

mxtra

8/2017
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

On the Beach

Racing at the bottom of the world!



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MX-5 Club
of Victoria

Inside:

Runs to Walwa, Yarram ... and Switzerland!
Motor sport - it's back to the Island
Building an MX-5-based kit car

Print Post Publication: 100018450



PO Box 312 Fulham Gardens SA 5024



If you've booked for NatMeet in South Australia's wondrous Barossa Valley, and you haven't paid your deposit, we need you to do that now, please.

If you haven't booked (because you were deterred by the cost or because the initial response left you on the waiting list), **we have great news!**

- » Through generous sponsorship, the cost of the event has become much more affordable, and
- » Some of the initial enthusiasm for the event has diminished, and there are now places available for those quick off the mark!

The event will run for six days – longer than any previous NatMeet – and the \$500 registration fee per person is good value, and includes lunches for three of the days.

So ... if you've booked, please pay your deposit now. And if you haven't booked, please consider it now.

You can find **full details** and **register** via the SA Club website, at mx5-sa.com.au/natmeet-2018

Payment details for deposits:

Bank: **Westpac**
Account Name: **Mazda MX-5 Club of South Australia Inc**
BSB No: **035-055**
Account No: **359950**

Day 1: Sunday, 8 April 2018

- » Track day at Mallala
- » Registration at Novotel; welcome gourmet BBQ

Day 2: Monday, 9 April 2018 (PM)

- » Runs through the local area
- » Dinner at Seppletsfield winery

Day 3: Tuesday, 10 April 2018

- » Grand Parade and Concours at Tanunda
- » Free afternoon

Day 4: Wednesday, 11 April 2018

- » Visits to iconic local vineyards and business
- » Dinner at Nuriootpa

Day 5: Thursday, 12 April 2018

- » Runs and lunch in the Adelaide Hills
- » Themed presentation night dinner at the Novotel

Day 6: Friday, 13 April 2018

- » Farewells

Don't miss out on this fabulous event!

Hans Oldenhove, Chairman – NatMeet 2018 Mazda MX-5 Club of SA
natmeetchairman@mx5-sa.com.au | Tel: (08) 8269 4191 Mob: 0434 032 980

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Cover image: *Tim Meaden in action during the Essendon Mazda Sprint Championship round at Phillip Island in July.*
Photo: Suz Gallus



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

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Pete's Perspective ...

■ Peter Dannock – President president@mx5vic.org.au

A True Targa Top

The new Mazda MX-5 RF has reminded us all of the Porsche 911 Targa, first introduced in 1966 – a removable roof section that included a full-width roll bar behind the seats.

The rear window is normally fixed, but on some targa models, it is removable or foldable, making it a convertible-type vehicle. The targa top became popular through the '60s and '70s when there were fears that the Department of Transport in the US would *ban* convertible cars.

However, the targa top declined as manufacturers discontinued them for other options. It was Porsche that trademarked the *Targa* name and the convertible car survived in many different forms, including a retractable hard-top that Mazda introduced to the MX-5 in the NC model.

In developing the RF, Mazda could not use the term *targa* to describe its new hard-top model; apart from the trademark issue, it does not quite fit the mould of being a retractable hard-top (like the NC), as only part of the roof folds away. So, the creation of a new type of folding hard-top, the 'Retractable Fastback', was born.

Today, Porsche still offers a Porsche 911 Targa, with a starting price in Oz at around \$235,000 for the Targa 4 model. So, it begs the question, is the Mazda MX-5 RF the car you now buy if you can't afford a Porsche 911? With its light weight, rear-wheel drive layout, the MX-5 remains light on its feet and connected to the road. Though it's not the most powerful car on the road, it still is the best value targa-top car that money can buy.

NatMeet XIII in 2018

Only eight months to go until NatMeet XIII comes around in the Barossa Valley. As with all NatMeets, there will be lots of great activities including motor sport, scenic drives, great food and good company.

Though there was overwhelming enthusiasm for this event when entries opened, this has now diminished somewhat as deposits have become due. Through generous sponsorship and your feedback, the organising committee have made every attempt to consolidate the cost for this event, making it more affordable without compromising the quality. *They are requesting that anyone who was deterred by the waiting list or is not aware of the reduced cost to seriously reconsider attending next year's NatMeet.*

Please feel free to contact the NatMeet XIII organising committee if you are considering joining them in South Australia next year. More information can be found on page 2, and contact details can be found at mx5-sa.com.au/natmeet-2018/

Membership Renewals

As we celebrate the completion of another record membership year, we should also congratulate the MX-5 Club of NSW who, for the first time, have exceeded 1,000 members for the last membership year. As a single-marque and -model car club, this is an outstanding achievement.

Though we have a fair way to go to catch them, we look forward to bridging the gap a little, so remember to renew your membership. You will continue to receive

For your diary ...

See the full calendar for details

August

- 13 EV Hillclimb, Bryant Park
- 20 CEN 27th birthday run
- 20 EV Dargo overnight run
- 20 NTas Ladies, Start Your Engines
- 22 NEV Tuesday run - Mansfield
- 26 STas Devil's Corner run
- 27 NTas Peter & Richard's Tassie Roadshow

September

- 2 CEN Saturday run - Kilmore
- 10 EV Khanacross, Bryant Park
- 10 CEN Run to the EV Khanacross
- 17 EV Something Different run
- 17 WV Stoff's run to Somewhere
- 17 NTas Off to the Tuck Shop
- 20 EV Wednesday run - Port Albert

the great benefits of Club membership that include the Club magazine, social runs and events, great drives with great people and much more.

Happy Birthday to Us

On 10 August 2017, the Club turned 27. Though we are not celebrating it in the same way we did our 25th birthday two years ago, it is always worth reflecting on the achievements of the Club over those years. Here's hoping for many more birthdays ahead.

I look forward to seeing you on an event soon.

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

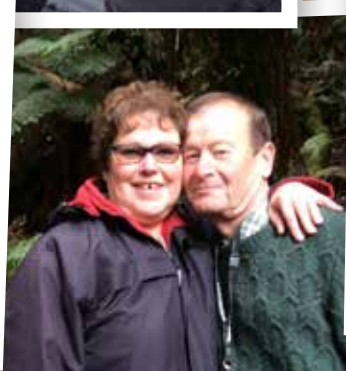
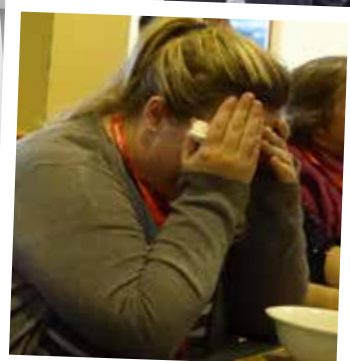
Pete



Scene about ...



■ Photos: John Waldock, Karen Bradshaw, Peter Ferguson, David Salter, Alana McDougall, Bruce Harvey





Randy's Rant ...



■ Randy Stagno Navarra – Club Captain - Motor Sport captain@mx5vic.org.au

I've just arrived home from the Phillip Island 6 Hour.

It has been a long, intense but fun weekend and I'm exhausted but I couldn't be prouder.

It's the first time the Club has officially entered in this event and *Team Clippers* and *Team Cutting Edge* finished 4th and 5th out of the 50 teams that took part. It truly was a monumental effort.

The people I really want to thank are the volunteers who gave up their time to ensure we could compete at this event. The effort they put in is incredible. We drivers have the easy job ... the guys and girls on the wall have the hard part of controlling what we do out on track. It's a great team effort.

A nice surprise was seeing the number of Club members who came down for a drive to the Island to support us. It is very much appreciated. Also thanks to **Essendon Mazda** for sponsoring the teams. Their constant support is very much appreciated by all of us.

But ... just one more time ... thank you to all the team volunteers from myself and all the team drivers.

Essendon Mazda MX-5 Sprint Championship ~ Rd 7, Winton, 13 August

We are back up at Winton with the WRX Club.

Entries have been out for a while now. This will be the only chance we get to practice for the **Winton 12 Hour** later this year. So I'd encourage anyone who is going to take part in the 12 Hour to get some practice in for that event.

Essendon Mazda MX-5 Sprint Championship ~ Rd 8, Sandown, 2 September

This event will be run by AROCA on Father's Day weekend. What better way to spend the day than with the family at a race track! I'll forward entries as soon as they come out.

AROCA 12 Hour ~ Winton, 14-15 October

This is the big one!

Traditionally we do well at this event and fingers crossed we do so again.

A huge amount of planning goes into this so if anyone wants to help Gavin and myself please let me know. We have three teams entered for this event, and we already have 13 drivers interested so it is proving to be popular yet again.

As always we will need a small army of volunteers to make this weekend happen so let me know if you are free for the weekend.

I'm also trying to drum up extra sponsorship for this event to keep costs down. I have come up with a sponsorship proposal that I'm happy to hand out if any of you know of any business or individuals that might be willing to back us, please let me know as soon as you can.

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:

378

and growing!

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

C'day again ...

Another huge month with over 40 new members! I welcome them all and wish them a long and enjoyable time in our Club.

Central Chapter

Jolt Bijker	2017 Jet Black ND
Terence Borg	2015 Crystal White ND
Kelly Davidson	2001 Crystal Blue NB
Kaylee Doyle	2005 Copper Red NC
Stephen & Alison Fielding	2009 Sunset Gold NC
Raymond Ha	2001 Sunlight Silver NB
Tony Jones	2006 Black NC
Elizabeth Kennedy	2000 Black NB
Kathleen & Geoff Love	1993 Classic Red NA
Ken Martin	1991 Green NA
Hugh & James McIntosh, Hien Tran	2005 Velocity Red NC
Kevin O'Loughlin	2005 Silver NC
Andrew Potter	1993 Classic Red NA
Trevor & George Reeves & San Muller	2006 True Red NC
Scott & Brennan Reid	2016 Black ND
Robert Rudic	1993 Classic Red NA
Alan Singer	1990 Classic Red NA
Grant & Debbie Strange	2000 Classic Red NB
Mark & Sarah Taylor	1998 Classic Red NB
Leo van der Toorren	2000 Grey NB
Tim van Duyl	1993 White NA

Northern Tasmania Chapter

Judy Moles	2008 Red NC
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Southern Tasmania Chapter

Anthony & Anthony Strong, Rebecca Decourcy	1991 Neo Green NA
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Eastern Victoria Chapter

Valerie Lang	1990 Classic Red NA
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Western Victoria Chapter

Gary Van Den Driesen	1998 Gold NB
Robert, Lyn and Scott Goon	2006 Galaxy Grey NC
Philip & Anne Pilgrim	1991 Classic Red NA

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

Email them to your Chapter Captain, or centrally to 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.

Visit the Club merchandise online shop ...



... for a great range of Club- and Mazda-branded merchandise:

mx5vic.org.au/clubroom/merchandise



Chapter chatter ...

9.7.17 | North-Eastern Victoria ■ Words: Adele Ash ■ Photos & organiser: Loz Thomas

Vun day, Sven was walking down da main street in Bright, ven who did he see driving a brand new MX-5?

It was Fritz! Fritz pulled up to him vit a vide smile!

"Fritz! Vere did ya get dat car?" Sven asked.

"Helga gave it to me!!"

"She gave it to you? I knew she vas sveet on you ... but dis?" Sven asked.

"Vell, let me tell you vat happened. Ve vere driving out on a buudiful country road, in da middle of novere. Helga pulled off da road. She parked, got out of da car, trew off alla her clothes and said, "Fritz! Take whatever you vant. So ... I took the car!" he beamingly said.

"Fritz, you a smart man. Dem clothes never woulda fit you!"

"Come on the MX-5 run on Sunday," Lorelei coaxed. "It'll be fun!" she said.

"It'll be freezing cold and wet," I said. "It'll be fun!" she said.

Truer words have never been uttered by Captain Lorelei Thomas. Her second-in-command, Private Shane, just mutely nodded in feigned agreement. That mindless, wordless, blank nodding of the head seemingly contradicted his captain's enthusiastic remarks.

Captain Lorelei was trying to convince her two beautiful sisters and their respective husbands to join her and Private Shane on the monthly MX-5 run on Sunday, 9 July. These four tourists were holidaying in Bright (a town name in complete contrast to the foreboding weather conditions) and were due to depart the following day.

These esteemed visitors were birthed in Brisbane, Queensland, where it's beautiful one day, perfect the next, and where winter was on a Wednesday last year. All four looked glumly out the frost-

encrusted windows, wondering how this was going to be fun. "It'll be fun!" she said. Right ...

Early Sunday morning heralded pouring rain; cold fingers of frost clawing at the windows and doubtful thoughts of Captain Lorelei's sanity. The event was still going ahead. Oh goody. All four tourists looked like Michelin men: rugged up, trussed up and gusseted up in thermal everything.

Captain Lorelei tucked her short legs behind the wheel of the little Racy Red MX-5, sitting like a red jewel in a carpet of frost, while one beautiful sister crammed and rearranged her limbs into the only available space beside the Captain.

"This will be fun," said the one beautiful sister as she donned her thermal beanie and tried to see out of the opaque windscreens.

Meanwhile, the three remaining tourists and Private Shane stretched out in

The Walwa 'fun' run



Captain Lorelei (Loz), centre, with her sisters, > Michelle (left) and guest author Adele ... it was fun!



✓ Gerald, Roger, Stuart and Shane discuss the unseasonal warmth over lunch ...



a luxurious, well-appointed new V8 Landcruiser, complete with heated seats, lamb's wool everything, surround sound, bull bar, snorkel and ultra-extreme night vision lights: ready for any situation to be hurled their way. *The mission had begun.*

Our meeting place for other like-minded MX-5ers was Yack. A place called *Yack*. Who thinks up these names? And at 9am. *This will be fun.* Well, Racy Red took off out of the driveway like a scalded cat, while the lumbering Landcruiser followed at a more sedate pace and at a safe distance.

Arriving at 'Yack' at precisely 9am, was reminiscent of the Land of the Long White Cloud. Yes, you could easily have thought mistakenly that you'd been transported to a land created by volcanoes and then calmed by glaciers.

Misty.

Cold.

Quiet.

No homosapiens up and about – just crazy MX-5 club members. And four even crazier tourists from the warm, sunny north.

Captain Lorelei called her troops to order at 9.30am and welcomed all seven of us: four tourists and three other faithfuls: Roger, Gerald and Stuart. Captain Lorelei read out the intended course to be covered, going through Tallangatta, Walwa and Tintaldra and ending back at Yack, Land of the Long White Cloud. Private Shane, second in command, was extremely helpful in his assumed role as

safety officer, saying, "The Landcruiser will follow behind the MX-5s. It won't keep up as it handles like a 'whale on wheels' through the corners!" Ahem ... *excuse me!* Rear seat warmers where he was sitting were instantly turned off.

All troops marched dutifully to their assigned vehicles. Private Shane climbed into the cold rear of the *Whale on Wheels*. Captain Lorelei now had another beautiful sister co-captaining in the front of Racy Red. This beautiful sister activated all inner core muscles, clutched everything in sight and clenched her butt cheeks together so fiercely in the long windy, mountainous drive to Walwa. She unfurled herself out of Racy Red at Walwa looking trim and taut, all the better for the passive exercise. The *Whale on Wheels* was a welcome sight as it cruised in beside the *Roller Skates on Wheels*.

Lunch was a welcome affair at the Walwa General Store. Heard of a *Walwa burger*? Neither had I, but as Molly Meldrum would say, "Do yourself a favour and give it a go!". *Ah-mazing!*

The Captain and Michelle then teamed up together in Racy Red and led the way for the return journey back to Yack, Land of the Long White Cloud, via Tintaldra. Welcome ales, wines and coffee were indulged in at the Koetong pub.

Arriving back in Yack, Land of the Long White Cloud in the mornings, troops were dismissed and all left for warmer places. "Come on the MX-5 run on Sunday," she said. "*It'll be fun!*" she said.

And it was! Breathtaking scenery, beautiful sports cars, a faithful 4WD, great company, full bellies and lasting memories! What more could you ask for? (*Come to Queensland and find out!*)

So, in conclusion, the four tourists would like to thank Lorelei and Shane Thomas for hosting this 'fun' day, by voicing their highlights of the mission.

Michelle (one of the beautiful sisters):

I loved seeing the Murray River for the first time. You hear so much about it and know that it is one of the world's longest navigable rivers, but it was awesome to see the Mighty Murray.

John: (the above beautiful sister's husband and keen fisherman): *I enjoyed the whole day, but in particular the hospitality of the people at the Walwa General Store where we had lunch. I saw an 'automatic fish hooker' there which I've never seen before. I should have bought it and brought it home in the Whale.*

Adele (the other beautiful sister):

I enjoyed the camaraderie of the group. I enjoyed the sleek, but terrifying, ride in Racy Red around the mountainous parts. It's comforting to know I'm still supple and flexible enough to get my feet up on the windscreen if need be.

David (the above beautiful sister's husband):

I really admired Captain Lorelei's leadership ability, corralling the troops, dampening a mutiny, and pioneering the way. I aspire to being a captain one day and do just as good a job. ●

Chapter chatter ...

15.7.17 | Southern Tasmania ■ Words: Rob Tanner ■ Photos: John Waldock ■ Organiser: John Waldock



Saturday July 15th dawned bright and sunny, with no wind, and a balmy 12 degrees. A typical Tasmanian winter's day!

Meeting at 1.45pm at Cambridge Park near Hobart Airport, we had a total of eight cars, including a couple of bonuses in the form of an ND RF, courtesy of **Mazda Australia**, on loan to John and Michelle Waldock, and an ND GT, courtesy of **DJ Motors**, the local Mazda dealer, on loan to Lisa Gershwin.

Being slightly confused, our fearless leader (John W) announced our afternoon run down to the "Lamington" Farm. Really meaning The Lavender Farm, about 4km north of Port Arthur on the Tasman Peninsula. He was possibly dreaming of Lavender flavoured Lamingtons, a pure figment of his imagination.

After inspections of the various NDs etc, we headed out on the Tasman Highway towards Sorell, turning right on to the Arthur Highway and, with a beautiful clear day and very light traffic, we enjoyed the run through the beautiful winding and undulating highway through Forcett, Copping, Dunalley, Murdunna, Eaglehawk Neck, and Taranna, duly arriving at *The Lavender Farm*.

The Lavender Farm is a beautiful café/restaurant on the edge of Long Bay, and surrounded by lavender fields on both sides. They also have a lavender-themed gift shop and memorabilia centre but, sadly for JW, *no lavender lamingtons*.

Settling in for an enjoyable hour or so of coffee and snacks, the talk centered mainly on the pros and cons of the ND RF versus the ND soft top, and the lack of a glove box and storage in the ND series.

Heading out in ones and twos, we left for our evening destination: Liz and Mike Williams' place in Tranmere, an eastern suburb of Hobart, with glorious views of the harbour, city, and Mt Wellington.

Liz and Mike are legends in our Chapter for hosting their fabulous "curry nights", and this one was no exception. The food and wine were superb, with everyone relaxing and enjoying catching up.

The highlight of the evening, was Mike opening his garage under the house, to reveal:

- a) his new Crystal Pearl White ND Roadster and
- b) the latest in his fabulous collection: a 1928 Alvis FD12/50 Roadster.

Mike's Alvis is extremely rare, being one of only about 30 worldwide, and only nine in Australia. It also has an impeccable pedigree and racing history (see right).

Our thanks to Liz and Mike for a great evening, and looking forward to catching up next month. ●



A comment from the Chapter Captain

I would like to thank **DJ Motors Mazda** Hobart (particularly Bryn and Emily) for making available the RF GT for this run (see left) and ongoing for members until the end of August.

It was a special opportunity to take a brand new car for a week and drive it in different situations, and much appreciated by myself and those who will take advantage of the offer to drive the car.



1928 Alvis FD12/50

- » Despatch date 22 December 1928
- » Front-wheel drive
- » SOHC 1.5 litre with Roots type supercharger operating at 5psi
- » Fully-independent suspension
- » Cross and Ellis bodywork with some modifications over the years
- » The original owner was Miss Brooke Adie, who drove it at Brooklands with at least one win and one second
- » The car was also raced in the '50s and '60s at Philip Island, Calder Park, Kalorama and Fisherman's Bend.
- » This model competed in the 1928 Le Mans and came 1st and 2nd in class, 6th and 9th overall, beaten only by cars over 4 litres
- » The second owner was Air Vice Marshall Adrian Lindley Trevor Cole (RAAF) who is believed to have imported it in the early '30s
- » A total of about 150 built include about six with DOHC straight eights. About 30 four-cylinder cars survive, 9 in Australia.

Alvis was a small Coventry (UK)-based bespoke manufacturer that built cars from 1920-1967, as well as aero engines and military vehicles including the Saracen armoured car.



Top: Robert & Jill Tilley with their daughter and Robert's mother

Above: Chris & Elaine Marshall and Di Tanner

Chapter chatter ...

16.7.17 | Central ■ Words: Simon Acfield ■ Photos: Katrina Palmer, Lisa Donovan, Stephen Fielding, Sandra Elliott, Geoff &



It's a chilly four degrees. What does one do when, on the journey to a run, you determine your heater isn't functioning?

In my mind, I can hear my daughters asking, "What would Elsa do?"... Oh, that's right: freeze! (For the uneducated, this is a reference to Disney's *Frozen*).

My navigator on this intrepid arctic expedition is my father and committee member, Richard Acfield. Upon learning my heater is not working, he offers the use of his beautiful NC but I have new tyres and I want to put them to work. It's a choice we would contemplate more than once over the next four to five hours.

We meet at Yan Yean Reservoir at 9am with 21 MX-5s and *one motorcycle!* Participants arrived at our meeting point mainly lid up. Most were appropriately attired for open-top motoring; thermal layers, beanies, scarves and puffer jackets were well represented. I'm sure we could arrange a partnership with *Kathmandu* or some other such apparel retailer given the obvious investments in warm clothing for this run.

Past and present Central Chapter Captains Geoff and John update the eager ensemble about upcoming runs. Once a final briefing by our fearless leader Bob de Bont is complete, we set off on our first leg of about 63km to Yea. There is almost a giddy excitement when shuffling off in tight formation at the commencement of a run and I soon settle in about mid-field. The roads quickly led us to some tasty corners which are the hallmark hunting grounds for a fleet of MX-5s. The crisp temperatures were ever-present; other road users must have

thought we were mad! More surprising as we gained and then dropped elevation was the eerie fog which reduced visibility to 300-400 metres. Sound didn't seem to travel either, so all I and my copilot could hear was the raspy induction note of our '89 NA as we kept the glowing tail lights of the nippy NB in our sights. It was an experience you could only fully appreciate while exposed to the elements.

Arriving at Yea the prospect of a warming coffee and performing 110 star jumps to get the circulation going seemed like genius ... or we could eat some of Bronwyn's slice and Katrina's biscuits while talking about the cars we love ... I chose a mixture of both. Learning that the ND has heated seats *and* a working heater made me very envious.

I also took the time to take a look at our posse of cars. Triumph motorbike x 1, NA x 2, NB x 5, NC x 7 and ND x 7. Other cars parked close by but not associated with our run included a group of friends with a BMW M3, a Porsche 911 and a Ford Mustang ... Poor fools, they didn't know what they were missing.

Departing for our second leg of 134km to Seymour, we finally got to test those new tyres. Tight switchbacks followed by faster sweeping corners meant rowing the gears from 4th to 3rd and back again. A swarm of MX-5s in full flight. The MX-5 comes alive on roads like this and punting along with other Club members takes the enjoyment factor to another level again.



✓ Alan Bennett discovers the Book Tardis

Bronwyn Roche ■ Organiser: Bob de Bont



^ Rugging up ...

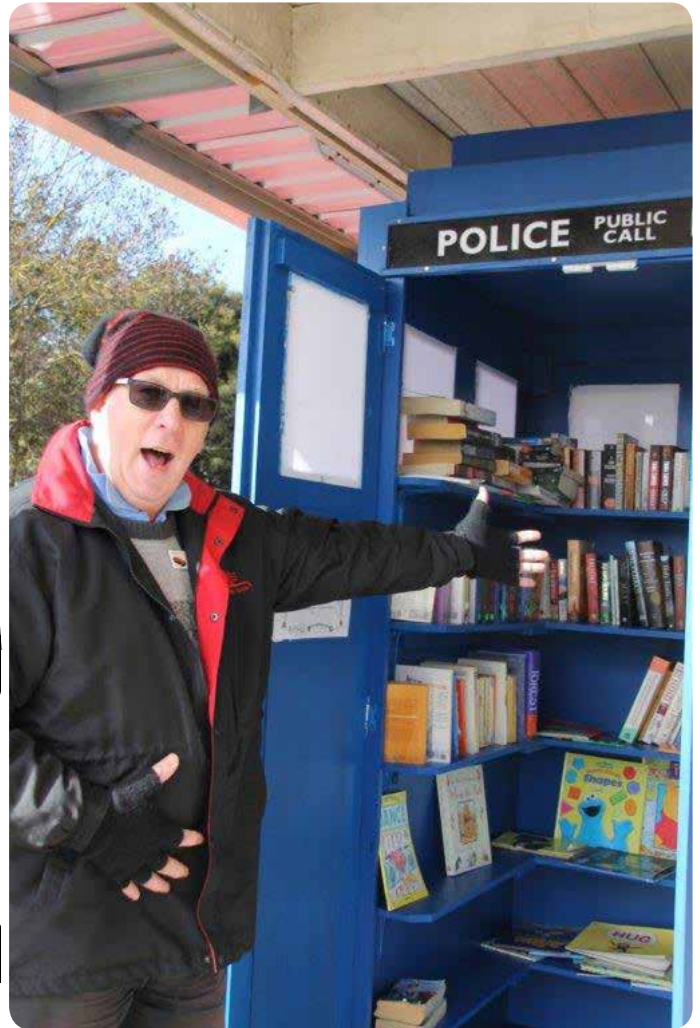
These cars just turn in, settle and accelerate through corners beautifully. For most, the skill of the driver would be the limiting factor on these roads with these cars. I don't know how long this leg took; time seems to speed up when you are one with the car and having this much fun.

To my surprise, there was more in Seymour than I had anticipated. A gourmet burger bar full of customers would have peaked my interest if it wasn't for my packed lunch.

At our scheduled Seymour stop it was BYO lunch, engaging conversation and a visit to the Vietnam War Memorial. For many, including myself, this was the conclusion of the run. Bob, ever-hungry for challenging corners, had scheduled a third leg back to Yea. For those who chose to return to Yea, they no doubt would have been rewarded.

For me, sitting in Seymour looking over the resting vehicles, it was a moment of reflection. My gaze lingered on the car that tried to turn me into a Popsicle today.

To outsiders, it's a cute little convertible, to me on a day like today, it's the best sports car ever made. MAZDA describes it best. *Jinba ittai.* ●



^ ... and a motorcycle

Chapter chatter ...

18.7.17 | Western Victoria ■ Words & photos: Karen Bradshaw ■ Organisers: Ian & Karen Bradshaw

Sunday Roast run



Clockwise from above:
> Cape Clear Consours;
> lunch?
> Lawrie, Lori and Brian enjoy
the warmth;
> Cape Clear Lions Park





.....

Here we go again – it was time for our 2017 Sunday Roast Run, this time to the Cape Clear Hotel and it was proving to be the most popular yet with 38 people attending.

We were looking forward to the day so it came as a shock when our MX ran for about 10 seconds and stopped and refused to go! A bugged fuel pump was its excuse! Not to worry; we jumped in its big brother “Henry” (Ford Falcon) and we were on our way.

After much yackerty yack and welcoming our prospective new members, long-time friends Beryl and Tony Ffrench from Stawell, it was time to rev up the engines and head off into the cold.

We split the group into two with all NBS heading off led by Henry as one convoy.

The second convoy, made up of NAs, NCs and NDs, left 10 minutes later led by Alan and Dawn Everett whose navigational skills we found were less than desired!

First they led the group turning left from the Lucas Shopping Centre instead of right ... after a quick phone call and the obligatory Western Victoria Chapter U-turn, they were back on track and heading in the right direction, but not for long!

Then they missed a left-hand turn and ended up in Beaufort (not part of the run) instead of Skipton! Never mind ... after another U-turn they were back on track again, finally arriving 45 minutes late at Cape Clear.

The only bit of excitement *our* group had was dodging a kangaroo near Berringa and the sharp curvy downhill and up again corners at Devils Kitchen.

We lined all the cars up in front of the pub – an impressive sight with many passers-by slowing down for a look. After a few quick snaps of the cars in the freezing wind, it was time to head into the warmth for lunch: a beautiful hot carvery of roast beef and pork with vegies and salads followed by cakes and cuppas.

A really big thank you to Ellie and her helpers at the Cape Clear Pub who cooked a lovely meal, and provided a lovely country warm pub.

Made a great day even better by sharing it with great friends and their cars. ●



Chapter chatter ...

18-19.7.17 | Eastern Victoria ■ Words: Leeanne Evans ■ Photos: Peter Ferguson, Leeanne Evans ■ Organisers: Leeanne



Tuesday 18 July saw a small group of 17 – lucky enough not to have to be at work – assemble at Obsessions coffee shop in Trafalgar in readiness to head off for a drive of our lives!

Being an Eastern Victoria Chapter run, we started with our tops off, but the weather soon changed and most of us put our tops on, except for our Chapter Captain, who drove top-down all day in sunshine and rain!

We had lunch at Churchill and then drove to Tarra Bulga National Park (pictured at right), where we met up with Alan. This brought the group to 18, with 12 cars. It was noted that there were no NDs on this run ... it would seem that ND owners must work or can't get time off, as they are much younger than us!

The drive from Tarra Bulga to Yarram is like driving in a national park. We had the road to ourselves, driving through tall, straight-timbered forest with beautiful ferns – magical surroundings and some great corners.

We all arrived safely at Yarram and, after saying our goodbyes to Peter, Rob and Mel, Grant and Saeko, and Mark and Denise, we settled into the Tarra Motel for a quick drink before we headed off to the Yarram County Club for dinner, which was just about across the road.

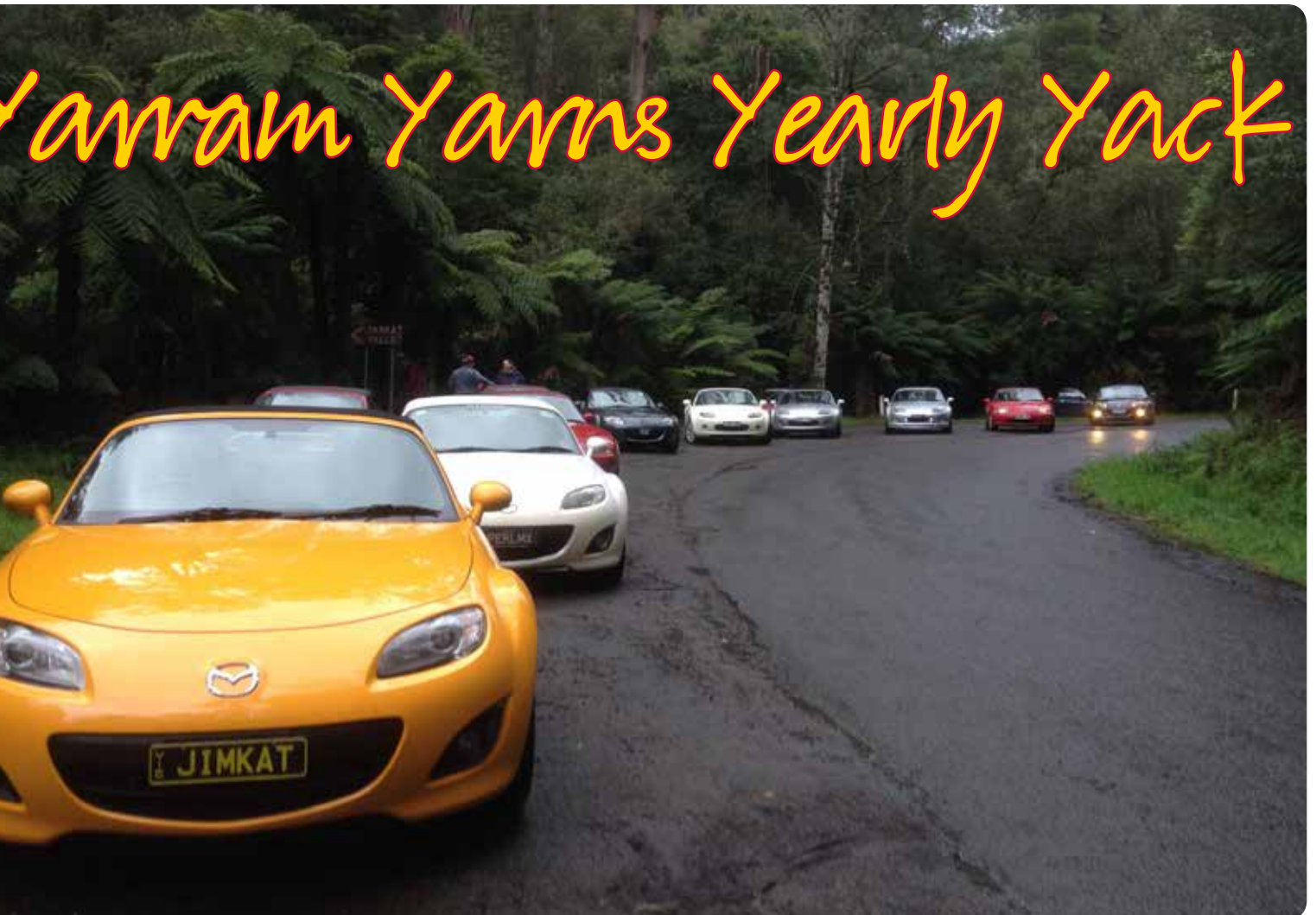
Janine was a lucky girl that night – her lover came and stayed the night with her, leaving her around 7am the following morning. Alan's night was made at the Club – it was Tuesday Parma Night! The chef came out and told Alan that if he could eat another whole parma with chips and salad his second meal was on the house. Surprisingly – after much egging on from all of us – Alan declined! After dinner Ruth and Steven made a hasty exit as they had to watch MasterChef on TV ... or did they?

At the time of the booking that Alan made, somehow Trish's name turned into Helen, so after that we kept on saying to Alan, "Where's Helen?"

The next morning, we all met up at a local coffee shop for breakfast, with Derek and Barb running a bit late. Ruth and Steven never made it to breakfast – well, they are still on their honeymoon!

Around 10am we set off again, this time visiting Port Welshpool and then driving to a





brief stop at Inverloch where the local paper discovered us and took some pictures of our happy smiley faces.

The roads were not as good as the day before, but we knew it was going to be better at the end! We then travelled to RACV Inverloch for a coffee and picture taking. Very warm and cosy.

Sadly, we said our first farewell to Gordon, who left us at Inverloch. After another great drive and travelling on Korumburra-Warragul Road where the corners were fun again, Phil left us – we then had just six cars travelling to *Gippy Goat Café*.

After a very successful two days, and travelling mid-week on the best of Gippsland's roads, we said our final farewells to Peter, Trish, Derek, Barb, Steven, Ruth, Janine and Alan – who is still waiting for Helen! ●



Helen ...?

Chapter chatter ...

23.7.17 | Northern Tasmania ■ Words, photos & organiser: **Alana McDougall** ■ More photos: **Bruce Harvey**

The starting point was Blue Berry Barn Café.

This was the only clue that participants were told in advance ... no-one took me up on the offer of clues given (if persuaded with money).

Everyone drank their morning coffee with trepidation as they were unsure of what was to come.

Cars were sent off at five-minute intervals on our magical mystery tour with the help of some cryptic questions. Many found the zig zag street easy to navigate – especially Scott and Belinda who knew they didn't have to run it – but finding the number of short-term car parks at the Gorge proved to be elusive to many.

I saved our fearless leader from getting lost as he came out of the Punchbowl reserve the same way as he went in.

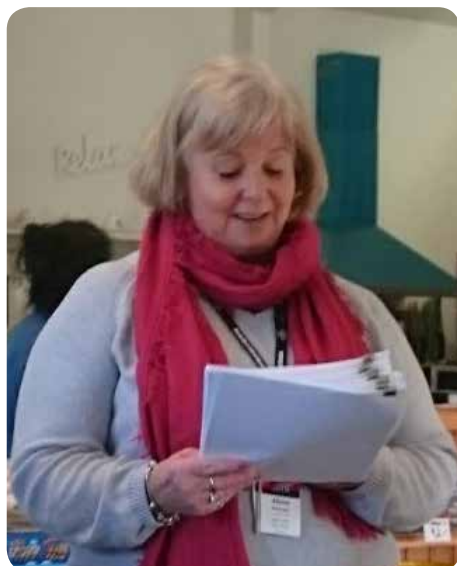
With everyone accounted for at halfway mark, I headed to our lunch destination, *Entally Lodge*, and before long the first of the cars arrived. First there were Trevor and Michael (Kochie) ... some may think Trevor had inside info, but the clues were kept under lock and key.

We had a *purrfect* ending to the day, with Entally Lodge hosting the International Cat Show with lots of pampered pussies.

All Mystery Tour couples were still on good terms when they left the venue; no counselling was required!

... so, now to think up something for next year. ●

✓ *Alana reads out the answers ...*



↗ *Anna, Michael, Glen, Cherie, Glenda wait for the answers ...*

↗ *And the winners are: Peter and Jill ...*

↗ *Tracey and John ...*





Alana & Trevor's
Mystery Tour Take V

^ "Kochie" and Trev ... still mates after another gruelling Mystery Tour (winning helps!)

Cheryl and Roger ...

Michael and Anna ...

Scott and Belinda ...



Chapter chatter ...

30.7.17 | Eastern Victoria ■ Words: Dave Wilson ■ Photos: Martin Scerri, David Salter, Peter Ferguson, Leeanne Evans,



^ Keeping a cap on the fun!

Despite the weather conditions the day before, 20 participants spanning all models and ages (the cars, not the occupants) gathered on a clear and pleasant morning at the Caltex Roadhouse in Longwarry, ready for the day's activities.

There were rain clouds in the distance but, as with many an Eastern Victoria Chapter drive, it was expected to be dry. Many cars were full – that is, carrying two people! – and the group was a mix of new and old members (*Club years, not actual years!*).

After the usual meet and greet and run discussion, we were off on some of the best scenic roads West Gippsland has to offer. We headed along Jacksons Track and into Neerim South for our first short stop. From there we headed south and wove our way to Yarragon where the heavens opened up and down came the rain.

Now, for those who chose to leave their roof up this wasn't a problem ... but for those who didn't it meant a mad scramble to hood-up before getting soaked. Now it usually doesn't rain on Eastern Chapter runs so I can only assume that the run organisers, David and Chris (being Central Chapter members) caused this lapse in our good weather! *Something for us all to ponder ...*

After a short stop to ensure everyone was safely cocooned in their cars, we were off again. Now south of the M1, we ventured along some familiar roads and some new ones on our



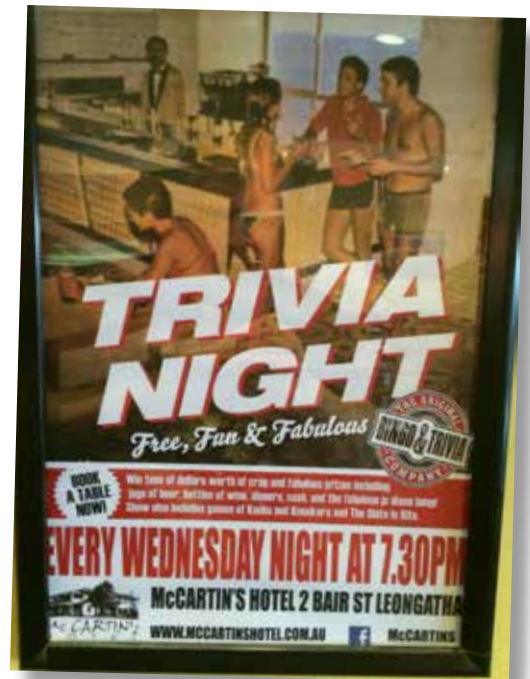
Bob de Bont ■ Organisers: David & Chris Salter



way to Poowong for our second short stop. These road weren't only for the driver – the breathtaking scenery was for everyone to enjoy. We wound our way through towns such as Bena and Kongwak, where there was a market I think some of our group would like to have stopped at. Thankfully our cars aren't big enough to shop for ancient treasures from small town markets, so we were able to keep going without stopping. As a group we were able to keep together and corners were being marked, so no-one got lost as we headed into Leongatha for lunch.



Lunch was at the *McCartin's Hotel* in Leongatha, where the staff easily handled our big group and promptly served delicious meals to everyone. I must say that I became a little concerned when I saw the poster for Trivia Night which showed a 1970s picture of young people wearing skimpy 70's bathers, enjoying a drink at a bar ... and the nights festivities which included a show and games of *Knobs and Knockers*. Thought I might give this one a miss!



After lunch we headed via Korumburra for our final destination in Warragul, where I had flashbacks to my childhood and being chased by geese around the lake at Coal Creek. No iPads to keep you entertained back then, kiddies!

Thanks to David and Chris for a great drive and everyone for making yet another drive an enjoyable day out. ●

PS. It was great to be back in my car and on a drive after having a P-plate driver run into the back of me a few weeks ago. And yes, the car is fine thanks for asking.

^ Loving a Leongatha lunch ...

Building an MX-5-based Almac

My wife Wendy always wanted a sports car, and while living overseas years ago she briefly had one – 1989 NA6 ex-USA – in a country where she couldn't legally drive it!

When we came back to Melbourne in late 2002 I started looking for a replacement, and quickly found a 1992 NA6 with a hardtop – still going now.

My mate **Ian McInnes** had quite a bit of sports car experience on the road and track – MGA, Lotus Escort etc. So I had to show him Wendy's new car – a bit reluctantly (after all, it was a *girl's* car!).

Once he got in it and drove for a while, it was hard to get him to out of it. Wendy rang and asked where *HER* car was. He soon bought a 1994 NA8, and loves it to bits.

Slow forward a while – we both retire and get a bit stir crazy.

Wendy suggests we build a car ... so here is the story; it commenced in early 2014.



Almost all kit makers in Oz and NZ leave many bits to be scrounged from wreckers etc, making the process very bitty, IMHO.

In the end we chose an **Almac** from NZ, as they could supply 98% of what's needed apart from MX-5 donor parts – chassis, front A arms, steering bits, fuel tank, seats, trim, windscreen, fuel and brake pipes made up, shocks/springs, gel coated fibre glass body panels in a range of colours, pedal box, radiator and associated bits, pre-cut alloy floor and interior panels. They also do a boot that holds the MX-5 compact spare inside.

The donor car provides the complete rear suspension, as well as the engine, gearbox, front uprights and brakes, wiring and steering rack. The fact that both Ian and I had MX-5s already meant we were familiar with many parts of them.

[See this website for more information on Almac: www.almac.co.nz/clubsprint_xl/clubsprint_xl.htm]

As soon as we found a donor car, we ordered the kit. Sadly for the donor car, it was a roadworthy but statutory written-off car, but fortunately for us this meant most of its parts were in good nick. The decision to add a turbo came early, so we chased AVO to locate all the parts we would need.

By the time the kit arrived (August 2014) we had the donor stripped, un-needed parts sold off, and the net cost of the drive train was around \$1,100. The landed cost of the kit, including shipping, a little duty, GST and

customs charges came to \$18,500, most of it with an exchange rate of A\$=NZ\$1.05.

We ordered almost all the options except a soft top – powder-coated chassis, braced roll bar, glass seats, brake lines, fuel pipes and tank, glass body panels etc. In the end, apart from lots of nuts and bolts, odd tools and sundries, the *only* part we bought from a wrecker was the handbrake lever off a 323!

The kit comes with glue and rivets for the ally interior and floor panels. We had guessed we could find a suitable radiator here, but we were wrong; we eventually had to order it from Almac ... a modified racing Honda Civic unit.

Building this sort of car here involves meeting some structural engineering requirements, so we found a local engineer (on a Vicroads list) to oversee the tests and certify the build. Fortunately the local VCBG (Victorian Clubman Builders Group) has all the required test equipment available to members, as well as lots of support and knowledge of all the traps for young players.

So we started.

Using the whole rear subframe required some fettling as the NA8 rear differs from an NA6. Since the PPF isn't used due to space problems the diff has a new bracket to locate the nose and, as the NA8 diff is larger than an NA6 unit, this also needed some grinding to fit. The chassis came with the fuel and brake lines all



◀ John Pitman (left) with Ian McInnes

in place, just needing security clips to hold them down. All the drilling for rivets and rivnuts got a bit tedious, especially from underneath inside the transmission tunnel with a right-angle drive. We used a compressed air-powered rivet gun as much as possible.

The worst hiccup was the front lower control arms (LCAs). Our engineer was a bit dubious that they were up to the job, so he insisted on having a finite element analysis done on them, based on the drawings ... despite the fact that in NZ 23 other cars the same have never had a failure. Sure enough, *they failed*, at a cost of \$800. The Almac man, Alex, undertook to draw up new arms to meet the needs (basically, move the lower shock mount closer to the ball joint), and our engineer was happy. Alex made new arms for us, at *no charge*, as long as we shipped the original arms back to him. *That's what we call service!*

Once we had the drive train installed and the floor and bulkheads, we got the testing gear fitted, and did a rough check. This involves bolting a 100 x 100mm steel tube to the floor, with sliding fittings that allow you to bolt the rear hubs down. Then you bolt another 3m-long tube to the front hubs, pivoting on a triangular piece. With six dial indicators spaced out along each chassis rail, you load a known weight on the end of the front beam, and note how much the chassis twists at each indicator. A bit of calculation produces a stiffness figure, which needs to exceed 4000 NM per degree of twist. For example, if 204Kg at 2m from car centre (408 kg/M) produces one degree at the front of the chassis, that meets the spec: $Nm = kg/M \times 9.8$. We saw well over 5000Nm/d, in fact close to 5500Nm/d, so we invited the engineer to come and observe. He produced a graph, which pretty much verified our figures. His confirming letter, which we would need for RWC and rego played these numbers down somewhat, but we were happy.

The exhaust was pretty easy, as Ian was able to do all the necessary welding: basically two right-angle bends in 2½-inch pipe met a 2½-inch muffler down the left side. Stainless V clips make it easy to dismantle.

Next came the glass body panels – where we rivetted the ally panels, we made the glass all removable with rivnuts in M6, using chromed low-profile heads where they are visible.

Fitting the original wiring loom was a bit of a challenge, but since all the terminations were labelled before dismantling it all came together in the end.

And after all that, it still started!

After that we were happy to cut off unnecessary wiring (like mirrors, speakers etc). We modified the fuel pump and gauge assembly to fit the ally tank, although the gauge isn't very usable still.

The car sailed through a roadworthy check, got a permit to drive unregistered, got a piggy backed Microtech ECU fitted and tuned – 162kW at the rear wheels, with a fuel cut at 7200rpm for safety. VCBG club corner scales gave us 775kg – a bit heavy compared to many others, but very strong. Note that this weight includes the turbo, a pretty heavy intercooler, and heavy early wheels. A naturally-aspirated set up with lighter wheels would be closer to 700kg.

The car was registered 5½ months from the start of the build. Since then we have done a couple of track days at Winton – we upgraded the brake rotors and pads, added a booster in the front brake circuit, and hardened the rear springs a bit.

How does it go?

On dry roads it's TERRIFIC – the front end just goes wherever you point it, always has done – it's a bit disconcerting watching the fronts work over bumps, with the cycle guards moving a lot, but it's very stable and reliable. On dry roads the grip is just amazing. It points more sharply and corners flatter than a 5 – due to its much lower roll centre.

Without a limited slip diff in the rear, and all that power, moisture on the road makes things quite dodgy. But with 250kg less weight than the original, and nearly double the power, it's *very* quick. In some 6,000km travelled now, we have not lost any coolant or oil, even after track days, so the stock engine is well able to handle 8psi of boost.

With the turbo, and brake upgrades etc, the build cost us around \$30,000. If you left the engine unboosted, or got a damaged SE as a donor, it could be done for closer to \$25,000.

Come on in; the journey's great! ■



⤴ The Almac at the start of a Club run at Yan Yean reservoir park

Going up in the world?

■ Words & photos: Ron Diprose



Having recently read and enjoyed Rob Krygsman's exceptionally well-written article about his new hoist (mxtra, June 2017), I will give you some details and pictures of my set-up.

It is the same brand as Rob's, but a HAPP 95 which has fully-adjustable, hydraulically-operated columns that are easily moveable if required.

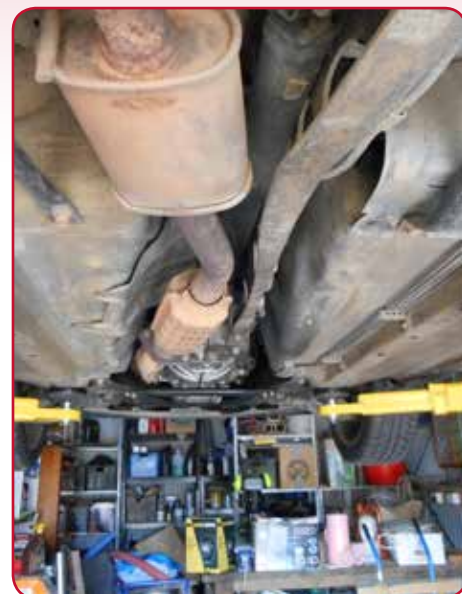
Each column is bolted to captive nuts embedded in the concrete floor so that, when the columns are moved, there are no protrusions above floor level.

I found the hoist very easy to install and use and very safe.

Gavan at HAPP in Brisbane and Lincoln and Paul at HAPP in Thomastown in Melbourne's north could not have been more helpful with their selection advice ... and assistance when loading the VERY heavy hoist into my ute.

Contact numbers are:

- » Gavan 0439 838 477
- » Lincoln 0417 167 885 ■



Caz Timbrell

The MX-5 Club Grill

Southern Tasmania Chapter

Name? Caz Timbrell

Age? 68

Born? Yorkshire, UK

Current abode? Bellerive, Tasmania

Profession? Retired teacher, aged care worker, waitress, union rep etc

Partner? Between husbands

Pets? Adopted and fostered greyhounds, and a very demanding goldfish

Fave food? Anything except olives. I keep trying ... maybe once I'm mature I'll develop a taste for them

Can you cook? Not really, only shepherd's pie and apple crumble

Favourite tippie? Can't resist traditional ale (I am from Yorkshire)

First drive? Learnt in a Cortina – not the one with a green badge though

First car? Austin A40 Somerset, with a leaky sunroof and bouncy shockers

First fender bender? Not my fault! I was a passenger, upside down in a Riley Pathfinder. Blame the ale ...

Everyday driver? Holden Astra 1988. Looking for a project? It's a Post Vintage future Classic ...

How many MX-5s have you owned? Just the one

Current MX-5? Lolita. Tarty Red NB. She's a goer!



MX-5 improvements? Some silver bits under the bonnet; gold wheels ...

MX-5 dislikes? Mine has a bit of a squeak in the framework of the hood. Other than that ... pretty much perfect

Why an MX-5? If Jeremy Clarkson approves, who am I to disagree? Experience has proved him right. Practical, well designed and simple to fix, easy to maintain – fun fun fun!

Fluffy dice? In the dog's play pen

Passions besides the MX-5? Wildlife rescue (the MX-5 gets a few surprised

looks as it pulls in, but it enjoys the long trips to out-of-the-way places). Zoom zoom there, cautious on return, looking at scenery ...

Favourite TV show / movie / book? Australian movies or foreign films; novels

Dream wheels (money no object)? Lotus Elan. I did have one for a while – a yellow 1968 S4. It left the Porsches standing on Yorkshire lanes but lost out on the straight. Bits kept falling off too ...

Would you drive a Daewoo or SsangYong? Only if it was big enough to carry three or four greyhounds in comfort

Favourite other Mazda? I might consider a Mazda3 wagon

If not a Mazda (gasp!), then what? I think the MX-5 will do for me thanks. It puts a smile on my face every time as I look out over the power bulge

How long in the Club? Seven years, I think

How many MX-5 Club runs or track events? I've lost count. As well as runs I have been to the skidpan at Rokeby and I did a track training day at Baskerville. Yay!

Favourite Club run/track? Gardeners Bay in southern Tasmania. Slinky curves that you can see ahead. Police Point is the same, but with traffic

Funniest thing seen at a Club event? John upside down with his feet in the air. Not sure why ...

Have you been to NatMeet? Not yet

Ford vs Holden? I've had both. Both good for purpose

What's playing in your MX-5? Some Beatles from a CD left over from a treasure hunt

Favourite holiday destination? I seem to like to go to islands

Footy team (AFL / NRL / A-League)? Not bothered!

Final comments? I didn't know when I bought my little car that there was a club. Going off for zoomie drives in a convoy around Tasmanian bush curvy roads was a bonus. I bought it to drive and the Club outings have given me confidence and lots of fun.



^ Caz, with Lolita (and her gold wheels)

All the Speedy Ladies!

■ Words: Annabel Ranford ■ Photos: Annabel Chelsea, Theory 2, Smile



Professional Driver Chelsea Angelo and Event Organiser Annabel Ranford with her 1990 NA



25 women participated in the driver development day



A participant takes "The Beast" around Barnawartha with John Boston

The idea of running a Women's Track Day had been brewing for some time since I bought my MX-5 and developed a passion for the track 18 months ago.

I remember my first motor sport event, being the only female and feeling conspicuous and that I had a lot to prove. To get over the nerves I would pretend that all the other competitors were women; the big alpha female running the show, others fussing over their bonnets, others grouped in posses – I imagined each as their female alter-ego. Many made unconvincing women, but it helped me feel less intimidated.

Fast forward to 17 June at the Wodonga TAFE Barnawartha South track, 20 minutes south of Albury, where that image of a field of ladies became a reality: 25 women enlisted in the "Come and Try Day" run by the Albury, Wodonga & Districts Car Club. For most participants this was their first taste of motor sport, many bringing their daily drive – from a Ford Focus ST to Jeep Grand Cherokee.

There were plenty of nerves as cars were prepped and scrutineered, but any jitters were calmed by John Boston who, with his crew from *TrackSchool* took care of theory instruction, on-board tuition and supplied one of their track-ready MX-5 fleet. Five participants took "The Beast" out with John in the passenger seat, with many finding 10-20 seconds of improvement through the day.

V8 Dunlop Series competitor Chelsea Angelo attended as speaker and ambassador for the day and, while it was not planned in the schedule, she took to the track in John's race MX-5 and showed what a professional can do.

"Remember to always carry your suit, it might come in handy," she remarked. Having never driven the track (or an MX-5 before for that matter) she smashed out a 60-second lap and blamed the passenger weight (me) for not cracking the sub-minute milestone. I heard her say as she left: "Let's get an MX-5 for the track this year". *Convert!*

Many parties made this day a reality. Wodonga TAFE generously donated use of their track, CAMS sponsored the day with their Club Development Fund and corporate sponsors *U-Haul Trailers* and *Priceline Pharmacies* played their part in making the day a success. We proudly raised \$1,100 for the Albury Regional Cancer Centre and strengthened the community and family ties our club promotes.

These women came away from the day feeling more confident to participate in future motor sport events and, because of its success, more days such as this are in the pipeline.

More coverage of the event can be found in July's CAMS Speedread and our Facebook page Women's Track Day AWDC. ■

Round 6 ... Back to the Island



2017 Essendon Mazda MX-5 Sprint Championship | Round 6 - 1.7.17



■ Words: Tim Emery ■ Photos: Suz Gallus

Round 6 of the Essendon Mazda Sprint Championship saw the Motor Sport Team visit Phillip Island for the first time this year.

After a break of almost six months away from the track for me, I couldn't wait to get back out on the track and, just as importantly, catch up with all the crew. Phillip Island always attracts a big entry list and being the first time there for 2017 was no different, with 32 MX-5s entered!

It was by far the largest representation by any club for the event. A Phillip Island track day in July can be a 50-50 chance of *arctic winds* and *sideways rain*, so I had my fingers crossed from the Wednesday before, hoping for dry and *slightly* above freezing conditions.

After chatting over the past few weeks with our Celebrity Ex-Motor Sport Captain, Daniel White, about his constant and relentless goal of improving his lap times every time he goes to an event, he proposed a plan of using the Phillip Island event to conduct some back-to-back tyre comparisons across two different tyre types and across our two different cars. Again, as we both have had some 'time away' from the competitive side of gaining points in the Championship, it was a chance to 'try some things' that we would not normally be able to do within the class rules for our cars.



▲ *Heading down to Turn 1; Tim Emery; Daniel White*



Well, Phillip Island didn't disappoint and we arrived at the circuit at *Stupid O'Clock* in freezing cold, but relatively dry conditions with little or no wind. With a massive number of entries, the host club AROCA decided to conduct 'targeted' scrutineering and entrusted the MX-5 Team to look after themselves and check over each other's cars. It was a great show of trust and testament to the reputation of our members, so thanks Neil!. This meant a relatively easy start to the day, with plenty of time for me to catch up on the gossip of the last six months.

It was great to see that some of the newcomers with whom I was involved as previous Club Captain - Motor Sport only months ago were now there as fully-fledged *track dayers*. Not naming names, but Gareth Pedley and Steve Williams probably thought it was impossible to get down to 2:04s at Phillip Island when they took that first nervous lap at an event not that long ago. *Well done, boys!* It was also great to see Alex Hailstone and Ben Sale back at the track, both sharing Ben's fast and faithful NA6 and another welcome back to Peter Bolton, a previous Club Captain - Motor Sport and competitor.

After the first few sessions of a damp and cold track, the sun started to appear and the lap times dropped. Cold, still air, warming track and no wind are almost perfect conditions to get the best out of our 'low' powered cars so many achieved their best time for the day in these early sessions.

Back at the Emery/White garage the tyre testing was in full swing, with DW opting for the 'R' Specs and T. Emery the non-'R' Spec Yokohama ADO8. The results were, well ... results. After two sessions we had both set new PBs at the track.

But now for the real test: Daniel has a Modified Class car and is allowed to run 'R' Specs, so a new PB is great ... but how much difference would using a non-'R' Spec tyre really make? Likewise, my car, being in Clubman Class, is not permitted to use 'R' Specs, so would it go faster using them? After some slick trolley jack and wheel brace action, the swap was complete and it was back out to test the theory - same day, same track, same conditions. And wow ... *what a surprise!*

After a cracking day of motor sport with 32 MX-5s across two run groups, local fisherman Paul Ledwith ended the day in a *Monik sandwich* at the top of the results, with Dean Monik taking fastest MX-5 for the day and Ray Monik taking third ... and only 8/10ths of a second separating them. (I probably could have come up with a better description than a 'Monik sandwich', but you get the idea!)

See ya trackside real soon! ●

◀ *From the top: Peter Bolton, Steve Williamsz, George Fury, Mike Graham*

Round 6 results / Championship standings



2017 Essendon Mazda MX-5 Sprint Championship - Round 6 | Phillip Island ~ 1.7.17

Long Track	1st		2nd		3rd
Open	Dave Moore	» 1:53.6119	Peter Bolton	» 1:56.6411	---
Restricted Open	Paul Ledwith	» 1:53.0240	Tim Meaden	» 1:57.0697	---
Super Modified	Dean Watchorn	» 1:58.4445	---	---	---
NA/NB Modified	Gavin Newman	» 1:58.4326*	Daniel White	» 1:59.7023	Mike Graham » 2:26.5866
NB Clubman	Peter Dannock	» 2:02.2013	Murray Seymour	» 2:05.4289	---
NA Clubman	Tim Emery	» 2:01.7967*	Robert Downes	» 2:04.8893	---
Standard ND	Randy Stagno Navarra	» 1:58.8365*	---	---	---
Standard NC	Ian Vague	» 2:13.9240	Malcolm Leigh	» 2:19.9243	---
Standard NB	Steve Williamsz	» 2:04.1260	Gareth Pedley	» 2:04.4716	Simeon Ouzas » 2:05.3094

* New Club lap record

2017 Essendon Mazda MX-5 Sprint Championship - standings after Round 6 | Phillip Is ~ 1.7.17

(corrected points)	1st		2nd		3rd	
Overall Champion	Alan Conrad	» 515	Dave Moore	» 455	Robert Downes	» 435
Open	Dave Moore	» 500	Peter Bolton	» 75	---	---
Restricted Open	Paul Ledwith	» 300	Tim Meaden	» 275	---	---
Super Modified	Dean Watchorn	» 200	---	---	---	---
NC/ND Modified	Alan Conrad	» 500	---	---	---	---
NA/NB Modified	Gavin Newman	» 260	Daniel White	» 225	Leon Bogers	» 200
NB Clubman	Noel Heritage	» 400	Peter Dannock	» 350	Murray Seymour	» 285
NA Clubman	Robert Downes	» 575	Tim Emery	» 100	George Vellis	» 75
Standard ND	Randy Stagno Navarra	» 300	Tim Edwards	» 100	---	---
Standard NC	Ian Vague	» 200	Malcolm Leigh	» 150	---	---
Standard NB	Steve Williamsz	» 430	Simeon Ouzas	» 425	Gareth Pedley	» 415



^ Paul Ledwith, Ian Vague

^ Alex Hailstone, Gareth Pedley

Club Code of Conduct

v2: August 2014

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.

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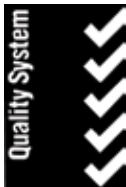
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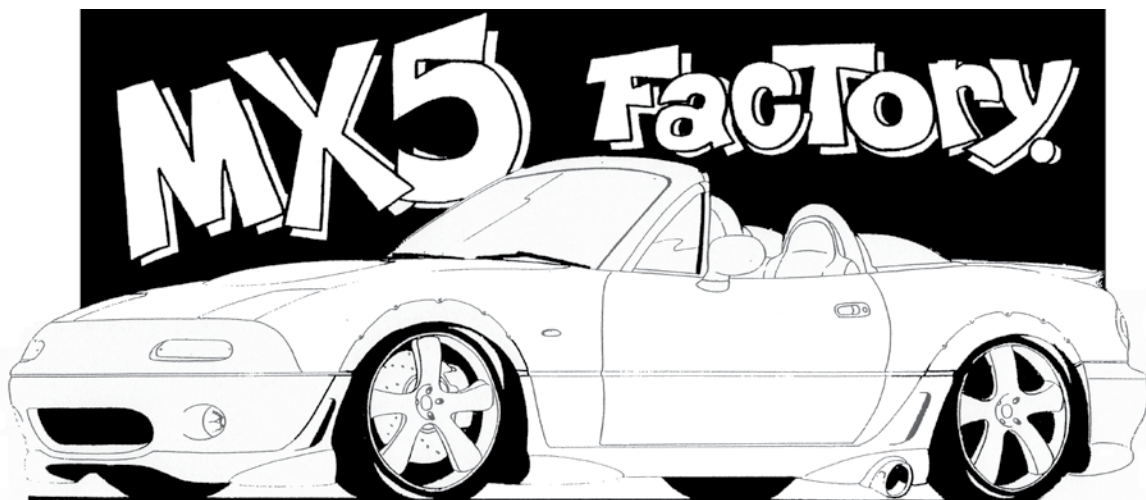
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