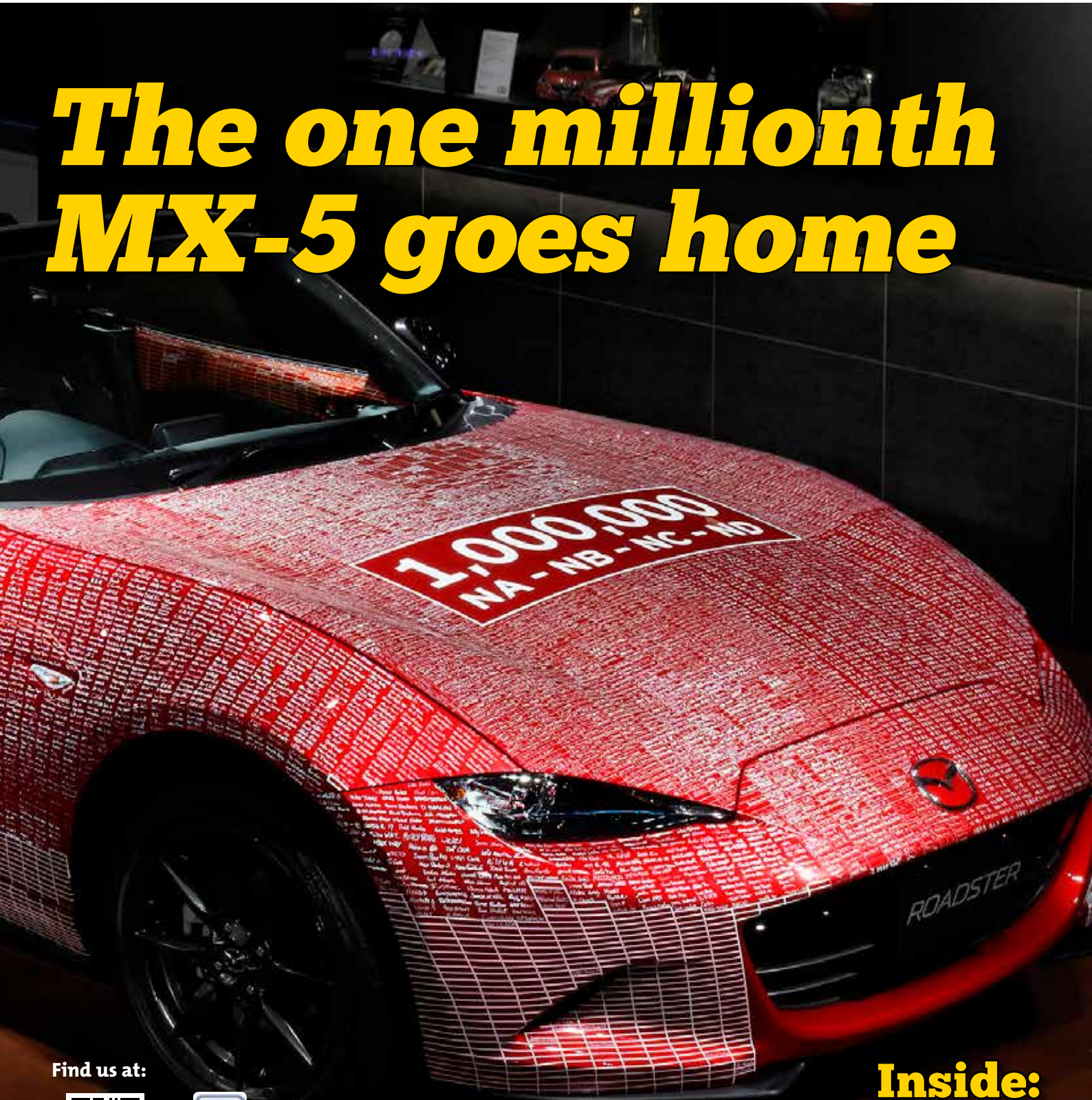




THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

# The one millionth MX-5 goes home



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MX-5 Club  
of Victoria

Print Post Publication: 100018450

**Inside:**

**Randy remembers an old flame  
NA engine & transmission changeover  
Chapter and motor sport news**



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5/2017

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**Cover image:** *The one millionth Mazda MX-5 has completed its world tour. Now covered in enthusiasts' signatures, it has returned to Mazda headquarters in Hiroshima.* Photo: Mazda Corporation



Find us at:  
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Victoria**

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# Pete's Perspective ...

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

## Mazda MX-5 NA – A Classic Car?

I recently read an article from **Classic Car Mart Magazine**, which is the UK's best-selling monthly classic cars-for-sale magazine, where they compared the NA with an NB.

Key to the story was the appeal of the original NA model of the Mazda MX-5 and how it has now become a "classic" in its own right. It's hard to believe that any MX-5 could be considered a classic, so it begs the question ... *What is the definition of a classic car?*

Are there certain qualities or qualifications for a car to be considered *classic*? Is it strictly an age thing? If so, how old does it have to be? Maybe it's a combination of age and other factors. There are a million different answers to the question "*When will my car be considered a classic?*" And actually, there may be a few occasions when a specific definition might be important to you.

For insurance purposes, the RACV considers a classic car to be 15 years and older, though they do also have to be recognised by the RACV as being a collectable vehicle and used for recreational purposes. For more than 80 members of our Club who have a Club Permit registration, VicRoads has recognised their car as a classic after 25 years.

Many people now accept Minis, MGBs or VW Beetles as classics, probably because they were historically defining in their day and familiarity has not devalued them. Classic status generally cannot be designed into a car, however, many new cars can be classified as an instant classic, likely to be sought-after and valuable in the years ahead. Think of the Ford GT or Bugatti Veyron of recent times.

Of course, some things can come good with the passing of time, and some will stay ordinary.

In the end, the definition of a "classic car" is much the same as that of beauty: it's

in the eye of the beholder. So, you can consider your car a classic whenever you choose to. *In other words, if it's a classic to you, then it's a "classic".*

### Vic/SA Weekend

**On the March long weekend**, more than 25 cars participated in the biennial Victoria/South Australian weekend. Held at Halls Gap as a joint club event, it was a good opportunity for members of the two clubs to meet and greet (or reacquaint!). By all accounts the weekend was outstanding, due mainly to the fabulous effort of our Club Captain – Social, Richard Acfield.

Richard did quite a bit of planning and work to make the weekend a success. He made two trips in advance of the weekend to do reconnaissance for the runs and to test out the accommodation. After finding one of the runs a little boring, it was no problem to adjust the run to make it a little more fun.

Well done Richard for organising such a terrific weekend.

### On the Committee

Last but not least, **I am pleased to welcome Steve Reid** as the latest member of the Club Committee. He is a proud owner of two MX-5s – a 1990 Classic Red NA, as well as a 2016 Soul Red ND Roadster. Steve fills the vacant Committee position and will nominate for election at our AGM in August. I and the Committee look forward to working with Steve and appreciate his commitment in taking on the role.

**I hope that everyone had a great Easter.** It was great to have a few shorter weeks and an opportunity to get out with your roadster. Hope you enjoyed it.

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

*Pete*

*For your diary ...*

**See the full calendar for details**

## May

- 14 NEV Tambarumba run
- 21 CEN Seven Shires run
- 21 STas Ross Picnic
- 21 NTas Ross Picnic
- 24-25 EV Marysville Mid-week o'night
- 28 NTas All A-Gog

## June

- 4 EV Khanacross, Bryant Park
- 7 EV Lunch'n'Lies, Noojee (Wed)
- 9-12 EV Echuca Touristy weekend
- 18 CEN Fish'n'Chip San Remo run
- 18 STas Ausmas run
- 18 NTas Secret Stealth run
- 20 NEV Tuesday run - King Valley
- 25 EV Grand Ridge Road run

## July

- 9 NEV Walwa run
- 16 CEN run TBA
- 16 WV Sunday roast run
- 18 EV Lunch'n'Lies, Yarram (Tues)
- 23 NTas Mystery Tour Part V
- 30 EV West Gippsland run

## Mark those corners!

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

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

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

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



# Scene about ...



■ Photos: Marg Gillick, John Waldo, Alan McDougall, Gavin Newman, June Teeuw, Peter Ferguson, Geoff Roche





# Randy's Rant ...



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

## Essendon Mazda MX-5 Sprint Championship – Rd 4, Sandown, 23 April

With the weather getting colder and wetter it was with some trepidation that I entered the Sandown event run by the WRX Club.

Along with 22 hardy souls we were blessed with perfect weather *yet again*. The day ran smoothly and everyone had a blast. Once again both Standard NB Class and the new combined NA/NB Modified Class was decided at the death with tenths separating first and second. It was also a good day for lap records to be broken, as three new records were set.

We also had the inaugural presentation of the **'Princey' Award** for the *Most Spectacular Exit from a Race Track*. We had a few contenders, but in a fairly unanimous decision Dean Monik (left) was the first worthy winner.



## Essendon Mazda MX-5 Sprint Championship – Rd 5, Sandown, 13 May

This will be the second of our double headers at Sandown, this time run by AROCA. Depending on publication date of this edition of *mxtra*, there may still be some spots available – so if you're thinking of doing the event, *enter fast*. After the times put down at the previous Sandown event I'm sure there will be more records set and some more close finishes.

## Vic-Tas vs NSW Interstate Challenge 2018

So, for the next Interstate Challenge that we will be hosting, I'm thinking of running it ... *in Tasmania!*

In essence, this will be a repeat of the "two track days in two

days" that we ran for NatMeet in February 2016. At the moment I'm trying to gauge interest both from our members and from the NSW crew.

I'm open to any suggestions you may have ...

### Queries

As you can imagine I get lots of calls from people wanting to start up in motor sport. A few tips that I always offer to people who want to try a track day are:

- » Come down to one of our events and check out what goes on. Introduce yourself to the lads and ask all the questions you can think of. The Club's Motor Sport Team are a great bunch of individuals who are always willing to help out with anything.
- » You don't need to have, or need to rush out and buy, a modified MX-5 to have fun on the track. A standard MX-5 with a few safety upgrades, such as decent tyres, brake pads and brake fluid (all this will help make it a better road car too), is more than a capable track car.
- » Never be shy to ask any question ... there's no such thing as a 'dumb' question. Both Gavin and I are just a phone call or email away (see the Committee contact list on page 3).
- » We will always provide an instructor to first-timers, and we also have a couple of helmets you can borrow. So you don't have to spend big to do a track day.

**Till then stay safe and see you all at a track soon.**

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

*Randy*





# Membership

Current membership count:

745

and growing!

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

## 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)



*C'day again ...*

Ten new members this month, again taking us into record territory.

At this time last year, membership stood at 698. That's a very healthy increase, thanks in part to the following folk:

### Central Chapter

Julian Elliott	2001 Classic Red NB
Daniel Flanagan	1993 Candy NA
Steven Koulaginis	1989 Silver NA
Gary Lampard	2005 Galaxy Grey NC
Mal Leigh	2008 Blue NC
Michael Payne	1989 Classic Red NA
Peter Warden	1989 Mariner Blue NA
Greg Whyte	2001 Crystal Blue

### Northern Tasmania Chapter

Wayne and Judy Moles	2008 Red NC
----------------------	-------------

As mentioned last month, it's around this time of the year that some members start to think about renewing their association with the Club.

However, it would be appreciated if you could wait till you've received your renewal notice before taking the plunge. I expect to email these toward the end of June (... plus, we're still getting next year's membership car stickers printed!).

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

*Will*

## Club event photos

*Have you taken some good photos on a Club run?*

**Are you willing to share them with the rest of the club?**

*You can!*

The Mazda MX-5 Club of Victoria & Tasmania has a SmugMug Gallery at [mx5vic.smugmug.com](http://mx5vic.smugmug.com)

Email them to your Chapter Captain, or centrally to [smugmug@mx5vic.org.au](mailto:smugmug@mx5vic.org.au) (Bob de Bont), so they can be added to the event gallery.

Please remember to include your full name for credits.

## THE WORLD'S FASTEST CONVERTIBLE

A bit of fun from Mazda Canada ... it's been around the traps, but our Mildura member Barrie Mansell sent it in for **mxtra**.

Check it out online at [www.youtube.com/watch?v=ACiMZC6q-38](http://www.youtube.com/watch?v=ACiMZC6q-38)



# Alana McDougall

## The MX-5 Club Grill

### Assistant Chapter Captain, Northern Tasmania

**Name?** Alana

**Age?** 57

**Born?** North-eastern Tasmania

**Current abode?** Launceston

**Profession?** Education facility attendant

**Partner?** Trevor Simm

**Pets?** Three cats (His, Hers & Ours) also a part-time dog (we 'doggy day care' my daughter's Chihuahua)

**Fave food?** Roast lamb, shared with family

**Can you cook?** Yes ... I can make a pretty good cream puff

**Favourite tippie?** Red wine

**First drive?** Dad's car – it would have been a Holden

**First car?** Morris Major Elite

**First fender bender?** Had a semi-trailer run over the front of my car!

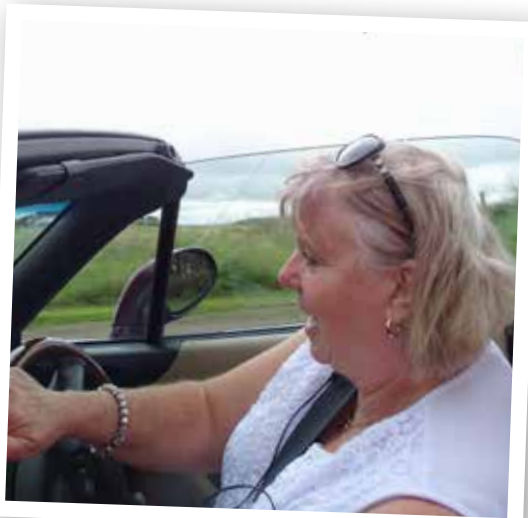
**Everyday driver?** Mitsubishi ASX

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

**Current MX-5?** 2000 Heritage Model

**MX-5 improvements?** Doesn't need any

**MX-5 dislikes?** None ....



**Favourite other Mazda?**

*The MX-5 is my favourite*

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

*Abarth 124 Spider*

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

**How many MX-5 Club runs or track events?** Just about all of them since I joined

**Favourite Club run/track?** I live in Tasmania, where ALL the roads were built for MX-5s!

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

*Watching everyone get lost and frustrated trying to work out clues on our famous mystery tours ... but I can always find something to chuckle about at every Club event*

**Have you been to NatMeet?** Yes – in northern Tasmania in February 2016. I loved sharing our state with everyone

**Ford vs Holden?** Holden

**What's playing in your MX-5?** Depending on my mood and destination, it could be anything from Dido to heavy rock to classical

**Favourite holiday destination?** Vietnam

**Footy team (AFL / NRL / A-League)?** Carlton

**Final comments?** Great Club to belong to! We all have the same passion for MX-5s and everyone is equal. I have made some lovely friendships since joining.

**Why an MX-5?** I drove my partner Trevor's MX-5, and loved it so much that I bought my own ... even though the kids told me it was not very practical and Trevor won't let me drive his

**Fluffy dice?** No

**Passions besides the MX-5?** Grandchildren, gardening, travel

**Favourite TV show / movie / book?**

*I love any good book / Anything that is not "reality" TV*

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

*Anything fast and sporty*

**Would you drive a Daewoo or**

**SsangYong?** Definitely not a Daewoo



^ From the top: Alana at the wheel; with her grandsons Chase and Miles, who both love the car and going for a drive with her, and with her much-loved Heritage edition MX-5



# Chapter chatter ...



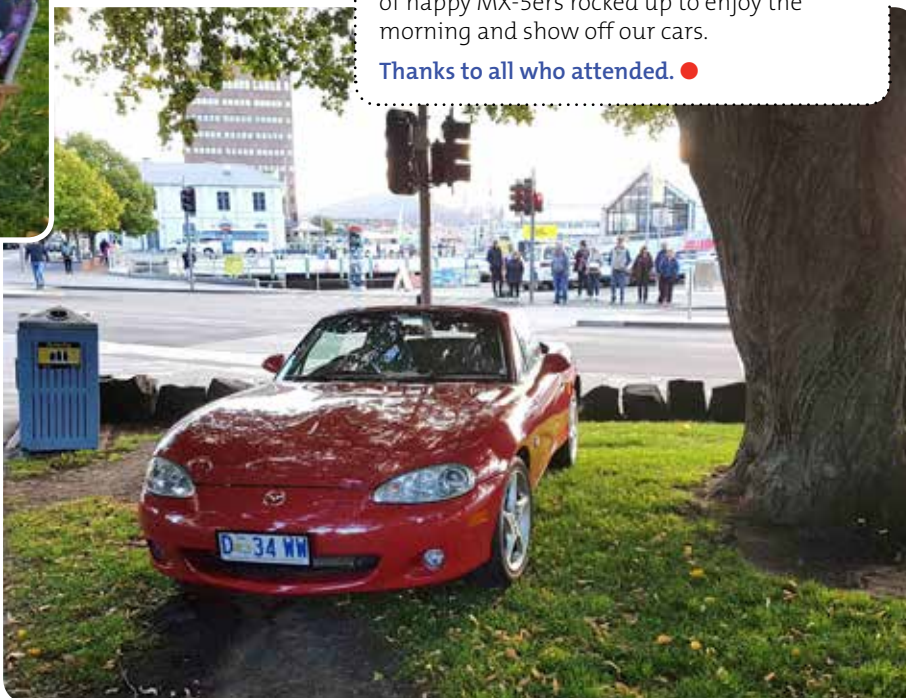
1.4.17 | Southern Tasmania ■ Words & photos: John Waldock



“Tops Down” is an annual show and shine event for convertible cars only which is normally held in October.

Unfortunately bad weather last year meant that it was moved to April. A small group of happy MX-5ers rocked up to enjoy the morning and show off our cars.

Thanks to all who attended. ●



See more photos at [mx5vic.smugmug.com](http://mx5vic.smugmug.com)

^ Elaine Marshall, Isabelle Pyper and Michelle Waldock; Don Nicoll with the Chapter's new defibrillator

# Chapter chatter ...

9.4.17 | North-eastern Victoria ■ Words & photos: Marg Gillick, Murray Finlay ■ Organiser: Ron Gillick

*Ten years ago, on 15 April 2007, the very first meeting of the Club's very first Chapter was held in Shepparton.*

At the start of the run in Yackandandah, Ron began the briefing by welcoming Murray Finlay (President at the time) and Warwick Gibbon, who had been on that first run and had made the trip up to take part in the run to mark the 10th Anniversary. Steve and Barb and Tyrone and Pam from Central Chapter had also made the trip north.

Several weeks of beautiful autumn weather had been replaced with "rainy skies and grey", but with tops down nine cars began the run on some of our group's favourite roads: from "Yack" to Tallangatta, then along Yabba Road and up to Lockhart Gap. The ominous grey sky and the contrasting blue mountains provided a spectacular backdrop as we made our way up the mountain.

The birthday cake was put on the table and we managed to keep the candles alight for about five seconds. After a quick rendition of "Happy Birthday", the cake was cut, and everyone was enjoying coffee and cake when a few fat raindrops interrupted. Tops went up and umbrellas appeared but the party continued until the few drops turned into a downpour. A hasty pack-up and everyone dived into their cars. Tony and Sheila, who had driven two hours from Jerilderie to join the run, decided to return home – five more hours of wet roads would be a bit too much to cope with.

The run down to Sandy Creek then Dederang, Stanley and Beechworth was enjoyable but wet. Plan A – picnic lunch at Woolshed Falls – was replaced with Plan B – lunch at Beechworth Bakery.

**After lunch, we continued through sunshine and another rain burst to Milawa for more coffee and more chatting. The weather had been ordinary but it was an enjoyable day. ●**

*Chapter Founder Ron Gillick and current Captain Loz Thomas (left) welcome the participants at Yackandandah*



*A rare dry patch on the day ...*



*Steve Reid finds some shelter at Lockhart Gap*



^ Ten years on ... Murray Finlay (left), who was Club President at the time, and founding Chapter Captain Ron Gillick cut the 10th anniversary cake at Lockhart Gap

# 10th anniversary run



# Chapter chatter ...

9.4.17 | Southern Tasmania ■ Words: Don Nicoll ■ Photos: John Waldock ■ Organiser: Michael Collinson

## 11 Steps to winning the points trophy in ... Mike's Mazda Mystery

*As background to this short stepwise guide to winning the prestigious trophy ...*

... it should be stated that Don (driver) and Linda (navigator), with just 14 months' experience of the State, volunteered to lead Stan (a Hobart local) in his immaculate ND, as he had been

unable to secure a navigator in time for the event. Stan and the navigator were the eventual winners.

**But, but ...** I hear you say. Read on:

<b>Step 1</b>	<b>Cheat!</b> The navigator had read the first clue before our start time. But having Stan following (for a very short while) proved to be the masterstroke.	<b>Step 7</b>	Driver, now navigator-less and without the clues (sounds like Peter Sellers), follows Stan and the navigator.
<b>Step 2</b>	Swap the navigator and driver as the Steward says "start". Too complex to explain, but suffice to say the former driver did as he was bidden.	<b>Step 8</b>	In an attempt to assist, driver talks to biosecurity lady at the back of the Antarctic Centre to determine the location of five stone penguins situated right by the front door of said Centre.
<b>Step 3</b>	New navigator forgets to read the note which says "head to Government House", meaning that we meet Stan going in the opposite direction at clue 3.	<b>Step 9</b>	Driver attempts and fails to delay Mike and Liz in their brand new ND while parking at the Snug beach car park. Also fails to work out what UTC means in relation to time, as in clocks.
<b>Step 4</b>	Swap navigator and driver again when the navigator (who you'll remember was the original driver) gets lost in the city. <i>Are you keeping up?</i>	<b>Step 10</b>	Driver follows Stan and the navigator until reaching the finish at Waterworks Reserve.
<b>Step 5</b>	When we meet Stan, again going in the opposite direction near Cascade Brewery, we regret not having the roof down to clear the blue air.	<b>Step 11</b>	Stan and the navigator deposit the answers with the Stewards, then Don and Linda make a hasty retreat, as their old dog can only stay indoors for so long and we had just had the carpet cleaned after an earlier accident ... which left Stan to collect the prize, which he richly deserved.
<b>Step 6</b>	Navigator abandons driver while collecting empty doggy poo bags at Long Point Road.		

**Oh ... was it mentioned that it rained for the entire event?  
Never noticed! ●**





^ Stan Rimon, Ian Long and Don Nicoll

#### Chapter Captain's note:

Well done to the winners and all competitors ... and apologies to Mike Williams, who thought he had won a bottle of wine – only to have it snatched from his hand! (*Amends were made later*).

A big thank you to Mike and Judy for organising a terrific quiz run. The weather was a bit ordinary but otherwise it was very enjoyable.

~ John Waldoock



^ Robert Grubits, Carla Long, Linda Nicoll and Michell Waldoock

# Chapter chatter ...

22-23.4.17 | Northern Tasmania ■ Words: Bruce Harvey ■ Photos: Alana McDougall, Bruce Harvey ■ Organiser:

DAY 1 – Saturday

*This was always going to be special ...*

... postponed from 2016 after one-in-100-year floods took out the approach and side rails from the Tayatea Bridge over the Arthur River ... we were now eager and ready to go again.

The Tarkine loop road was sealed in 2014 and is 60km that encompasses some of the most dramatic elements of the rugged west coast of Tasmania and was part of a garage-to-garage 650km weekend for this story teller.

The Tasmanian west coast has a reputation for anti-social convertible car weather ... but the further north-west we travelled, the better the weather became.

The first proper stop was at Brickmakers Beach alongside Bass Strait where we enjoyed a picnic lunch. From there we continued to follow the coast for a short distance before making the turn west to Forest. Linking a couple of Targa stages together, Irishtown, Nabageena and Edith Creek were soon rear vision mirror memories.

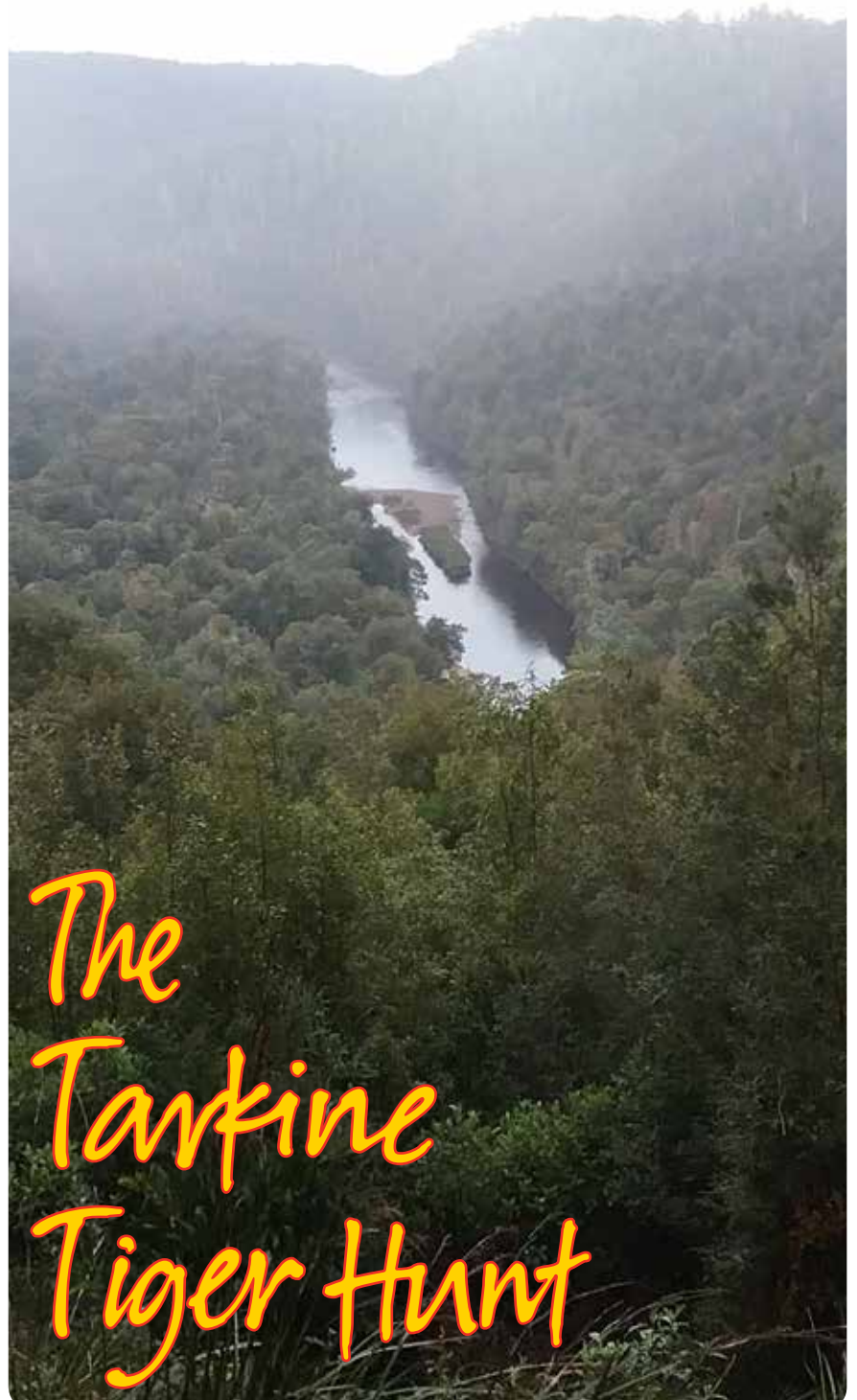
The actual loop starts at Roger River and as mentioned is 60km back to the start point. Even on the map the road is a continuous zig-zag and, when I first saw the route, I thought “the cartographer must have had a hard night the night before” when that was drawn.

Reality is no different: the road is 60km of continuous direction changes and is fun even at low speed. Stops were made at appropriate times to fully take in the awesomeness of this remote corner of the state; it is no huge leap of faith to imagine that the *extinct* Tasmanian Tiger could be still surviving in here somewhere, suitably hidden.

Arrival back at Roger River signified the loop was complete and, once we had arrived at Edith Creek, we were able to take the direct route to Smithton – this time via Scotchtown rather than Irishtown. *Tall Timbers Motor Inn* had us all sorted and tucked away in short order and, once unpacked and freshened up, the full group was soon assembled in the bar for some pre-dinner refreshment and discussion.

The dinner bell soon sounded and, once we were seated, the food and wine arrived quickly.

Once dinner was finished we adjourned to the comfortable chairs in front of the fire, and the group shrank slowly as people drifted off to bed .... *nighty night.*





Bruce Harvey

✓ *The Nut, Stanley (in the background)*



## DAY 2 – Sunday

*Breakfast "any time after 8am", the sign said.*

By 8.30am everyone was busy with their cereals, orange juices, toast and/or bacon, sausages, hash browns, eggs and tea or coffee, and the mood was expectant for the coming day.

A small brief was called for 9.30am before we set off for Stanley. As is usual for us the most direct route via the highway was binned in favour of a circuitous route through Wiltshire, emerging eventually directly opposite the Stanley turnoff. This detour was not entirely enjoyed by the members who had washed their cars, as the tractors had already been along the road dropping some of the paddock as they went.



*A tiger in the tank, maybe?*

Stanley is a fishing town, famous for the "Nut" and as the location for the movie *"The Light between Oceans"*, but today some sightseeing and a car show were top of the list.

We turned off the main road to take the top road into town. Here we could survey the whole town from the lookout and, a bit further on, visit Highfield historic house which was built, as a lot of historic Tasmania is, by convicts. History lesson over, we descended to the town and went for a walk through the impressive display of unique cars assembled on the showgrounds to raise funds for the local community through the Lion's Club efforts.

Being a fishing town we decided to have some fresh-caught fish battered and wrapped with some chips for lunch, and it was not long before a sheltered table near the beach was attracting the constantly hungry sky rats (seagulls) which showed no fear in their desire to score a morsel.

Lunch over, it was time to head south and – once again – into the rain so, with some of us still having close to 300km to travel home, we made only a few detours and made the majority of the trip via the main highway.

**Over the weekend we had the opportunity to discuss a lot of Chapter matters ... and agreed that we need to have more of these weekends away to unwind. ●**



^ *Dinner at the Tall Timbers Motor Inn*

# One that got away ... the 1986 Ford Sierra RS

■ Words: Club Captain - Motor Sport Randy Stagno Navarra, for his "Reader Review" on [motoring.com](#) – 12 March 2017 ■ Photos: [motoring.com](#)



In that time I've travelled, lived and worked overseas, seen the demise of my beloved Ansett, enjoyed club-level motor racing, said goodbye to loved ones for the last time, fallen in love, got married and had a kid. But in all of those 18 years there was one thing that never changed – my love for the Ford Sierra RS Cosworth.

For you youngsters out there the Sierra RS Cosworth was released 30 years ago. Along with its evolution, the Sierra RS500 Cosworth, it went on to dominate Group A racing world-wide, ultimately leading to the demise of the category in 1990 (though we did persist with Group A here in Australia till 1992).

**Sorry, Nissan fans. It was the Sierra, and not GT-R, that killed Group A racing.**

When released in 1986 the Cossie, as it is fondly known, was a wild-looking car with its aero-designed body kit and its extreme rear wing. It looked like something from the future, and every element of the body-kit was designed for maximum downforce.

Its 204bhp (152kW) output may look puny by today's standards, but the lightweight Cossie could still sprint to 100km/h in 6.1 seconds, cover the quarter mile in 14.1 seconds and top out at 250km/h. I reckon that's still pretty quick by today's standards; and in 1986 this performance placed it well ahead of its nearest rivals.

Add to that four-piston front calipers, anti-lock brakes, a limited-slip differential and sports suspension, and the Cossie handled and stopped as well as it went.

The posters on my bedroom wall always depicted Sierra Cosworths. I had no time for Ferraris, Lambos, Porsches, BMWs, Mercedes and such, and in 1994 my dream came true – I was lucky enough to finally own my dream car.

A privately-imported 350bhp (261kW) Moonstone Blue example was now all mine. What followed was five years of fast, and often very frustrating ownership of a car that never ceased to amaze me. It was fast, very fast, and I always had a huge grin on my face whenever I finished a drive. Unfortunately, due to circumstances out of my control, I had to part company with my Cossie, and I now know she has travelled full circle and is back home in the UK.

Now, 18 years since my last drive, I'm sitting in a Sierra RS Cosworth once again. She's a Moonstone Blue example, same as my old one, and she feels just right. The Recaro seat hugs my body (probably a bit more tightly than I remember), the leather-bound three-spoke steering wheel feels great, the gauges all clearly legible and visible.

There's a rush as I turn the key, wait for the usual whirr from the fuel pump and then she breathes into life. The 16-valve twin cam engine is not the quietest when cold, but soon settles into an easy idle.

Strangely there was a familiar and reassuring smell on start up. I always described it as burnt plastic and fuel. It all seemed natural. Push in the heavy clutch, snick the old Borg Warner T5 gearbox into first, I'm off.

**The Cossie is easy to drive, considering its age ...** and what it was designed for. Unlike modern cars, the visibility out of it is tremendous; thin A pillars and lots of glass certainly help – though I reckon the rear spoiler would easily hide flashing blue and red lights if you were misbehaving.

The steering is superb. It's slightly heavy but so accurate with crisp feedback. You know exactly what the front wheels are doing. It's so easy to place the car and clip the apex of every corner.





(Reproduced with permission of and thanks to *motoring.com*)

Thanks to Tristan Moser for the loan of the car!



**You do have to *drive* the car to get the best out of it.** Unlike modern turbo-charged engines you have to ensure the rev counter is around the 2600rpm mark or else boost is distinctly lacking. But get it right and it is so rewarding. You punch out of every corner with a slight hint of opposite lock and the delightful whistle of the turbo spinning all the way to the next gear change at 6500rpm.

The grip from the small 205/50R15 tyres is excellent, but you have to exercise some caution. If you're ham-fisted you simply turn them into smoke. This is a car that definitely rewards precise driving.

Thankfully if you do slightly overcook it, the brakes are still phenomenal. They pull you up time and time again from any speed very easily.

The best part about the Cossie is the faster you drive it the better she reacts. That wild body kit was designed to give you downforce, and you do feel the car hunker down and give you more grip. Sweepers are despatched so easily as you know exactly what both ends of the car are doing. There are modern cars out there that could learn a thing or two from this old warrior ... *no traction control required!*

**It really is a sense of adventure driving a Sierra Cosworth.** It still has such great street presence. People point and give you the thumbs up. I found myself driving close to shop front windows just to see the cars reflection.

Suddenly I was mid-20s again, and the world was a much simpler and better place. Like every story though, my drive had to come to an end. After 18 years I was worried that my memories of the Cossie were tinted with nostalgia. I needn't have feared.

**The Sierra RS Cosworth is still a fantastic drive and it will surprise many more modern, expensive cars like it was designed to do back in 1986 ... and like all those years ago I was definitely smiling after this drive. ■**



# Chapter chatter ...

23.4.17 | Eastern Victoria ■ Words: Bob Collins ■ Photos: Peter Ferguson, Karen Bradshaw, June Teeuw ■ Organiser:

*The Mt Baw Baw run started at McDonald's restaurant at Warragul with a good turn-up of 19 cars ... but with the weather overcast and looking pretty average.*

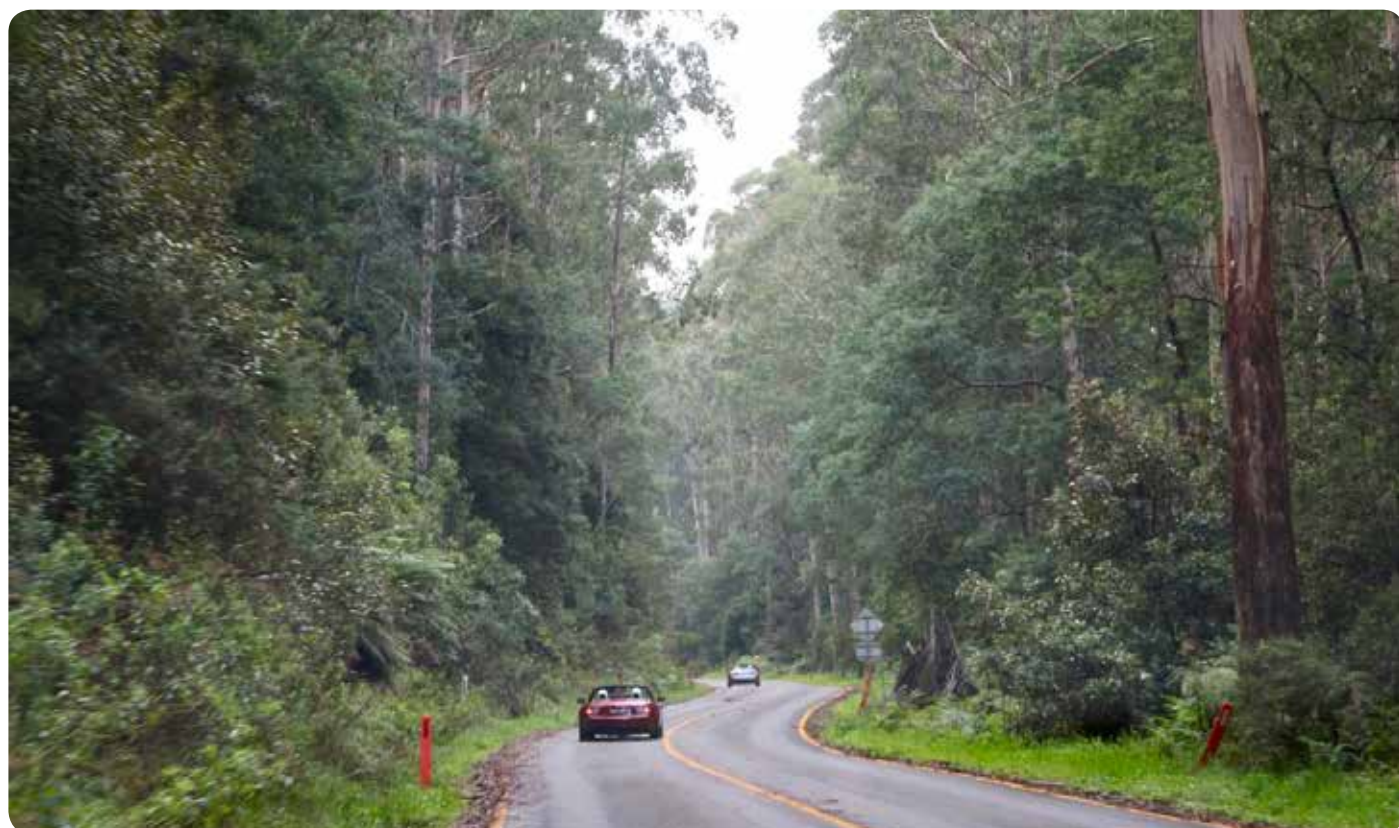
Having been a member for only about five months, there were a lot of faces I did not know, but the crowd was mainly local and Melbourne members and included the Western Victoria Chapter Captain Ian Bradshaw and his wife Karen all the way from Ballarat.

The run leader for the day, Rob Krygsman, and Chapter Captain Peter Ferguson gave a quick briefing session prior to the run and then everyone headed for the cars. The order of the day was *rooves must be down* ... and we departed around 10am.

We left Warragul and headed towards Noojee, our first stop, passing through Rokeby and Neerim South. Rob set a good pace, keeping the guys up the front happy with a few slower cars to the rear. After a 20-minute stop at Noojee picnic ground car park we jumped back into the cars and headed towards Mt Baw Baw, passing through Icy Creek and Tanjil Bren. Rob had warned us about resealing works on the Mt Baw Baw road from two weeks previously, but on the day it wasn't that bad as long as you kept a bit of distance to the car in front. There were plenty of twisty, tight corners as well as few hairpin bends to give the MX-5 suspension a good work out and provide good sightseeing on the way.



*As far as the eye can see (and then some!)*





Rob Krygsman

# Baw Baw run



*Rugging up for rooves down ...*



*High tea ... or high lunch*

When we reached the top of Mt Baw Baw the weather had improved a bit, but it was still only about 12 degrees. We parked the cars and headed towards the Mt Baw Baw Hotel for lunch. Drinks and food were ordered, and I think everyone enjoyed a good chinwag over lunch. I went for a walk through the village, which looks quite different, with no snow this time of the year.

It was then time to leave and we headed for the cars, to find that the weather had closed in with a mist covering the car park area. The rooves were again dropped as we headed back down the mountain, passing back through Tanjil Bren to Icy Creek where some the cars headed back towards Melbourne. Nine cars headed back towards Willow Grove, turning just before the town towards Trafaglar. The roads weren't as twisty through this area but the drive was just as enjoyable with plenty of good scenery to take in. On arrival at Trafaglar we headed to a local wine bar where coffee and beers were consumed to finish off a great day.

**Although most went home on the Sunday, about 10 people stayed on for the night at Baw Baw. Apparently they had a great time with lots of laughs and the odd glass of wine – interesting that a couple of the girls were very keen for the cars to descend the mountain fairly slowly, and were feeling a bit car sick ...** ●

# Chapter chatter ...

13.3.17 | Central ■ Words: Bob de Bont ■ Photos: Bob de Bont and Karen Bradshaw

## There and Back ...

A tale about three travellers to the North-Eastern Victoria Chapter's Snowy Run in March

*The North-Eastern Victoria Chapter had organised a Snowy Mountains run to Jindabyne over the 11-12 March long weekend.*

After a little organisation by our owners, we cars were to meet at Romsey for a sedate drive to Albury on the Friday before the run.

The anonymous grey NC piloted by Bob arrived first at the pre-determined spot and awaited the other cars. The black beast with Ian and Karen and Milly II with Lockey and Tracey soon followed and, while we waited patiently, our owners had morning tea in the park. After some discussion between Ian and Bob it was decided that the anonymous grey NC would lead for a while ... how hard could this be? Albury is only 300km and 3½ hours from here!

So we headed north to Lancefield, east to Kilmore, north-east to Broadford, crossed over the freeway and then further east to Flowerdale, then north to Yea for a quick comfort stop.

Heading towards Mansfield we endured an extended period of 60km/h roadworks. We had a little fun with the traffic on our way before stopping in a park for lunch, although Milly II needed a detour for food for her occupants and a drink herself, and the black beast needed a drink too.

We were dismayed to see a number of noisy two-wheeled contraptions pass by along with some oversized four-wheel devices as we sat patiently waiting for the trip to resume.

Heading out towards Whitfield with the anonymous grey NC in the lead, we picked up the pace as best we could, passing a number of oversized four-wheel devices before finding all the noisy two-wheeled contraptions parked neatly and quietly on the side of the road allowing us to pass. How nice of them. Arriving in Whitfield we found more of the noisy two-wheeled contraptions parked and a number of cars similar to us. Ian claimed they were Cobras and Super Snakes, whatever they were; all were silent and didn't look too threatening.

From here the black beast took the lead as we headed north, then east, then north again through Beechworth and Yackandandah for another comfort stop before the final push into Wodonga where the anonymous grey NC led us to our overnight accommodation. Each of us needed a drink before being tucked up for the night, conveniently huddled together and hidden from sight by another oversized four-wheel device which was thankfully kept a safe distance away. Our fairly simple drive had been *six hours and 420km*.

Our owners returned in the morning, claiming they had a very good night in the *Albury Townhouse* and had consumed much alcohol, eaten fine food at the pub and generally had a good time together discussing all things before retiring to their respective rooms to sleep.



^ Top down: Bob in his anonymous grey NC, Lockey and Tracey in Milly II, and Ian with his, er, tank



✓ Cobras and Super Snakes at Whitfield; squeezed in beside some oversized four-wheel devices in Albury



We all headed off to the meeting spot with the anonymous grey NC in the lead, and met a number of our brothers and sisters – some of which we recognised, and we made new friends with others.

*The report on the weekend run can be found in the April mxtra.*

The trip home really started as we officially finished the run on Sunday with the black beast behaving like a highly-strung race car and refusing to run as commanded, causing some angst for both Ian and Bob.

We returned to the *Albury Townhouse* with the black beast in the lead, continuing to misbehave. After some preliminary checks, a tinker here and there and being allowed to cool, the black beast was again behaving himself with all three of us needing another drink before be tucked up for the night – although not quite as comfortable as before with Milly II needing to keep close to her owners.

Our owners returned in the morning claiming they had another very good night in the *Albury Townhouse* and

had consumed more alcohol, eaten another fine meal at the SS&A club and generally had another good time.

With various plans on offer, we would see if Mazda in Albury had a part for the black beast. No luck there, so it was decided to take the freeway home. Ian and Bob were quietly confident that we would all get home safely and so we set off with the black beast in the lead.

Heading south-west we stopped for morning tea near Benalla and another break at Seymour before heading west then south to

arrive at Lancefield for lunch. Continuing the south-then-west pattern we arrived at Bacchus Marsh and headed to *St Ann's winery* where Bob, Karen and Ian claimed they needed to restock their cellar. We bade each other farewell and headed to our respective homes.

**From the owners, it was a great start and end to a great weekend with many happy memories made. Thanks to the black beast, Milly II and the anonymous grey NC for keeping us safe, comfortable and delivering us safely home. ●**

# Chapter chatter ...

26.4.17 | **Central** ■ Words: Helen & Mark Lehman ■ Photos: Geoff Roche, June Teeuw ■ Organisers: Karen & John Palmer



^ Hands up ... who's writing the mxtra report?



*What a grand day was had by all on the Central Chapter's recent Trentham run, organised by John and Katrina Palmer.*

The day started out overcast and by and large remained that way for the day, with the occasional ray of sunshine splintering through the cloud cover ... but luckily, not threatening rain so our lids remained off for those who could.

Commencing at Yan Yean Reservoir, 17 cars assembled, including an Almac which is basically underpinned by an MX-5 with a lightweight open-wheeled body originating across the ditch in New Zealand.

Zeroing our trip meters, we set off on some great roads and fine scenery (for the passengers) to arrive at rest break number one at Broadford, for a leg and back stretch and a quick brew and bikkie.

Leg two was through to Kyneton, an historic town surrounded by beautiful countryside and vistas from open fields with a variety of livestock to hills with tops tinged with green from recent rain that are yet to turn Victoria into the verdant state that is our reputation.

The hills were punctuated by protruding rocky outcrops and monoliths pretending to be Stonehenge. If nature had worked slightly harder, they could have grown into a range of mountains.

Stage three took us via a variety of roads and questionable roads to Trentham, including one stretch that tested our reflexes and steering to avoid many pot holes, broken surfaces and asphalt joins and repairs of dubious quality and value.

*Ahhh, lunch at last.* The group, now with 19 participants or cars depending on your attitude, arrived at Trentham park where the group either enjoyed their own fare or found a pub or café to suit their taste. A leisurely time was had at sleepy Trentham ... but it would not be so sleepy the following weekend as it was due to host their annual Spud Festival with many activities throughout the town, including food (spuds, I think), music, children's activities, a market and many community events tied together to show off the area and local spirit.

Lunch time concluded, many of our throng departed leaving seven cars to complete the last section of this well-planned event through to Melton for a final coffee at Maccas and a fuel up, if required, prior to commencing the journey home in whichever direction that may have been.

The Trentham run shows how enjoyable these events can be, with good planning and run notes, great roads and vistas and especially wonderful people who all have the common interest of driving and enjoying this awesome state of Victoria. Of course, driving a spirited car such as an MX-5 is what it is all about.

Many thanks to John and Katrina for planning this great day. We look forward to the next Central Chapter event. ●



# Club Code of Conduct

Members of the Mazda MX-5 Club of Victoria & Tasmania Inc (“Club”) are required, under this Code of Conduct, to behave at all times in a way which upholds the Club’s values and complies with its Statement of Purposes and Rules. The Code of Conduct contained within the CAMS Member Protection Policy applies wherever the Mazda MX-5 Club of Victoria & Tasmania’s Code of Conduct is deficient.

<b>Honesty and integrity</b>	A Club member must behave honestly and with integrity in the course of Club activities.	<b>Confidentiality</b>	A Club member must maintain appropriate confidentiality about dealings that the member has with any sensitive matter that relates to the Club.
<b>Care and diligence</b>	A Club member must act with care and diligence in the course of Club activities.	<b>Conflict of interest</b>	A Club member must disclose, and take reasonable steps to avoid, any conflict of interest (real or apparent) in connection with Club activities.
<b>Respect and courtesy</b>	A Club member, when acting in the course of Club activities, must treat everyone with respect and courtesy, and without harassment.	<b>Proper use of resources</b>	A Club member must use the Club’s resources in a proper manner.
<b>Lawful compliance</b>	A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.	<b>Undue advantage</b>	A Club member must not make improper use of: <ul style="list-style-type: none"> <li>– inside information, or</li> <li>– the member’s duties, status, power or authority,</li> </ul> in order to gain, or seek to gain, a benefit or advantage for the member or for any other person.
<b>Directive compliance</b>	A Club member must comply with any lawful and reasonable direction given by someone in the Club’s organisation who has authority to give the direction.	<b>Behaviour – general</b>	A Club member must, at all times, behave in a way that upholds the Club’s values, integrity and good reputation.

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# 1,000,000th MX-5 arrives home



■ Words: Mazda Corporation ■ Photos: Michelle Waldo, Alan Bennett

The One-Millionth Mazda MX-5, a commemorative model celebrating the production of one million units of Mazda's iconic two-seater convertible sports car, returned home to Japan after a year-long tour that saw the model exhibited at fan-facing events around the globe – including Australia's MX-5 Fan Fest at Sandown in January.

The car arrived back at the Mazda's Hiroshima headquarters on 7 April.

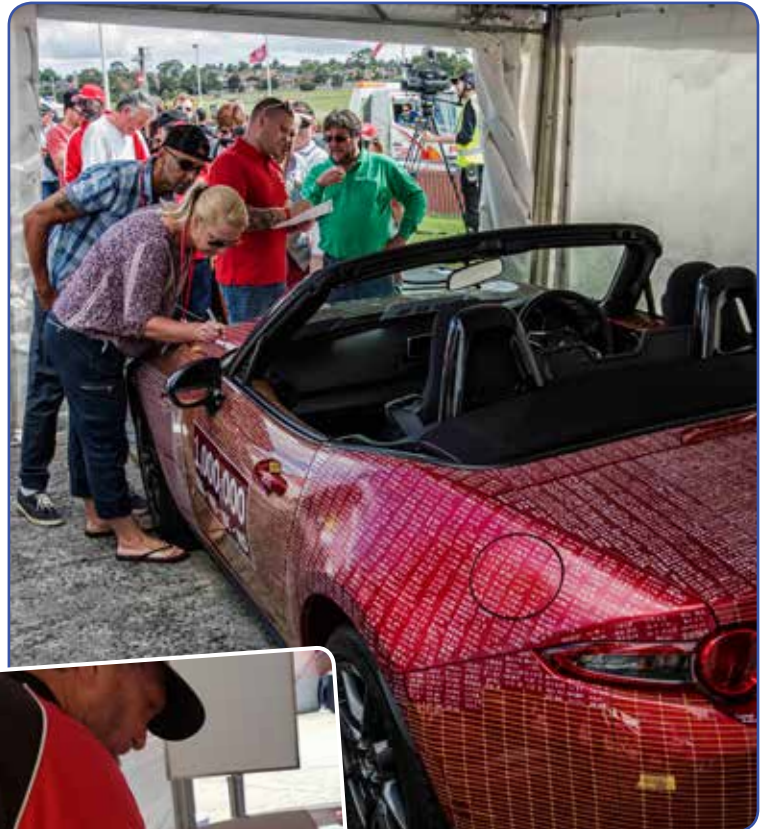
Mazda organised the one millionth MX-5 tour to celebrate with fans the achievement of one million units and to say thank you to everyone who has supported the model over the years. Over the course of the tour the car was exhibited at 35 events in Japan, the UK, Spain, Germany, Belgium, the USA, Canada, Australia and New Zealand, and more than 10,000 MX-5 fans signed their name on the bodywork.

"Seeing so many signatures from all over the world really brought home the fact that people from different countries, cultures and generations have supported the MX-5 for more than a quarter of a century," said Masashi Nakayama, Program Manager and Chief Designer of the fourth-generation MX-5.

"We are forever grateful to these fans, and we will continue working to elevate this car, a symbol of Mazda's dedication to driving pleasure, to the realm of high culture as we set our sights on the next milestone – two million units."

The one millionth MX-5 also took part in the parade at the Hiroshima Flower Festival on 3 May and was on display in the lobby of Mazda's Hiroshima headquarters from 8 to 12 May.

Mazda will continue promoting initiatives that value car culture and the history the brand has built together with its customers. It aims to enrich people's lives through a variety of touchpoints and become a brand with which customers feel a strong emotional connection. ■



*John Waldo (left) and other fans sign the one millionth Mazda MX-5 at Fan Fest in January.*



*^ The fully-signed beastie, back in Hiroshima*

■ Words & photos: Peter Ferguson

As well as my NC2, I have a 1989 model NA which is car #51 built for Oz. It has 312k on the clock and the engine was getting fairly rattly (stuffed hydraulic lifters) and using oil ... plus I had previously fitted a six-speed gearbox (with regret – unless you also change diff ratio, it's very limiting).

I was given an engine some years back which is an NB (not NA) 6. Apparently this is a poverty-spec engine sold in Japan and UK and parts of Europe – built for fuel economy. It only had 80k on it so I thought it would be good to fit it to the car and then take my time to recondition the original (bog standard) engine and re-fit it to the car eventually to keep it a “matching numbers” car. I had also picked up a used five-speed gearbox with about 80k on it.

I had been “meaning to get around to it” for about three years! There was a khanacross coming up in late February so the Sunday before, after finishing lots of other jobs around home, in the late arvo I thought “bugger it, I'm going to start now ...”

After all, it can't take that long to swap out an engine and box.

My “currency” on such jobs was back in the mid-'80s with Datsun 1600 rally cars and race cars I had built so I'm rather out of practice on major surgery and with the tight confines of modern engine bays.

Fortunately I am well equipped for tools and I have an engine crane I bought a couple of years ago for when I got around to this job. I also have trolley jacks and axle stands ... as well as an old back and a crook shoulder that do not enjoy it when I crawl around on the floor!

**Anyhow, getting the motor and gearbox out was relatively easy** – I think it was done by about 10am Monday morning, after relatively little hassle and few skinned knuckles. I took the precaution of removing the inlet manifold in the car – a pig of a job to get the fixings underneath BUT it definitely made other fixings more accessible – particularly a couple of tricky bits are the engine/gearbox interface where a couple of brackets are bolted on.

*Note to anyone doing this job:* if you're undoing any of the engine/gearbox bolts, ensure you have six-point (hex) sockets, not 12-point, and long extension bars, a universal joint and someone who can place and hold the socket while you lie under the car to turn it – *I struck out on all these points!*

I was able to undo the aircon compressor

and wire it to the body, saving having to drain gas. The PPF frame can have one bolt left loosely done up on the diff, allowing it to be swung out of the way; after disconnecting the wiring loom from the PPF frame, I realised that I probably didn't need to – another *bugger*, as it was not that easy to do!

Once the gearbox was drained and the gearstick was removed, the entire engine/gearbox lifted out easily, with the car still on the stands and with an equaliser on the lifting hoist so I could re-jig the balance and keep the gearbox sloping down. I turned up a nylon plug to stick in the rear of the gearbox to prevent any residual oil from falling out. I thought I may need to remove the cam angle sensor (CAS) at the rear of the motor but it turned out that it was not necessary.

**To eliminate modding the car to suit the engine, I opted to “convert” the NB engine to NA spec.** This involved putting a drive on the end of the inlet camshaft so it can drive the NA6 CAS on the back of the driver's side cam cover. I had this done at an engineering works a couple of years back. Otherwise it was a matter of using the NA inlet manifold and exhaust extractors plus changing over a few sensors and cooling system housings. I also did a cam belt, seals and water pump change as a precaution. After checking the clutch life (*ALWAYS purchase a plastic alignment tool off ebay - \$18 well spent!*) and fitting a new front seal to the gearbox (it had arrived covered in oil and I was not sure where this was from) the two were bolted together and lowered into the car.

**Lining up the engine mount holes AND not damaging the CAS or the firewall while working alone was one of the hardest parts of the job. This is one time where a helper would have been invaluable!**

Once slotted in, everything was smooth sailing with a couple of silly exceptions:

1. The water pipe that runs along the side of the motor on the passenger side slots into the front housing using an O-ring for a seal. I had looked at it when fitting, lightly lubricated it and said “she'll be right”. *She wasn't!*

As soon as I started filling the cooling system I ended up with green water everywhere under the car. Wonderful ... I had to lie in this later to do other connections! *How to fix?* Check the envelope of spare bits I had bought from an American supplier a couple of years back and there was the correct part – I had it all along and failed to use it. This was a relatively easy fix but for a while I THOUGHT I may have to pull the extractors back out.

2. I had omitted to connect a wire on to the temperature sensor in the housing under the CAS. *Aaaagh!* There is NO room in this part of the engine bay and my hands are too fat. I got my eight-year-old granddaughter involved and, after lots of talking and coaching, she decided it was (a) too dirty, (b) too hot [the engine had been running], and (c) too hard. Oh well, out with the CAS, slot the wire on and re-fit the CAS. If you have ever removed the CAS in the car you'll understand this is MUCH easier said than done!

**The engine started pretty much straight away from a guessed initial position on the CAS.**

I thought I was Christmas, but as soon as I revved it there was an ungodly screeching! It seemed like belt screech but I started doubting all the work I had done on the front of the motor and assumed I had buggered up the water pump or cam belt etc. I decided to investigate further before stripping off the front of the engine again (*glad I did*).

Twenty-four hours of investigation finally “proved” it was belt screech, so I tightened the alternator belt harder and it stopped. By now it was late Thursday. I went out Friday morning to start finishing up and check timing ... but there was NOTHING from the battery. The battery was about five years old; it had been working beautifully but was now totally dead. I tried charging but my smart charger said it was not capable of taking a charge.

By now it was mid-morning Friday, and the khanacross that I had set my sights on was on Sunday. I went and got a new battery (\$150), slotted it in and started

# transmission changeover



the car – *beautiful*. I took it for a short drive – *magnificent*. There was not much power (I expected that from the “poverty pack” engine) but both engine and gearbox felt tight and “new”.

**Lovely ... but wait, what’s that smell? Smells like battery gas.**

Open the boot and the battery is sweating, bubbling and the sides have bowed out (I mean REALLY bowed!). Clearly only one possibility – the alternator that came with the motor is overcharging. Of course my original motor used a vee belt drive while the later NB motor uses a flat belt drive, so I can’t simply substitute it. Nothing I had would undo the drive nuts on either the old or the “new” alternator drives, so it was off to the auto elec (half an hour away) to see if he could get me sorted (it was now early Friday arvo).

After disassembly, he found the drive pulleys were not interchangeable – different shaft diameter! So he scratched around and found an old pulley that, after some machining on the lathe, could be made to work.

“Mate, I’m busy rebuilding a truck starter at the moment so come back just before I shut this arvo ...”

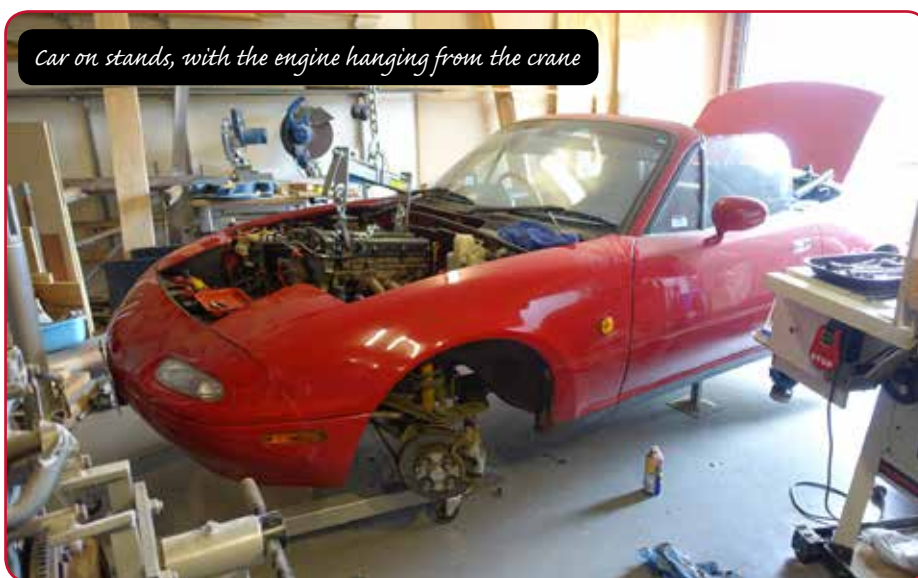
So I returned later, hoping he had sorted the problem (by now I was *determined* I would be driving THIS car in the khanacross if it killed me!). The pain from all the skinned knuckles, and the loss of most of the week, *had to have been for something*.

Fortunately he had sorted the drive and I re-fitted it as soon as I got home ... and on Saturday morning I took the car for a drive – *beautiful!*

It was really pleasant to drive and the battery had lost much of its bulging and was now cool (I think the two-year warranty may have gone west however).

I drove the car to the khanacross and it did not miss a beat – it was a bit gutless up the hills, but otherwise it felt like a new car. *A pity the driver did not perform nearly as well!*

**I had hoped for fairly smooth sailing on this changeover, but I should have expected what actually happened – it seems to be what usually happens with me! ■**



*Car on stands, with the engine hanging from the crane*



*Old engine, about to come out*



*Out it comes*



*Empty engine bay*



*removed engine*



*replacement engine*

## Round 4: Back to Sandown ...

---



^ Yep ... that's a motor ...



^ Gavin Newman (left), Randy Stagno Navarra, Daniel White and Peter Bolton shoot the breeze ...

**23.4.17** ■ Words: Steve Williams ■ Photos: Suzanne & Gavin Newman

*Round 4 of the Essendon Mazda MX-5 Sprint series was contested at Sandown International Raceway on Sunday, 23 April. The event was hosted by the WRX club with a good turn out of 22 MX-5 competitors.*

The weather gods spared us the showers that were forecast and the sun even made an appearance for a short while!

There was quite a good variety of cars in attendance including many MX-5s and WRXs, GT3 Porsches, M3 BMWs and AMG A45s. One of the more interesting cars in pitlane was a WRX STi powered by a turbocharged LS1! Another was a WRX running with the addition of an interlock; not sure how this was achievable with a full face helmet though; it may explain some creative driving on track from this vehicle!

Track records were reset by Alan Conrad, Dean Hasnat and Randy, hat's off to these drivers! Both Standard NB and NA/NB Modified went down to the wire. Both winning drivers posting their quickest time in the last session. As they say better late than never.



During the lunch break Noel Heritage (left) presented the inaugural "Princey" award for the Most Spectacular Exit from the Racetrack to Dean Monik. The

"Princey" is in memory of Peter Phillips, a much-loved and respected Club member and gentleman. The award honours his hard-charging, "take no prisoners" driving style which sometimes had its downside ... Dean was judged a worthy recipient, not just for his spectacular exit from Turn 5 at Sandown last September but also for his committed, on-the-edge driving.

Randy also informed us of the exciting opportunity to be able to run on the great Mount Panorama track at Bathurst, and also floated the idea of running at Symmons Plains and Baskerville next year. *Plenty to look forward to indeed!*

By all reports everyone had an enjoyable day. The competition was fierce and the banter was even fiercer. Dean was seen to be making a strong bid for his second "Princey" after a brake issue had him playing in the sandpit at Dandy Road!

**The next round of the Essendon Mazda MX-5 Sprint Championship is scheduled for 13 May. ●**

^ Top Down > #89 Dave Moore; #39 Paul Ledwith practices his parking; #79 Dean Hasnat; #37 Peter Bolton.

# Round 4 results / Championship standings



## 2017 Essendon Mazda MX-5 Sprint Championship - Round 4 | Sandown - 23.4.17

Long Track	1st		2nd		3rd	
Open	Dave Moore	» 1:25.6502	---	---	---	---
NC/ND Modified	Alan Conrad	» 1:30.9898 *	---	---	---	---
NA/NB Modified	Dean Hasnat	» 1:31.5196 *	Gavin Newman	» 1:31.6519	Daniel White	» 1:35.2204
NB Clubman	Noel Heritage	» 1:36.3089	Peter Dannock	» 1:36.7098	Murray Seymour	» 1:38.0258
NA Clubman	Robert Downes	» 1:38.5139	---	---	---	---
Standard ND	Randy Stagno Navarra	» 1:31.7520 *	---	---	---	---
Standard NB	Simeon Ouzas	» 1:36.3719	Gareth Pedley	» 1:37.3549	Steve Williamsz	» 1:37.9744

\* New Club lap record

## 2017 Essendon Mazda MX-5 Sprint Championship - after Round 4 | Sandown - 23.4.17

(corrected points)	1st		2nd		3rd	
Overall Champion	Alan Conrad	» 410	Robert Downes	» 345	Noel Heritage	» 315
Open	Dave Moore	» 300	---	---	---	---
Restricted Open	Tim Meaden	» 200	---	---	---	---
Super Modified	Dean Watchorn	» 100	---	---	---	---
NC/ND Modified	Alan Conrad	» 400	---	---	---	---
NA/NB Modified	= Daniel White/Gavin Newman	» 135			= Leon Bogers/Dean Hasnat	» 60
NB Clubman	Noel Heritage	» 300	Murray Seymour	» 210	Peter Dannock	» 175
NA Clubman	Robert Downes	» 400	George Vellis	» 75	---	---
Standard ND	Randy Stagno Navarra	» 200	Tim Edwards	» 100	---	---
Standard NB	Steve Williamsz	» 270	= Gareth Pedley/Simeon Ouzas	» 265		



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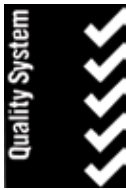
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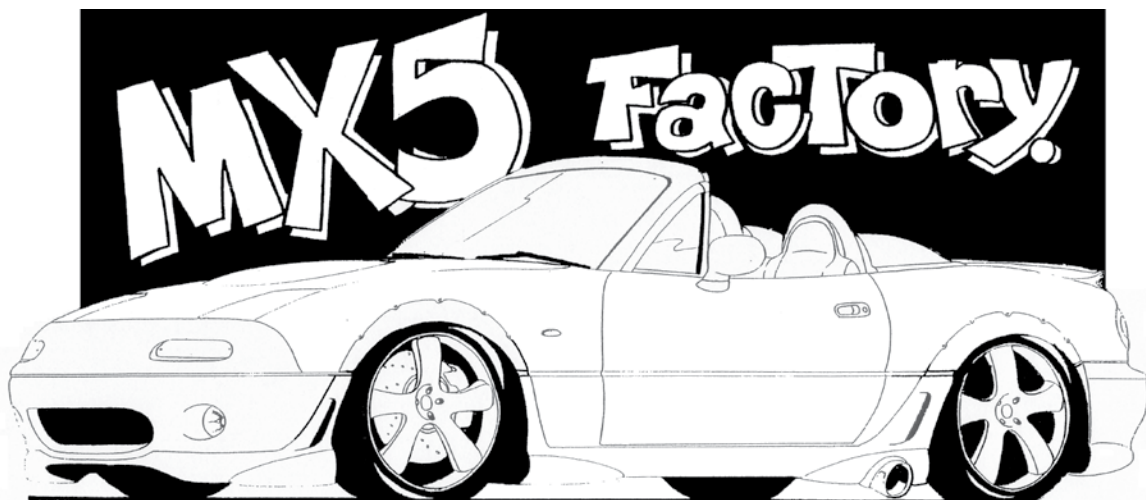
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