

# mxtra

7/2016  
mx5vic.org.au



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

# The roads less travelled



The Club  
turns 26 on  
10 August

**Inside:**  
Cruise control and aquaplaning  
Back at Winton for 2016  
Go West ... NotMeet 2019



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MX-5 Club  
of Victoria

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7/2016

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**Cover image:** *Alone, together ... on the road through Kancoona, an area between Myrtleford and Mt Beauty, off the Happy Valley Road. (Photo: Marg Gillick)*



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**MX-5 Club of  
Victoria**

**mxtra** is the monthly newsletter of the Mazda MX-5 Club of Victoria & Tasmania Inc (#A0021659A).  
PO Box 7438, Beaumaris VIC 3193. Registered for Print Post: 100018450

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• or post: **mxtra**, Mazda MX-5 Club of Victoria & Tasmania, PO Box 7438, Beaumaris VIC 3193

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# Pete's Perspective...

■ Peter Dannock – President [president@mx5vic.org.au](mailto:president@mx5vic.org.au)

## Get on Board the Committee

For those who may not be aware, the Club operates under the Rules of Incorporation, administered by Consumer Affairs Victoria. Incorporation allows a club to operate on behalf of the members, providing a framework whereby the Club can maintain its own identity and legal status, even though the membership of the club may change. As dry and uninteresting as the rules associated with incorporation may seem, they do provide a strong base upon which the Club is currently being administrated and provides guidance and direction to the Committee on how to ensure the Club is run effectively.

Two things key to the Club running as an Incorporated club are the conduct of an Annual General Meeting (AGM) and the roles and responsibilities of the Committee. Some members may remember the time when we would incorporate the AGM in with the annual Awards function, getting the business over first and then moving on to recognise the achievements of members. In recent years, the Committee have decided to schedule the AGM to precede the General Committee meeting in August. The main business transacted at the AGM is a presentation of reports and the election of positions for the Committee. And this is where the membership can have a real say in how the club is run.

**"If you live in a country run by committee, be on the committee."**

~ Author unknown

Each year vacancies are available on the Committee and, as a member, you can actively participate in one of a number of

ways:

1. **Nominate to join the Committee.** You don't have to wait to be asked; any Full member can nominate.
2. **Attend the Annual General Meeting on 13 August and vote for your choice on the Committee.**
3. **If you can't attend the Annual General Meeting, submit a proxy form to ensure your vote counts.**

During July you will receive notification of the Annual General Meeting and the nomination and proxy forms for Committee elections. I strongly encourage you to review and act on the information sent to you. If you would like some further information, then please feel free to contact me.

## Sleeping on the Job

Thanks to Mr C. Rod on page 27 of the last *mxtra* for catching me sleeping on the job. As they say: *if you're tired, have a power nap ... you only need 15 minutes.*

I am now enjoying my third year of competing in the Club's **City Mazda MX-5 Sprint Championship**. Being a sprint championship, it is a bit like playing golf. The first challenge is the track, as you compete against yourself to improve your lap time each time you go out. Only when you are satisfied with your own achievements might you then compare your results with other competitors.

Sandown, Winton, Phillip Island, Broadford; we are spoiled for the range of tracks we have available for our motor sport championship. We are also fortunate to have clubs like AROCA (the

*For your diary ...*

**See the full calendar for details**

## July

- 16 STas Orford picnic run
- 17 EV Tarra Valley run
- 17 WV Sunday Roast run
- 17 NTas The Perfect Road Trip
- 24 EV Khanacross, Bryant Park (note change of date)
- 26 NEV Winton Wetlands (Tuesday)

## August

- 7 CEN 26th birthday run
- 7 EV Moe-Rawson run
- 7 NEV Winton Festival of Speed
- 10 Club 26th anniversary / AGM
- 14 Club Awards function
- 21 WV Macedon run
- 21 NTas Mystery Tour Part III
- 27-28 President Pete's Tassie visit
- 30 NEV Mansfield run (Tuesday)

Alfa Romeo Owners Club of Australia) and the WRX Club, who regularly invite us to their track days to compete.

If you are interested in the motor sport side of things, have a look at the motor sport page on our website ([mx5vic.org.au/motorsport/](http://mx5vic.org.au/motorsport/)). It's not as hard as you may think to get started and the current drivers in the championship are more than willing to help other members get involved.

**Correction ...** Last month I indicated that there would be a New Members' Night in July. Though we will have a function to welcome new members into the Club, it won't be in July. Keep your eye on the calendar for more details.

**And remember ... leave sooner, drive slower, live longer.**

*Pete*

**Mazda ROADSTER**



**Thanks a Million!!**

累計生産100万台達成

# Scene about

■ Photos: Karen Bradshaw, Peter Ferguson, Clark Menze, Rob Tanner, Marg Gillick





# Track Torque

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



## Awkward dates...

**The 2016 City Mazda MX-5 Sprint Championship is the first 'official' championship year run as a calendar year season.**

As many of you would know, over the past two years we have changed the Championship calendar away from a financial year format to make it easier for us to align with other motor sport calendars.

I have had a few people comment on the 'sporadic' nature of this year's calendar with some events on back-to-back weekends and then others eight weeks apart.

A couple of factors have made this first calendar year season the way it is, so I thought it worth sharing with you some of these so everyone gets an idea of how it works.

### Factor #1: It's getting harder to get tracks/events

It won't come as a surprise to hear that in Australian motor sport there is a 'pecking order', and when CAMS plan their annual calendar it basically starts with the F1 Australian Grand Prix. When

this date is set for the following year, then V8 Supercars, Australian GT, Shannons Nationals, State Championships etc etc follow. As this is happening the organisers are booking circuits for these events so, as you can imagine, by the time it gets down to clubs like AROCA and WRX they just grab what they can get. This year we had fewer dates to choose from with both AROCA and WRX, so to make up our season we concentrated on getting a good mix of tracks across the year.

### Factor #2: NatMeet 2016 / Tasmania

As you know, 2016 was the year that our Cub hosted NatMeet in Tasmania. The NatMeet event planning took place over 18 months, leading up to the event in February this year and, from a motor sport point of view we decided (stupidly!!!) to run back-to-back track days at the two Tasmanian tracks on the Saturday and Sunday before NatMeet kicked off.

Although not rounds of our MX-5 Sprint Championship, these events took a lot of planning and time from Randy and me, so basically we had to work our Sprint Championship dates around this.

## 2016 City Mazda MX-5 Sprint Championship - Round 5, Winton

After what seems to be a very long time, the MX-5 Club Motor Sport Team were back at Winton for the first time in 2016 for Round 5 of the **2016 City Mazda MX-5 Sprint Championship**.

With the track having being fully resurfaced, for the first time in almost 20 years, there were lots of the MX-5 team keen to get on to the new track and re-set some long-standing lap records. And that they did, with five of the eight classes all logging new lap records.

It was great see 23 MX-5s make the trip to what looked like being a cold and wet track day. As the day played out, we were lucky to get no rain but plenty of runs.

Check the full report on page 26.

*Tim*

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

## 2016 Club awards - save the date!

### Hot off the press:

*We've just received confirmation that Mazda Australia have kindly agreed to host our 2016 awards function at their brand new head office in Wellington Road, Mulgrave.*

Planning is still underway, and we will email all members with full details as soon as we can.

**In the meantime, please save the date: Sunday 14 August.**

## Code of Conduct

### ~ a gentle reminder

The Club received a report recently from an irate motorist who was not happy with the driving of a couple of Club-branded MX-5s he'd seen on the road.

He knew they were Club members because both cars bore references to the Club (stickers etc) – and he looked us up on the web to report his concerns.

In doing so, he found that one of our stated Club objectives is "to encourage courtesy, good driving and safety on the roads of Australia."

The Club's Code of Conduct, to which we all agree when we join or renew our membership, says in part: "A Club member must, at all times, behave in a way that upholds the Club's values, integrity and good reputation."

**Your car and your licence points are obviously your own, but we encourage all members to drive with courtesy and consideration for others.**

## Trading Post

**For Sale - price reduced!**

**2004 Velocity Red NB SE  
62,126km | Frankston South**



For details of this and other items to buy, swap, sell or borrow, see the "Trading Post" page in the "Clubroom" section of the Club's website, [mx5vic.org.au](http://mx5vic.org.au)



# Membership

Current membership count:

355

and growing!

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

*C'day again!*

The 2015/2016 membership year is over and we ended the period with **730 members** on the books.

That's a whopping 16% more than last year!

There is no doubt that the introduction of the ND contributed to the increase, but the growing number of vehicles utilising the VicRoads Club Permit Scheme has also had a significant impact.

The following 27 new members have also contributed, and on your behalf, I welcome them to our fine Club.

## Central Chapter

Wayne and Karen Collins	1990 White NA
Alessandro Costanzo	1989 Classic Red NA
Robert Crutchley	2009 Black NC
Simon Fray	1992 White NA
Phillip Halls	1990 Classic Red NA
Brian Magill	2016 Blue Reflex ND
Melanie Morgan	1991 Crystal White NA
Keith Oderberg	2005 Silver NC
Neville Peterson	1989 Classic Red NA
Daryl and Judy Owen	2002 Classic Red NB
Andrew Tanti	2009 Aluminium NC
Philip Theodorou	1989 Crystal White NA
Roy Yates	2016 Soul Red ND

## Northern Tasmania Chapter

Darren and Julie Agar	1992 Crystal White NA
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## Southern Tasmania Chapter

Chris Marshall	2001 Classic Red NB
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## Eastern Victoria Chapter

Emmanuel Busuttill	2015 Ceramic ND
Atti Kovacs	2016 Soul Red ND
John Moore and Kira McRae	1990 Neo Green NA

## Western Victoria Chapter

Geoffrey Downard	1990 Classic Red NA
Roger and Lynne Trethewey	2004 Velocity Red NB SE
Graeme and Kathy Wood	2002 Titanium NB

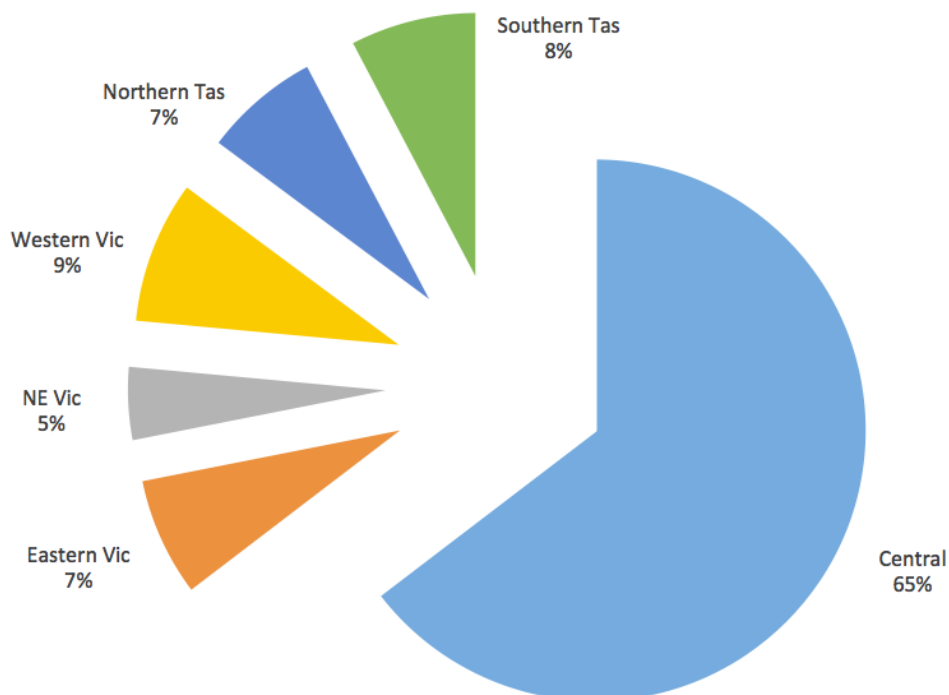
Of course, it's still not too late to renew. Notices were emailed or posted in June, but if you missed out, or if you require assistance, please give me a call on 0413 066 093 or send me an email at [membership@mx5vic.org.au](mailto:membership@mx5vic.org.au).

For those interested in Club statistics, the chart below shows the relative sizes of our six Chapters. Not surprisingly, Central continues to be the largest, but the vibrant regional Chapters continue to maintain healthy membership numbers.

That's it for another month.

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

*Will*



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# Alan Conrad

## The MX-5 Club Grill

### Central Chapter | Motor Sport Team

**Name?** Alan Conrad

**Age?** 63

**Born?** 1952

**Current abode?** Blackburn, amongst the trees

**Profession?** Chief Technology Officer for a software engineering company

**Partner?** Robyn – 41 years of happy marriage

**Pets?** Possums and other noisy animals in the trees at night

**Fave food?** Italian cooking with simple, quality ingredients

**Can you cook?** Well enough to get by

**Favourite tippie?** Good Australian Red; there's plenty to choose from

**First drive?** VW Beetle

**First car?** 1965 Morris 850 with Cooper "S" go fast bits ... 100mph with tiny drum brakes!

**First fender bender?** Reversed my mum's VW into a pole

**Everyday driver?** Porsche Boxster

**How many MX-5s have you owned?** Only one – I liked the Club so I bought an MX-5 and joined!

**Current MX-5?** Metropolitan Grey 2009 NC2

**MX-5 improvements?** Racing seat, harness and coilovers with a few recent dents buffed out

**MX-5 dislikes?** It would be good if it were a little less noisy on trips

**Why an MX-5?** Outstanding for motor sport, fun open-top motoring

**Fluffy dice?** Might be useful to clean the car with

**Passions besides the MX-5?** Travel, grandchildren, food and wine

**Dream wheels (money no object)?** Porsche GT3

**Would you drive a Daewoo or SsangYong?** Are they some type of vehicle?

**Favourite other Mazda?** CX-9 to tow my MX-5



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

**How many MX-5 Club runs or track events?** 44 motor sport events in five years

**Favourite Club run/track?** Phillip Island is awesome fun; it's the best!

**Funniest thing seen at a Club event?** Funny? No. Embarrassing? Maybe – getting airborne while taking a shortcut across wet, slippery grass at Winton. I totally missed Turn 2 ... fortunately nothing damaged.

**Have you been to NatMeet?** Robyn and I went to our first NatMeet in Tassie in February. Had the best time, great motor sport, great drives, great social events and wonderful people. We're looking forward to SA in 2018.

**Ford vs Holden?** Who cares?

**What's playing in your MX-5?** Contemporary Russell Morris

**Favourite holiday destination?** Italy, France and Spain

**Final comments?** The Club is a never-ending source of enjoyment for me. Great people and fun activities. Thanks to all those people who make it so!



# Chapter chatter ...

29.5.16 | Eastern Victoria ■ Words: James Lang ■ Photos: Peter Ferguson, Karen Bradshaw ■ Organiser: John Poletti

*Sticking one's head out of the window at six in the morning did not instil great confidence in our Chapter Captain's weather forecast of 'dry but cool' from a few days before, but you should not let a bit of dampness get in the way of enjoyment.*

At least half a dozen cars gathered at Trafalgar to travel through Thorpdale and Mirboo North to meet up with John Poletti, this run's organiser, and members from other Chapters.

As we travelled south, dark clouds that had been gathering dumped their contents on the less-than-happy members of our convoy who had made the courageous decision to lower the lid. Many grumbling noises were heard over the radio as the average speed was not high enough to deflect the water droplets over our heads. Never mind, we all made it to our rendezvous point at Meeniyan and, after the initial meet and greet with members from the

Central and Western Victoria Chapters, most went for a hot beverage and – as my better half so bluntly puts it – to talk 'car crap'. One particular car stuck out like the proverbial sore thumb – Ian and Karen Bradshaw from the Western Victoria Chapter bought their supercharged V8 Ford Falcon – *maybe their MX-5 was broken?*

After the drivers' briefing we headed towards Foster and did a large loop to the south of the South Gippsland Highway, taking in the town of Foster before heading to Fish Creek to stop and regroup. Some of the discussion at the Fish Creek stop was in relation to whose local council had the worst roads with the

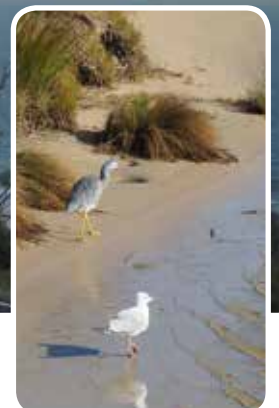
biggest potholes – was it prompted by the state of the South Gippsland Highway? It reminded me of the Monty Python sketch where four men from Yorkshire try and outdo each other with exaggerated claims on who was the most poverty-stricken in their childhood.

The drive to the Prom for the lunch stop at Tidal River got slowed down to an excruciatingly slow crawl by a tourist gazing at nature's wonders – maybe they should have gazed into their rear view mirror to see the line-up of vehicles behind them! Once more there was much grumbling over the radio and a convoy member

was channelling their inner Star Trek Captain with cries of "Fire the photon torpedos!" Oh well, it is a tourist road, so you would expect it to have tourists on it.

Eventually we all arrived at Tidal River for lunch, which was a fairly calm and tranquil affair at the beginning, but it was disturbed by some aggressive locals who were plotting to steal our lunches. They were covered in bright plumage and looked innocent enough, but turn your head for a moment and the parrots would, as quick as a wink, knock off your tucker and shoot through with their bounty. But one of the parrots was upstaged by a kookaburra

## Winding our way down to Wilson's Prom ...





∨ Talking "car crap"!



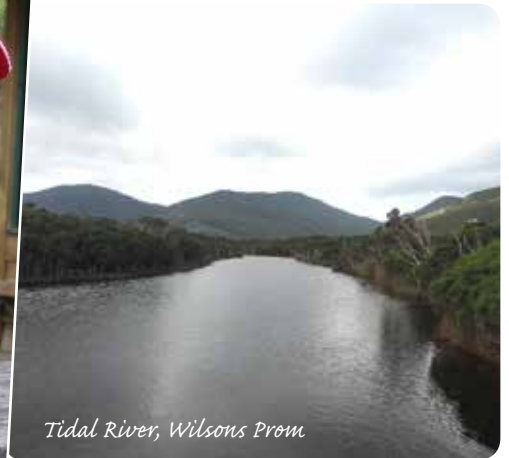
∧ John Poletti giving the run briefing ...

... and getting the bird! >

that swooped in and swiped a chip out of the grasp of a preoccupied 'polly'. Hopefully no-one has had to receive therapy for a bird phobia since our Prom visit!

After lunch the skies had cleared sufficiently to remove any excuse not to drive roof-down and, as an added bonus, the journey out of the Prom was not hindered by any slow vehicles. *What more could you ask for?* So, after a smooth run back to Meenyian, we all stayed for a while to discuss the day's events. After saying goodbye to the other Club members and thanking John Poletti for a grand day out, our little posse from the Eastern Victoria Chapter headed back to Trafalgar via Dumbalk, Loves Lane, Mardan and Mirboo North which is an enjoyable route to take if you find yourself in that neck of the woods.

**On return to Trafalgar we managed to find a place where we could still get a coffee late on a Sunday – crisis averted! Thanks guys, I hope you all enjoyed the run and I am sure it will be just as good, no matter what the weather and wildlife may throw at us. ●**



Tidal River, Wilsons Prom



∧ Regular Gippstand sunshine!

# Chapter chatter ...

5.6.16 | **Central** ■ Words: Katrina Palmer ■ Photos: Katrina Palmer, Clark Menze, Bob de Bont

*We met at 9.15am for a 9.45am start at Woodlands Historic Park, Somerton Road Greenvale.*



It was a rather cold and wet start for the trip, but we still managed to get eight cars including our trip leader.

The traffic wasn't too bad and at about 10.30am we saw the sun break through the clouds and blue sky appear.





.....  
■ Organisers: Marg & Bob de Bont



We had a tea break at a nice spot in Gisborne near the Caltex Star Mart, which had good facilities and plenty of parking so people could get a coffee or late breakfast.

After the break we continued on to our lunch destination via Mount Macedon and a nice climb up over the top and down into Woodend. Along the journey we saw many lovely views and lots of nice properties with beautiful homes.

Out through Tylden and then on to Upper Coliban Reservoir for a quick stop at the small picnic area. Not a bad spot with a couple of picnic tables and car parking for a medium group of cars, but the local authorities appear to have an issue with the local pine trees in the vicinity of the dam, as a contractor has been through and clear-felled almost all of them. This is also a popular fishing spot for the locals.

We continued on to Kyneton for lunch. As it was still pretty cold and everything was wet, we decided to check in town for a café, bakery or coffee shop in preference to our planned picnic lunch at the local botanic gardens.

We found a place in town that, at first glance, appeared to suit our needs with adequate indoor seating, but the cuisine was not to the majority's taste and the only food options for groups were *banquets* ... so coffee and hot chocolates were the order of the day. After a great social chat and realising time was getting away, we all said our goodbyes and departed to head our own way home.

**I would like to say thank you to Bob and Marg de Bont for leading us on a wonderful trip through the Macedon Ranges on some less-travelled roads, and to all the fellow MX-5ers who came on the run – thank you for your company. ●**



# Chapter chatter ...

11-13.6.16 | Western Victoria ■ Photos: Karen Bradshaw, Bob de Bont ■ Organisers: Ian & Karen Bradshaw

Day 1 ■ Karen Bradshaw

*The much-anticipated day had arrived – we were all packed up and revving to go!*

We gathered at the starting gates – Lucas Shopping Centre outside Ballarat – and headed in to *Wilson's Café* for a cuppa, chit chat and to avoid the windy, cold conditions outside.

The RACV kindly sponsored part of the weekend and, after giving out the RACV sample bags, six MX-5s – all with rooves up – headed off on our **Echuca Touristy Run**. We stopped briefly at Darley for the Carrolls to join us, and then it was on to Romsey for lunch and to meet up with the de Bonts.

**Our planned stop for lunch was way too windy and cold**, so we headed off to the other side of town where there was a little more protection from the wind. After our chilly lunchtime we were back on the road again heading to Rochester, where we checked out the shops and the railway station, some opting for another cuppa.

We took the back roads for the last leg to Echuca, but were forced to make a few U-turns, *aka gravel avoidance procedures*, before getting to Echuca and over the Murray River to the finishing line, the Moama Central Motel to be greeted by a *grumpy bum*. Our poor little cars were covered in dirt – you would have thought that we had been bush bashin'!

Having settled into our rooms, and after a few pre-dinner drinks, we headed off on foot to the Moama Bowls Club for a relaxing chit-chat and dinner. **A great beginning to a fantastic weekend.**



*The magnificent Shamrock Hotel in Rochester*



*A U-turn and a dirt-bath ... the tradition continues!*



^ *Warm enough ... ?*



# Echuca Touristy run

## Queen's Birthday weekend

Day 2 ■ Virgie Hocking

*I knew it was a bad idea giving Ian a page of my notebook ...*

You get landed with writing the notes for the run report, even if you make an alibi that you don't have a pen to write with ... I was thinking of writing the report in Filipino, to see how many can understand it.

Anyway, day two started with the drivers taking their MX-5 cars to the car wash for a good clean after that muddy drive on Friday. *Good on you, Ian.*

I'm not sure if it was the muddy drive or something we had eaten on Friday night, but why was everyone so confused the following day?

Lawrie went the wrong way (he probably thought he was still in the Philippines) while a couple went into the wrong room (*hmm, I wonder what they're up to.*)

After all that excitement we decided we would wander around the town in the morning and do our own thing. Then in the afternoon, those who were interested would go to the Steam Rally.

Ian and Karen, Alan and Dawn and Lawrie and I travelled together into town to wander around, and ran in to Bob and Marg.

By the time we watched the Datsun Fairlady classic cars displayed at the Murray Esplanade, the women had given up and were looking for some place warm.

We headed to the Star Hotel for a coffee ... but it was closed. So we had to wait for the men to finish

looking at the cars to find a shop to share coffee with Ian, Karen, Dawn, Alan, Marg and Bob.

After coffee Ian received a phone call from Kevin advising that there was a bus that went to the Steam Rally every hour.

We thought we had plenty of time so we went window shopping first, but by the time we got to the bus station we had missed it ... so the men decided to take the cars. *As soon as we left the bus arrived.* If we had been more patient we probably would have caught it. Lucky Kevin was able to catch the bus.

At the oval we watched the wood chop – where my son was competing. Dawn and I stayed under the gazebo outside the arena while others wandered around and had a good look at the steam machines.

*It was a very cold, wet and windy afternoon.*

When everyone had had enough we headed back to the town to check out the Holden Museum. From there we went back to the motel, going through the breathalyser on the way. Lawrie thought the chocolate he bought from the Museum might fail him but, luckily, he passed.

When we returned to the motel, everyone hung around outside Gwenda's room where *grumpy bum* told us off again. So we shifted to the guest BBQ area and had the group photos taken with the hats from the RACV who sponsored the trip. **The hearty BBQ finished day two.**



# Chapter chatter ... Queen's Birthday Echuca To

Day 3 ■ Mary Carroll

*Again we woke to a very crisp, dewy morning.*

Like Brown's cows we made our way to the local market, along with lots of others.

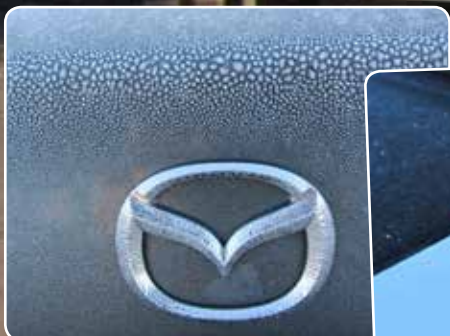
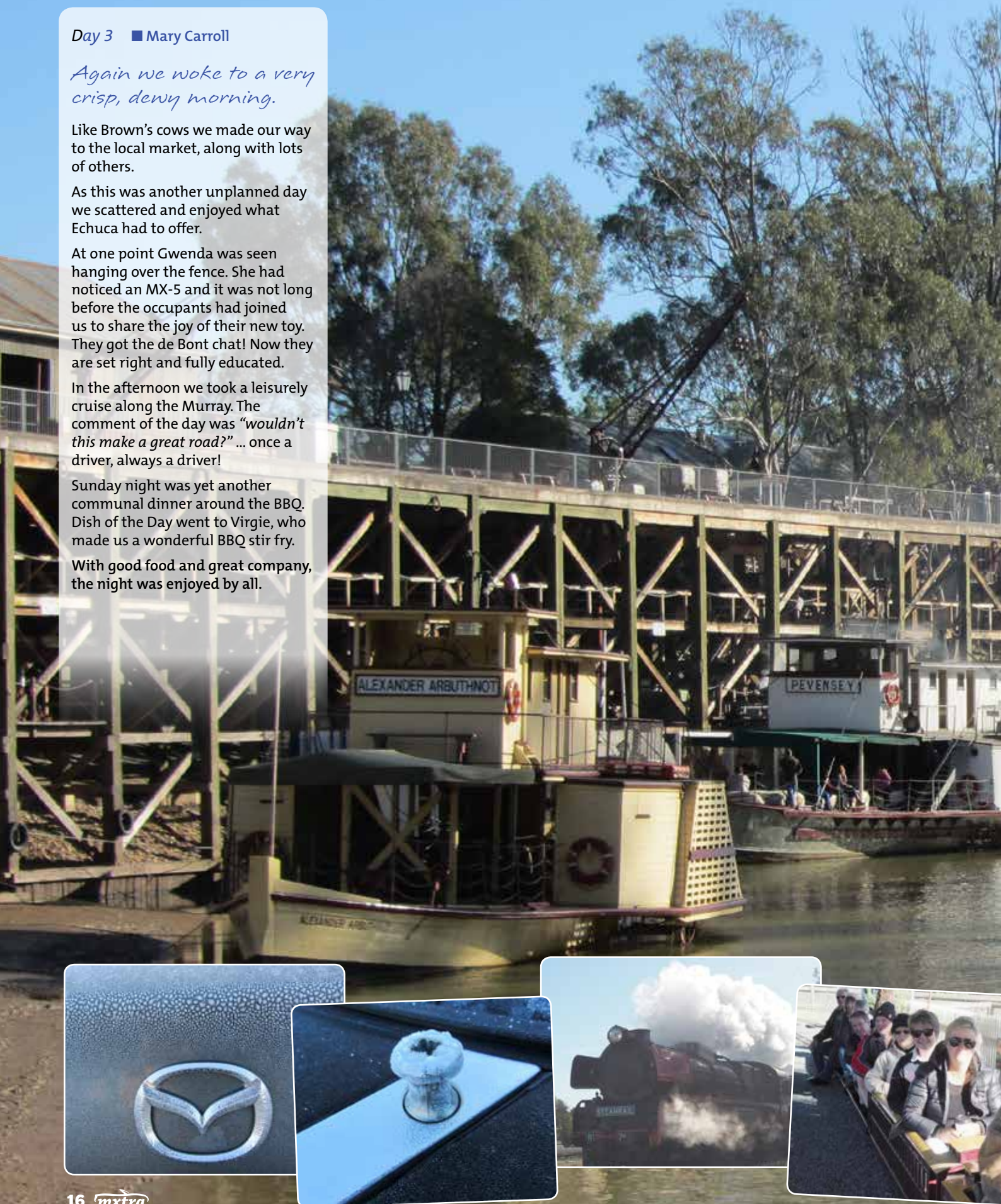
As this was another unplanned day we scattered and enjoyed what Echuca had to offer.

At one point Gwenda was seen hanging over the fence. She had noticed an MX-5 and it was not long before the occupants had joined us to share the joy of their new toy. They got the de Bont chat! Now they are set right and fully educated.

In the afternoon we took a leisurely cruise along the Murray. The comment of the day was "wouldn't this make a great road?" ... once a driver, always a driver!

Sunday night was yet another communal dinner around the BBQ. Dish of the Day went to Virgie, who made us a wonderful BBQ stir fry.

With good food and great company, the night was enjoyed by all.





Day 4 ■ Karen Bradshaw

*It was another frosty start for our run home.*

We said our goodbyes to three MX-5s and reluctantly headed off with four MX-5s, stopping at Elmore for morning tea. We just happened to stop in front of the mini railway line. I said to our Captain "Let's go for a train ride!" ... so we did!

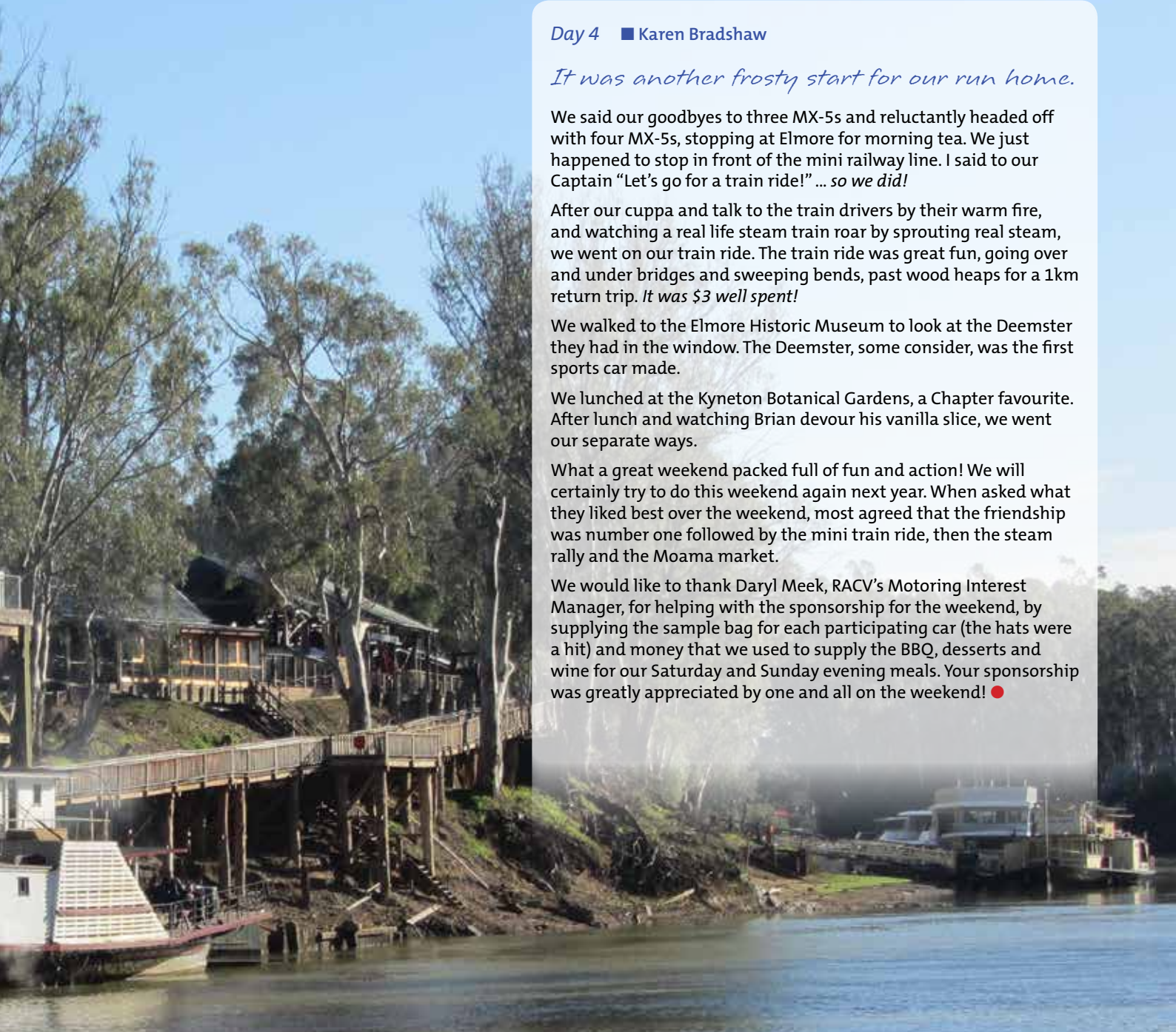
After our cuppa and talk to the train drivers by their warm fire, and watching a real life steam train roar by sprouting real steam, we went on our train ride. The train ride was great fun, going over and under bridges and sweeping bends, past wood heaps for a 1km return trip. *It was \$3 well spent!*

We walked to the Elmore Historic Museum to look at the Deemster they had in the window. The Deemster, some consider, was the first sports car made.

We lunched at the Kyneton Botanical Gardens, a Chapter favourite. After lunch and watching Brian devour his vanilla slice, we went our separate ways.

What a great weekend packed full of fun and action! We will certainly try to do this weekend again next year. When asked what they liked best over the weekend, most agreed that the friendship was number one followed by the mini train ride, then the steam rally and the Moama market.

We would like to thank Daryl Meek, RACV's Motoring Interest Manager, for helping with the sponsorship for the weekend, by supplying the sample bag for each participating car (the hats were a hit) and money that we used to supply the BBQ, desserts and wine for our Saturday and Sunday evening meals. Your sponsorship was greatly appreciated by one and all on the weekend! ●



# Chapter chatter ...

19.6.16 | Northern Tasmania ■ Words: Alana McDougall ■ Photos: Cherie Gardner, Cheryl Murray, Bruce Harvey

## Trudi (almost) does Targa!

*Fourteen cars gathered for Alana and Trudi's Targa run.*

Those who had attended NatMeet in February waited for Trudi to make another appearance but alas her other self, Trevor, arrived with her apologies citing that it was too cold for the mini skirt.

Our plan for the day was an exciting trip over The Sidling, always a favorite of Club members although our roads had some debris left on them from our *once-in-100-year floods* two weeks prior.

Heading towards Weldbrough for lunch with a few Targa stages along the way, we kept playing leapfrog with the MG Club who had also decided on lunch at Weldbrough Hotel, a well-known stop for locals and tourists for one of Tassie's largest selection of craft beers and ciders.

After a wonderful lunch with great service and food we headed back down the Weldbrough Pass which is as good as The Sidling.

**A quick detour around Legerwood Lane, dodging a few clumps of mud from muddy farm tractors, we travelled home via Lilydale which is a nice easy drive after the twists and turns of the North East Passes. ●**



^ Top, clockwise from top left: Cherie & Glen, Alana and Trev, Michael & Karen, Bob & Trish, Keith & Sandra, Julia & Tony. Above: the view from The Sidling.



Organisers: Alana McDougall and Trevor Simm



# Chapter chatter ...

19.6.16 | Southern Tasmania ■ Words: Michelle Waldock (with apologies to Clement Moore) ■ Photos: Rob Tanner

'Twas the night before Ausmas, when all thro' the house  
Not a creature was stirring, not even a mouse;  
The radios were put out on benches with care,  
In hopes that drivers could talk here to there;  
The drivers were nestled all snug in their beds,  
While visions of winding roads danc'd in their heads,  
And when the dawn came, the drivers arose  
Shrugging on coats and all manner of clothes  
Letting wives know, "We have to refuel,  
We don't want to be late, it's simply not cool".  
So away from the house we flew like a flash,  
Tore over the roads, avoiding a crash.

The sun on the mounds of the lawn freshly mown,  
Gave the lustre of midday to sports cars below;  
When, what to our wondering eyes should appear,  
But sixteen MX-5s, driving sans fear.  
With all of their drivers so lively and quick,  
We knew in a moment that they were the pick.

More rapid than eagles those drivers they came,  
And they whistled, and shouted, and call'd all by name:

***"Now Liam, now Lyndsay, now Robin and Fifty,  
On Allan, on Michael, We're all looking nifty!***

*To the top of the hill! Wait for my call!*

*Now dash away! Dash away! Dash away all!"*

As dry leaves that before the wild hurricane fly,  
When they meet with a caravan, mount to the sky;  
So through winding roads those little cars flew,  
With the boot full of stuff — and some prizes too:

And then in a twinkling, we arrived at the Neck  
The site of the lunch that we'd paid for, by heck.  
As we drew into the carpark, and were turning around,  
We cursed the Jag Club, the good car spaces had found:  
We hurried inside without much delay,  
To the dining room, home of Lufra's Seafood Buffet;  
All of our coats were flung from our backs,  
And we eyed off wine bottles nestling on racks;  
Our eyes—how they twinkled! The conversations: how merry,  
Soon our cheeks were like roses, our noses like cherries;  
As many bottles of wine soon started to flow,  
We filed past the buffet, row after row;  
Our sparkling white plates held tight in our hands,  
And we chose dish after dish — oh, it was grand!

Meanwhile our Captain had busied himself,  
Gathering names like a turbo-charged elf,  
Putting names in the hat he had grabbed from the shelf.  
A wink of his eye and a twist of his head  
Soon gave us to know we would not be misled.  
He spoke lots of words as he went straight to his work,  
And gave out all the prizes; then turn'd with a jerk,  
and laying a finger aside of his nose  
then giving a nod, as one we all rose.

We sprang to our cars, to our friends gave a whistle,  
And away we all flew, like the down of a thistle:  
But we were heard to exclaim, 'ere we drove out of sight—  
***Happy Ausmas to all, and to all a good night. ●***





Organisers: Michelle & John Waldock

# Ausmas run ... to Eaglehawk ~~Hat~~ Neck



# Chapter chatter ...

**21.6.16 | North-Eastern Victoria** ■ Words & photos: Marg Gillick ■ Organiser: Loz Thomas

*Midwinter ... in Beechworth, shortest day of the year,  
Who ever thought that was a fantastic idea?*

Numbers depleted, some gone north for more sun,  
Others are working, that's really no fun.

Of Gerald and Roger, well what can I say??  
But UP on their bikes they failed to stay.

Ambulance, hospital, doctors have spoken,  
Motor bikes bent and bones have been broken.

But ... on to today with a run soon to start,  
The bakery, coffee and a nice apple tart.

Outside is clear so to Stanley we ride,  
A bit misty and moisty and grey on the side.

We head to Mt Beauty on roads that are twisty,  
Past forest and valleys and hills very misty.

A turn at Kancoona and what do we find?  
A magical castle, of the "Harry Potter" kind.

Dumbledore's cousin appeared at the gate,  
He invited us in to peruse the estate.

The wind is more chilly, the clouds are now dropping,  
Mt Bogong is shrouded, the road's getting sopping.

We pull in to Mt Beauty, at a café called "Treats",  
Dodge puddles and raindrops to get to the eats.

**A leisurely lunch just chatting away,  
Thanks Loz for leading a fun driving day. ●**





*Taking it Easy on Tuesdays ...  
to Koetung ...*



# Chapter chatter ...

26.6.16 | Eastern Victoria ■ Words: Siddique Fisher ■ Photos: Karen Bradshaw, Peter Ferguson, Siddique Fisher

*The previous week in Melbourne provided us with some questionable weather, to say the least ... looking through the curtains Sunday morning revealed a glorious blue sky day!*

Not too early, 9:15 – 9:45am meeting point at the Yarragon Locomotive. Which is nearly impossible to miss as you cruise down the highway, especially with 18 cars (including two from Ballarat and one from Geelong) of MX-5 enthusiasts parked up on Main Street.

Come to think of it, I don't believe we have a collective noun for 'a bunch of MX-5s'. Let's call it a 'Picnic of MX-5s'.

Everyone was gathering, huddling, shivering and reflecting on their decisions to go roof-up or roof-down. As we experienced temperatures ranging from 0.5°C to 4°C ... I had my passenger cry: "Why, why are you putting the roof down, are you crazy? ... It's freezing, what's wrong with you!?"

**"We're MX-5ers, dammit!"**

Subsequently, as I walked away from my car (... and the death look from my co-pilot!) to join the brethren, I realised I was the only one in shorts ... and there was a Porsche in our midst.

An impostor, one of our Club members (who still has his MX-5) Peter Ilijash and Tail-end Trish in Peter's new second-hand Porsche Boxster were bringing up the rear and taking care of the lost as our Tail End Charlie ... *thanks, Peter.*

Alan Laine had organised this run as he had so many times before. We all received our run notes and acknowledged the convoy rules. Then it was heaters and fans set to **max** as we exited Main Street, turning right towards Morwell.

The first stop to gather up the convoy on Sunny Creek Road revealed some heavy fog before us. This soon gave way to some of the best roads for which the Gippsland region is famous. As we wound our way to the Mirboo North rest stop, some definite highlights at this time of year are the elevation changes with the on/off nature of sunlight as we drove through overhanging trees. This, coupled with wet/slippery corners, certainly kept our concentration fully focused. Many closing-radius corners opening out into wide farm paddock valleys and hills. We were very fortunate not to run into much traffic.

**Gippsland had turned on a wonderful day for us to experience what separates an MX-5 from other mortal vehicles and why we are in our Club. A big thanks to Alan Laine for a great day had by all. ●**

*Me? Fit in there? You're funny!*



^ OK ... Tail-end Trish and Peter Ilijash prove you can fit more than a credit card in a Boxster boot!



^ There's a test later ...





.....  
■ Organiser: Alan Laine

# Gippsland run

*One in shorts and one ... interloper!*



^ *Proper Gippsland sunshine!*

# Back to Winton, for the first time in 2016 ...

■ Words: Mr C. Rod ■ Photos: Suzanne Newman

*After what seemed (and was) way too long, the Motor Sport Chapter of Respectable Gentlemen and Lady drivers headed back to our old tramping ground of Winton Motor Raceway.*

With Winton fresh from a re-make with a new track surface, everybody was keen to try it out. Especially due to reports of significant lap time reductions as a direct result of the re-surfacing.

The weekend started with a Saturday night dinner at *The Northo Hotel* in Benalla and, again, it was like re-visiting a lost friend, as this was first time this year. Good night had by all with great anticipation with regards the following day.

The big day dawned and we were all chomping at the bit. Weather cool and, most importantly, dry.

Finally out on the track and definitely the track surface was smoother, more grip and another interesting phenomenon ... just as had happened at PI when it was re-surfaced a few years back – a lot of tyre squeal!

**Soon the dust was flying** and first to go sub-sonic was our Motor Sport Captain Tim Emery (NA Clubman Class) who punched out a couple of short-track laps in the 1.11s.

The NC *show and shine brigade* were out in force as well and the rest of the crew never cease to be amazed at the lengths that Alan Conrad and Ian Vague will go to get stone chips removed from their cars.

Unfortunately Ian got distracted one time too many during the day and went “gardening”. No worries though and wife Janet is reportedly looking forward to helping Ian wash all the mud off and polish the car back to the bling.

Not satisfied with potential naming rights on Turn 1 at Sandown, Gavin Newman has also nominated for naming rights on the bend coming out of the sweeper at Winton. His naming rights competitor Mr M Lloyd Esq. was also reportedly looking a little bit sheepish after one particular session as well.

Dean Watchorn was back on the track after his world-leading introduction of “hands free” motor racing at the recent Sandown event. Suggestions were flying on how not to hold the steering wheel so tightly in the future!

**And, it is also not a very well-known fact** that over the years Mazda have



^ Alan Conrad leads Gavin Newman past the start-finish line at Winton ...

v Gavin returns the favour through the Esses ...



## 2016 City Mazda MX-5 Sprint Championship | Round 5 ~ 19.6.16



### Championship standings after Round 5 | Winton ~ 19.6.16

(corrected points)	1st		2nd		3rd	
Overall Champion	= Dean Hasnat / Simeon Ouzas » 47				Russell Garner » 46	
Open	Dave Moore » 34	David Wilken » 20	---			
Restricted Open	Tim Meaden » 23	Paul Ledwith » 20	Steve Schreck » 7			
Super Modified	Russell Garner » 46	Dean Watchorn » 26	Robert Parr » 23			
Modified	Dean Hasnat » 47	Gavin Newman » 27	Daniel Luong » 25			
NA Clubman	Robert Downes » 47	Tim Emery » 10	George Vellis » 7			
NB Clubman	Noel Heritage » 50	Max Lloyd » 34	Peter Dannock » 25			
Standard NC	Alan Conrad » 40	Ian Vague » 21	Daniel Sadique » 17			
Standard NB	Simeon Ouzas » 47	Ben Mott » 10	---			

### Results: Round 5 | Winton ~ 19.6.16

Results - Round 4	1st		2nd		3rd	
Open	David Wilken » 1:04.1493*	Dave Moore » 1:09.5027	---			
Restricted Open	Paul Ledwith » 1:06.7085*	Steve Schreck » 1:08.3670	Tim Meaden » 1:10.3638			
Super Modified	Robert Parr » 1:07.7668*	Dean Watchorn » 1:08.0745	Russell Garner » 1:08.2982			
Modified	Dean Hasnat » 1:09.4453	Daniel Luong » 1:11.6111	Gavin Newman » 1:11.8713			
NA Clubman	Tim Emery » 1:11.2515*	Robert Downes » 1:12.1908	---			
NB Clubman	Noel Heritage » 1:12.2242	Max Lloyd » 1:13.1271	---			
Standard NC	Alan Conrad » 1:12.6012	Ian Vague » 1:16.3343	---			
Standard NB	Simeon Ouzas » 1:18.0703	---		---		

\* New Club lap record

#### Burson automotive products at trade prices



Current financial Club members can purchase automotive parts, tools, accessories and car care products at trade prices from Burson Auto Parts stores.

Simply ask for your discount when you purchase, present your current membership card and quote account number **112558**.

Burson Auto Parts have more than 100 outlets on the east coast. Check out the range at [www.burson.com.au](http://www.burson.com.au)

#### Repco VIP Club retail discount



Financial MX-5 Club members may join the **Repco VIP Club** for 10% off full retail at any time, and up to another 30% off full retail with advertised offers.

Enter your details at <http://vip.repco.com.au/registration/register/1160>.

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

Repco will e-mail you online catalogues and offers.



#### Breathe life into your convertible top

Renovo offers all Mazda MX-5 Club members a **10% discount** on all their products.

For more information, call **0430 164 123** or e-mail [renovo@bigpond.com](mailto:renovo@bigpond.com)



#### Car care products - member discounts

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*).

Check out the Waxit range and order online at [www.waxit.com.au](http://www.waxit.com.au). Our Club coupon code is **mx5club**. Please add your Club membership number to the "comments" section of your order.

## Back to Winton for 2016 ... (continued)

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reportedly done some special limited runs of uniquely optimised MX-5s. Rumour has it there have been some trick builds, particularly those in keeping with the "hairstylist's car" tag – some cars even came fitted with a hair drier. Don't believe us? Ask Tim Meadan about his hair drier equipped car and what happened at Winton?

**It was all happening** and there was even a suggestion you could still buy bags of ex-Phillip Island kitty litter from Parr's Garden Supplies for a good price. For a while you could have also named your price on an NB series crank angle sensor. Fortunately another competitor, Dave Wilken, was leaving early and kindly donated the required bit with the Barmy Army promptly back on the track.

Despite all the tyres squealing in protest, times were tumbling as expected and by the end of the day no fewer than four new Club lap records had been established.

The new lap records (short track) are:

- » **Tim Emery – NA Clubman:**  
1.11.2515 (previously 1.12.700)
- » **Noel Heritage – NB Clubman:**  
1.12.2242 (previously 1.13.1680)
- » **Robert Parr – Super Modified:**  
1.07.9885 (previously 1.08.4213)
- » **Paul Ledwith – Restricted Open:**  
1.06.7085 (previously 1.07.1965)

Young Dean Hasnat was also blasting his usual trail through Modified Class albeit, we reckon, there is a bit of divine intervention in his pit crew. Just missing out on breaking the Modified lap record by 0.06 (6/100ths) of a second.

**The predictions of the faster times** were well founded, with a general across-the-board improvements for most people. When analysing the numbers, the effect of the new track surface can really be illustrated by the fact that Noel did a total of 21 laps faster than the previous lap record for his class.

Excuse of the day award for a no-show goes to a nameless NB Clubman competitor (*black car to narrow the field*) with "kids coming back from European holiday". Albeit our spies advise the interval is also being used for a complete suspension rebuild ... *stay tuned*.

In the (*we're not competitive and no sledging allowed?*) NB Clubman class



^ Tim Emery

v Gavin Newman



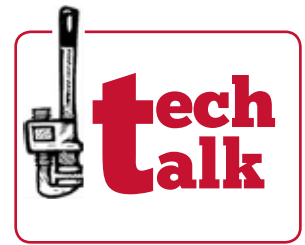
we only had Noel and Max punching each other's lights out this time with Noel coming up trumps on the day. Max will shortly be disappearing to Mother England for a long holiday so has been flooded with kind offers from his mates (?) to give his car a run every now and then (try about once a month on weekends)!

**We even had a couple of NSW-ites** getting some Winton practice before the forthcoming NSW vs Vic/Tas Interstate Challenge at Winton in November.

It was some weary but happy bodies that packed up at the end of the day for the long cruise home.

**Next stop, "the Island" on 2 July for another run on one of the great race tracks of the world. ●**

# The truth about cruise control and aquaplaning ...



■ Words: The NRMA blog - posted on 26/8/2014 (reproduced with permission)

*In a recent NRMA blog, the issue of using cruise control whilst driving in wet weather was canvassed. In the article, the author (Daniel@NRMA) reproduced a chain email that has been appearing on-and-off for a number of years.*

*"A 36-year-old female was travelling between Wollongong and Sydney. It was raining, though not excessively, when her car suddenly began to hydroplane and literally flew through the air. When she explained to the policeman what had happened, he told her something that every driver should know – NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON. The policeman told her that if the cruise control is on and your car begins to hydroplane – when your tyres lose contact with the pavement, your car will accelerate to a higher rate of speed and you take off like an airplane. She told the policeman that was exactly what had occurred. The policeman estimated her car was actually travelling through the air at 10 to 15km/h faster than the speed set on the cruise control. The policeman said this warning should be listed, on the driver's seat sun-visor – NEVER USE THE CRUISE CONTROL WHEN THE PAVEMENT IS WET OR ICY."*



image: www.pistonheads.com

## How does cruise control operate?

**Cruise control is a device used to keep the speed of the vehicle constant.**

The speed of the wheels is constantly being measured and fed into a cruise control system that regulates the engine's output. Under a condition where the driving wheels have broken traction, such as an aquaplane situation, the sensor would measure an increase in wheel speed. The cruise control system would then reduce the amount of throttle and maintain the set speed. (This is the complete opposite to what is claimed in the e-mail to have occurred and causing the accident.)

In addition, cruise control systems are deactivated upon application of the brake pedal, which is usually deployed in emergency situations. Hence cruise control causing a 15 km/h increase in vehicle speed, under these conditions, is not possible.

## Safe use of a cruise control

**The safest way to operate a vehicle is to ensure that under all driving conditions you can control the vehicle** (brake, corner and accelerate) in a safe manner. As the "cruise" control title infers, it is a device that should be used under steady driving situations.

Cruise control when deployed will attempt to keep the car at a constant speed set by the driver. Hence, if it has been set to 100 km/h speed, the car will enter a corner at 100 km/h. If this is an inappropriate speed for the corner, the subsequent braking to reduce speed will affect the balance of the vehicle which may in turn induce instability in the vehicle. This will affect the vehicle's handling and if not correctly compensated for by the driver, can in a worst case, result in a loss of control of the vehicle.

Wet roads significantly affect the grip of the tyres and this in turn can make corrective actions by the driver much more difficult to judge. Accordingly, the driver should assess the conditions of the road and adjust vehicle speed so it is suitable for the road.

To better understand safe operation of its cruise control, you should refer to your vehicle manual. Many owner manuals suggest cruise control should not be used in heavy traffic driving, city driving, and winding, undulating, slippery or unsealed roads.

***It would be interesting to hear from any members who have aquaplaned or have had issues using cruise control under wet conditions. ■***



image: SuperBlah, Louisiana < <http://forum.miata.net/vb/showthread.php?t=551502> >

***Daniel penned the following response:*** While the final phrase in capital letters is good advice, the reasons given for arriving at this conclusion are misleading. Cruise control should not be used in wet conditions but there is no reasonable explanation why it would cause aquaplaning.

## What is aquaplaning or hydroplaning?

**Driving in wet conditions can be more hazardous than normal dry conditions** as the wet conditions affect the tyre's ability to grip the road surface. In order to maximise the grip available to the tyres, water is dispersed via the tyre's grooves. At higher speed, the tyre (particularly if worn) may fail to disperse the water, allowing the tyre to ride on a plane of water and lose contact with the road surface. This is commonly referred to as aquaplaning or hydroplaning.

Worn tyres will aquaplane more easily due to lack of tread depth. Tyres worn below their tread depth indicators are no longer capable of clearing the road of water. If you want to get your Tyres checked, book in to one of our friendly MotorServes or one of our More4Members partners, Beurepairs or Tyreright.

This article was originally posted by "Daniel@NRMA" (<http://www.mynrma.com.au/blog/2014/08/26/the-truth-about-cruise-control-and-aquaplaning/>).

■ Please note: All "Tech Talk" information is provided as a guide only. All work is carried out at the owner's risk.

# “Go West – NotMeet”:

*How’s your calendar looking in ... 2019?*

Words: **Barrie Parker**, President, Mazda MX-5 Club of Western Australia

During the recent NatMeet in Tasmania I was approached by several members of eastern states’ MX-5 clubs with the question “When will there be a NatMeet in Western Australia?”

The answer that I gave, which I will now repeat, is “There will never be a NatMeet in Western Australia.” The reasons for this have been provided by our previous attempts to organise a WA NatMeet.

A successful NatMeet requires a minimum number of entrants (probably more than 60 cars and 100 entrants). This is provided by a base load of entrants from the local State Club plus those from interstate. It is quite clear from our previous attempts that there are insufficient members interstate who have the considerable time and resources required to travel to and explore WA; nor will the WA club provide sufficient additional numbers to make for a successful NatMeet.

While this explanation was fully accepted by those who asked the question, it was frequently followed by a variant on “But I am sure that there are several of our members who would jump at the opportunity of an MX-5 club tour of WA.” This comment in turn stimulated discussion on a “GoWest - NotMeet” either by individual State Clubs or by several (or all) clubs combining to travel to WA.

The WA Club would be delighted to host a **GoWest NotMeet** and, in fact, has already done much of the groundwork for such an event when several years ago the Canberra Chapter made an unsuccessful attempt to generate sufficient interest to tour WA. Our club Vice President, Aart ter Kuile, has done an excellent job to update the earlier concept document to provide would-be MX-5 Club drivers wishing to tour WA with a 30-page colour brochure of what we believe would be of interest to visitors from the eastern states.

A copy of this brochure has been supplied to each eastern state Club President [\*] such that interested eastern state MX-5 Club members can follow up their interest and maybe start planning their WA adventure.

In brief our ideas are based around the concept that while some people may wish to explore a large part of WA (which would probably take longer than a month), others would probably be happy concentrating on the south-west

of our state. These modules in summary are:

- **South East and South (3 modules)**
- » **Goldfields:** Kalgoorlie-Boulder for those driving across the Nullarbor (note that we would recommend that, if you choose to drive one way and transport your car the other way, then you drive west across the Nullarbor).
- » **South Coast:** Kalgoorlie to Esperance to Albany.
- » **The Golden Pipeline:** Kalgoorlie to Perth, the direct route to Perth for those who want to concentrate on the South West.
- **Perth and surrounds (1 module).**
- **South West (2 modules)**
- » **Geographe:** Busselton, the Ferguson Valley and the Margaret River wine and food district.
- » **Southern Forests:** based around Pemberton.
- **Northern Exposure (1 module)**
- » **Kalbarri and Shark Bay** only and then back to Perth; or on to the Pilbara and then back to Perth. For the really adventurous we then leave it in your hands to manage the long drive north continuing on towards Broome, the Kimberly and Northern Territory.

Apart from the drives we have included some suggestions in each module to explore the local sights that are not covered by the drives in the modules. The idea is that you can either tackle the modules and drives sequentially or, within a few constraints, mix or match modules and drives to suit your time frame.

This brief description does not do justice to what has been prepared for you in the brochure and we recommend that you take a look if you are in any way interested in visiting us. You will find some basic driving notes, details of what attractions each module provides, photos of the major attractions, suggestions of accommodation options, handy references for those who want more



detail; in fact, everything you should need to make your decision on visiting WA. Once we have commitment then detailed itineraries will be provided for each module.

**And what will the WA Club do next?** The simple answer is that we will do nothing, apart from responding to your questions, until such time as your members provide sufficient commitment for us to go into more detail.

**Questions can be directed to:**

Barrie Parker <president@mx5club.com.au> or Aart ter Kuile <vicepresident@mx5club.com.au>.

It is in your court now to gauge interest from your club, decide how you will combine with the other clubs and then choose a time when it will happen.

*The West is waiting for you!*

\* You can download the WA Club’s brochure (4.9MB) from the “NatMeet” page in the “Social” section of the Vic/Tas Club website, < mx5vic.org.au/social-events/natmeet-overview >

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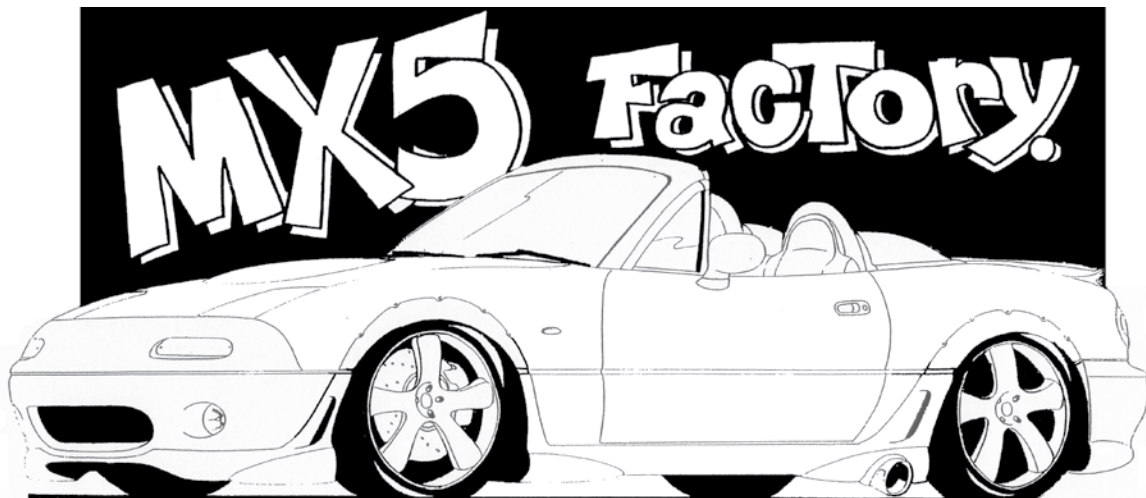
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