion.

As I write, Easter is fast approaching and I can't help but notice the number of vehicles on the road driven by people who are obviously not regular car users. I applaud their use of public transport or whatever they do when we are all trying to get to work, but I do wish they would take more care when driving. A person turning right at a roundabout from the left-turn-only lane was one example that left a deeply-imbedded image in the memory as three lanes of traffic came to a rapid halt while this character happily cut across our path.

Finally a plug for your Club's committee and Chapter Captains. We are already three quarters of the way through the Club year and they have been working hard on arrangements for things as diverse as *NatMeet*, the Membership area of the Club website, the Club Permit scheme for cars over 25 years old, the 25th anniversary scheduled for August, the change of motor sport events to a calendar year, the running of driver training in Tasmania and Victoria as well as the monthly challenge of the social program, the production of this magazine and all the communication activities that are undertaken to keep you informed of what is going on in your Club. And there is even more going on in the background – so my thanks to each of the Committee members and to the Chapter Captains for all their efforts. For most this is additional to their day job and requires a significant investment of time and energy to keep this Club going. *Thanks again.*

I hope you all had a great time over Easter, free of incident and hassles. Must go – the driver's seat is getting cold!

Remember ... **Safety first!**

Don



Mazda MX-5 Club of Victoria & Tasmania

For your diary ...

See the full calendar for details

April

- 12 NE Vic: Tastes of the North-East
- 12 Western: 6th Birthday run
- 12 NTas: Kelly's Ladies' Day run
- 12 Sprints 2015 Rd 1: Calder Park
- 17-20 Central: 4-day high country run
- 19 Eastern: South of the Highway run
- 19 STas: Bounding to Bothwell run
- 25-26 NTas: West Coast Overnighter
- 27 NTas: Targa Tasmania - optional viewing trips

May

- 2 Club: Gymkhana/Show & Shine
- 2-3 NE Vic: Jamieson Loop run
- 9 Sprints 2015 Rd 2: Sandown
- 17 Club: The "Red & White" run
- 17 STas: Picnic at Ross
- 23-25 Eastern: 3 Peaks run

June

- 14 Eastern: Leongatha-Wilsons Prom
- 14 Sprints 2015 Rd 3: Broadford
- 21 Central: Arthur's run to Yarragon
- 21 STas: Ausmas run
- 28 Eastern: Khanacross @ Bryant Park

Mark those corners!

Please remember, on social convoy runs, to mark the corners for those following.

It's very simple: when you get to an intersection or a point where the route of the convoy might be unclear to the car behind you, please wait at the corner until you're sure the following vehicle has seen you.

If it's unsafe to wait at the corner, please wait in a visible position nearby.

You won't get lost because, if everyone complies, the car you're following will be waiting for you at the next corner!

Scene about ...

■ Photos: Marg Gillick, Loz Thomas, Alan Bennett, Karen Bradshaw, Jill Steer





Membership

Will Campbell – Membership Officer membership@mx5vic.org.au

Current membership count:

586

and growing!

G'day again!

I would like to welcome the following 15 new members to the fold:

Central Chapter

Andrew Barrile	2004 Silver NB
Suresh Bhaskaran	1990 Classic Red NA
Trevor Davis	2000 Silver NB
Danny Mascitti	2001 Green NB
John Powderham	1998 Silver NB
Jatin Sachdeva	2011 Aluminium
Ron Simmonds	1990 Red NA
Rishi Thakur	1989 Silver NA

Northern Tasmania Chapter

Elliott Freestone	1992 Classic Red NA
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Eastern Victoria Chapter

Dean, Debra, Brock and Adam Watchorn	1999 Black NB
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North-Eastern Victoria Chapter

Ian Mason	2004 Sunlight Silver NB
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Western Victoria Chapter

James Meaden	1999 Innocent Mica Blue NB
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Our current membership is now 586 – an all-time record for our Club at this stage of the membership year and around 30 more than for the same period in 2014..

When I joined the Club in 1998, I think there were approximately 150 members. We had one social event per month together with the occasional motor sport day which attracted maybe five or six participants.

Before I sat down to write this report, a quick perusal of the Club calendar showed me that for this April alone, we have 10 social events and a day of motor sport at Calder Park scheduled. The latter will probably attract in excess of two dozen competitors!

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

Will



Track Torque

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



2014-2015 City Mazda MX-5 Sprint Championship wraps up at Winton

Another fantastic year of MX-5 Club motor sport has wrapped up with Rounds 9 and 10 at Winton on 29 March. Our first 'double header' round was very popular last year and didn't disappoint this year with over 30 MX-5s entered. Although a few of the class trophies had already been decided there were a few classes that were going down to the wire. The combination of the Winton short track in the morning, then the long track in the afternoon, definitely requires a lot of skill and ability to put in a great lap with only a couple of sessions to do it.



Peter Phillips and Max Lloyd dug it out in the super-competitive Clubman Class at Winton. Noel Heritage captured the action.



session, some defensive driving skills 'tests' in the morning, then some 'spirited' track laps in the afternoon. Bruce Harvey from the Northern Tasmania Chapter did an amazing job pulling the event together with last minute 'negotiations' with CAMS and the circuit within 24 hours of the event. *Well done, Bruce!*

As well as Bruce, thanks must go to John Waldo from the Southern Tasmania Chapter who not only picked up myself, Randy, Sam and Russell from the Hobart airport, but also loaned us two of his family's cars for transport to and from the track. If that was not enough, before we were due back to the airport and our flight home John made sure we experienced a real Tassie treat with fish 'n' chips at the Hobart waterfront – *thanks John.*

Last but not least, I also would like to thank Randy, Sam and Russell for giving up a day (of a long weekend) to act as instructors for the event. We are really lucky not only to have the depth of knowledge and experience in our Motor Sport Team but also members who are always willing to help out and sit in the passenger seat for a whole day!! *Thanks guys ...*

Check the full event report on page 20.

Sprint Championship – Trackside Trailer

Some of you may have heard me mention the idea of having a trailer that can be towed to all of our Sprint Championship rounds to carry tools, spares, wheels and general gear that so many of us take ourselves.

Many of our competitors drive their cars to the events and we all know MX-5s are not known for their luggage capacity so it is always a challenge. As a result of the past two Sprint Championship seasons gaining sponsorship funding and also with the support of the Committee, during the 2015 season I am hoping to have a trailer built that can be towed by an MX-5 and carry enough tools, parts and miscellaneous gear to alleviate the need for everyone to do this individually ... after all, at the end of the day, how many jacks and pumps do you need?

As with any Club project we will be looking for support to help build and stock the trailer so if you would like to help out by 'donating' some of its contents please let me know.

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

Trading Post



For Sale Limited edition dark brown NA/NB tonneau cover
For details of this and other items to buy, swap, sell or borrow, see the "Trading Post" section in the "Clubroom" section of the Club's website, mx5vic.org.au

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Please identify yourself as a Club member to obtain your discount.
*Note: only Peter Rutherford or Hayden Dally are authorised to offer Club discounts in-store.



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Waxit Car Care in Tullamarine is offering Club members 12.5% off all products (*excluding already-discounted kits and the following brands/products: Polishangel, Vikan, Flex and Concours 900 Polisher.*)

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For more information, e-mail: rdaebcoffer@mx5vic.org.au.



Club merchandise

Bruce Gray, Merchandise merchandise@mx5vic.org.au

Winter is coming!

Check out the Mazda Softshell Vest (featuring the Mazda MX-5 Club logo) now available on our online merchandise store, < mx5vic.org.au/clubroom/merchandise >.

100% bonded polyester and micro-fleece soft-shell vests featuring the Mazda logo embroidered in silver to the left chest and the MX-5 club logo to the right chest.

The vests are both wind and water repellent and feature two side pockets and a chest pocket with a drawstring at the hem. ●



Club Permit plates in the Club



Ian Buczak



Peter Ferguson



Ian Douglas



Ken Phan



Sandra Davies



Julian Casson



Martin Butyn



Rob Krygsman



Michael Wickerson



Martin Horn



Tony Muir

Late last year the earliest Mazda MX-5s and Eunos Roadsters became eligible for registration under the VicRoads "Club Permit Scheme".

To qualify, cars need to be 25 years old from their date of manufacture, as well as meet some other criteria which are spelled out in the guidelines available on the Club's website.

Already, about a dozen Club members have taken advantage of the scheme and are now proudly carrying their new plates. ●

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Club chatter ...

6-9.3.15 | Club ■ Words & photos: Bob de Bont ■ Organisers: Mazda MX-5 Club of South Australia

2015 SA-Vic/Tas biennial weekend

Robe isn't famous for robes!

Jeff Woolf & Marg de Bont at the Obelisk, Robe



Wangolina Station



Beachport



None shall pass (MX-5s excepted!) ...
cannon monument at Robe, South Australia



Friday morning, 5 March, we packed our NC for the weekend and headed off to meet with a couple of other Club members at Ballan Service centre. The majority were heading south via Hamilton and Penola, but Margaret and I had decided to head north towards Ararat as we hadn't travelled this road for years.

Lots of road work and traffic between Ballarat and Beaufort which our MX-5 easily dispatched, and we stopped in Ararat for a leg stretch and coffee. An uneventful drive along the A8 to Horsham followed by a quick look around and another leg stretch. Leaving town on the B240, we rolled through Edenhope before stopping in Naracoorte where we re-set the clock back a half an hour. Another leg stretch in the park whilst admiring the old buildings in the town centre before locating a pleasant bakery for lunch. After refuelling we headed out of town and followed the signs to Robe.

We booked into our room and met up with a couple more MX-5 owners staying there. The first organised activity was the Meet and Greet at the bowling club where a few people tried their hand at bowls prior to the dinner. The weather god figured it would be fun to alternate between sun and light showers as the bowlers tried to complete their game. The more dedicated returned rather wet a number of times. We had the bowling club to ourselves and sat around getting to know the various other people and meet with the organisers and trip leaders. Dinner was an excellent BBQ with hamburgers, sausages, salad, sweets, coffee and tea. We received our gift pack which included run notes, brochures of the region and a traveller's mug donated by Mazda. We were split into two groups identified as the Orange Group and the Pink Group and allocated our trip leader for the weekend. A quick overview of the planned activities included an impromptu guided tour arranged for Saturday morning.

Saturday morning dawned with the same weather as Friday night – some sun and then light showers – which would follow us for the rest of the day. The guided tour which started at 8.30am took us past a couple of the Robe Lighthouses, the old gaol ruins and the Obelisk before heading into town to view the old Customs House.

We gathered all the MX-5 on Mundy Street prior to our 9.20am departure for Beachport with morning tea in the town. A number of people decided to walk along the Jetty (774 meters long) and others chose to have a very quick look around town before we all headed towards Millicent via Lake McIntyre Quarry.

We then headed to Ants Redgum Gallery and viewed some excellent woodcarvings where old chunks of dead Redgum are shaped into beautiful pieces of art. Next was the much anticipated lunch at the famous Mayura Wagyu Station where a two-course meal was presented in the tasting room. This

concluded the day's official activity and, after enjoying a great lunch, a quick discussion on the next day's activity and an invitation to have a fish-and-chips dinner on the beach back in Robe, we had a leisurely drive back to the motel for a rest before heading out to purchase dinner (fish and chips, of course) then down to the beach to meet a number of others who had braved the fickle weather. It was a fun evening, spinning stories and enjoying the company before retiring for the night.

Sunday was a late start with a meeting at the secluded Mahalia Coffee House (tucked away in an Industrial area!) at 10am. An interesting shop specialising in all things coffee and tea and also included a number of tempting trinkets for sale. Although the shop was quite small, there was a large seating area out the back and access to an even larger children's playground.

At about 11am we headed off to Kingston for a drive through the town and view the Cape Jaffa Lighthouse (closed). A quick leg stretch followed by an impromptu tour around the town then out to the Cape Jaffa Anchorage for a look around.

Then a short drive to our lunch venue at Wangolina Station for a BBQ lunch catered by the Lions Club of Kingston and wine tasting (buying and drinking). A few games were played and many stories swapped before a leisurely drive back to Robe.

There was an opportunity to visit a local car and memorabilia collection to fill in a little time before dinner. The collection was very interesting and included a FJ salt flat race car, a couple of race boats and a restored Willys Knight Salon. The opposing end of the garage included a shrine to Elvis, a Coca Cola collection and bric-a-brac. The main feature was the FJ Bar and Grill which included an FJ Bar and Grill, an old grey motor under the bar and the top held up with a pair of tailshafts. There was also an old FJ drag car under restoration in the adjoining workshop.

Sunday concluded at the Robe Golf Club with dinner and some games and all donations to the Royal Flying Doctor Service. After a number of drinks and more stories it was off to bed.

Monday morning and we packed up our rooms and met in a park for a farewell breakfast saying goodbye before the trek home.

The return trip was via Penola, Casterton and Hamilton for lunch. Back on the road towards Skipton with a break at a revival stop, through Ballarat and on to the Ballan Service Centre (packed) for the official end of the return trip and the weekend.

Traffic was fairly heavy and we decided to exit at Bacchus Marsh and head via Diggers Rest and Bulla before rejoining the chaotic traffic via the Tullamarine Freeway and the Western Ring Road and home.

Thanks to all who attended and a special "thank you" to the organisers, trip leaders, guides, cooks and everyone else who helped to make this a memorable weekend. ●



Chapter chatter ...

7-8.3.15 | North-Eastern Victoria ■ Words: Loz Thomas & Noellene Gleeson ■ Photos: Loz Thomas, Marg Gillick

Day one:

The first weekend in March saw the North-Eastern Victoria Chapter hold our annual Snowy Mountains run.

We met in Wodonga on a perfect autumn day albeit a little smoky as a result of a lot of burning off around the district. It was with pleasure that we welcomed new club members, Kenny and Rosie with their red 1089 NA, and Ian who is very proud of his silver 2004 NB. Also joining us again were Western chapter members (Lawrie and Virgie, Allan and Dawn, John and Noellene) and Central members (Greg and Trish, Tyrone and Pam).

Without further ado it was time for the 12 MX-5s to parade out of Wodonga and follow the shore of Lake Hume to Tallangatta. We stopped for a photo opportunity at "Old Tallangatta". Due to the low water level the main street and building foundations of the old town were easily visible.

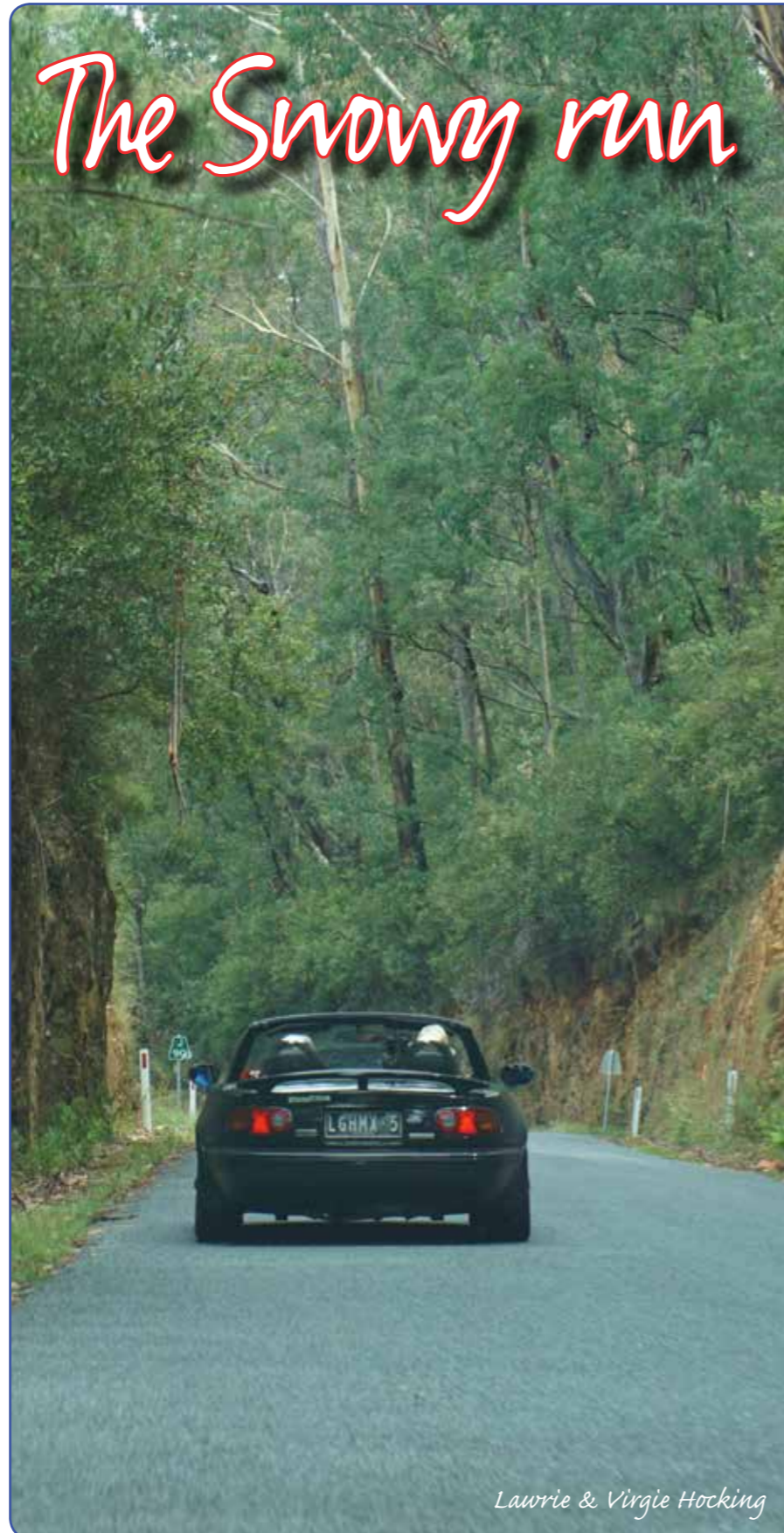
Leaving Tallangatta we wound up and then back down Granya Gap and followed the Murray River to our first coffee break at Walwa. After having lunch at the small township of Khancoban we headed off on approximately 110km of tight turns, narrow deep cut outs and some of the best roads around, namely the Alpine way into the Kosciuszko National Park. Caution was needed as there were lots of motorcyclists on the road and on one corner there was more motorcycle on the road than the rider would have liked!! After checking that the rider was OK we continued on for another photo opportunity at Dead Horse Gap (apparently so named after brumbies would get stranded there during unexpected snow storms and die). I hope someone got a photo of Ellie doing her 'dead horse' impersonation.

Leaving Dead Horse Gap we passed through Thredbo and detoured into *Wild Brumby Distillery*. Here we tasted a variety of delicious schnapps including sour apple, William pear, peach nectar and of course butterscotch. Some of us stocked up and had to try and find room in the boot for our purchases.

We arrived in picturesque Jindabyne around 4pm exhilarated after a great day driving. After checking into the motel we gathered on the deck overlooking Lake Jindabyne for drinks and nibbles. Conversation flowed as did the wine and beer. A spectacular sunset preceded dinner in the motel restaurant.

A great day came to a close around 10pm when we all said our goodnights and all looking forward to the promise of another fantastic day tomorrow.

Thanks to Gerry and Ellie for organising an amazing run. ●



Organisers: Gerry & Ellen Engwerda

Day two:

Up bright and early, we enjoyed a beautifully cooked breakfast in the dining room overlooking magnificent Lake Jindabyne. What a way to start the day!

At 8am we left the motel for the beginning of another great driving day. Gerry was in the lead as we headed out of town and were soon zooming around sweeping bends one after the other.

Through the mist covered valleys and a light fog, it was a bit chilly but the tops were down and the heater was on. We were travelling towards Berridale; the undulating valleys with huge rocks were so picturesque.

It did not seem long before we stopped at Adaminaby for a coffee and pit stop. Great that the bakery was open (as though we needed it) but it was so good. Twenty minutes later we were off again to Kosciuszko National Park around more sweepers and beautiful bushland past the incubating gum trees then opening out on to the flat plains. This run had it all – the road had just been resealed and made for great driving.

The scenery changed again and the bush thickened. Gerry had been voted the "wildlife sweeper" for this section of the run although it was some of the people on motorbikes that were more of a worry.

Next stop was Tumut Pond holding dam and then on to Walwa for a lunch break. We enjoyed a very nice lunch under the pergola at the quaint *Walwa Hotel* with lots of banter and laughter.

Some of the group left to head on their various routes home as the rest of us headed towards Wodonga, travelling on a great road along the edge of the Hume Weir. What another great MX-5 road.

We pulled into the McDonald's car park at Wodonga where it was very warm, so iced coffee and ice creams were the order of the day. We then bid our goodbyes, stating 'WE'LL BE BACK!'

Another terrific North-Eastern Victoria Chapter Run. Zoom zoom! ●



Chapter chatter ...

21.3.15 | Central ■ Words: Fiona Smith ■ Photos: Bronwyn Roche ■ Organiser: Chris Biffin



We mustered at BP Lara at 5pm for a 5.30pm start, with 33 cars to start the trip.

We'd amassed a good mix of NAs, NBs and NCs – with all demographics of drivers catered for, complete with one on their L-plates (what a great way to learn ...). It was a cloudless, sunny afternoon of 21°C and everyone had their tops down (as it should be ...)

We made a fine sight, all lined up side by side, nose to tail in the back car park. There were some familiar faces but many new ones as well. Many conversations could be overheard speculating on the price tag for the next-generation ND and whether we could make it to Apollo Bay in time for dinner! But most conversation was around the excitement of the drive to come.

Our run instructions were short and sweet; two stops, Anglesea and Lorne, and drive to the conditions! Easy, done and on our way ...

We headed off 10 minutes after the planned departure in a roar of enthusiasm as we hit the freeway, one by one in single file.

Already past the havoc of city traffic, we cruised at the speed limit toward Anglesea, soaking up the sun and taking in the sweeping views as we veered off to the Geelong/Queenscliff bypass. There was a buzz of excitement in our car as we were eager to test the turns, taking the roundabouts before Torquay with control and speed (limit), testing the mettle of the car for the bends to come. It looked like everyone else was feeling the same way! We also turned heads of those waiting to enter the roundabout witnessing a showcase of well-kept and well-loved MX-5s as we came in toward the Bells Beach turnoff.

Cruising through the roundabouts on



our way to Anglesea, we pumped up the tunes – Eagles, 'Take It Easy' (how appropriate ...) – and settled in for the ride.

We hit Anglesea and literally took over the car park just heading out of town – the Toyota Camry and the Hyundai looking strangely out of place, as did their bewildered tourist occupants! We picked up a few more cars from the Western Victoria Chapter, and put on our jackets as the temperature was dropping.

At 6:45pm we were off again, single file as we filtered out of the carpark for the road to Lorne.

This was where the fun started! The gentle bends started to present themselves, easing us into what was to come. There were a few speed traps on the way, but we navigated without incident as we nudged the speed limit (just).

As we headed toward Lorne the sun started to dip in the sky, making for a magical sunset and vistas over Fairhaven beach – we took some great photos took off the sunnies and turned up the heater.

Arriving into the Lorne Surf Club car park, we interrupted the quiet contemplation of some surfers gazing out of the windscreens of their '70s Holden station wagon and an old VW Kombi – complete with a salty seadog and two long-haired surfers feasting on hot chips.

They didn't quite know what to make of us all, now 43 strong ...

After a 15-minute rest stop, it was off to our destination, Apollo Bay. We left the carpark at 7.40pm with an ETA at Apollo Bay of just on 8pm.

Not long out of the car park and past the Grand Hotel, we started taking the bends confidently. Hugging the cambers like glue is what the MX-5 was built to do. There is nothing like driving in conditions that test the car and the driver and give you some of the most magnificent views in Victoria. A perfectly-timed drive, enabling us (passengers) to experience the best of the sunset over the rocks and beaches exposed by the receding tides that presented themselves after every turn!

Enjoying the bends, it was over all too soon as we coasted into Apollo Bay at the scheduled ETA. It was the annual show day and the town had a buzz about it – there were plenty of people to witness our arrival as we coasted past the pub and the pizza parlour!

Alas, thus ended our afternoon or fun, beautiful vistas and like-minded company – the sun had set and the weather had become a little chillier as we all headed to find some food. It was the middle pub and a chicken parma for us!

We left our fellow drivers to do the night ride home as we had decided to stay in town for the night with a plan to catch up with the local RSL the next day ...

We hope everyone had a safe journey home. ●

Sunset on the Great Ocean Road

■ Photo: Randy Stagno Navarra



Chapter chatter ...

21.3.15 | Western Victoria ■ Words: Mary Carroll ■ Photos: Karen Bradshaw ■ Organisers: Karen & Ian Bradshaw



Heading into Lorne ... and into the gathering gloom

It's a great day for a run, but isn't it always? The weather is perfect – a clear 21 degrees to start us off. Eight cars meet in Ballarat for a 3pm start.

Very civil of Ian Bradshaw for we night owls ... not only are we on time but we are awake and raring to go. We are joined today for the second time by Lucas, all the way from Bendigo, and Neil Parker minus Mary from Rochester.

Ian leads us away with John Gleeson giving us a big wave goodbye. We meet up with Adam at the servo down the road and welcome him on his first run with us. So now we are a group of nine MX-5s, including five black ... for now, *black cars rule!* Lawrie is going "Tail-end Charlie" with Bill filling his passenger seat.

Aiming to be in Anglesea at 5.30pm, we faithfully follow our leader on the most extreme zig zag route between Ballarat and Anglesea. We start in potato country as we head through Millbrook towards Gordon, Mt Edgerton and Morrisons, this is where our leader picks up a slow-moving local, not even aware she is being followed by nine MX-5s.

I need to insert a cartoon with speech bubbles out the top – I'm sure we could fill in the blanks. Well done, Ian for your patience.

We are now heading towards Meredith and yet another left turn takes us along Slate Quarry Road. Our first stop is the Anakie football ground ... sorry, don't know who won. After a short pit stop, we are all now covered in a thin layer of dust and wondering why we spent so long polishing up the day before! Heading out and turning left I am now only minutes away from being lost. We cover roads that I may never see again through towns such as Steiglitz, Maude, Ceres, Moriac and more.

We have great views, patchwork paddocks, rolling hills, all sorts of stock, grapevines, small properties, large country houses set on hilltops ... everywhere we look there is something to see. This is when I am happy to be the passenger in my own car. Sound familiar girls? *"Let's get an MX-5 and then spend 90% in the passenger seat!"* I don't think I have actually passed so many wineries without stopping at least once!

We arrive in Anglesea and Ian overshoots the car park. Here we go – a U-turn! It's OK John, this was done with you in mind. We park for our break and await the Central Chapter to join us. This is where you see the organised, the semi-organised and the disorganised. Thanks Karen for the great cookies – these seem to appear at the coffee stop on every run (very organised). Gwenda entertains us with a glowing report of her recent Tassie adventure – away with four cars for nine days, it sounds like real fun. That trip is certainly on the bucket list for us in the future. I don't know about Gwenda's description of the balls she was eating: "They look like sh*t," she said, "but they taste good!"

A few jackets start to appear and he who shall not be named even puts his socks on as the weather was getting cooler and the sun sinks lower. All rooves were down and would



At Lorne beachfront carpark ... bring on the road to Apollo Bay!



City to Surf run



Through to Morrisons

stay down – except for Gwenda, who was not tempted by the open air. Then we see a continuous line of MX-5s weave their way toward the car park. Geoff and the Central Chapter arrives and swells the numbers to well over 40-strong. A quick count shows that the dominant colour is now red. They say they go faster ...not sure about that; today I think that would have been the silver car with 88 on the door, the low note and the racing tyres. The only time we saw him for the rest of the trip, he was either parked or leaving us for dead (legal I'm sure!). We leave Anglesea and roll on to Lorne where we are now causing whip lash as people are trying to look – but there are too many of us.

After more chatting we leave for the run to Apollo Bay. The *Biggest Grin Award* must go to Geoff Roche (Central Chapter

Captain). Behind the wheel he looks like a kid at Christmas, ready to take on the road ahead. Again the scenery is just outstanding – some of the best real estate the coast has to offer on the right and the magnificent jagged coast on the left. The sun is dropping behind the hills and the weather remains mild. Traffic is light and polite, drivers in the zone ... Apollo Bay here we come!

The catch-up at the end of the run finishes off a great day. With the occupants of the 40-odd cars scattered all over the town, some going straight back home, some eating and then going, and others staying to enjoy the night.

A great day had by all. Thanks Ian, Karen, Geoff and Bronwyn – and Chris, who had the idea for the run – for a great day out. ●

Chapter chatter ...

8.3.15 | Northern & Southern Tasmania ■ Words: Northern & Southern Tassie Chapter participants

■ Photos: Randy Stagno Navarra, Jill Steer, Trevor Simms ■ Organiser: Bruce Harvey

Baskerville is a very wicked track! Loved it! We had a great day and learnt heaps. It's amazing how much your confidence grows with practice. I got to further practice my corner lines all the way back home too; via Bothwell/Great Lakes/Deloraine (Carl had the kids in the other car!). Can't wait to do it again. Thanks to everyone who made it happen.

~ Kelly Berggren

Firstly a huge thank you to Bruce and Cheryl for organising the training day at Baskerville. I really enjoyed it and learnt a great deal. I would particularly like to point out that the success of the day was due in no small measure to the quiet encouragement that I received from the instructors. Each and every one of them was really supportive and positive in their assessment of each exercise that I carried out, even when I took out the group who were waiting for the bus (right instead of left). My third instructor was very encouraging to the point where he nearly had us off and on to the grass on the hairpin at the bottom of the first hill by going, "keep going, full throttle, that's it keep, it on!" etc. But without that I would never have experienced the whole point of the day, which was to find the limit and the balance of the car. It was wonderful.

~ Patrick Sheils

We talked about safety and fun, learnt about the forces acting on the various parts of the vehicle and how to stay inside the "Circle of Grip" (once any part leaves this, you lose your grip!). So ... that was "What can possibly go wrong!" covered. On to the track where traffic cones had been set up to simulate obstacles and challenges. We were in to the realm of "How hard can it be?" ... Quite hard actually. The instructors were urging us to greater speeds – what a welcome change that was! As we approached the first challenge, a simple parking manoeuvre but at speed, I discovered that I had traffic cone blindness. What sounded like a straightforward braking and steering challenge became "lost in a maze". Anyway, I managed a fairly nifty park, somewhere in the neighbour's garden. I later discovered that I wasn't the only one to get lost and forget which are left and right.



Great day, I've been suffering with withdrawals ever since. What a buzz! I especially appreciated the opportunity to do some laps on my own late in the day, progressively building up speed and confidence, but five laps (or was it four?) were over way too soon. Really got to love Baskerville – what a fantastic track. Last time I was there was in 1975 on my Ducati 750, and I didn't have anyone to show me the best lines (marked with witches' hats), no instructors, and didn't like it at all. Sliding off in one of those corners after the downhill twisty bits before the short uphill straight didn't help, either. Thanks to all involved, I'll be back.

PS: first time I've ever taken my NA out to 7000 revs!

PPS: as Patrick commented, 1975 was 40 years ago!!!

~ Graeme Johnson

Great day, a must for all drivers. Learning these advanced skills and theory should be compulsory for all drivers. And it was a lot of fun as well, showing us just how good our cars are.

~ Ian Long

Great day. Great instructors and company. Great car. Gotta love an MX-5.

~ Caz Timbrell

Afternoon briefing was about being on the track and getting around as quick as possible. Understeer and oversteer became clear. This was the best bit of the day. Handy cones showed entry, apex and exit points and off we went. No traffic cone blindness this time. Instructors guided us and suggested corrections. (My hands kept jumping about). The line got easier to see with each circuit and even though there were hairy moments, no squealing tyres. Clearly not fast enough.



A super day – educational and great fun! Found out many things about my car that I didn't know before and got to safely practice cornering, braking and how my MX-5 responds to emergency scenarios (this proved to be very worthwhile for a stray dog that ran in front of my car on the way home afterwards!). The day greatly improved my knowledge and confidence. Many thanks Bruce for organising the day and to the instructors, Tim, Sam, Randy and Russell.

~ Rose Grubits

The track day was amazing. I feel so confident with the performance of my MX-5, especially in the event of an emergency. Thank you.

~ Lynsay Millar

We had a few circuits of this and improved timing and control. Herby is a bit of a devil and got me to approach the "bus" at 90!! Terrifying! At the last moment he told us to go left or right ... it's very hard not to anticipate, but more fun if you don't. I missed the bus, but flattened a few passengers waiting at the stop. Point taken: don't approach the back of a bus at 90km/h!

The event was conducted by experienced circuit racing drivers from Victoria with some assistance from experienced locals. During the morning, drivers took part in braking and slalom tests. The afternoon sessions consisted of mid- to fast runs around the circuit with the experienced drivers providing advice on lines and braking points.

Noticeable improvement in capabilities of drivers during sessions. An extremely well-run day without any moments. A credit to the organising club for conducting the event.

~ Dennis (Herby) Burgess - Clerk of Course



Experienced passengers/instructors accompanied all drivers during all the exercises.

Club chatter ...

12-15.3.15 | Club ■ Words: Alan Bennett ■ Photos: Alan Bennett, Bailey Tsang, Murray Finlay ■ Organiser: Murray Finlay

Hamilton, Rosberg, Vettel, Massa, Nasr and then a lapped Ricciardo in a quiet race in that order, with Mercedes out in front again and little excitement after Turn 1.

Not everyone made it to the start, including a very unlucky Magnussen (McLaren Honda) and Kvyat (Red Bull Racing) whose cars broke down on track on the way to the starting grid. Luckily there was a lot else happening on and off the track in the world's most liveable city. We have everything – the first grand slam of the year, the “race that stops a nation”, and mildly noisy and very expensive F1 cars to start the world GP championship.

The media loves a good controversy and this year's Grand Prix had a grid full. First there was the 29-year-old Dutchman trying to get a drive through the courts, then there was Sydney trying to steal the GP that we went to all that trouble to steal from Adelaide (unacceptable! They should get their own ideas), Charlize Theron fluffing her lines in front of a global audience and Arnold Schwarzenegger doing comedy with Lewis Hamilton.

Our Club was one of a select few displaying vehicles – that we outshone the likes of Mini, Mercedes, MR2, Mustangs and MG was to be expected of course! Losing your car to the GP for four days was

made up by offering the opportunity to talk a walk in the park and soak up metal and noise.

Whilst Mercedes proved the predictors right, the V8 Supercars had much more interesting tussles, and more noise as well. Brands such as Volvo and Nissan mixing it with Ford and Holden – and Mercedes well away from the podium with Winterbottom taking four out of four wins ... the Porsche Carreras raced for a Cup but the celebrities had no cup to race for this year. The historics made it round the track without any hysterics and the Nissan Skyline belched flames.

Getting clear photos of cars is becoming increasingly difficult with improved safety fences but the crowd numbers were up as were the Roulettes and the occasional Qantas fly by. At least the grid girls were on display in formation while they were quizzed on their predictions. A few days later and the 50% off signs went up on the shirts, hoping to clear stock before moving boxes to Malaysia. **Sydney might not get the GP but they can get a discounted memento to ease the pain.** ●



^ From the top: > cheap AGP merchandise ... with a cheap sign!
 > the queue to see the MX-5 Club display (LOL!)
 > the gang who displayed their cars on “Automotive Avenue”
 > the “pride and joys” on display ...

On show at the 2015 AGP



^ The Club's display on Automotive Avenue



^ Porsche Carreras



^ Elfins



^ Cobras



^ Classic Ferrari



^ The grid girls give their thoughts



^ Mercedes 300SL gullwing



^ Filipe Massa



^ Toro Rosso ... bottoming out!



^ The RAAF Roulettes

Chapter chatter ...

22.3.15 | Eastern Victoria ■ Words: James Lang ■ Photos: James Lang, John Poletti ■ Organiser: James Lang

STOP PRESS!

WE PLANNED A RUN ...

✓ Highlights of the Holden display at the Trafalgar Holden Museum



◀ In a class of its own!



^ At Inverloch

... AND **EVERYTHING** WENT TO PLAN!



After the last attempt at a "fish and chip run" in February 2014, which was unfortunately cut in half by the Devon North fire, we thought a second attempt to get fish and chips from a jolly nice seaside town was worth a try.

This year's target that we would unleash our happy bunch of drop-top funsters on would be the not-so-sleepy salt-sprayed hamlet of Inverloch.

All signs looked good for a trouble-free and uneventful run this time – no fires, no insanely hot and strong north-westerly winds. We had a very good turnout with a few travellers fronting up from the eastern side of the Central Chapter – a total of 15 cars which was many more than expected. We even had one very keen participant, Siddique Fisher, who had only had a short amount of sleep after going on the Great Ocean Road night run not so many hours previously!

So, after making sure that all put their signature on the run sheet, a drivers' briefing was held and I found myself on the extreme opposite end of my preferred 'Tail end Charlie' run position. I suppose one of the benefits of organising and leading the run is that you have the wide open road in front of you. At least that's the theory. After reminding everybody that I was *Captain Slow*, and to just relax and enjoy driving through the rolling hills of South Gippsland, we set off.



The run through Sunny Creek Road, a perennial favourite slightly north-east of Trafalgar, had a few varied obstacles tossed in for flavour – such as wandering livestock, waterfowl, and a free shower courtesy a potato farmer's crop irrigator drenching the road, so I hope nobody got damp. After a straightforward run through Mirboo North and Mardan, we took over a fair chunk of the Leongatha McDonald's car park over, ordered our coffee and proceeded to 'chew the fat' for a while before setting off to Inverloch via the Outtrim road. This is a great little bit of twisty uphill tarmac which Peter Ferguson suggested to make the run to lunch a little more interesting. Peter told a story later in the day of being a pillion passenger some years ago on the back of a friend's motorcycle going downhill quite quickly on the same stretch of road, and being very relieved when he got to the end of the journey in one piece ...

Our lunch stop arrived soon enough, and we all managed to park together within a short walk of the fish and chip establishments. Some of our colleagues had to leave the run at Inverloch, so after we bade each other goodbye, the convoy headed straight back to Trafalgar in the most direct line – which did not have as many fun bits, but left us with the maximum amount of time to view the Holden Museum. So we all arrived back at our starting point without any issues or dramas.

The Trafalgar Holden Museum is well worth a look if you are passing through town. It documents the history of Holden from its humble beginnings in the mid-19th century (when the company first made saddles) to the current day, and features models from the FX humpy Holden onwards.

It's good when almost everything runs more or less like clockwork, but it gives you less material to work with when you are trying to write an interesting run report that will not put people to sleep! ●



^ Invasion force! Outside the Holden museum at Trafalgar

The Phillip Island Classic

Words & photos: Alan Bennett, *mxtra* contributor-at-large

The largest historic car meet in the southern hemisphere takes place at the Phillip Island Circuit in March each year.

The VHRR was established in 1976 to promote historic motor racing in Victoria and has been very successful given the number of cars that turned up at Phillip Island just to be on display let alone the 512 cars spanning eight decades that entered 68 races and displays on the track.

Spread over three days of racing, the events in the 26th meet were absolutely non-stop; it was historic car racing heaven. With 20 categories of cars, most were for various classes of cars that were race cars in their day (eg, Touring cars, Formula Ford, Formula 5000, Formula Vee) and there were categories for production sports cars and modified or custom built cars. If you had a stock-standard bug-eyed Sprite, a Morgan Plus 8 or a custom-built hot rod racer, there was a category for you.

And then there were the displays. Specific areas in the main car park were reserved for particular marques, or you could just bring your classic and park it anywhere around the circuit. Where else could you see pristine Torana XU-1s, Mustangs, Corvettes, MGs (Midgets, MGB roadsters and GTs), Alfas, Jaguars, Ralts, Maseratis and many, many more?

There were several modern supercars littered throughout the carpark – Ferraris, Aston Martins and a very pink Porsche 911 Turbo. Among the individual cars that caught my eye was a newly-registered three-wheeler Morgan. There was an original 1930s three-wheeler next to a classic Riley. Nearby there was a stunning 1936 orange Delage and a matching pair of Type 39 Bugattis – complete with crank handles – dating from the 1920s. Sitting alone there was a very impressive and very rare Citroen cabrio that was popular with adults and children alike.

The competitors seemed to be divided into three groups – the “win at all costs/high risk-high reward” group, the “don’t bend my car” but enthusiastic group and the “I’m just here to enjoy the day” group that was just happy to drive on the 4.45km anti-clockwise track. Me – and my camera – just wanted to soak up the atmosphere and get some good photos at the same time. So my strategy was to walk around the circuit taking photos at different vantage points and getting a mix of racing cars in flight as well as some static displays.

One of the great positives with the event was the ability to freely walk through the pits where cars were being worked on and to talk to owners and drivers, mechanics and other enthusiasts.

All this at one of the world’s prettiest racing circuits ... historic car heaven indeed. ●

Festival of Motor Sport

Promoter: Victorian Historic Racing Register (VHRR), vhrr.com



Bug-eyed Sprite



Citroen cabrio



GT Falcons



Bugatti



Torana XU-1s



Mustangs



1936 Delage D6.70



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Pam Phillips



Club Motor Sport Team / Central Chapter

Name? Pamela Phillips (Cupcake)

Age? 60

Born? Leongatha, South Gippsland

Current abode? Rhyll, Phillip Island (five minutes from the greatest race track in the world!)

Profession? Medical Imaging Technologist

Partner? Peter Phillips (Princey)

Pets? Labrador retriever, Chloe, and Milly, the cat

Fave food? Laksa

Can you cook? Very well [Peter's addition]

Favourite tippie? Veuve Clicquot

First drive? Grandfather's EJ Holden

First car? Fiat, sold to Joan Read

First fender bender? Turn one at Phillip Island in "his" car.

Everyday driver? Porsche Boxster S ("his" 60th birthday present to me)

How many MX-5s have you owned? Three – 10AE, NC Limited Edition and NB8B

Current MX-5? Silver NB8B

MX-5 improvements? 4.3 LSD

MX-5 dislikes? Car noise (far outweighed by likes)

Why an MX-5? Cornering, stability, fun car to drive, great club to be part of (Joan Read talked me into joining). Great to drive 100km to work ... until "he" bought me the Porsche

Fluffy dice? No ... "he" does though ("Nemo")

Passions besides the MX-5? Travel, classical music, boating, caravanning, MX-5 motor sport, V8s ... and "him"!

Favourite TV show / movie / book? Katie Clark (radiography bible!)

Dream wheels (money no object)? Aston Martin DB

Would you drive a Daewoo or SsangYong? No

Favourite other Mazda? None

If not a Mazda (gasp!), then what? Porsche Boxster S

How long in the Club? Seven years

How many MX-5 Club runs or track events? Lost count

Favourite Club run/track? Winton

Funniest thing seen at a Club event? Teruo trying to find the "6 Hour" time sheets at the Benalla rubbish tip!



◀ Pam with "Cupcake" in 2011

✓ Part of the winning team at the 2013 AROCA Winton 12 Hour



Have you been to DECA or NatMeet? Yes, NatMeet in Adelaide. Enjoyed a wonderful tussel with Noel Heritage at DECA

Ford vs Holden? Holden, of course!

What's playing in your MX-5? Can't hear it!

Footy team? AFL – Demons

Final comments? Peter and I have both enjoyed our association with the Club, especially the motor sport. There's nothing better than watching the banter between competitors in the garages all day, especially in Clubman Class. ●

The MX-5 Quiz #2

More brain teasing from Alan Bennett



Put your thinking cap on (and your tongue in your cheek) and test your car knowledge!

- How many new MX-5s were sold in Australia in 2014?
 - 1138
 - 138
 - 831
 - 1831
- Gear transmission is ...
 - an MTV station
 - prevents disease
 - passes on genetic information
 - transmits mechanical power
- The MX-5 NA has how many studs per wheel?
 - 4
 - 5
 - 6
 - 7
- The MX-5 NB has how many studs per wheel?
 - 6
 - 5
 - 4
 - 3
- The MX-5 NC has how many studs per wheel?
 - 2
 - 3
 - 4
 - 5
- Mazda uses clay to ...
 - put on the engineers' faces
 - create models at the design stage
 - stick the tyres to the wheels
 - limit side roll in low profile tyres
- Velocity red ...
 - is red
 - has gold speckles
 - was also available on RX-8s
 - is a mica paint
- The fourth generation MX-5 is called the ...
 - SV for 'small volume'
 - NB for 'note well'
 - ND
 - NA for 'not applicable'
- The 10th anniversary edition MX-5 was sold in
 - 1999
 - 2000
 - 2001
 - 2002
- The 2008 model facelift ...
 - has a higher front
 - has no wrinkles
 - does not sag in the cowl
 - was unveiled at the Paris Motor Show

Answers

1. D
2. A
3. C
4. B
5. C
6. B
7. A (or B)
8. C (or D)
9. A
10. D

MX-5 ND production starts in Japan ...

Mazda Motor Corporation has begun production of the all-new Mazda MX-5 ND at Ujina Plant No.1 in Hiroshima.

The first models produced are destined for the Japanese market, starting in June, and then progressively rolled out to overseas markets. The ND is expected in Australia in the second half of 2015.

The MX-5 is an iconic model representing Mazda's vehicle engineering philosophy: the pursuit of driving pleasure. With production exceeding 950,000 units as of the end of January 2015, the MX-5 continues to hold the Guinness World Record for the world's best-selling two-seater sports car. ●

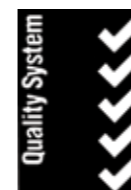


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