

mxtra

9/2017
mx5vic.org.au



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

Wattle we do today?

Inside:

2016-2017 Club Awards lunch

Meet the 2017-2018 Committee

Chapter and Motor Sport news

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MX-5 Club
of Victoria

Print Post Publication: 10/09/2017





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Your Committee: 2017-2018

President

> Peter Dannock | 0408 522 093 (ah)
e: president@mx5vic.org.au

Vice President / Treasurer

> Dave Collins | (03) 9755 2167 (ah)
e: treasurer@mx5vic.org.au

Secretary

> Bruce Gray | 0478 219 856 (ah)
e: secretary@mx5vic.org.au

Club Captain – Motor Sport

> Randy Stagno Navarra | 0409 210 872
e: captain@mx5vic.org.au

Assistant Club Captain – Motor Sport

> Gavin Newman | 0403 809 515(ah)
e: captain2@mx5vic.org.au

Club Captain – Social

> Richard Acfield | 0488 747 755 (ah)
e: social@mx5vic.org.au

Assistant Club Captain – Social

> Steve Reid | 0418 124 461 (ah)
e: social2@mx5vic.org.au

Membership

> Will Campbell | (03) 5261 4816 (ah)
e: membership@mx5vic.org.au

Points

> Coral Campbell | (03) 5261 4816 (ah)
e: points@mx5vic.org.au

Social Media

> Randy Stagno Navarra | 0409 210 872
> Cary Warren | 0418 368 246 (ah)
e: facebook@mx5vic.org.au

Merchandise

> Cary Warren | 0418 368 246 (ah)
e: merchandise@mx5vic.org.au

Chapter Captains - Central (Melbourne)

> John & Katrina Palmer | 0428 306 392 (ah)
e: central@mx5vic.org.au

Chapter Captain - Eastern Victoria

> Peter Ferguson | 0419 108 128
e: eastern@mx5vic.org.au

Chapter Captain - North-Eastern Victoria

> Loz Thomas | 0409 639 718
e: north-eastern@mx5vic.org.au

Chapter Captains - Western Victoria

> Ian & Karen Bradshaw | 0407 556 135
e: western@mx5vic.org.au

Chapter Captain - Northern Tasmania

> Bruce Harvey | 0427 656 074 (ah)
e: northtas@mx5vic.org.au

Chapter Captain - Southern Tasmania

> John Waldock | 0409 658 716 (ah)
e: southtas@mx5vic.org.au

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Cover image: *The perfect MX-5 picture! Julian and Sandra Elliott enjoy the Gembrook-Launching Place Road.*
Photo: Bronwyn Roche



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

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> email: editor@mx5vic.org.au

> or post: **mxtra, Mazda MX-5 Club of Victoria & Tasmania, PO Box 8173, Croydon VIC 3136**

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Pete's Perspective ...

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

Annual Awards

Recently the Club held its annual awards function, again celebrating member achievements over the past year.

Thanks again goes to Mazda Australia who hosted us at their magnificent Head Office in Mulgrave.

Congratulations to all the recipients of awards – in particular, to our major award winners, **Geoff Roche**, winner of the *Jinba Ittai* award for outstanding achievement in the Club and *Mike Quist Award* winner, **Karen Bradshaw**, as the overall Club Champion. Karen has now won the Mike Quist Award for three successive years, which is unprecedented and a remarkable effort. Well done to Geoff and Karen and all our award winners from the past year.

See pages 8 and 9 for the highlights of the day and the other award winners.

One of the highlights of this year's awards was our special guest, **Sue Ransom**. Together with Mike Quist, Sue was responsible for the public launch of the Mazda MX-5 into Australia and helped to establish the MX-5 Clubs in all states. Sue also had a very successful motor sport career over many years, which included competing at Bathurst, drag racing and rallies.

Murray Finlay asked Sue many questions about her motor sport career, her involvement in the promotion of the MX-5 and what she has been up to since. There were a number of foundation members of the Club at the function, who remember the early days of the Club and really enjoyed reminiscing about them. For other members, we were all captivated to hear Sue's story and her achievements. It was not surprising that the 30 minutes allocated to Sue extended to almost one and a half hours.

We were very fortunate to have Sue at our function and we should all treasure the opportunities to get some insights into the early machinations of the Club. A big thank you to Murray for his assistance in making it happen.

Designing the ND

Mazda recently revealed details of the design process for the fourth generation Mazda MX-5. As part of this reveal, they released 140 photos showing the different design cues for the new roadster. Key objectives for the new design were that ... *"The car had to be lighter, smaller, more efficient and with a design that shared little between it and other Mazda vehicles"*.

Designers from Japan, Europe and the USA were involved in the new car and, though Mazda wanted the new MX-5 to return to its roots, some design cues, such as pop-up headlights, could not be included. The pop-up lights made the front of the NA look very low-slung. The adoption of LED headlights made the front-end appear closer to the ground. By the end of 2013, Mazda finalised its design for the release in September 2014.

I think we can all agree that the designers have been able to achieve that traditional MX-5 design of a light, smaller and more efficient roadster with the ND, reminiscent of the NA models from the early '90s.

Annual General Meeting

As has been the occurrence for a number of years, the Club's Annual General Meeting (AGM) preceded our August Committee meeting. As usual, the business at the AGM was the presentation of reports by the President, Treasurer and Club Captain – Motor Sport, as well as the election

of Committee members. Each year, up to four positions are made vacant, with those vacating the Committee able to renominate. This year, three members of the Committee stood down and did not renominate. I would like to thank **Ben Sale** for his service on the Committee since 2009 and **Alex Hailstone** for her contribution to the Committee since 2014. We also had a vacancy on the Committee when **Murray Finlay** stepped down in November last year. To round out the four vacancies, **Cary Warren** stepped down and renominated.

So, with only two nominations for four vacancies on the Committee, Cary and **Steve Reid** were duly elected. Congratulations to them both; the Committee looks forward to working with both in the coming year. We now have two vacancies on the Committee and I encourage members to step up and join. It is great way to give back to the Club and you don't have to wait until next year's AGM to do so.

We are a strong due to the members that step forward and assist the Club in many ways. Feel free to contact me if you would like any further information on what the Committee does or if you would like to be part of the Committee.

A copy of the Club's 2016-2017 annual report has been circulated with this edition of *mxtra*.

As we all come out of our winter hibernation, we can anticipate some warmer weather ahead. I look forward to seeing you on a run soon.

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

Pete



Scene about ... at the Awards lunch



Photos: Geoff & Bronwyn Roche, Peter Ferguson





Randy's Rant ...



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

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

It has been a cold, wet, miserable month, but thankfully sunshine greeted us at Winton for Round 7 of the Essendon Mazda MX-5 Sprint Championship.

It was a great day for many, as new lap records and PBs were set. Four classes had a new lap record set. It makes me all the more disappointed that I missed out on the event.

Yet again Standard NB was the class to watch as the lap record was broken five times by three different drivers. Murray Seymour's report on page 27 has the full story.

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

By the time this issue comes out we will have run this event. It will be a special day for most of us as it will be a fun way to spend our Father's Day.

Essendon Mazda MX-5 Sprint Championship ~ Rd 9 + NSW-Vic/Tas Interstate Challenge, Sydney Motorsport Park, 18 November

It's on! Entries will be opening soon and I hope we can get a big contingent to head up the Hume to take on our northern cousins. It will be only the second time we'll have visited this track but I'm confident that we will put on a good show. I'm half tempted not to take the Challenge Cup up there, and leave it in my office.

AROCA 12 Hour ~ Winton, 14-15 October

We are all set for this event. Three teams are entered, with 15 drivers all keen to do well.

I can't emphasise enough how big an event this is. There are 50 teams taking part. It's a challenge to do well but traditionally we have always been up for it (we're the *only* Club that has won the event back-to-back!). We have a small group of volunteers but more are needed (see Noel Heritage's report in the Phillip Island 6 Hour on page 24 to see how important the support army is to the success of participating in an event like this).

So, if anyone is available to help out, please drop me a line <captain@mx5vic.org.au>. I can promise you lots of laughs and great camaraderie.

I'm also still looking for additional sponsors, so if any Club members are keen to jump on board and advertise their business, products or services, please contact me.

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:

631

and growing!

■ Dave Collins – acting Membership Officer membership@mx5vic.org.au

C'day again ...

Will, in the vernacular, is taking a well-earned break so I have the Membership reins for a couple of months.

Renewals are still coming in. If you happen to see a fellow MX-5er with last years 'rego' sticker give them a gentle reminder to renew. *Thanks ...*

August was a quieter month for new members but we continue with our growth. A warm welcome to all; may you enjoy a long and enjoyable time in our Club.

Central Chapter

Andrew Cooney	2001 Classic Red NB
Matt Cavell	1998 White NB

Northern Tasmania Chapter

Lachlan Nation	1999 Silver NB SP
Helen Eeles	1990 Classic Red NA 1.6

North-Eastern Victoria Chapter

Kerry Hopkins	2007 Burgundy NC
---------------	------------------

Enjoy your MX-5, love the ride and be safe ...

Dave

mxtra timing

This issue of *mxtra* has arrived a little early, as the production team is going on holidays for a few weeks.

For the same reason, the next edition will be a little late, arriving around the last week of October.

We should be back to normal with the November edition, which is due around mid-month as usual.

~ Murray

For your diary ...

See the full calendar for details

September

10	EV	Khanacross, Bryant Park
10	CEN	Run to the EV Khanacross
10	STas	Chapter Captain's Mystery run
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

October

8	CEN	President's run
13	NEV	3 Peaks day run
13-16	EV	3 Peaks run
14-15	NTas/STas	Bicheno overnighter
21-22	EV	MX-5 Relay for Life charity run
24	NEV	Tuesday run - Mt Buffalo
27	WV	Friday - Great Ocean Road
29	CEN	Great Ocean Road dawn run

November

12	EV	Khanacross, Bryant Park
18	NEV	Mt Buller run
19	EV	Shed to Shed run
19	WV	Winery/Produce run
26	CEN	Brisbane Ranges run

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



2016-2017 Awards presentations



« The 2016-2017 "Mike Quist Award" for Club Champion went to Karen Bradshaw. In another Club first, Karen has won the award in three consecutive years!
Karen also won the Western Victoria Chapter Champion, and she and husband Ian took out the Teams Award (again, for the third consecutive year).



≈ Murray Finlay, with wife Alyssa, received special recognition for his (their!) long-term service to the Club ...

» Bruce Harvey, Northern Tasmania Chapter Captain, (left) receives the 2016-2017 mxtra Award



≈ Don Nicoll – 2016-2017 Southern Tasmania Chapter Champion, (right) with President Peter Dannock



« 2016-2017 New Member Champion Glenn Gardener (Northern Tasmania) (right) with Peter Dannock



» Katrina & John Palmer receive the 2016-2017 Central Chapter Champion Award from Dick Richey



« Trevor Simm, 2016-2017 Northern Tasmania Chapter Champion (right)

» Leeanne Evans – 2016-2017 Eastern Victoria Chapter Champion



« Roger Cowie – 2016-2017 North-Eastern Victoria Chapter Champion

6 August, 2017

■ Photos: Geoff & Bronwyn Roche, Peter Ferguson, Alana McDougall, John Waldock, Ron Gillick

Years of Membership

15 years

Morre Bryner | Robert Downes | Saeko Fujiki
David Jones | Di Morgan | Peter Wu

10 years

June & Dennie Barry | Alan & Jenny Bennett
Shane Davey | Ian Douglas | Graham Keene
Rob Krygsman & Melva Lees | Nick Zarlis

5 years

Robert & Veronica Atkins | John Balazo | Barry Barnett
Leon Bogers | David Crouch | Peter Dee | Peter Dibbs
Neil Earey | Peter Ferguson | George Fury
Carolyn & Geoff Hall | David Kay | James Lang
Barrie Mansell | Fabian Mastronardi | Beau McLennan
Tim Meaden | Jenna Perks | Wendy Pitman | John Reid
Paul & Glenda Roche | Ron & Kerry Rodgers
Murray & Rose Seymour | Trevor Simm
Ian Sonderhof & Jan Cohen | Pam & Anthony Stoffels
Robin & Dianne Tanner | Ian & Janet Vague
Geoff Wallis | Cary Warren | Garry & Maureen Whittle



≈ Geoff Roche, (centre) receives the 2016-2017 Jinba Ittai Award from Life Member Sue Ransom and President Peter Dannock

» President Peter (left) with the Club's longest-standing sponsors, Dick & Carole Richey of the MX5 Factory



In Appreciation awards were announced for:

Tim Emery

- » Committee Member: 2012-2016
- » Assistant Club Captain - Motor Sport: 2012-2014
- » Club Captain - Motor Sport: 2014-2016

John Gleeson

- » Inaugural Western Victoria Chapter Captain

Ron Gillick

- » Inaugural North-Eastern Victoria Chapter Captain

Alan Laine

- » Eastern Victoria Chapter Captain

Members of the NatMeet 2016 Organising Committee:

- » Jenny Gray » Gail Collins » Linda Nicoll
- » Joan Read » Cheryl Murray



≈ Special guest Sue Ransom (above with Murray Finlay) kept us entertained with stories of her own motor sport career, the 1989 launch of the Mazda MX-5 and the early days of the state MX-5 Clubs

Chapter chatter ...

13.8.17 | Eastern Victoria ■ Words: Peter Ferguson ■ Photos: Janine Boyce, Alan Laine, Peter Ferguson ■ Organiser:

The weather forecast of wind and rain was fortunately ignored on the day which proved to be cool, but sunny and wind free – perfect weather for a hillclimb!

We had set the date for the event before the motor sports guys had finalised their calendar with the result that none of them were able to attend as they were competing elsewhere. Notwithstanding, four members turned up to represent the Club at the Gippsland Car Club's (GCC) very well-run event at their superb Bryant Park track.

Present from the Club were Andrew Boyce (blue NB), Steve Banks (white NA Clubman), Bill Roder (supercharged blue MR2 [What? That's not an MX-5!]) and me in my Classic Red NA with JDM "poverty spec" 1600.

A number of Club members, including Peter Ilijash, James Lang, Janine Boyce, Alan Laine and his son, Ian McInnes and another (in a beautiful red NA) whose name I did not get, also called in to offer moral support. Thanks guys – it was great to see you there!

We had four runs of the perimeter (two

main loops) track in clockwise direction then two runs of the "out there and back" layout which included a very challenging section where you crest a hill going fairly hard, then straight over, there is a tight downhill section with two left kinks and then straight into a crossover into the bottom loop.

On the last run, two of us (Bill Roder and, well, me!) got a little over confident. Bill ended up travelling down the hill sideways, taking out three witches' hats, while I went down the grass side of the witches' hats, somehow pulling up enough to still make the turn into the crossover. Should make for some good photos!

Other than these incidents, none of us had any issues ... other than trouble catching the faster cars. Steve Banks was the fastest of the MX-5 crew (and very respectable overall placing as well – final details not known at time of writing)

with Bill Roder not too far behind him. I and Andrew Boyce brought up the rear.

It was a great day at an absolutely brilliant track in company with some very nice non-MX-5 machinery, including the recently-crowned State Champion in a self-built Hyabusa-powered "rocket" – very demoralising when you see his times!

We are thinking of having another hillclimb in our khanacross calendar next year – we'll TRY to miss Club motor sport events so that some of our track guys can come down and show us how – the track suits a well-pointed MX-5 very well, while still being very challenging as there is no ability to warm tyres or brakes.

We have two more khanacross events this year – 10 September (will be just about run and won by the time you read this), and 12 November – come and have a go! ●



^ Steve Banks shows how it's done



Peter Ferguson

✓ *Top down: Andrew Boyce heads out; Bill Roder (left) and Peter Ferguson overcook their runs; some of the wonderful machinery on show*



Hillclimb at Bryant Park



Chapter chatter ...

20.8.17 | **Central** ■ Words: Bronwyn Roche ■ Photos: Geoff & Bronwyn Roche ■ Organiser: Murray Finlay

As run leader, Murray 'MX-5' Finlay said, "It's going to be a tank-slapping run today" and, as usual, Myers Creek Road in the hills north-east of Melbourne didn't disappoint us.

What better way to celebrate the Club's 27th birthday than to do a run through some genuine MX-5 territory? Even if we weren't quite sure what a tank-slap was – *we were up for it anyway!*

We headed across the Yarra Valley, skirting towns in favour of back roads. The 20 MX-5 drivers plus their navigators – rugged up in hats, gloves and coats – were ready to deal with the snow and heavy rains forecast the previous day. Murray had made a last-minute adjustment to the run route to avoid the predicted snow-covered roads of Mount Donna Buang, giving us extra time at morning tea in Healesville to chat, admire the cars and check out the coffee spots in Healesville.

By the time we left town, the sun was out, the clouds had cleared and those heated seats were turned off. Note to those who don't have heated seats – *they can be retrofitted!*

We climbed and curled up the Healesville-Kinglake Road to Chum Creek and beyond, before taking a right turn and heading down the MCR back to Healesville. Whilst it's only about 15 kilometres long, this is simply a great five-star road!

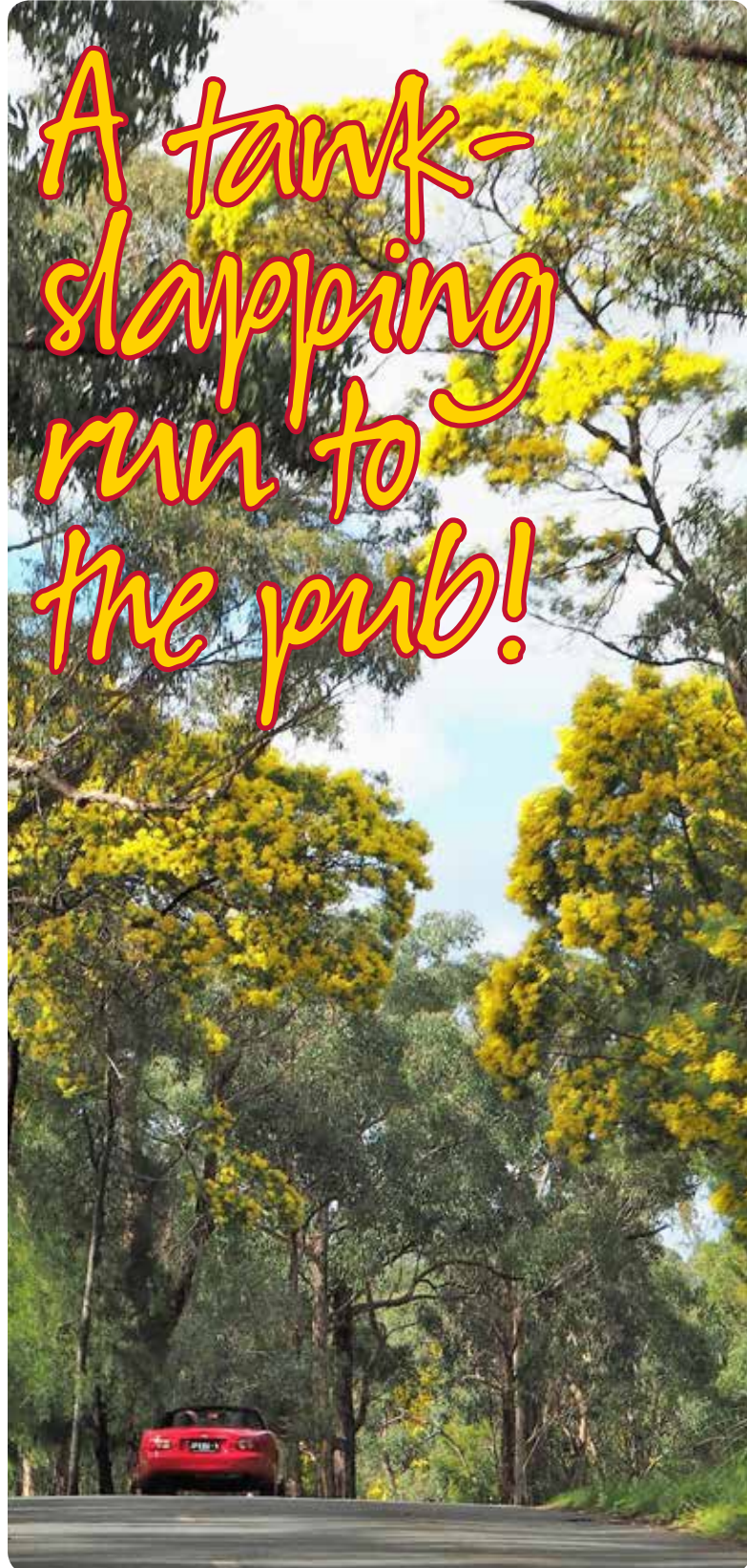
With satisfied smiles, we looped back through Healesville and headed south through the hills to Woori Yallock and on to the little-known but very zoomy Lusatia Road. The roadside from here all the way to Gembrook was a sea of golden wattle in full bloom, the sky was blue, the air was fresh and we all had fun getting to the lunch spot on those roads.

The refurbished *Ranges Hotel* in Gembrook was a great place for our birthday lunch and gave us a pole position view to watch Puffing Billy steam into the Gembrook station. For interstateers who haven't met Puffing Billy, this little tourist steam train has been chugging through the Dandenong Ranges for many years and a ride on this cute train is a rite of passage for most kids. The Puffing Billy Railway is a 2 foot 6 inch (totally pre-metric!) narrow-gauge heritage railway that heads out from Belgrave station and steams its way through the surrounding hills visiting a number of little stations, tooting its whistle, billowing clouds of steam and always stacked with tourists. Rumour has it that one of our Club members is celebrating a significant birthday soon with a *Puffing Billy Murder Mystery* trip. I can't tell you how old she turns or I might end up the victim, hey Helene!

With full bellies we headed back into our cars to make the most of the bright sunny afternoon and the trip home. Speaking of enjoying a sunnier day than was forecast, it's a timely reminder for NA owners with no boot release – if the sun warms up and you take off your jacket ... *remember to take the keys out of the pocket before you lock your jacket in the boot!* No names ...

Thanks Murray for planning and leading a great birthday run around our 'Dande-bloomin-nong' Ranges in full green and gold wattle time.

And what is a tank slap? Well, it's what happens to the petrol in the tank when the steering wheel negotiates the left-right-left-right tight corners and sweeping bends, especially on Myers Creek Road! ●



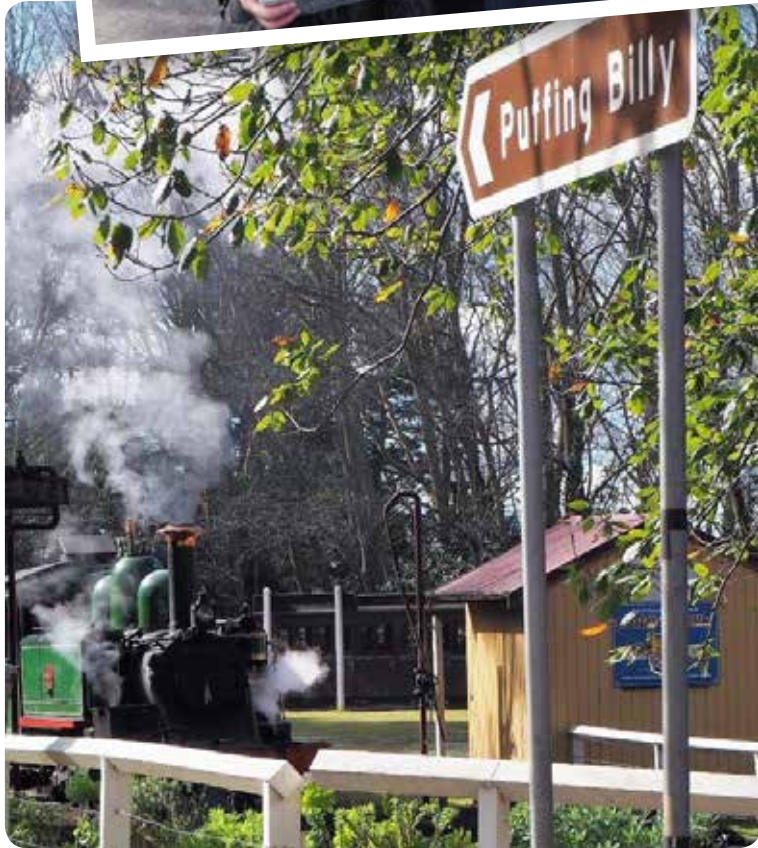
^ *Spring's come early to the Yarra Valley*



• • < Bronwyn & Murray
... size doesn't matter!



∨ Chum Creek Road ... Tank-slapping 1.0.1



∧ Lunch at The Ranges hotel, Gembrook

Chapter chatter ...

20.8.17 | Eastern Victoria ■ Words: Leeanne Evans ■ Photos: June Teeuw, Karen Bradshaw, Peter Ferguson, Bob de Bont,

The 2017 Annual Dargo Run got started early Saturday when some of our Western Victoria Chapter visitors and some Melbourne crew met at Mazda's headquarters in Mulgrave to travel as a group down to Sale, led by Katrina and John Palmer.

The "Ballarat/Melbourne crew" then met up with the Eastern Victoria Chapter crew at the Traralgon McDonald's, which became a very noisy place as the car park filled with colorful drop tops.

Nic Bodey, the run leader, then led us to the motel at Sale where we met up with Western Chapter Captains, Ian and Karen Bradshaw, who had been on a week's holiday on the east coast. Lori and Mary's large room happened to be at ground level, so the pre-dinner drinks and very noisy conversations got going until we could go over the road to *Brewhouse 69* for dinner – it was great being able to walk for dinner!

A great night took place with me (Leeanne) being "crowned" as the Chapter Champion for 2017 (thanks June and Keith for the tiara!) and then Peter Ferguson being crowned "King Fern" – a very regal occasion!

Poor weather was predicted but, of course – as this was an Eastern Chapter run – the Sunday dawned sunny and clear ... so 17 cars started the run at Stratford and out to Briagalong for the prostate stop where the local policemen wandered over for a chat.

We then ducked out to Blue Pool in Briagalong State Forest for a photo



^ *Simon says ... stand and wave!*

✓ Beautiful scenery – and plenty of time to see it!

Janine Boyce ■ Organiser: Nic Bodey



◀ Nic Bodey



op and a sampling of tight twisty roads before heading off for Dargo – a glorious road with fantastic scenery.

This was spoiled in one spot by a Queensland caravanner who decided to hog the road with 17 cars lined up behind him (even though there was plenty of spots to pull off the road). After unsuccessful attempts to contact him on the radio, we managed to all get past (Bob de Bont, go to the top of the class for a safe and imaginative solution!) and on to Dargo pub where we met up with another four cars from the unofficial “far eastern chapter” (some of the 12 MX-5s based in and around Bairnsdale) who joined us for lunch and travelled with us about half way back to Stratford.

The drive back was great, unimpeded by Queensland caravans ... though some at the rear of the field got stuck behind a firewood ute/trailer combo – so they got to see a bit of scenery! The ones at the front got to sample some superb road! Anyone who thinks these are “hairdressers’ cars” need to come for a run to Dargo and back!

Following coffee at Stratford, some of us headed home while others went back to the motel at Sale to stay Sunday night as well. We gathered for pre-dinner drinks and then all 12 of us walked to the Greyhounds in Sale. It was a fantastic venue and the food and drink topped off another great night. Of course, then it was back to Mary and Lori’s room for more chatter and drinks and then back to Leanne and David’s room where we bade a fond farewell to Bob at midnight!

Like the legendary annual 3 Peaks run, this run is developing into a very popular “event” and we are looking forward to next year’s Dargo.

Note: Following the popularity of several successful overnight runs this year, Leanne and David have several other “overnighters” planned for 2018. ●



⤴ We forget where this one was taken!

Meet the 2017-2018 Club Committee ...

Peter Dannock

President / Club Permits Officer
2017 Crystal White Pearl Mica ND
GT RF & 2001 Silver NB



I have thoroughly enjoyed almost 10 years of Club membership. Over that time, it has been a great privilege to be on the Committee, serving six years as Secretary and now in my second year as President.

I have owned four MX-5s over the journey: a 1991 White NA, a 2001 Silver NB, a 2008 Stormy Blue NC with retractable hardtop and, this year, I acquired a 2017 Crystal White Pearl Mica ND GT RF. All four cars have given me the opportunity to participate in some great activities with the Club, including social runs, functions, motor sport and a lot more. The ND has now become my favourite to drive, due to its terrific driving dynamics and looks.

My wife Jane and two daughters, Melanie and Georgia, are also members of the Club through our family membership, and enjoy being involved in many of the Club's activities.

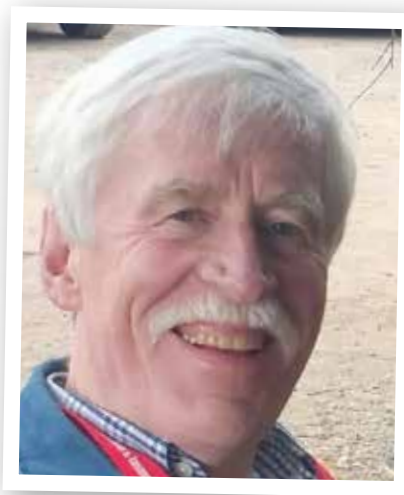
It is great to share my interest with so many like-minded people and it is terrific to see many actively involved, making my role on the Committee so much easier.

I look forward to supporting your passion for the roadster we all love.

* Club Life Member † Past President

Dave Collins

Vice President / Treasurer
1999 Grace Green NB &
2010 Metropolitan Grey NC



I am now in my seventh year of the unpaid, and over-worked, time of life.

I am enjoying the opportunity to keep the grey matter active, with Club Committee activities, volunteering for RFDS, assisting with a Tanzanian school charity and looking after a small website, all in the hope of fending off the onset of, 'why am I here, and who are you?' that seems to be the norm as we get older. Plus of course it is great fun being involved in a variety of activities and meeting folk.

Gail and I love a coffee, movies, local theatre, dining, socialising, lots of travel, flying and being grandparents.

We enjoy participating in the many events our Club Chapters put on, especially those mid-week, when we're not busy with the above.

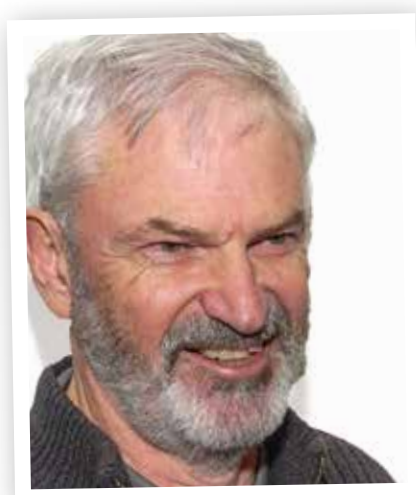
The Committee are enthusiastic and very committed to ensuring we continue to keep the Club something that we all enjoy being part of. Come join us, too ... you will enjoy it.

This will be my last year as Treasurer; I'm looking to have someone take over. Please give me a call if you are interested in numbers and like to keep track of things.

I hope to see you out there enjoying the ride!

Bruce Gray

Secretary / Acting Merchandise
2007 Copper Red NC



Jenny and I have now owned our NC for 10 years (the longest I have ever owned a car!) and I have been a Club member for nearly the same time span.

Whilst four NatMeets and the MX-5 Fan Fest have certainly been among the major highlights of this time, it is the camaraderie between all Club members that is the greatest driver of my ongoing involvement with the Committee.

It's all about the car ... and the people!

Contact details for all Committee members are listed on page 3 of each edition of *mxtra*.

Randy Stagno Navarra

Club Captain – Motor Sport
2016 2.0L ND



I'm back for my second year as the Club Captain - Motor Sport. What was that rule about not volunteering?

I joined the Club in 1999 and I haven't looked back. As most people know I'm very passionate about both the Club and the MX-5 in general. I've met some of my closest friends thanks to my involvement in motor sport and, in a way, get to live out my boyhood dreams. I remember when there would be only five or six of us competing when I first started and now it's great to rock up to a track day and see around 30 guys all set to enjoy their day. Be great if we can see a few more social members come out to the track and cheer the lads on. I guarantee you'll enjoy yourselves.

I am a serial MX-5 owner and have been lucky enough to have owned 11 of them. Currently I'm the lucky owner of an ND. These cars are all about fun and I can honestly say I've had lots of fun with them over the years.

I'm hoping that whilst on the Committee I can help improve not only the motor sport side of the Club but also the Club in general.

Stay on the black stuff!

Richard Acfield

Club Captain – Social
2005 Velocity Red NC LE



My wife Lorraine and I bought our mint condition 2005 NC Limited Edition in Velocity Red in November 2015.

We joined the MX-5 Club immediately as we had both been on Club runs with our son, Simon, who owns an NA.

I went to a Committee meeting shortly after joining the Club to get a better idea of how the Club operates and found myself volunteering to fill a casual vacancy on the Committee. At the following Annual General Meeting, I was formally elected and subsequently assigned the position of Club Captain – Social.

At the most recent AGM my position of Club Captain – Social was renewed so I will continue the steep learning curve that I found goes with the job.

Will Campbell * †

Membership
2004 Velocity Red NB SE
& 1999 Innocent Blue 10AE



I have been a sports car fanatic since my youth, my first car being a Triumph Spitfire.

However, all good things must come to an end, and so the Triumph was traded for a more family-friendly vehicle when my first child arrived.

It was to be 25 years before I was again able to entertain the thought of a sports car when my wife, Coral, and I purchased a 1989 White NA advertised in our local paper.

Buying the car was one of the best decisions we have made, although it has since been replaced and we now have three MX-5s – a 10th Anniversary NB, an NB SE, and an NC!

We enjoy driving all three, although all need to be driven more frequently!

I joined the Committee in 2000 and, after serving a three-year stint as President, I now look after Membership.

I thoroughly enjoy my involvement with the Club and hope it continues for many years to come.

* Club Life Member † Past President

Your 2017-2018 Committee (continued)

Gavin Newman

Assistant Club Captain – Motor Sport
1998 Black NB



My interest in the mighty MX-5 stemmed from a long-standing interest in motor sport which dates back to watching Bathurst as a kid in my native NZ.

This developed into becoming a motor sport official and, for about 15 years I have worked at a variety of events from state level events through to the F1 Australian Grand Prix at Albert Park. I am usually around pit lane or out on the grid at race starts, in the starter's box or even giving the chequered flag to a *Supercars* winning driver.

In my desperately-late '40s I started researching entry-level motor sport on a reasonable budget – and MX-5s came up often. I visited an event at Sandown, met a few of the Club's motor sport crew and was astounded at their welcome and helpful nature. I soon joined the Club and had purchased a car. *It has been a blast ever since.*

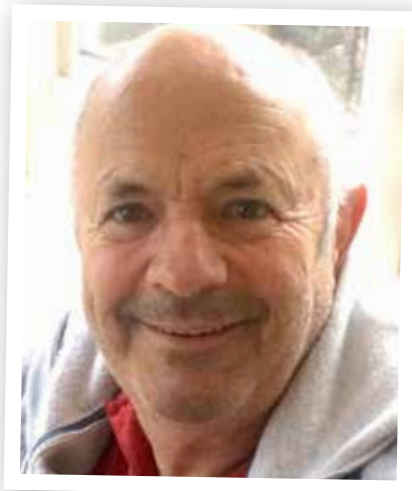
The opportunity to join the Committee was a great way for me repay the help the Club had given me in realising that childhood dream.

If you would love to get your car out on track – even just once – but have some concerns, take it from me: it's definitely achievable, and we can help!

The motor sport representatives on the Committee, and the drivers in general, are only too willing to provide assistance so you tick that off your bucket list.

Steve Reid

Assistant Club Captain – Social
1990 Classic Red NA
& 2016 Soul Red ND



In 2007 I lost a close friend to MND. Approximately four weeks prior to him dying, I was able to communicate with him. During our conversation, he said to me “do what you want to do in life and don't put it off.”

I always wanted an MG sports car (mid-life crisis). When speaking to a friend he advised me that, due to my wife's back problems, an MX-5 would be more suitable for her. So my first MX-5 was purchased: a 15-year-old NA beauty.

I wanted to join a car club, but I thought that not being a petrol head and having very little mechanical knowledge (such as if it doesn't start, call the RACV) was a hurdle. In 2014 I took the plunge and joined the MX-5 Club.

Both Barb and I have enjoyed the functions and runs that we have been able to attend and from the very start we were made welcome. After a few breakdowns I have been grateful for the knowledge and support of the Club's petrol heads.

I was brought up to give back as well as take, hence I put my hand up to help out in the Club where I can. I look forward to meeting more members, going on more runs and being part of a great Club that was born back in 1990 by people who share the same passion.

The Club is only as strong as its members.

Coral Campbell*

Championship Points
2005 Galaxy Grey NC



Back in 1998, Will and I bought our first 1989 white MX-5 and joined the Club.

We have never looked back. We have attended eight NatMeets and have been on so many Club runs that I have lost count.

We have had many hours of great fun, meeting new friends, travelling to parts of Victoria previously unseen (and Tasmania, South Australia, New South Wales, Queensland, New Zealand, England and America). We have three MX-5s – a Innocent Blue 10th Anniversary NB, a Galaxy Grey NC (my favourite) and, most recently, a 2004 Velocity Red NB SE – all limited editions.

I have held various positions on the committee over the years (Secretary, Merchandise, NatMeet committee), but my role since 2007 is that of Points recorder.

I encourage everyone to get involved with the Club and help make it even better than it has been to now.

* Club Life Member † Past President



Cary Warren

Merchandise Officer
1990 Classic Red NA

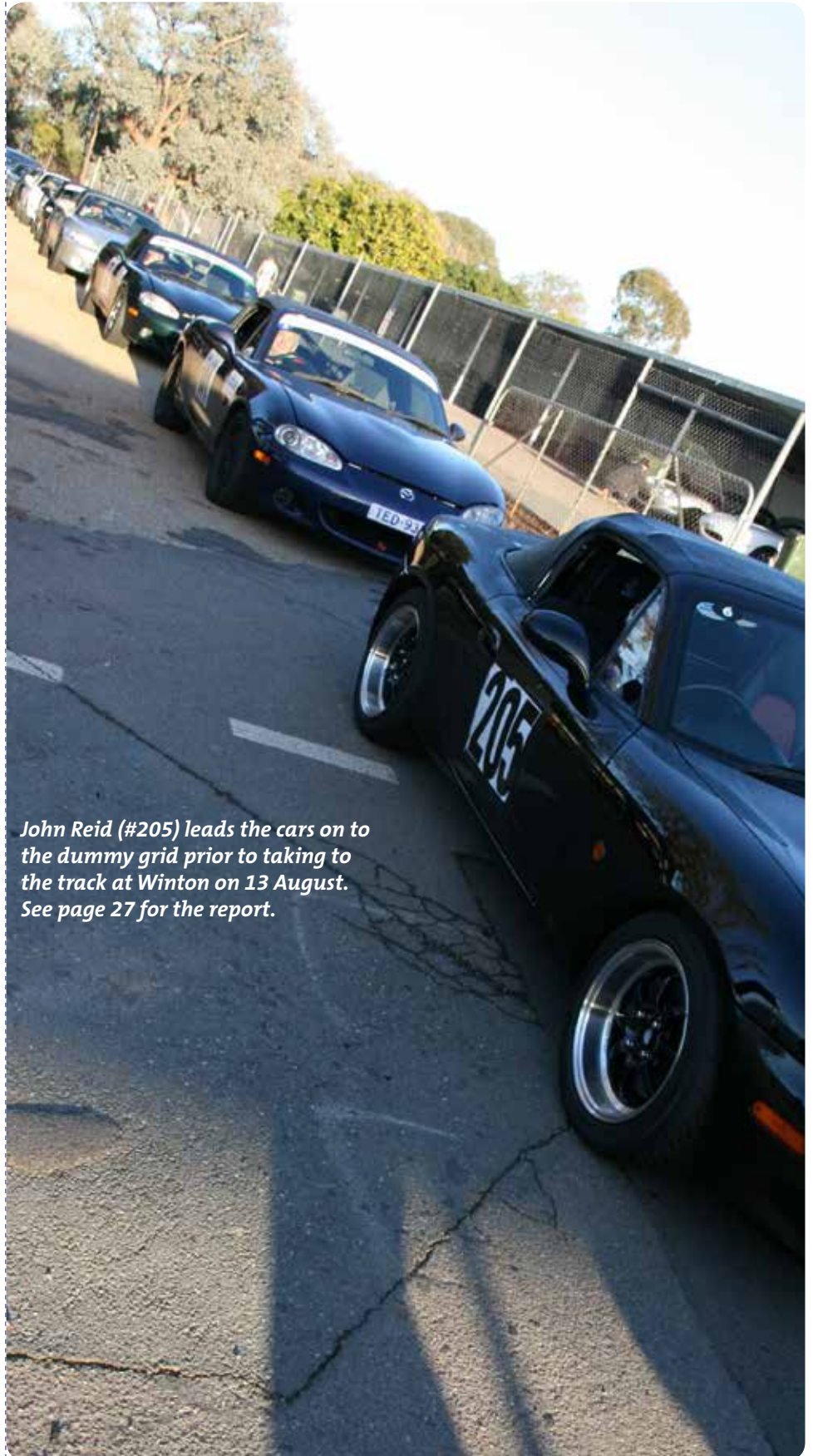


I bought my first 1990 Classic Red NA as my Sunday driver in 2011. All these years later I still get that great sense of excitement every time I turn the key and take off ... I love it!

Since joining the Club I have been an active member, where I have met new friends, had the pleasure of driving lots of MX-5s, experienced amazing Club events and held various roles within the Committee.

I am excited about taking on the role of Merchandise Officer and continuing to be part of the Victorian and Tasmanian MX-5 community.

On that note, no matter what colour cap or T-shirt we drive in, we all have one thing in common: that we all look classy cruising the roads in our MX-5 Club merchandise!



John Reid (#205) leads the cars on to the dummy grid prior to taking to the track at Winton on 13 August. See page 27 for the report.

Chapter chatter ...

20.8.17 | Northern Tasmania ■ Words: Sammi & Rosh Dhillon ■ Photos: Alana McDougall, Rosh Dhillon



The morning temperature started out in the single digits but, as the day progressed, we experienced some welcome sunshine, with light cool winds.

But never mind the temperature! The Northern Tasmania Chapter strongly believe "have a convertible, must have the top down". And that is exactly what we did ... and always do, for each and every run.

Twelve cars and 21 Club members assembled in Launceston for the run. Sammi and Rosh decided to do something a little different when asked to organise this run ... most runs see the gents in the driver's seats, but this time they thought it would be nice to give the ladies the keys and the opportunity to drive part of this run. Hence the name, *Ladies Start Your Engines*. They also decided it would be nice to couple this run with a collection for charity.

One member, not naming anybody (Richard), turned up in his everyday car as he had broken his MX-5 the weekend before, but still managed to score a ride with the lovely Glenda in her red NB. This just shows the solidarity and team spirit of this Chapter. Glenda is a champ in this way, as she doesn't mind carrying extra weight in her car and always carries a spare tyre for Rosh (as Rosh believes in weight reduction in his car).

The drive took us through some lovely scenic country roads in the north-eastern part of Tassie, towards Lilydale, through part of Pipers River Road, past Scottsdale and into the beautiful seaside town of Bridport.

Bridport is a popular holiday destination in Tasmania's north-east, overlooking Anderson Bay and surrounded by bushland reserves and white sandy beaches ... the perfect place to unwind and relax by the beach. Bridport has many safe swimming beaches, sand dunes to explore and a healthy fishing culture. The town's population is approximately 1500 people, but during the summer months this figure triples when holidaymakers flock in.

The Bridport Hotel, our lunch venue, is known for its lovely meals; Club members enjoyed seafood, steak, burgers and speciality salads, accompanied by a cold

▲ Cheryl Murray, Glenda Leeson, Alana McDougall and Julie Agar raring to go!



.....
■ Organisers: Sammi & Rosh Dhillon

✓ Lunch at the Bridport hotel

beverage or two. Everybody enjoyed the meal and conversation (a lot of talk about tyres and the new blue racing stripes on Darren's NA) as we sat and relaxed for a couple of hours, literally across the road from the beach.

It was then time for a photo shoot down by the jetty, where quite a few Club members tried their hand at capturing that perfect photo. Whilst a route was planned for those heading back to Launceston, some made their own way home along other roads.

As we approached the outskirts of Launceston, a voice came over the radio: "Hello boys". We quickly recognised this was a member who hadn't come on the run due to illness. He told us that he had just taken his MX-5 to the shop and thought he would try out his new headset at the same time. However, we think differently ... that he had been sitting in his garage the entire afternoon, crying into tissues, waiting to pick us up on the radio, as he had missed us all and was disappointed he couldn't go on the drive. *Is this the truth, Mr Koshie?*

It was a fun day! Some great roads, great company and a great lunch. In total, \$150.00 was raised and donated to the National Breast Cancer Foundation.

Thank you to our members for your generous donations and to the Club for an additional donation. ●



^ On display at the Bridport pier boat ramp

Chapter chatter ...

22.8.17 | North-Eastern Victoria ■ Words, photos & organiser: Loz Thomas

We've decided that God must have a MX-5 because she really turned on a perfect winter's day for our "Taking it easy on Tuesday" run to Mansfield.



^ The (dirt) road in and the view from Powers Lookout

Bright sunshine and mild temperatures greeted us as we ventured from various parts of Victoria to gather at Milawa Bakery for morning tea.

Lori Mercieca (who had only got home the afternoon before from the Eastern Victoria Chapter's Dargo run and had washed and polished his car), Ron Diprose from Melbourne and John and Cheryl Paul from Bendigo joined four locals from Bright and Myrtleford to make a total of seven cars attending.

After coffee and a catch up (some couldn't resist the urge to go shopping at one of the great little shops next door where they have produce from all the wineries, olive groves, apiaries, berry farms and the local Milawa mustard), we left and headed through the King Valley to Whitfield. The countryside looked amazing as usual, with green paddocks full of happy fat cows and sheep, dormant vineyards, and snow-capped mountains visible around every bend. Luckily the leader (me) had set the cruise control spot-on the speed limit, as a pesky highway patrol car appeared from nowhere!

For all the times that we have driven over the Whitfield Gap to Mansfield we have never stopped at Powers Lookout. It was such a beautiful day I thought it was worth the 3km dirt road (in good nick) to check it out. None of us was disappointed. It was jaw droppingly (spellcheck says that's not a word but I'm leaving it there) stunning.

The view to Mt Buffalo, Mt Bogong and the ranges all covered in snow to the green valley below was breathtaking.

After this little detour we continued on our way to Mansfield. It's a total of 61km of great mountain road that the little MX-5 was designed for. There are a few tight little twisties but generally nice sweeping corners ... lots of fun!

Lunch was at The Coffee Merchant. A table had been reserved for us by the fire and everyone enjoyed their meal, and the coffee was superb. There will be a good recommendation coming up on *Trip Advisor* from yours truly.

Initial plans to head to Wangaratta via Benalla and Winton (a relatively straight stretch of road with a travelling time of just over an hour) were unanimously tossed away in favour of returning the way we had come. It was worth the extra 25 minutes travelling time to drive the Whitfield Gap one more time. You couldn't wipe the smile off Lori and Roger's faces.

Leaving Whitfield we again traversed across the King Valley to Wangaratta. Lucky I had once again set my cruise control because that same pesky highway patrol car appeared out of nowhere again!

The day finished at the very funky *Café Derailleur* for afternoon tea where they had set up a table in the courtyard.

I think it's safe to say that everyone had a great day and we're glad that the North-East turned on such a spectacular day for one of our popular Tuesday runs. ●

Is there an MX-5 in there?

I do regular ski trips to most Australian ski hills in my Copper Red NC. In August I drove from Point Lonsdale up to Falls Creek for a week's skiing.

It was an enjoyable stress-free drive which saw me arrive in good weather, late on the Sunday evening.

I was aware of a forecast *heavy weather* event during my stay BUT unfortunately in this instance I was too lazy, after the seven-hour drive, to fit my wheel chains before I retired to the lodge.

I paid the price. *It dumped!*

On the Friday, shovel in hand, I ventured down to the car park to assess the damage and to fit the chains for my intended departure the following day.

Lady Luck was at least on my side; I had noted the exact location of my parking spot ... without this knowledge I would have had a small problem locating the MX as there were many buried long-stay cars. Plus, the driver's side

mirror poking out of the snow could have only belonged to a Copper Red MX ... and I guess the MX-5's small footprint does give some clue of what lies beneath.

It took three hours to dig out. I had to gain access to the boot for the chains and to dig a clear area all round to fit the chains comfortably and, due to the low ground clearance, to ensure a clear exit path.

When fitting chains (and when it is safe to do) so I always jack the car up. This drops the rear wheel well away from the wheel arch and leaves a small gap from the road surface, and makes it easy to slip on the chains and ensure a very secure fitting.

The following day was warm. After skiing for the morning, I packed up and ventured down to the car park.

The chap next to me had departed sometime earlier that day and had kindly dumped his load of snow on to my nicely cleared patch ... which resulted in a small amount of extra shovel work.

The mountain required all two-wheel-drive cars to fit chains this day; the roads were warming up quickly and the snow in the car park was melting rapidly.

In my opinion it was OK to drive out without chains, but I followed the rules and departed slowly, dropping by the luggage area to pick up my stuff and take a photo of the chains as fitted. I wasn't too happy having to drive on the hard tarmac with fitted chains, but those are the rules. All the roads were clear, hot and steaming.

Several kilometres down the hill I stopped and removed the chains (which takes about two minutes) and enjoyed another stress-free drive home to Point Lonsdale.

My only comment for other MX 5 drivers considering a snow trip is to make sure that you do a test fit of the chains before you leave home.

I recently changed from run-flat tyres to normal road tyres and the chains that I used on the run-flats did not fit the normal road tyres. This is something that is easily missed if you have your own chains and think that they will fit without checking the tyre specs and doing a fit test. ●

■ Words & photo:
David Sadler

Doing it for six hours at the Island!

29-30.7.17 | **Motor Sport** ■ Words: Noel Heritage ■ Photos: Suz Gallus, Lisa Burge



⤴ Clockwise from the top: Peter Dannock leads under the sign; Randy Stagno Navarra (white ND); Dean Watchorn (green NB); Paul Ledwith (green NA) and Robert Downes (red NA)



Buoyed on by some fun last year, the Club fielded two teams in the 2017 Phillip Island 6 Hour Relay in July.

This was a challenging event with up to 50 teams all (well, possibly about half) trying to run to a pre-designated time to score maximum points and to avoid the dreaded break out laps with resultant penalties.

It's a bit (quite) different from our usual Sprint-type events and also different in format from our more usual tramping grounds of what was the Alfa club's AROCA 6 Hour, then 10 Hour and this year, 12 Hour Relay event at Winton.

Alan Conrad and Peter Stagno Navarra kindly put their hands to act as Team Managers (no mean undertaking) and put together the two dream teams of *The Cutting Edge* (Kim Cole, Gavin Newman, Dean Watchorn and Randy Stagno Navarra) and *The Clippers* (Robert Downes, Paul Ledwith, Peter Dannock and Noel Heritage).

In an event like this you actually need more support personnel than drivers, as a key part of doing well is the ability to provide the drivers with accurate timing information via which to regulate their lap times. This is made more difficult at Phillip Island versus Winton because, at the Island, you must have a team up on the roof of the pits to time the vehicle at some point on the back half of the track (usually Lukey Heights or MG) and then pass that information to the separate crew on the pit wall to get it on to the pit board before said hot shoe driver appears and flashes past. Electronic timing devices in the cars etc are banned.

That involves a wee bit of logistics ... and then try doing that with

a high degree of accuracy non-stop for six hours as the drivers flash by about every two minutes and change over every 30 minutes or so. Thanks to all the spouses, friends and supporters who laboured tirelessly and without complaint throughout both days of the event.

It's quite challenging, and the victor on the day must have a combination of great team co-ordination and good driver discipline.

To add to the fun, then you have to feed the starving throngs throughout as well. Take a bow Deb Watchorn who was personally responsible for most of us putting on a few kilos during the course of the weekend.

There was an amazing mixture of cars on the track, with everything from some pretty hot and expensive gear though to the very pedestrian and everything in between. The guy who showed up with an ex-taxi Holden Statesman (automatic transmission) deserved a medal for effort, even more so when in practice the car blew its diff on the first corner of its first lap. A bit of midnight oil and he re-appeared on race (well, sort of) day.

With seemingly more pomp than Bathurst, the starter's gun was fired at 10am and they were off ... with everybody trying to sort themselves out. All sorts of cars with all sorts of experience-level drivers all doing different sorts of speeds.

Equally there was all sorts of excitement; some of which we could have done without. Try coming over Lukey Heights at a fair rate of knots, only to find a rather pedestrian motorist slap bang

.../continued



One weekend and six hours at the Island ...



in the middle of the track. Skid marks (and some on the track as well)!

It very quickly became apparent which teams were going to have a crack and which ones were there just for the fun of it.

The Cutting Edge quickly moved up the charts while the old hands in *The Clippers* played a waiting game.

Also on the radar was a team from the MX-5 Club of NSW, who featured prominently for most of the day.

After a while the day settled into a pattern and everybody got into a rhythm. Other people's cars broke down, a few wheels came off and there was all the usual general mayhem that happens at such events with an estimated 200-plus cars and even more drivers involved.

Gradually the day wore on and, showing typical MX-5 reliability, both *The Cutting Edge* and *The Clippers* progressively moved up the leaderboard. During the day the organisers gave half-hourly updates, but towards the end that stops and you don't know the winner until the presentation ceremony.

Leaving the best to last, *The Clippers* came home with wet sails and grabbed a well-earned fourth place, while *The Cutting Edge* were close behind with a very good fifth as well. Considering the 50 teams involved and the logistics required, getting both teams in the Top 5 was a very good result for everybody involved and the Club overall.

As an example of the effort involved, consider the photo of *The Cutting Edge*, above. Of all the people involved, only four were drivers; the rest are the support team. *The Clippers* were similar (four drivers with 10 in the support team), plus we had Deb Watchorn feeding the whole hungry lot.

We could not have done it without all of them. Thanks a million! ●



Top: The Cutting Edge and their support crew bask in the glory of a successful weekend's effort. ^

Centre: Randy Stagno Navarra's ND in preparation.

Above: Kim Cole heads out.

Round 7 ... "Home" to Winton



2017 Essendon Mazda MX-5 Sprint Championship | Round 7 - 13.8.17



■ Words: Murray Seymour
■ Photos: Gavin Newman,
Murray Seymour

After spending my Winton Sprint Day-even accommodation budget on GoPro accessories, I am locked into a day trip ... and therefore an early Sunday morning start.

The car is pre-packed in the driveway, ready to go. The alarm sounds at 3.45am and I'm out the driveway not long after 4am. The weather forecast for Winton is fine, but this is Victoria after all so anything could happen. As dawn breaks and I pull up to the gates at Winton Raceway ... the weather looks better than anyone could expect for Winton in August.

Others arrive, the gates open and in we all go. After finding a parking bay in the Winton Raceway carports the preparation begins: unloading the car of anything that's not bolted down, safely mounting the GoPro and associated devices, driver sign-in, scrutineering and then finally driver briefing. My next challenge is to get the smart phone app and camera working on-track. Even those experienced with this technology have technical hiccups from time to time.

So, with 25 Subaru WRXs, 19 MX-5s and a mixture of 15 other makes and models, the day begins in earnest. First run of the day is practice. It's meant to be a warm up, but the competitive streak runs strong with some so it's go hard from the get go. My run group consists of 10 other vehicles, and when the time comes around for practice, I go out gently and don't try too hard. I'm more concerned about confirming the GoPro and associated technology is working correctly. Once practice is completed and I'm back in the pits I'm happy to find that all the technology is working as designed. Time to get serious in the coming sessions.

As far as getting serious, the Standard NB class is very serious and Round 7 of the 2017 Essendon Mazda MX-5 Club Sprint Championship shows just how much. The existing Winton Long Track record set

by Dean Hasnat of 1:46.987, set almost three years ago, is bettered five times by three different drivers on the same day. The record is now held by Gareth Pedley at 1:45.30. I don't know if this has ever happened before in the history of our Club; I would think it is a one-off. You can see below how the day unfolded for these competitors:

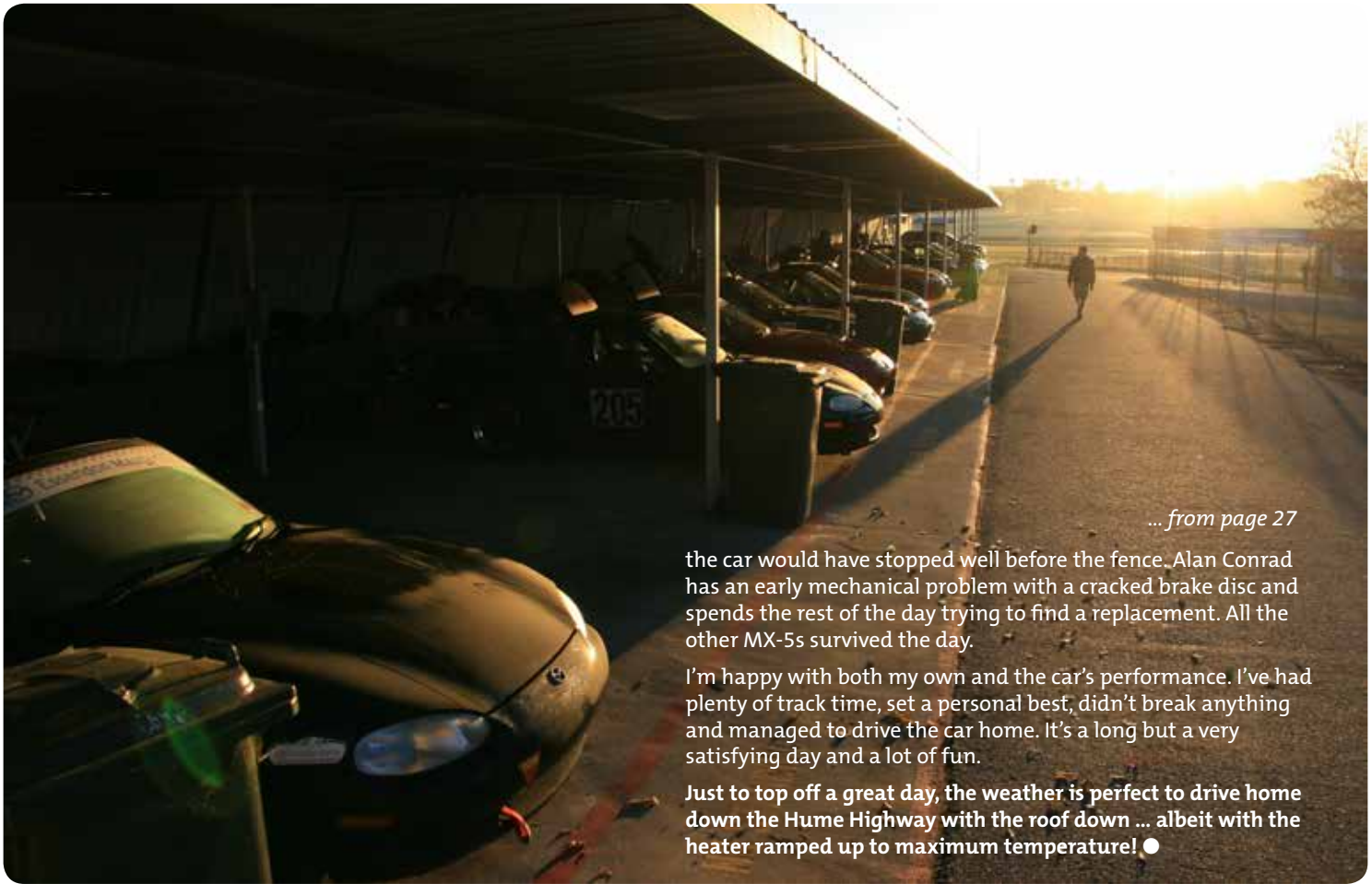
Session	Driver	Time
S4	Steve Williamsz	1:46.82
S8	Gareth Pedley	1:46.08
S13	Simeon Ouzas	1:45.62
S23	Simeon Ouzas	1:45.56
S27	Gareth Pedley	1:45.30

Unfortunately, there is some vehicle damage, with John Reid finding the fence. The run-off areas are still wet from recent rain and very slippery. With a dry outfield,

^ Murray Seymour greets the dawn ... and locked gates

.../continued

Round 7 - back to Winton ...



... from page 27

the car would have stopped well before the fence. Alan Conrad has an early mechanical problem with a cracked brake disc and spends the rest of the day trying to find a replacement. All the other MX-5s survived the day.

I'm happy with both my own and the car's performance. I've had plenty of track time, set a personal best, didn't break anything and managed to drive the car home. It's a long but a very satisfying day and a lot of fun.

Just to top off a great day, the weather is perfect to drive home down the Hume Highway with the roof down ... albeit with the heater ramped up to maximum temperature! ●



▲ Clockwise from the top: long shadows in the dawn sunlight; Gareth Pedley (#612), Ibrahim Rafei (#28), John Reid (#205) and Ralph Thompson (#76)

Round 7 results / Championship standings

2017 Essendon Mazda MX-5 Sprint Championship - Round 7 | Winton - 13.8.17

	1st		2nd		3rd	
Open	Dave Moore	» 1:36.5102*	---	---	---	---
Super Modified	Robert Parr	» 1:38.0134	---	---	---	---
NA/NB Modified	Gavin Newman	» 1:43.1622*	---	---	---	---
NB Clubman	Noel Heritage	» 1:44.6168*	Max Lloyd	» 1:45.4242	Murray Seymour	» 1:47.6881
NA Clubman	Robert Downes	» 1:45.5592	---	---	---	---
Standard NC	Ian Vague	» 1:52.8330	---	---	---	---
Standard NB	Gareth Pedley	» 1:45.3001*	Simeon Ouzas	» 1:45.5612	Steve Williamsz	» 1:46.4693
Standard NA	Daryl Ervine	» 1:55.4776	---	---	---	---

* New Club lap record

2017 Essendon Mazda MX-5 Sprint Championship - standings after Round 7 | Winton - 13.8.17

(corrected points)	1st		2nd		3rd	
Overall Champion	Dave Moore	» 565	Robert Downes	» 530	Alan Conrad	» 515
Open	Dave Moore	» 600	Peter Bolton	» 75	---	---
Restricted Open	Paul Ledwith	» 300	Tim Meaden	» 275	---	---
Super Modified	Dean Watchorn	» 200	Robert Parr	» 100	---	---
NC/ND Modified	Alan Conrad	» 500	---	---	---	---
NA/NB Modified	Gavin Newman	» 375	Daniel White	» 250	Mike Graham	» 60
NB Clubman	Noel Heritage	» 500	Peter Dannock	» 350	Murray Seymour	» 345
NA Clubman	Robert Downes	» 700	George Vellis	» 75	---	---
Standard ND	Randy Stagno Navarra	» 300	Tim Edwards	» 100	---	---
Standard NC	Ian Vague	» 275	Malcolm Leigh	» 135	Hung Do	» 100
Standard NB	Gareth Pedley	» 515	Simeon Ouzas	» 500	Steve Williamsz	» 490
Standard NA	Daryl Ervine	» 100	---	---	---	---



⤴ Clockwise from the top: Steve Williamsz (#20); Murray Seymour (#17); Noel Heritage (#62) and Ian Vague (red NC)

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: – 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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Car care products - member discounts

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

Check out the Waxit range and order online at www.waxit.com.au. Our Club coupon code is **mx5club**.

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

Burson automotive products at trade prices



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

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

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Recco VIP Club retail discount

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

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A new option for the MX-5 owner

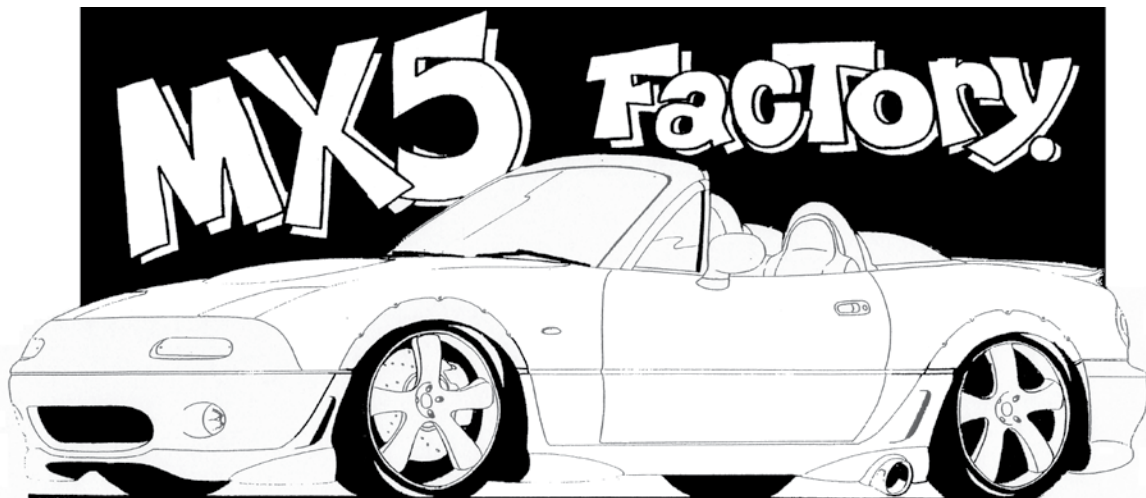
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- ◆ Contact Dick to discuss your mechanical needs



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