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11/2016  
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

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MX-5 Club  
of Victoria

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## **Inside:**

**Winton 10 Hour: another podium finish!  
Huts and pubs, sunshine and snow ...  
Running lights for dummies**



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**Cover image:** *Not the sort of mob that a convoy of MX-5s usually attracts! A brief interlude at Mother Bud Gully en route to Licola. (Photo: Murray Finlay)*



Find us at:  
**MX-5 Club of Victoria**

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# Pete's Perspective ...

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

## It's almost Summer!

It feels like it has been a colder than usual Spring, with more rain than you would expect at this time of year. Regardless of this, it is still the best time of year to bring the weekend roadster out from under the winter covers and enjoy the best that top-down motoring offers.

With a garage full of cars to choose from, I had chosen not to drive my roadster on a daily basis and had left it cooped up in the garage for far too long. With some sunny breaks in recent weeks, it was time to break it out and go on another Club run.

The *President's run* in early October is one of my favourite drives: Yarra Junction to Yarragon Village, via Powelltown, Noojee and Willow Grove. Once you turn right on to the Willow Grove Road, you are on one of the most fun roads to drive – a great drive in great cars with great people. Thanks to Bob de Bont for organising the route and run notes for me, and to Geoff Roche (Central Chapter Captain) for organising the day.

### AROCA 10 Hour

**Congratulations to the three teams** who recently competed in the Alfa Club 10 Hour at Winton. The event is a regularity relay event, where a team wins by being the most consistent over the 10 hours. Within a second of your target lap time, you get bonus points; *go too fast, you get no points*. You don't need to be the fastest car, so the MX-5 is well suited for such an event, with its exceptional handling and reliability. The winning team this year was called 'All Brands' – a fitting name for the mix of cars they drove, including an HQ Holden and several MX-5s (though not entered through the Club).

It was another strong result for all of our teams, with the *Flyin' Miata* team coming third overall from more than 40 teams that competed. The teams would not have been so successful without the help of a great group of volunteers, from

team management through to timing. Many of these team supporters spent long hours on the wall, hanging out the timing boards to assist the drivers focus on their lap times. It was also great to see the camaraderie of members come to the fore when needed to assist others in the event of a car breakdown and the sharing of cars on track. A big thank you to Randy Stagno Navarra (Club Captain - Motor Sport) and Gavin Newman (Assistant Club Captain - Motor Sport) for their coordination of the weekend's activities. **Well done to all involved.**

Flick through to the centre spread of this edition of *mxtra* to see details and photos from the event.

### Mazda MX-5 Fan Fest

**Excitement is building for the Mazda MX-5 Fan Fest** on 21 January 2017, with well over 200 members responding to our recent email for expressions of interest. For those members who have responded, you should have received an invite from Mazda by now; if not, then soon. If it does not arrive by late November, please let me know and I will follow up.

Remember that *this is not a public event* and you must have an invite from Mazda Australia to take part. It is not only open to Club members; any enthusiast of the Mazda MX-5 can take part. Encourage your friends to come along; it will be a great day. We also have terrific interest from the other interstate MX-5 clubs, so it is sure to be a huge event.

It is not too late to get an invite: click on the 'Register Here' button from the home page of the Club website ([mx5vic.org.au](http://mx5vic.org.au)) to express your interest. I look forward to seeing you there.

### The Chambray Shirt makes a comeback!

For a number of years now, the Club has

*For your diary ...*

**See the full calendar for details**

## November

- 13 EV Khanacross, Bryant Park
- 13 STas Destination Kempton
- 15-18 NEV Summit to Sea run
- 20 CEN Trentham run
- 20 WV Pyrenees Produce run
- 20 NTas I've Been to Paradise run
- 22 EV Lunch & Lies, Noojee
- 26 MS Rd 8 + Interstate Challenge, Winton
- 27 WV Springfest 2016

## December

- 4 EV Jeeralang Christmas run
- 10 NEV Christmas run
- 11 CEN Christmas toy run
- 11 MS Rd 9, Phillip Island
- 17 STas Christmas BBQ
- 18 WV Christmas run
- 28 CEN Yarra Ranges run

been selling our merchandise through the Mazda merchandise provider and this has provided a broader range of Mazda-style merchandise for members. Many members (like Cary!) have been wondering what happened to the *chambray shirt*, and I am pleased to say it is back. In conjunction with the Mazda merchandise site, we now have a club merchandise site ([mx5vic.org.au/shop](http://mx5vic.org.au/shop)) with a unique range of merchandise for members, including clothing, headwear and accessories.

This site now allows payment by PayPal, which will make it easier to buy your merchandise using your preferred account, debit card or credit card. If you need to purchase some Christmas presents, get in now to ensure delivery before Christmas.

**I'm looking forward to a busy few months ahead.**

Catch you next month ...

*Remember ... leave sooner, drive slower, live longer.*

*Pete*

## Change of Club address

Please note that, effective immediately, the Club's mailing address has changed.

It is now **PO Box 8173, Croydon VIC 3136.**

Please change your records to reflect this.

**\*\* If you're posting material for the Club Permit Scheme, please send this to:**

**2 Greenhill Rise, Ringwood North VIC 3134.**

# Scene about ...



Photos: Peter Ferguson, Bronwyn Roche, Karen Bradshaw, Marg Gillick, Rob Tanner





# Randy's Rant ...



■ Randy Stagno Navarra – Club Captain - Motor Sport [captain@mx5vic.org.au](mailto:captain@mx5vic.org.au)

*It certainly has been a big month with the running of the AROCA Winton 10 Hour.*

**We had three teams competing in this event** and, as always, everyone acquitted themselves very well. I think it's great that we continually do so well as a club.

Results-wise, *Flyin' Miata* finished third, *City Mazda Motorsport* finished sixth and *Essendon Mazda Motorsport* ended up 16th. A fantastic effort considering there are 42 teams involved in the event.

One thing that stood out – which has always made me proud of being in this Club – is how well people react in adversity. When Dave Moore had an issue with his car, Fabian Mastronardi quickly stepped up to the plate and offered his car for him to share so he could still enjoy the event. John Reid then kindly offered to tow the stricken vehicle home, while lending Dave his own MX-5 to get home. A big thank you to all involved – this really shows the true spirit of the Club.

I'd also like to take this time to thank all of our sponsors who helped out. Huge thanks go to **Essendon Mazda, Brimarco, Espresso Coffee Solutions** and the **Northern Hotel** in Benalla.

*Annual Vic/Tas - NSW Interstate Challenge ~ Winton, 26 November 2016*

**Hosted by the Mazda MX-5 Club of NSW at Winton**, as always this will be a great event. The banter has already started and as the holders of the Trophy it would be great for the Vic/Tas Club to go back-to-back. Entries are open and there are still spots available.

For those non-motor sport members who are free that day, please come to Winton and cheer the lads on.

*MX-5 Fan Day ~ 21 January 2017*

**We are all go for this event at Sandown.** The response has been fantastic both from the local motor sport guys and interstate competitors. We pretty much have a full house, so there are very few spots available.

So, if any of you have any last-minute thoughts about participating, hurry up and register for the event before notifying me that you want to compete. *As this is a private event, if you are not registered you will not be able to compete on the day.* That's straight from Mazda Australia.

I'm also happy to announce that Neil Choi will be running the event so we are guaranteed that everything will run smoothly.

*Driver Training Day ~ 4 February 2017*

## It's back!

This is a perfect chance for non-motor sport competitors to get to grips with their cars in the safe environment of a race track.

There will be experienced instructors beside you coaching you as you find out more about yourself and your car. There is also some classroom tuition which will then be applied out on the track.

**This is not a high-speed event**, so if you have ever thought of trying out motor sport this would be an ideal starting point.

**Feel free to contact me for further information** (via the email address in the byline, above).

*For your diary ...*

## *2017 MX-5 Club Sprint Championship*

Rd	Date	Venue	Organiser
1	15 January	Broadford	AROCA
	21 January	<i>MX-5 Fan Fest – Sandown</i>	
	4 February	<i>AROCA Driver Training – Winton</i>	
2	5 February	Winton	AROCA
3	11 March	Winton	WRX
4	23 April	Sandown	WRX
5	13 May <i>(Mother's Day)</i>	Sandown	AROCA
6	1 July	Phillip Island	AROCA
7	13 August	Winton	WRX
8	2 September <i>(Father's Day)</i>	Sandown	AROCA
	14-15 October	Winton 12 Hour	AROCA
9	18 November	NSW-Vic/Tas 2017 Interstate Challenge – Sydney Motorsport Park	
10	10 December	Phillip Island	AROCA

***"If you have everything under control, you're not moving fast enough!"***

*Randy*

## Visit the Club merchandise online shop ...

... for a great range of Club- and Mazda-branded merchandise:  
[mx5vic.org.au/clubroom/merchandise](http://mx5vic.org.au/clubroom/merchandise)





# Join the celebration!

You can register your own Mazda MX-5 to take part in these exciting events:

**Mazda Australia are offering members and friends an exclusive invitation to one of the biggest MX-5 events Australia has ever seen, including the chance to secure your place in MX-5 history.**

With the One Millionth MX-5 making its way to Australia as part of its global tour, you'll have the opportunity to sign your name on this very special car.

- » **One Millionth MX-5:** Secure your place in MX-5 history with the opportunity to sign your name on the body of the One Millionth MX-5.
- » **MX-5 Parade Lap:** Join the on-track Parade Lap with your own MX-5, as we attempt to set a new MX-5 procession record.
- » **MX-5 Show and Shine:** Join other proud MX-5 owners from around the country in the MX-5 showcase and give your MX-5 its time to shine.
- » **MX-5 RF:** Be one of the very first to see our newest member of the family, the MX-5 RF, on its Australian public debut.
- » **MX-5 Cup Cars:** Take a closer look at the cars currently racing in the Global MX-5 Cup.
- » **MX-5 Club Sprint Event:** Watch MX-5 clubs from across the country go head-to-head during a Sandown track session.
- » **Racing Simulators:** Test your racing skills to go into the draw to win prizes, including the chance to experience a passenger lap in an MX-5 Cup Car.
- » **Entertainment:** Music, food, giveaways and roving entertainment to keep you amused right through the day.



*This exclusive event is not open to the public, so if you and any friends or family wish to join the event, you must register.*

You may have already received your invitation from Mazda to register, however, it is not too late to do so. Register your interest by sending an email with your name, membership number and email address to [president@mx5vic.org.au](mailto:president@mx5vic.org.au). Your invitation to register will follow soon after.

*We look forward to seeing you there. ■*



# Membership

Current membership count:

**609**

and growing!

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

*G'day again ...*

We have another bumper crop of new members this month! I wish them all a long and fruitful association with our Club.

## Central Chapter

Domenic Belfiore	1990 Green NA
Yau Pin Chan	1990 Red NA
Ruth Chan	2004 Velocity Red NB SE
Craig Couzens	1992 White NA
Roger de Maid	2006 Winning Blue NC
Pete Hvala	1990 White NA
Josh Hartwig	1999 Green NB
Scott McGregor & Tom Mainwaring	2005 Black NC

Audrey McKenzie	2001 Silver NB
Gary McKenzie	2004 Velocity Red NB SE
Steven & Susan Murphy	2015 Crystal White ND
Brett Sweeting	2015 Crystal White ND
Scott Wright	1995 Red NA
Joseph & Jane Xuereb	1990 White NA
Levi Yeung	1999 White NA

## Eastern Victorian Chapter

Bob Collins	2005 Silver NC
Valerie Lang	1990 Classic Red NA
Tony Maslen	2003 Silver NB

## North-Eastern Victorian Chapter

Doug Smith	2009 Black NC
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## Northern Tasmania Chapter

Rosh & Samantha Dhillon	2002 Silver NB
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Enjoy your MX-5 and I'll see you out and about ... *Will*

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# Colin Denman-Jones

## The MX-5 Club Grill

### Central Chapter | Motor Sport Team

**Name?** Colin Denman-Jones

**Age?** 48

**Born?** Harlow, England

**Current abode?** Frankston South

**Profession?** Project Manager/Digital Systems Engineer

**Partner?** Adelaide (Addie)

**Pets?** Two cats (Dex and Gamgee) and a Rastafarian Pekingese named Callie (Rastafarian as she hates to be brushed)

**Fave food?** Nutella on fresh baked bread!

**Can you cook?** A few staple items. Somehow I fed my daughter through the years I was single

**Favourite tippie?** Single malt Scotch

**First drive?** A white Mazda 929 station wagon, sitting on my Dad's lap ... followed by years sitting at the kitchen table, imagining what it would be like to use a clutch and shift gears

**First car?** A gold 1973 Toyota Celica. My girlfriend's mum described it as "Baby cow poo brown"

**First fender bender?** In the Celica, backing out of a friend's driveway. I forgot another friend had parked his Cortina behind me

**Everyday driver?** APTO: a Stormy Blue 2010 NC2 manual, power hard top. Driven daily and frequently raced with the Club. (Apto is Latin for Adapt - a personal motto, which also suits a convertible.)

**How many MX-5s have you owned?** One. So far

**Current MX-5?** See above

**MX-5 improvements?** In order of transformation: Whiteline sway bars, SmartTop roof controller, racing harness and racing seat swapped in on track days (with a bypass switch for the seat airbag sensor), Ohlin coil-overs, Enkei RPF-1 wheels with R-spec tyres for the track, RoadsterSport headers, midpipe and Super-Q exhaust, roll bar with removable stays, cold air intake, after-market sound system

**MX-5 dislikes?** I find the handbrake is too high for easy motorkhana work (without straining my back). I may have finally accepted the power limit

**Why an MX-5?** I had a ride in a 911 convertible and a Datsun Roadster – the low stance and the openness brought the fun back into driving, so I had to get a convertible. But I wanted something I could drive daily as well as race reliably. I did my homework and nothing came close to the fun factor in legal conditions versus price of the MX-5

**Fluffy dice?** Not a chance

**Passions besides the MX-5?** Science, especially cosmology

**Favourite TV show / movie / book?** TV: Anything by Joss Whedon (Firefly, Buffy the Vampire Slayer etc); Movie: The Princess Bride; Book: My sister just published her first novel ("Songlines" by Carolyn Denman). What sort of brother would I be if I said anything else?

**Dream wheels (money no object)?** Ferrari 365 GTB/4 Daytona Spider



**Would you drive a Daewoo or SsangYong?** In a dirt paddock, with a racing harness

**Favourite other Mazda?** I had a Mazda3 sedan before the MX-5. It was far more fun on the road than the SS Commodore I had before that

**If not a Mazda (gasp!), then what?** The only alternative I considered at the time was a Lotus Elise

**How long in the Club?** Into my seventh year

**How many MX-5 Club runs or track events?** Only a handful of Club runs, but many track days, starting from when the car was brand new. Though now I am shifting to more Club runs

**Favourite Club run/track?** Phillip island. Turn one, dab the brakes, settle and turn in. On R-spec tyres at 150kmh it's a religious experience (or at least a leap of faith)

**Funniest thing seen at a Club event?** In the rain at Phillip Island. The main straight doesn't drain well. I looked out my window and beside me was Daniel White, pirouetting on the grass. With zero friction he continued on the grass all the way down the straight, disintegrated the foam distance marker, and only stopped when he reached the bitumen at Turn one. Unfortunately my race camera doesn't face sideways

**Have you been to NatMeet?** I did both track days in Tasmania, but not as an official NatMeet entrant. I must go back to Tassie with Addie and APTO ... Tassie was made for MX-5s

**Ford vs Holden?** I grew up in the era of Peter Perfect, Smokey and the Bandit, and with a brother-in-law who loved V8 Chev-powered Toranas. So, Holden ...

**What's playing in your MX-5?** London Grammar

**Favourite holiday destination?** Queensland for the warmth, Tasmania for roads and scenery

**Footy team (AFL / NRL / A-League)?** The last time I watched footy, Carlton won the premiership!

**Final comments?** Mazda gave me a sneak peek at the ND in a pre-release focus group. I fell instantly in love and can't wait to get one

**Racing footage in APTO:** <https://www.youtube.com/user/egoapto>

# Chapter chatter ...

**2.10.16 | Eastern Victoria** ■ Words: Stella Chivers (clubMINI) ■ Photos: Peter Ferguson, Alan Laine, David Salter, John

*What a great turn out for the MX-5 Eastern Victoria Chapter Licola Run on a perfect Sunday morning.*

It looked like everyone remembered to wind their clocks forward for daylight saving. The sunscreen was free-flowing as the beautiful spring morning also ensured most of the MX-5s turned up at Traralgon with their roof down. After a coffee from *Café Aura* and chat with new faces, we kicked off at 10.45am.

A total of 26 cars participated including many fellow members from the Central Chapter as well as about a third of the field made up of special guests from clubMINI Victoria (including a hot VW Golf!). Chapter Captain Peter led the way with 'Tail-end Trish' ensuring we all stuck together as we embarked on a three-hour, 200km adventure.

With the wind in our hair, the convoy eased into the journey with a relaxing cruise along the Traralgon-Maffra road to Heyfield for a quick 'prostate' stop. Along the way we passed through quaint country towns like Cowra.

With bladders empty and legs stretched, we continued on our way through picturesque bushland. A left turn on to Glenmaggie Road marked the beginning of a few twists and turns to get our hearts racing.

We arrived in Licola and had a chance to have a proper meet and greet. A few groups had quite the picnic spread by the river under the shady trees. Others took the opportunity to check out each other's cars.

The R&R was over by 1.30pm as we hopped back into our dusty, bug-splattered cars to make our way back to Glenmaggie Lake. The pace was a little slower as we took in the stunning scenery and dodged a few large rocks along the cliff face.

We made our way to Glenmaggie lake for another stop. By this stage a few of the clubMINI crew had headed back home and our convoy was a little smaller. This was a shorter pitstop but still enough time to take some photos, enjoy another chat before we called it a day.

After a few goodbyes, we headed off on the last leg of the trip ... but not before we sorted out a technical problem with an MX-5. The delay was short but all vehicles were soon on the move to the final stop.

Overall, it was a terrific day for both car clubs and hopefully we can get together again in the future. From the perspective of a Mini owner, it's great to meet and chat with wonderful new people from other clubs who are just as passionate about their cars.

**Our choice of vehicles may be different but we all shared a common love of adventure on four wheels. ●**

*Having met (by chance!) the clubMINI folk on the Licola run in 2015, we thought it would be nice to invite them along on this year's run.*

*In total, we had eight Minis turn up (seven from Melbourne) and a VW Golf also along with clubMINI. A great turn-up!*

*– Peter Ferguson, Eastern Victoria Chapter Captain*





Poletti ■ Organiser: Peter Ferguson



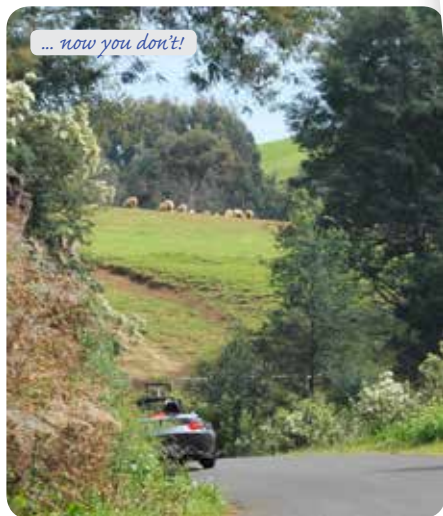
^ Lunch at Licola

# Chapter chatter ...

9.10.16 | Central ■ Words: Dave Wilson (SMURFR) ■ Photos: Bronwyn Roche ■ Organisers: Peter Dannock, Bob de Bont, Geoff



Smurfr ... now you see him ...



... now you don't!

## *It was a day out with the President ...*

The morning was overcast but I left home with high hopes and the roof down. When it started raining I pulled over half way to the meeting point and closed the roof. I don't really like getting wet! And unfortunately the rain had set in.

Of the 19 cars to gather at Yarra Junction, not one had its roof down – but thankfully the rain stopped just in time for us to leave and rooves were promptly dropped.

Prior to heading off there was the usual banter between members, and the run briefing. Now this was a special day for me, as the previous edition of this particular run – which was held in September last year – was my first-ever run with the Club. I still have fond memories of arriving in my shiny new ND and being swamped by Club members. A year on and I still enjoy the thrill of

arriving to a Club run and the comradery we have as Club members.

To mark this special occasion I was presented with a Smurf house by our Club President. *Thanks to all those involved.*



We set off and headed south along Yarra Junction-Noojee Road and all was quite calm. The group seemed to cruise along as we went from town to town, giving both driver and navigator time to take in the scenery. I was feeling relaxed and comfortable with my heated seats on and tunes to sing along to ...

Then we turned on to Mt Baw Baw Tourist Road and waited for the group to gather back together. When we set off again the pace had somehow quickened and there was no time to take in the scenery on this stretch. The road was a combination of twists and straights. Something for every driver to enjoy! Thankfully Bob had stopped to mark a right turn at the bottom of a large hill. I recall doing this turn in 4th gear last year and nearly missing it, but this time I had time to drop down to 3rd! Thanks Bob – you're the best.

The next stretch of road became even twistier than the last. Thankfully there was almost no other traffic on the roads and we were able to have a bit of fun. This led us to Blue Rock Lake where a comfort stop was scheduled. After a much-needed drink and a piece of lemon slice, we headed off again.

Now the name of this run was 'President's Run – Yarra Junction to Yarragon (with a twist!)'. What we didn't realise was that the twist was to take a wrong turn and end up further along the run earlier than expected. This meant we had missed a whole section of run notes. From what I understand there seemed to be two different sets of run notes doing the rounds at the front of the convoy. I'm not going to name and shame but there was a lot of finger pointing going on!

We had almost made it to the Princes Freeway and were therefore only minutes away from the final destination. After some deliberation we picked up from our current location on the run notes and continued on our way. Crossing the freeway we headed south and on to more twisty roads. Then on to *Roaches Road* ... which I am told is named after our Chapter Captain's family!

We continued to weave our way back to the freeway and then into Yarragon for lunch. There was more talk over lunch and some members from the Eastern Victoria Chapter came to say *g'day*.

Thankfully we had finished the run before the extreme weather hit, with strong winds causing major damage all over the place. Thanks to our fearless leader Peter for a great run and a trip down memory lane.

See you on the road. ●



^ Kyp stretches his legs ...



Roche



# Chapter chatter ...

**15.10.16 | North-Eastern Victoria** ■ Words: Gerry Engwerda ■ Photos: Karen Bradshaw, Marg Gillick

*Saturday, 15 October – the first good weather we'd had for a long time so tops were down right from the start at Yackandandah.*

The run took us past the Hume Weir to begin with ... 98% full with 12 gates open sent a massive deluge downstream to where Ron and Marg live in Corowa (and most of it is in what is left of their back yard!).

From there the run took on a figure eight pattern through Granya and the Granya Gap, on to Shelley and a break at the Tom Mitchell reserve. From there to Cudgewa and Tintaldra, weaving around potholes all the way ... some of them so big they had their own postcode/witches hats/lights at the bottom to help you find your way out etc.



Obviously there has been a bit of rain about however large gentlemen with shovels and hotmix are, in these parts, as yet, unknown. Loz kept seeing snow everywhere ... but no-one else did. *That's what happens when you only take half the tablets.*

The bits where there was no snow looked their best. What can be better than an MX-5, the top down and a green panorama in the spring? It's what we have these cars for and there is no place better to show them off than the windy bits and the foothills of the visually blessed north-east of the State.

And so to Walwa for lunch where we met newcomers Roy and Frankie who had come all the way from Harrietville to join us for lunch (*15 out of 10 for commitment, people – well done!*).

You have to hand it to the Walwa Pub. The menu is a monster with seafood (riverfood?) the specialty. The prices are more than reasonable, the service quick and efficient and, well, I will have to give them a good write up on *Trip Advisor*.

*PS: it's for sale!*

After lunch it was back via the Granya Gap and then to Yackandandah via Kiewa, skirting the much-enlarged Hume Weir which was looking absolutely wonderful.

Yackandandah, my home town, was closed for business when we got back. Five coffee places and all of them shut! My apologies – will speak to the Chamber of Commerce!

**A great day and thanks to Roger and Loz for the work they put into making it such a success! ●**





.....  
■ Organisers: Roger Cowie, Loz Thomas



^ At the back: Greg, Loz, Roger and Ian (with his subtle RACV plug); in front: Kerrie, Ron, Gerry, Marg, Frankie and Roy.

# Motor Sport ... another Winton, another podium

14-15.10.16 | 2016 Winton 10 Hour ■ Photos: Randy Stagno Navarra, Gavin Newman, David Martyn (non-member)

## *The Flyin' Miatas* ~ Robert Downes

The *Flyin' Miatas* enjoyed a terrific weekend, with a driver and management line up changed slightly from last year.

This year we opted for a four-driver team, with Tim Meaden joining the crew of Robert Downes, Noel Heritage and Paul Ledwith. Tim's brother, James, did an outstanding "no fuss" job as team manager and John Downes did a sterling job as team volunteer and timekeeper. We also had the support of Peter and Pam Phillips and Mairead Ledwith and family.

We were lucky enough to come home with something special in the glove box – **the third place trophy**.

It was truly a team effort. An analysis of the results and times highlighted the opportunities to improve next year, but the most important thing is that we enjoyed the weekend and that naturally includes the socialising at and away from the track on the weekend.

Our thanks to the Alfa Club for running another first-class event. ●



▲ *The Flyin' Miatas: Robert Downes, Tim Meaden, Noel Heritage and Paul Ledwith*

## *Team City Mazda Motorsport* ~ Alan Conrad

Over the years and still scheduled over a Saturday and Sunday in mid-October, AROCA's six-hour regularity event has evolved into a 10-hour.

This year, its 11th running, saw the second 10-hour event. With scrutineering and practice on Saturday morning and competition on Saturday afternoon and Sunday. Despite forecasts suggesting rain, and the rain bucketing down as the last of us were packing up on Sunday, the weather was fine for the entire event.

Fun as sprint events are through the year, the 10-hour adds a new dimension to challenge and enjoyment. The *City Mazda Motorsport* team comprised of team manager Peter Stagno Navarra, drivers Kim Cole, Alan Conrad, Peter Dannock and Randy Stagno Navarra, and pit crew Scott Baillie, Alan Senior, Rick Peeters, Robyn Conrad, James Cole and Peter Bosanko. Vital to the team, the pit crew operate the pit wall timing board, assist AROCA with the running of the day, and do whatever it takes to keep the cars on the track.

Being a *regularity* event, drivers pick nominated times in accordance with the performance of their cars with lap times in the range of 1:40 through to 2:10. The driving challenge involves maintaining a target lap time with 41 cars all trying to maintain their different lap times. Overtaking and being overtaken is all part of the challenge and the MX-5's exceptionally good cornering and braking ability creates the opportunity to dive in and overtake cars on corners ... *great fun and something that would attract a black flag in a normal sprint day!*

Despite around 250 drivers and cars being involved, the weekend

was pretty much accident-free ... though my co-pilot did have a moment through the sweeper which quite possibly caused him to get more than just the car a bit dirty. Nothing that a quick wash didn't fix ... though Randy may have had to throw his undergarments away.

Just like the Phillip Island 6 Hour event, I renewed my partnership with Randy, sharing my NC with him for the weekend. Yet again the well-used Galaxy Grey NC stood up admirably to the rigours of the event.

Starting with a carefully-prepared car, it performed flawlessly, completing 166 laps, consuming almost 190 litres of fuel, one complete set of race-grade brake pads and about a quarter of the tread from a new set of tyres. A quick brake pad change was even carried out before my last session and this was done with six minutes to spare.

All drivers did a fantastic job over the weekend. It really takes a lot of concentration as well as a degree of skill to be out on the track and to keep up one's rhythm lap after lap. Testament to our drivers is that *all vehicles went home with not a mark on them*.

**Some teams go out for the fun of it and others have a strong focus on winning. All three Victorian MX-5 teams strike a good balance between competitiveness and having fun.** Team spirit is high and while the approach is organised competitiveness, everybody helps where needed and the fun of participating in a team with a purpose makes the event a highlight of the year.

**The City Mazda Motorsport team performed strongly and, for the second year in a row, finished sixth out of 42 teams.** ●





■ Organisers: Randy Stagno Navarra, Gavin Newman

## Team Essendon Mazda Motorsport ~ Gavin Newman and Dean Brooking

The **Essendon Mazda Motorsport team was made up of five drivers: Fabian Mastronardi, Dave Moore, Gavin and Scott Newman and John Reid.**

Dean Brooking was team manager with Kirsten Engelhardt filling the team official role. With such a strong line up the team came together on Friday afternoon with high hopes for the weekend. Early bragging rights were gained by having one of the largest whiteboards in the lane and also a TV for electronic timing – just like the big boys!

Saturday morning dawned cool but sunny – perfect for motor sport! The morning practice saw each driver try to establish their optimal target lap time. Unfortunately, Dave's turbo decided it didn't want to play for the weekend and we lost a car early on. Fabian showed some huge generosity in sharing his car with Dave for the remainder of the weekend. *Nominating the right lap time is a black art, and can make or break your weekend.*

The main event started after lunch and Gavin led the team off in the rolling start. It goes to show how competitive our MX-5s are when on the grid around him was a V8 Mustang, a Subaru and a race-prepped Torana. It took a few laps for the traffic to settle down and Gavin was able to put together some consistent laps.

Next up was Dave in Fabian's car for the first time, which created a new challenge for our England-born driver: not only was he running in a naturally-aspirated car for the first time, but he also had to remember it was not his car, so bringing it home in

one piece was a must. Dave did well, and it was not long before he was scoring bonus laps. As can happen with the best of teams in motor sport, there was a little confusion between car and pit wall signalling, resulting in Dave coming in 14 minutes early from his first session.

Not to worry though; John was on the ball and all ready to head out; that he did with no delay and was soon scoring bonuses. Then as other teams started sending out new drivers, loads of traffic hindered John's progress in being able to find clear laps to get back to his nominated time. Seeing the issue John was faced with, Dean decided to bring John in out of the traffic and send out the team's *international* driver, Scott.

This move worked well for the team, as Scott was able to get in plenty of clean laps and score the team's highest number of bonus laps for the Saturday sessions. Due to the shortened track time for Dave and John, Scott's on track time was extended as he continued with his luck of mostly clean laps that scored well for the team.

Sharing the time to be covered was *Essendon Mazda Motorsport's* last team member to hit the track for day, Fabian. An Audi man by day but, come weekends, a true master of the MX-5, Fabian was into the bonuses early in his session and kept at it till the day's running was over.

Sunday was overcast but dry and we were into it again. Sticking with the same running order from Saturday, team *Essendon Mazda Motorsport* sent Gavin out to start the day's proceedings. Gavin's stint was cut short by



^ Team City Mazda Motorsport: Peter Dannock, Randy Stagno Navarra, Alan Conrad, Alan Senior, Scott Baillie, Peter Bosanko, James Cole, Kim Cole, and Randy's dad Peter

*continued ...*

# 2016 Winton 10 Hour ... continued

✓ Another great team effort in 2016



^ Fabian Mastronardi



^ Randy, chasing Ron Weasley and someone doing the shopping ...

< Paul Ledwith

... from page 17

about 10 minutes with the fuel gauge reading low; not wanting to see the team end up with a car stuck out on the track, Gavin came in early. However once stopped back in the paddock, the gauge frustratingly went back up to ¼ full!

The team's Pommy driver was ready to go. Dave, again in Fabian's blue MX-5, was soon doing some quick laps and starting to have the wall crew trying to slow him down. Dave performed well and scored plenty of bonus laps, although as he became more accustomed to the car, his laps times were impressive, although 0.2 of a second too quick for his nominated time. Next out was John, and having

better luck with traffic scored some well-deserved bonus laps. Not once did he breakout, although came very close with some of his three-lap bonuses. After a long session in the driver's seat John was called in and you could tell by the smile on his face he enjoyed every minute of his track time.

With time to make up for Gavin's shortened session, Scott was once again released, driving Gavin's car. He again started well with a solid 40 laps covered in his stint. At times the reins were thrown out from the pit wall crew, as Scott became more comfortable in the car and at times was a little too quick in the middle of his run.

Now it was time again for

Fabian to take to the track. Dean briefed him on the extra time he would need to do and sent him on his way. Traffic was an issue for Fabian in his final stint, gaining some bonuses was going to be tough. As clear laps became available, Fabian pushed a little too hard and had some breakouts that were so close to being perfect bonus scoring laps, although being that one hundredth of a second too quick can hurt.

Overall, *Essendon Mazda Motorsport* finished 16th out of the 42 teams entered. It would be easy to be disappointed not to repeat last year's effort and have all three teams in the top 10, but this is still a solid result that many teams would be proud of. All

team members had a great time and, after analysing the results, it proved the traffic had a large bearing on the result and not breakouts as we would have thought. John added to Fabian's previous display of what makes our club great by trailering Dave's broken car home and loaning Dave his car for the drive back to Melbourne. This team must win the award for being the most supportive!

A massive thanks to our naming rights sponsor **Essendon Mazda** and for all who helped on the day, with timing at the wall, official's duties, lunches and countless other things required to allow the drivers to compete. **Well done to each and every one of you!** ●

# Chapter chatter ...



15.10.16 | Southern Tasmania ■ Words & photos: Rob Tanner ■ Organisers & hosts: Liz & Mike Williams

*It was a warm 23 degrees in Hobart, but unfortunately quite windy. We had seven cars turn up to our usual meeting place at Rosny Bowls Club for the afternoon start.*

Due to prior commitments (Michelle's dad's 80th), our great white leader (JW) couldn't make it to the run, so yours truly (RT) was elected to lead.

We headed off across the Tasman Bridge, through the city and on to the old Huon Road to Ferntree. The road winds through the beautiful rain forest in the Mount Wellington foothills, and on down to Lower Longley.

On the way down the hills, John Hadrill got on to the radio and suggested a route change to include the loop up to Vince's Saddle. Everyone agreed, as this was an extra 10km of virtually traffic-free winding mountain road, and also provided a safer crossing of the busy Huon Highway. Don Nicoll commented later that the route change would rarely happen in Victoria\*, but *hey, this is Southern Tasmania*. No problem here! [\*Ed: read 'President's run'!]

At the top of the Saddle, we turned left for a short run down the Huon Highway, and a right on to the link road from Longley through to Margate, about 20km of nice winding country road. A left at Margate took us on to the Channel Hwy for the short run to Kingston, south of Hobart. The mostly 50kmh limit on the road via the old Taroona Road from Kingston is unfortunate, but the scenery is always fantastic.

Heading back through the city, across the Tasman Bridge, and on to Liz and Mike's place in Tranmere on the eastern shore of the Derwent, we arrived on time just past 5.30pm. With a few more guests arriving, including John and Michelle, we all enjoyed a couple of wines with cheese and bikkies, a draw for some nice bottles of wine, and then a trip downstairs to Mike's garage to inspect his marvellous collection of vintage cars, including his recently finished re-build of a classic Buchanan Special sports car.

Then it was back inside for a wonderful *curry special* dinner that the talented Liz had prepared for us, followed by a pleasant evening talking mainly about (what else?) cars ...

**A special thanks to Liz and Mike for putting on such a wonderful evening, and to all who attended a classic MX-5 Cub Run. ●**



## Liz & Mike's Curry run ...



# Chapter chatter ...

16.10.16 | Western Victoria ■ Words: Karen Bradshaw ■ Words: Bronwyn Roche, Karen Bradshaw ■ Organiser: Lawrie

*Sixteen sweet little cars rocked up to Lawrie's place in Sebastopol.*

Ian and I had had a glorious morning run from Seymour after having visited the North-Eastern Victoria Chapter on their run to Walwa the day before.

We were all eager to check out Lawrie's new Abarth 124 — one of the 100 limited "Launch Edition" examples released in Australia just a few days before. What a sexy-looking car to lead us to Kyneton, as Lawrie's MX-5 was being driven by his son.

After having a chat and a cuppa and comparing the Abarth to the Mazda MX-5, we headed off the long way to Kyneton. Ian and I were tail-end Charlie for the day, which was something quite different for us (some say it's where we belong!).

We were followed by Andrew — our youngest son (in his Monaro) who is an avid Valiant enthusiast. We headed out through Buninyong, Warrenheip, Yandoit, Kingston and Mt Franklin. Along the way we had to stop for the men-folk to water the road side — they said they were checking the view across the farming land! [Never mind the ladies who had to wait until we got to Glenlyon!] It was then past Lauriston Reservoir which was flowing over the spillway and was quite a sight as we went past.

It was 11.30am when we arrived at Ivan and Joan Smith's *Big Shed* (an old factory in the early history of Kyneton). Ivan and Joan greeted us like long-lost friends and with a scrumptious morning tea, which was very much appreciated by us all. The Smiths support orphans in East Timor and have raised money for buildings, food and clothes so we were very happy to help with a gold coin donation.

After Mark and Ivan's brief introduction to the history of the car collection, it was off on a guided tour. The lovingly-restored tractors and trucks were on the agenda first, then it was through the "Green Door" (the door from the family house where Ivan grew up and which held many memories for him) to where the cars were.

There we found the very first and last Valiant off the production line, as well



^ Where to look first?





Hocking

# Lawrie's run to Kyneton



Lawrie's (other) pride and joy ... his new Abarth 124, which adds to his Fiat collection



as one from each year in between. The first car off the production line has quite a history to it – it was sold a few times and at one stage was cut down to a ute and painted black for spot lighting; it also had an engine change. It was bought and restored to its original state and eventually was sold to Ivan. The original engine was tracked down and put back in it. The last car has just 25km on the clock and has never been registered. It is in mint condition as it came out of the factory ... someone inscribed "Last Barstard" [sic] under the boot lining as it left the factory.

After drooling over all the cars – Valiants, Argyles, Chargers and veteran cars too – it was time for a late lunch where the conversation was, of course, about cars! *Who would believe that!* For the trip home, we went the short way, but as we got to Daylesford, Lawrie pulled over ... we thought to regroup but no; Lawrie had a 'spanner' light come on in the dashboard and thought his precious new car was sick! But no, it wasn't, it was only the car telling him it wanted its first service as it had 500km on the clock! I think Lawrie's blood pressure skyrocketed.

At Lawrie and Virgie's we had more cuppas and refreshments and, believe it or not, more chit chat ... you would have expected that everyone would be talked out. We had a beautiful Philippine meal, beautifully cooked by Virgie who had stayed home from the run to slave over a hot stove. Thank you Virgie, you're a gem!

We passed the hat around for Lawrie and Virgie's *Philippine Aklan Foundation* and raised \$170; thank you to all of the wonderful people who donated.

Just another great MX-5 run with great friends and great cars. It was so lovely to catch up with everyone.

**If you every get the chance to see this display of cars, it's a must. It's only open for about six weeks of the year and pretty much only to car clubs. ●**

# Chapter chatter ...

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**16.10.16 | Northern Tasmania** ■ Words & organiser: Michael (Kochie) Lindsay (*because of his 7 Network doppelgänger*)

*9.30am was a respectable time to meet at the National Automobile Museum of Tasmania in Launceston for a leisurely run on Sunday morning.*

It had rained overnight and today was overcast with intermittent drizzle, wind and rain ... however, 19 cars and 26 members of the Northern Tasmania Chapter turned up, ready despite the weather.

Leaving town with minimal interference from the Sunday morning traffic, we headed out of Launceston towards St Leonards, White Hills and Evandale, which offered an opportunity to blow a few cobwebs away as we went through one of the *Targa* stages and witnessed some lovely countryside. The winter rains had provided lush pastures to contrast with the deep green of rolling hills.

From Evandale we proceeded to Perth, Longford, Bishopsbourne and Carrick via many winding roads, dodging pot holes and water lying on the lower levels of the road and, as the rain got heavier and heavier, I was instructed by my wife *in no uncertain terms* to put my roof up.

From Carrick we proceeded via Oaks Road, where *Agfest* is held in May every year and is run by Rural Youth Tasmania. With over 700 exhibitors, it is reputed to be one of the best Agricultural shows in Australia. We had beautiful views of the countryside as we rolled through the back roads on the way to Westbury for a quick stop.

From Westbury we continued to Exton and then right via Reedy Marsh Road. This allowed another opportunity to have a bit of a burst, before we continued through Deloraine to our final destination, the *Mole Creek Hotel* for lunch.

The hotel has a lot of memorabilia about the Tasmanian tiger which has been declared extinct since 1936 ... but there are many tales of recent sightings, right up until 1980.

**After a two-hour lunch and catch up, we all left our own separate ways to head home. ●**





Photos: Bruce Harvey, Rosh Dhillon, Jill Steer

# Koehie's Kruise!



Recently the Northern Tasmania Chapter had an overnight run to Strathgordon, staying at the Pedder Wilderness Lodge. We had a great time there and enjoyed some terrific roads on the way.

One of the owners offered a 15% discount on accommodation to all MX-5 Club members ... just by quoting "MX-5"!

— Alana McDougall, Assistant Captain, Northern Tasmania Chapter



# Chapter chatter ...

21-24.10.16 | Eastern Victoria ■ Words: Leeanne Evans ■ Photos: various participants ■ Organiser: Rob Krygsman

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

We had 23 cars gather at McDonald's Traralgon (car #24 was coming from Bathurst and meeting us at Bright) – having so many cars we decided to have two groups.

The RACV kindly sponsored part of the weekend and, after giving out the RACV sample bags, Group 1 (10 cars) left at 9.30am and travelled the scenic route to Bairnsdale, while Group 2 (13 cars) left at 10am and travelled along the highway. We met up again at McDonald's Bairnsdale for our morning coffee, then split up again to meet at Omeo for lunch. Personally I just love the road from Bairnsdale to Omeo; it's a beautiful drive and of course all the tops were down!

After our lunch stop it was on to Mt Hotham – *our first peak*. We had snow this year – what a difference having a very cold snap and a being a couple of weeks earlier than last year's run. We took lots of photos at Mt Hotham and then departed for Bright. Mary, Mel and I couldn't wait to get to Bright – our stomachs were not liking the twisty, curvy roads.

At Bright we settled into our rooms and Jenna and I went around and organised pizzas for dinner. We left in Ferg's car with the roof down and, whilst we were ordering, I looked out and it was pouring with rain! Jenna made a quick exit to put the roof up, but it was a bit late. It was a huge challenge ordering so many pizzas and of course one small pizza was misplaced – *sorry Bronwyn!* The pouring rain didn't stop the after-dinner drinks at the motel, and deep discussions ensued about how to handle the loss of some great driving due to a road closure past Falls Creek to Mitta Mitta, the next day – fortunately we were under a roof so the rain didn't matter!

The next morning some people were complaining about their shower, whilst others were very happy and some didn't even

have a shower – *isn't that right, Bill?* The catering committee did a great job in cooking breakfasts on both days – thanks to the RACV sponsorship.

We all left in one large group – leaving Margy Roder behind who took a video of all of us leaving the motel. Loz Thomas met up with us outside Mt Beauty and travelled to Mitta Mitta through some lovely roads, with all cars now travelling together. The weather was beautiful sunshine and all our tops were down.

We all had a lovely meal at the Mitta Mitta pub, except for James and Valerie Lang. James decided to take his jacket off because it was such a lovely day, and placed his jacket and his car keys in his boot *and locked it!* The RACV who helped save the day, sending a locksmith; to cut a long story short, they stayed behind and, through some technology, had a new key cut on-site and caught up with us back at Mt Beauty heading back to Bright.

One group left Mitta Mitta pub for a quick drive up some terrific roads, while the rest of us travelled the beautiful, scenic route to Falls Creek. Along the way very dark clouds formed among the mountains and then it started to pour. We all had to make a very quick stop to put our rooves up – except for Phil and Espy!

Stingray Café was expecting us for afternoon tea and had made us muffins etc. Once we were inside, it started to snow (outside) quite heavily for a short time. Oh, we were so lucky – Loz even made a snowman with Lori's name tag. *Ferg insisted the Eastern Victoria Chapter organised the snow to help make the run more picturesque!*

Whilst we were at Falls Creek Peter Gillies lost his radiator cap ... but, luckily for him, Jenna found it once we all pulled over at the service station in Mt Beauty.







# The Legendary 3 Peaks run ...



Then, it was back to Bright for a BBQ dinner – and thanks again to RACV who sponsored our dinner. Chris and Robyn Guest arrived from Bathurst that evening and we now had our 24 cars! Loz joined us as well on her bike. We held our RACV raffle after dinner with prizes going to the lucky few – Lori won a chamois – well done! No rain that night, but it was a lot colder than the previous night.

Next day, it was up (not too early) to another cooked breakfast (your guessed it, supplied by RACV). Today all 24 cars were travelling together to Mt Buffalo – our third peak and our last one for the weekend. Whilst at the café enjoying our coffee it started to sprinkle with snow – what great weather we were having! Then we drove to the Chalet in sunshine, with our tops down (the cars, not the drivers!). The view from the Chalet is just fantastic; hopefully next year the Chalet might even be open! We had our “free arvo” and were free to enjoy the sunshine and Bright and to discover the *Bright Brewery* ... a lovely relaxing

afternoon listening to the band and having a few beers.

That evening we all enjoyed a few nibbles and drinks before we walked to the pub for dinner.

We would like to thank **Daryl Meek, RACV's Motoring Interest Manager**, for helping with the sponsorship for the weekend, by supplying the sample bags for each participating car (the hats were a hit) and money that we used to supply the BBQ dinner, nibbles and two cooked breakfasts for Saturday and Sunday. *Your sponsorship was greatly appreciated by one and all on the weekend!*

**Note:** *Pre-bookings for next year's run are already open. The tentative dates are Friday to Monday, 13-16 October. A holding deposit of \$20 is required (contact [eastern@mx5vic.org.au](mailto:eastern@mx5vic.org.au)). We are booking out the entire motel of 30 rooms and have deposits from 18 cars already! Only 12 places left, so be quick!! ●*

# Chapter chatter ...

**25.10.16 | North-Eastern Victoria** ■ Words: Loz Thomas ■ Photos: Marg Gillick ■ Organisers: Loz Thomas

*This was the last Tuesday run for the North-Eastern Victoria Chapter in 2016 and it was a beautiful sunny Spring day ... finally!*

Unfortunately though, the Spring sunshine was not enough to melt the unseasonal snow and the road beyond Falls Creek remained closed. This forced a change of plans.

Six cars and their occupants met at *Beechworth Bakery* at 10am for coffee and a catch up. We welcomed Club Captain - Social Richard Acfield and his wife Lorraine from the Central Chapter and also Lorraine's cousin Sue and her husband Russell. They don't have an MX-5 but joined the run in their *Mazda3*. Peter Doyle joined us for a coffee and chat but unfortunately couldn't make it for the drive.

Leaving Beechworth, we headed to Stanley and enjoyed the first winding roads as we headed to Mudgegonga and Rosewhite. Passengers enjoyed the beautiful countryside but the drivers needed to concentrate on the roads and watch out for the many potholes! First stop was Khancoona where, in the middle of nowhere beside Running Creek, is a castle. After the group photo and a bit more chatter, we left and made our way along the Kiewa valley to Mt Beauty, and then up the mountain to Bogong Alpine village. The crystal clear waters of the Rocky Valley and Pretty Valley creeks meet here, and beside them is a beautiful picnic area. This was our very peaceful and tranquil lunch stop for the day.

After a picnic lunch and a short walk along the banks of the creek (and many photos), we packed up and headed back down the mountain to Mt Beauty then over Tawonga Gap to Bright.

It was advertised as *a trip to the huts in the high country* and, despite not being able to get to Wallace Hut or Cope Hut on the high plains, it was my mission to find a hut we *could* get to. Just so happens that at the Red Stag deer and emu farm at Eurobin there is a replica cattleman's hut. **Mission accomplished!**

It was also our finishing point for the day. After Devonshire coffee for some we all made our way back to our respective home towns. Unfortunately Richard and Lorraine had to head back to Bright to get their windscreen fixed after sustaining a stone chip less than a kilometre in to the day's run!

**The Tuesday runs proved to be popular so there will be more planned in 2017. Hope to see you up here for more happy zoom zooming. ●**

Castles ...





.....  
*Taking it Easy on Tuesdays ...*

*and Cattlemen's huts*



# Daytime running lights for Dummies ...

■ Words & photos: Bob de Bont

After seeing some MX-5s blend into the road on dim and dreary days, I decided we needed some Daytime Running Lights (DRLs) on our NC to improve its visibility to other road users.

There is not a lot of information available about fitting DRLs to NCs other than converting the fog lights to DRLs.

How hard can it be to install into a MX-5 and how much will it cost? Turns out it's fairly easy and really cheap other than your own time.

First stop on eBay is a search for "DRL LED" and pick your lights. For early NCs a pair of *Eagle Eyes* work very well, but for a later NC, I chose a more rectangular style for the princely sum of \$5.00 delivered.



◀ "Eagle Eyes", suitable for early NCs

Rectangular > running lights, better suited to later NCs



Next part of the puzzle was something to control them, preferably automatically. Another search on eBay for DRL Controller turned up a neat little harness with a total of five wires. This little beauty also cost \$5.00 delivered and took all the angst out of wiring in the light.

This module will turn the lights on once the engine starts, dim

the lights when park lights are on and turn the lights off when the engine stops after about 15-20 seconds' delay. The large red wire is connected to a positive power feed and the black wire is connected to a convenient earth point. The smaller red and black wires feed the lights and the white wire is connected to the park lights. Removing the fuse will disable the system if desired.

Finally some water proof connectors (right), again from eBay for \$5.00 delivered.



Some heat shrink, a quick splice wire connector (vampire clip) and some zip-ties ... and we are ready to go.

## Tools required:

- » Spanners, sockets, pliers and a screw driver as required
- » Wire strippers
- » A soldering iron to make some neat and reliable wiring joints
- » A test light (or multimeter) to find the park light wire
- » A drill for mounting the lights plus nuts and bolts to fix them to the bumper.

This is a fairly easy DIY, but requires some skill at joining wires and insulating the joints.

**Step 1.** Start with a down-and-dirty wire-up to make sure everything works. Strip some insulation from the wires to the lights and test they work. Roughly wire in the module and give it a try with and without the engine running. Lights should work with the engine running; touching the white wire to the battery power should dim the lights. Note that LEDs are polar, therefore the red wire must be positive and the black is negative.

**Step 2.** I found it much easier to remove the bumper to allow access for running the wires and accessing the park light wire behind the headlight. There are a number of instructions on the web on how to remove the bumper. It should take about an hour to carefully remove and about 30 minutes to reinstall the first time; practice makes the job much faster.



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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).

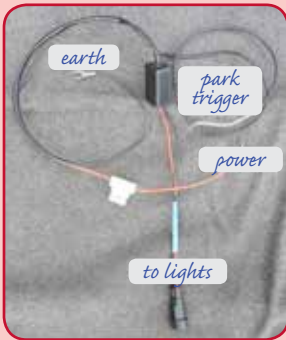
Check out the Waxit range and order online at [www.waxit.com.au](http://www.waxit.com.au). Our Club coupon code is **mx5club**.

Please add your Club membership number to the "comments" section of your order.

**Step 3.** Remove the air cleaner housing completely to gain access for fitting up the module.



**Step 4.** Solder on the waterproof connector, and wire in the module. Connect the red wire to the power wire feeding the fuse farm as indicated in the above photo. Connect the black wire to the earth connection under the air cleaner housing.



*Bob says the same basic principle would easily allow fitment of DRLs to an NA or NB.*

*Bob is also happy to fit up the lights to members' cars (with their help) for minimal payment and as time permits.*

**Step 5.** Remove the left-hand headlight carefully by removing the four bolts, one push fastener and three connectors. This allows access to the park light wire to trigger the module. The park light wire is in a block of four wires, and is green with a black trace. When splicing into the wire, ensure you have a good connection before replacing the headlight. Route the wires and zip-tie everything in place then refit the headlight.



**Hint:** if you struggle to unclip a connector, apply pressure to the release tang and push the connector together and then try to separate it.

**Step 6.** Test fit the DRLs to the bumper until you are satisfied with a location. Drill and bolt them on, then wire them together, fit the waterproof connector and securing the wires to the back of the bumper with more zip-ties.



**Step 7.** Refit the bumper and air cleaner housing, reconnect the various connectors ... and don't forget the fog lights.

**Step 8.** Test the system.

**Step 9.** Sit back and admire your handy work with a nice cold beverage of your choice.

**Total time,** including removing and refitting wheels and bumper, was about four hours. ■



**Burson automotive products at trade prices**



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

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



# Grampians Discovery 2017

**Vic/Tas and SA Mazda MX-5 Clubs' biennial get-together.**

**Friday 10 - Monday 13 March, 2017 – Halls Gap, in Victoria's Grampians.**

Come and join your fellow MX-5 enthusiasts for a relaxing weekend of fun and frivolity in western Victoria.

The itinerary has not yet been finalised, but we guarantee to match the fun of previous Vic/Tas-SA weekends with great drives, great food and activities and, of course, great company.

We have reserved 25 rooms at *The Grampians Motel, Halls Gap*, with prices ranging from \$120 to \$150 per room per night (there is also a single two-bedroom apartment available at \$200 per night but this has not been reserved). There is a minimum stay of three nights with the option of a fourth, if required.

The rooms are being held until 15 December, so if you plan to be part of this event, **FIRST** contact the motel immediately on (03) 5356 4248 to reserve your room. Please identify yourself as being with the MX-5 Club when you book. The motel will require a deposit, with final payment at the time of the event.

When you are successful in securing accommodation, we **THEN** require registration and a payment of \$60 per person by 20 December.

Details on how to register and make payment will be announced shortly. The important thing is to book your accommodation NOW – either at the Grampians Motel or elsewhere in the area – and let Richard know that you've booked.

The \$60 deposit will go toward the cost of some of the meals over the weekend, but a further payment may be required as full costing has not yet been completed. *There will be other expenses to pay as you go.*

Breakfast will be available in the accommodation restaurant each morning – \$10 pp for a full continental buffet breakfast or \$15 pp for a cooked buffet breakfast. This should be paid to the venue at the time.

*See you there!*



For more information, please contact  
Richard Acfield:

social@mx5vic.org.au or 0488 747 755



## ***A new option for the MX-5 owner***

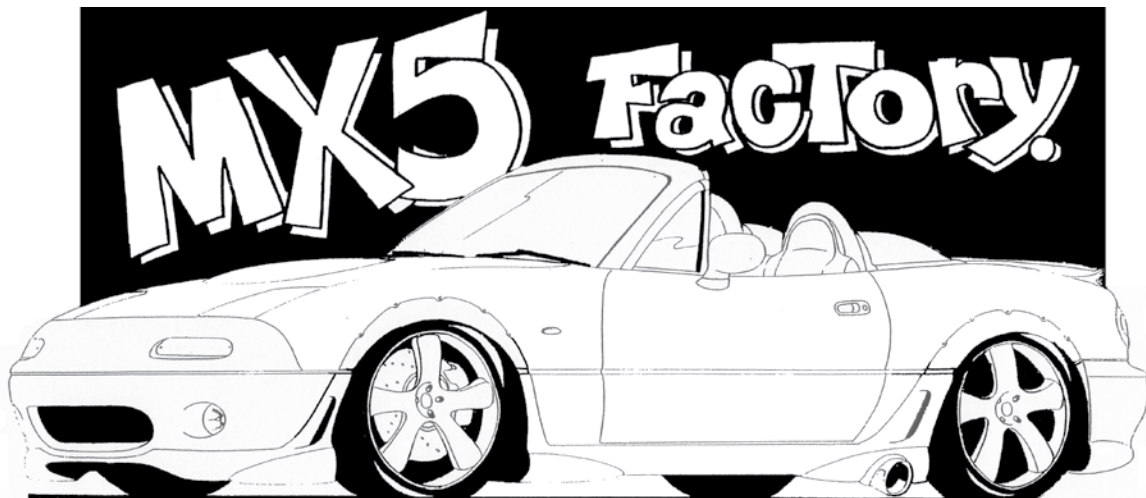
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