



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

Grinners!



Inside:
NSW-Vic/Tas Interstate Challenge
Becoming an MX-5 fanatic
All the Chapter action

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MX-5 Club
of Victoria

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MX-5

**Mazda MX-5 Club
of Victoria & Tasmania**



12/2017

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Clockwise from Max Lloyd in the middle, Steve Williamsz, Noel Heritage, Gareth Pedley, Alan Conrad, Kim Cole, Simeon Ouzas, Travis McInnes, Dave Moore, Randy Stagno Navarra and Gavin Newman celebrate the Vic/Tas team's win over the NSW Club in the annual Interstate Challenge.
Photo: Randy Stagno Navarra



Find us at:
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Victoria**

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Pete's Perspective ...

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



Which is better: the Roadster or RF?

I am fortunate enough to drive both the Roadster and RF versions of the Mazda MX-5 ND and it gives me some great insights into the differences between the two cars. As a result, I am often asked which one I prefer.

Well, the answer is: "it depends".

Though there is little or no difference in the equipment level of each car, the roof can make a difference when deciding which car you might buy.

The RF with the roof up is a great little coupe and it offers slightly more refinement and comfort over the Roadster, particularly during the colder winter months. However, with the roof down and fastback buttress, the wind noise on the RF is more noticeable than the Roadster's soft top. This is the case whether the windows are up or down on the RF, as the buttress catches and swirls the wind around behind you.

On the other hand, the soft-top Roadster provides that true open air, wind-in-your-hair driving experience. With the roof down, the space around you opens up to that true sensation of convertible motoring, so reminiscent of the early MX-5s. It is also slightly lighter in weight than the RF; however, that is very hard to notice.

With the roof lowered, your spirits will be raised driving either of these cars and your decision should hinge on your intended purpose. You can't go past the fact that both cars are two of the best – and most affordable – convertible cars available to buy and lots of fun to drive.

10 Great Years

This past November marked my 10th year of membership in the Club. During that time, I have owned five MX-5s from all models and participated in a wide range of Club activities. What started as a wish to own a weekend roadster has now developed into a deep passion and great appreciation of the Mazda MX-5 and the people in the Club.

Since I joined the Club, I have seen it grow. Back then, a membership of 400 was considered a great achievement, however, that will almost be doubled when we conclude the current membership year. All the Club activities were primarily organised by the Committee, but now we have six great Chapters across two states that are facilitated by local Chapter Captains and their assistants.

We all share a passion for the world's best-selling two-seater sports car and, regardless of how long you have been in the Club, I hope that your involvement in the Club has been as enjoyable and rich as my experience.

Another Great Year Ahead

As we come to the close for 2017, planning is already under way for 2018. During this year, the Club had over 100 events organised through our Chapters and I am sure that next year will be no different. All the Chapter Captains are currently busy planning their year ahead and you will see next year's events up on the social calendar very soon.

If you are keen on your Club motor sport, you would have seen in last month's **mxtra** the calendar for the **Essendon**

For your diary ...

See the full calendar for details

December

- 17 NEV Christmas run
- 17 WV Christmas run
- 29 CEN Something to do after Christmas run

January

- 14 CEN Strathbogrie Range run
- 20 MS Sprints Rd 1, Phillip Island

February

- 4 NEV Tastes of the North-East
- 6 CEN Yarra Valley run

Mazda MX-5 Sprint Championship for 2018. With another 10 rounds on five tracks, the highlight is likely to be an opportunity to participate at Symmons Plains and Baskerville in Tasmania. It is great to see the Championship being held in both Victoria and Tasmania; congratulations to Randy and Gavin for putting together a great calendar of motor sport events.

As the festive season approaches, I wish all our members and their families a Merry Christmas and prosperous New Year. I look forward to another big year ahead.

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

Peter



Scene about ...



■ Photos: Karen Bradshaw, Rob Tanner, Sandra Elliott, June Teeuw, Peter Ferguson



Sunday 19th November

To whom it may concern

Alan is allowed out today from his so called 'domestic prison' due to good behaviour. However, his curfew is 5:00pm as he needs to attend to more domestic duties.

Yours sincerely

Patricia Laine (wife)
Patricia Laine



Special thanks to all who have contributed articles, photos and ideas for *mxtra* throughout 2017. Best wishes to all for Christmas!

~ Murray Finlay, Editor



Randy's Rant ...



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

What a win!

As you can see from this edition's front cover, I'm not talking about the FIFA World Cup or Bathurst, but about the Interstate Challenge between Victoria and New South Wales which took place at Sydney Motorsport Park in November.

Twelve of us headed up the Hume Highway to take on our northern cousins. It was probably our smallest and most inexperienced group to take up the Challenge, with five of our team being first timers at the track. Still, proving that it's quality not quantity, we went back to back and took out the win 119-99.

Yet again the NSW MX-5 Club ran a fantastic event. We all got lots of track time and it was great catching up with friends we hadn't seen for a while. There is a full report on the event further in the magazine. As Club Captain - Motor Sport I could not be happier and prouder of my lads' performance.

My own trip to NSW did not start off the best, having found a crack in one of my front brake rotors on the evening before heading up to NSW. Proving yet again how great the camaraderie is amongst Club members, I have to thank both Andrew Digney and Joe Kovacic from NSW who tried to help me by finding me a set of brake rotors in NSW. Alas, none were available so I had to return to Melbourne. Thinking that my weekend was over, our Motor Sport sponsor, **Essendon Mazda**,

came to the rescue. They happily took a set of front rotors off a brand new RF to keep me on the road and I finally made it to my hotel just past midnight. A huge thank you to them. *All I can say is we should def-inately support the people who support us.*

Essendon Mazda MX-5 Sprint Championship – Rd 10, Phillip Island ~ Sunday, 10 December

This was the grand finale to our season.

It's been a long, fun year and no better place to end the year than at such an iconic track. Some of the classes were going down to the wire and it was exciting to see who came out on top. – which brings me to ...

Motor Sport Awards and Luncheon ~ Sunday, 17 December

This will be held at the Kent Hotel in Carlton. I've received an extremely good response, so I'm keen to catch up with everyone and enjoy a fun-filled afternoon.

2018 Motor Sport Calendar

The Motor Sport calendar for 2018 is now online so I hope you can all plan your weekends to attend as many events

as possible. Remember that we have our *Tour de Tassie* in November, which I'm hoping to finalise soon.

Please note one correction from the November *mxtra* "Rant": the final round for 2018, Round 10 at Phillip Island, is on **Sunday, 9 December** (not the 10th as reported).

Member discounts

I'm very happy to announce that **Whiteline Suspension Australia** have a special offer to *all* Club members: a 15% discount on all their products.

Also, **Pedders Suspension** are offering 10% off their products to *all* members.

These generous offers provide quite a few items to choose from for all models of MX-5. If anyone would like to take advantage of these offers please contact me.

I'd like to wish all Club members a very merry Christmas and a happy New Year. I hope to see a lot more of you trying motor sport in 2018.

Stay safe, and I'll see you all at a track soon.

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

Randy





Membership

Current membership count:

717

and growing!

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

C'day again ...

This month, I would like to welcome the following new members and wish them all the best for a long and happy association with the Club. They are:

Central Chapter

Andy and Marg Avard	1998 Blue NB
Thomas Avgoulas	2001 Silver NB
Asad Bangash	1989 Classic Red NA
Daniel Chin	2016 Black ND
Margaret Cusack	2011 Dolphin Grey NC
Kevin Dal	1996 Montego Blue NA
Lachlan Doughty	1991 Classic Red NA
Fadhil Farid	1990 Crystal White NA
Geoff Farrington	1999 Innocent Blue NB
Scott Taylor	2002 Black NB SP
Alan Wong	1992 Neo Green NA

North-Eastern Victoria Chapter

Ray and Lynne Harmer	2011 Silver NC
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Northern Tasmania Chapter

Daniel and Alison Beer	2007 Copper Red NC
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Southern Tasmania Chapter

Chris McIndoe	2013 Metallic Grey NB
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I was recently asked about Club growth, which prompted me to look at how things had changed over the last 10 years. With a small glitch in 2010, numbers have steadily increased, going from 325 in 2008 to the current 717.

Looking at the trendline added to the data, it's interesting to note that the membership joining rate was above average in 2014-2015, and in 2015-2017. These can possibly be attributed to the first NAs becoming eligible for Club Permits and the release of the ND, respectively.

I have no explanation for the rapid rise in 2008-2009!



To all I have met, and to all those I am still to meet, have a safe and happy festive season.

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

Will

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Chapter chatter ...

5.11.17 & 26.11.17 | Western Victoria ■ Words: Lawrie Hocking ■ Photos: Kathy Wood, Virgie & Lawrie Hocking

Nine cars congregated at Lucas Shopping centre to run to a fair at Miners Rest.

Most of us had a coffee and chat before we left. A new addition to our party was Dawn's cousin Wayne who drove all the way from Coffs Harbour in his immaculate supercharged NC. After we all inspected what devious devices were lurking under his bonnet we drove in convoy to Miners Rest ... a very short drive with only bend in it – at a large roundabout!

We parked in a row amongst other Vintage and Classic cars and were judged by a local councillor for the best cars of the show. There were some very nice classics on show and the top two prizes went to some of them ... but it was good to see Wayne's NC judged third.

It was a fairly low-key event, but the public showed some interest in our cars.

Yours truly drew the short straw to spruik on the local community radio station to extol the virtues of driving an MX-5.

We participated in some of the activities at the event and went our own way home. ●



As usual Woolfie was up early and staked the claim with witches hats in a long and optimistic fashion.

Next came yours truly, followed by some ominous indications that we weren't going to stay dry for the day. David came next, followed soon after by thunder and lightning and some heavy rain.

The Lake Wendouree precinct was looking pretty sad early, with many stall holders opting to chicken out on the day. The usual car displays were very thin on the ground this year with the Morris Minor Club having the biggest showing.

Then the sun appeared, bringing along Graeme and Kathy, then Brian.

By this time the usual Springfest crowd was building up and a few people stopped on their way past to show some interest in our cars

We sat and chatted for a while, applied the sunscreen because the sun decided it was time to earn its living and then, one by one, went our separate ways. ●



.....
12.11.17 | Eastern Victoria ■ Words & organiser: Peter Ferguson ■ Photos: Alan Laine, Peter Ferguson

Sunday 12 November was the last Khanacross on the calendar for 2017 at GCC's Bryant Park.

Our Chapter attended four of these events this year plus one hillclimb, and are currently planning on the same for 2018.

Perfect weather greeted us with a temperature around 26 and a light breeze to fool you so you did not quite realise just how much you were actually burning!

There were eight MX-5 Club members running in a field of 30 cars. Seven MX-5 members were in MX-5s while one was in his Toyota 86 (gasp!) due to his MX-5 being off the road.

Running were Andrew and Janine Boyce, Ajith Perera, Gavin Newman, Lachie Stephens, Richard Chan (86), Ron Diprose and Peter Ferguson.

Eight separate events were run using the full top loop, the bottom loop (each in both directions) plus the car park in both directions. The event director took the decision to split the field of cars into two 15-car groups and run two events at the same time, in different locations on the track. This led to very efficient management, with cars being lined up and running with fairly small gaps between events. *The Gippsland Car Club's track and volunteer crew are very impressive!*

Ajith, currently recovering from foot surgery and in his "new" NC (replacement for a written-off previous car) took out 7th outright and first of the MX-5 placings. He drove a very consistent day but had Andrew snapping very closely at his heels – he will be kept very honest next time by Andrew ... and Gavin, who is still coming to terms with the "rules" of the events – once on top of these he is going to be VERY fast!

Lachie had his first run in his beautiful NB8B Classic – two wrong directions put paid to a high result but he was consistent and shows promise. Similarly, Richard in his 86 (promised to bring an MX-5 next time!) had a couple of WDs but clearly enjoyed himself and says he'll be back.

Janine with 18th outright and 5th of the MX-5s continues to improve and gets quicker each event.

Peter and Ron both stuffed their chances with WDs – and in Peter's case, also getting a 10-second penalty for not fully stopping in a finish garage (*old timer's disease!*).

Steve Banks (who recently carried out many improvements to his NA Clubman which has shown great decreases in times in hillclimb events) caused a lot of interest when he visited on the day in his Austin A40 Farina.

These khanacross events are very low-level motor sport where the cost is low (\$20 entry!) and the pressure also low (you are against the stop watch and go only as hard as you want).

Come along in 2018 and join us and see what it's all about – brilliant fun on a superb track! ●



Janine Boyce



Peter Ferguson



Ajith Perera



Simultaneous events made for a great day

Chapter chatter ...

The unofficial "Far Eastern Victoria" Chapter

■ Words: Marianne Harris (Metung)

From little things ... big things grow!

My name is Marianne and I love my car!

Over the years, Michael and I have always admired, and been lucky to have a few *special* cars along the way ... from him having a bright yellow MGA when I met him in 1974, to jointly owning an old tri- coloured MGTF 1500 (previously left out in the sun so half faded!) and then a gorgeous pillar box red Austin Healey 3000 for a few years in the '90s (with seats in the back for our two young kiddos).

When the chance came for us to have another fun car (yes in *later years* when our children had grown up and had their own) we looked around and it didn't take long to settle on the new MX-5 with a hard top. We ordered one with a distinctive Copper Red colour and knew this would be the one for us!

That was mid-October 2007... so our *best ever* is now 10!

While Michael had the thrill of driving it to work each day, I had to wait for the weekends (my work place was at the end of an unmade road!) when we would take to the hills in the nearby Yarra Valley.

We joined the MX-5 Club and took part in many events, most memorably the 2008 **NatMeet** in Beechworth (first holiday with car wash on board!).

The "Far Eastern Chapter", as the Eastern Victoria Chapter have been jokingly referring to them, have been gradually forming around Bairnsdale over the past year or two. Judith White is fairly newly arrived (from NZ) and she and Marianne have been gradually gathering up MX-5s in the area. There are now about 12. Not all are MX5 Club members ... but we're working on that! They have joined up with us on a couple of runs and we're looking at a formal joint run with them next year ...

~ Peter Ferguson

When we retired and moved to Metung in 2010 I took possession of said car and suddenly even shopping became fun ... especially when you have to drive 30km along country roads instead of just 2km down the road in traffic!

Imagine our surprise when in late 2015 we noticed another MX-5 cruising around nearby Nungurner – a soft top but exactly the same colour (irony!), owned by enthusiasts Lin and John. Soon after, we heard there was another one ... exactly the same model and colour again and just recently acquired by long-time friends, Jenny and Fred ... and a bit later – yep, another one: bright red this time (pheew), just purchased by our neighbours, Vicki and John!

They were multiplying! It was just amazing, so we got everyone together and there was an instant bond. We planned some drives and enjoyed getting together regularly to gloat ... oops, *share our passion!*

Initially we'd gather at the park in Metung and head off for a burn and then relax over breaky or lunch at various places in East Gippsland – enjoying not only the cars but the stunning countryside, curvy roads and the company of like-minded car lovers who are now good friends.

Over the next few months we came across other MX-5s in the wider area and invited them to join us; some did, some didn't, but gradually our little group grew and now we number around a dozen cars with new friends coming from Wy Yung, Paynesville, Lakes Entrance, Bairnsdale and surrounds. Fortunately, we now have a variety of colours too!

Having a bigger group means we now meet up at various locations and we've travelled further afield discovering new places to zoom zoom!

How exciting that our humble beginnings have blossomed into a larger group ... and everyone gets on so well! ■



^ Any colour you like, as long as it's (Copper) Red!



■ Words: **Judy and Barry White**
(newly arrived in Bairnsdale from Enzed)

*Barry and I came over from NZ,
bringing our MX-5 with us.*

What an ordeal that was and with hindsight (what a wonderful thing that is) we would not have done it!

Eventually all the endless requirements were met and we were legal and able to drive our beautiful, and now very expensive, MX-5 in Australia.

We joined the MX-5 Club and went to meet up with everyone in Trafalgar for a run. What a great crowd of people, *but what a long way to go to have a run.*

There must be MX-5 owners closer to Bairnsdale. Peter gave me some Club cards and suggested putting a note and phone number on cars we saw locally.

What a great idea and what a great response we got from interested owners.

We also met owners in car parks and the word spread. Now we have a good group of people all interested in meeting for runs to Omeo, Brethren, Buchan, Marlo, Orbost and Dargo, being some of the runs we have done.

Dinners have been popular too – a good way to have a catch up – and the *Desi Grill* Indian restaurant in Bairnsdale has been the venue a few times now.

We have also persuaded friends to buy an MX-5 and go on runs.

What an amazing group of friends we now have after meeting up with the Metung group and now we have over 12 cars in our little group ... the (unofficial) Far Out Eastern Chapter. ■



What else would you drive on these roads?



^ *An enthusiastic (unofficial) gathering ...*

Chapter chatter ...

12.11.17 | Southern Tasmania ■ Words: Rob Tanner ■ Photos: Rob Tanner, John Waldock ■ Organisers: Rob & Dianne

Sunday morning arrived with heavy overcast skies, and some fine misty rain.

Not what we ordered for our run. With faith in the “clearing skies” forecast, we had a good turnout of 12 MX-5s and 21 hardy souls, meeting at our usual Rosny Bowls club starting point on Hobart’s eastern shore.

A huge welcome back to Stacey and Allan Pryer after their 10-month epic tour of the UK and Europe, and to Carla and Ian Long, back from 25,000 kays of caravanning around Oz. Great to see you guys!

On the road just after 10am, we headed across the Tasman Bridge, through the city and up Davey St into the Mount Wellington (*Kunanyi*) foothills, through Ferntree and down to Longley. With a hint of light, misty rain about, there were some damp patches on some of the many hairpin bends in this area, so care was the order of the day.

A right turn at Longley, and six or seven kilometres of winding bitumen up to the Huon Highway at Vinces Saddle.

Magically, the skies cleared, and our beautiful sunny day and 21° arrived.

Right on to the highway, and down the mountain on to Grove straight, with a right turn to do a loop via Ranelah into Huonville.

A pitstop for morning tea at the *Huon Jet Café* on the banks of the beautiful Huon River was enjoyed by all, with time to catch up and to enjoy this wonderful setting. This café is headquarters to the famous **Huon Jet**, a thrilling jet boat ride up the beautiful Huon River, including shooting the rapids, thrilling spins etc.

Back on the road, we headed east towards Cygnet, with a right turn at Cradoc, and a loop through the picturesque area of Glaziers Bay and Wattle Grove to Cygnet. (*We won't mention Rob missing the Wattle Grove/Cygnet turnoff!*) Then it was on through Cygnet and on to the Channel Highway, turning left towards Gardners Bay, and up over the hills on a winding 12k run to Woodbridge.

Left at Woodbridge, and a quiet run on the busy Channel Highway through Kettering and Snug to our destination, *The Brookfield Shed* at Margate. Built in the early 1900s, the shed was originally used to collect vegetable and flower seeds. It is now a café/restaurant, with both indoor and outdoor dining areas. It also has an interesting gift shop, and a display area for hand-made Tasmanian furniture.

After a nice meal, and a couple of hours of relaxing and enjoying the company, we all headed back home, well satisfied with the day's run. ●





Tanner



Chapter chatter ...

18.11.17 | North-Eastern Victoria ■ Words: Ron Gillick ■ Photos: Loz Thomas, Karen Bradshaw, Geoff & Bronwyn

Three lakes and a mountain run

With a threatening weather forecast, nine cars arrived at Benalla library for the start of the run.

Our Captain, Loz, welcomed new Chapter members Lynne and Ray Harmer, visiting Western Chapter Captains Ian and Karen Bradshaw along with Geoff and Bronwyn Roche, Tyrone Dark and Pam Bown from Central Chapter. Some of our visitors stayed at the *Glider City Motel* and can recommend it to anyone staying in Benalla.

Our main destination for the day was Mt Buller but, true to form, we didn't take the direct route. We headed out through the beautiful country surrounding Benalla, through Tatong then over to Swanpool to our first stop, coffee at Lake Nillacootie. This is a small man-made lake set in a valley just south of Lima South.

With the weather still holding it was back in to the cars for the run down to Mansfield then on to Mt Buller. For anyone who hasn't done the run up this mountain, which until now had included me, "do yourself a favour" and go for a drive someday.

It's a shortish run up the hill, maybe only 10km, but it's a *fun* drive.

Passing through the Buller village to the top car park, most of us took the opportunity to do the short but steep climb up to the lookout where we were rewarded with spectacular 360° views of the surrounding mountain ranges.

Lunch in the village square was followed by the run back down the mountain and on to Gough Bay on Lake Eildon. At this stage we thought our good luck with the weather was about to end with an angry-looking storm heading towards us from over the lake, so it was back to the cars where rooves were raised as we headed back in to Mansfield for the end of the run.

This was Wayne and Kim's first go at organising a run and I hope it won't be the last. Thanks to you both; it was a great day. Even that storm missed us. ●





Roche ■ Organiser: Wayne & Kim Murphy



How does one become an MX-5 fanatic?

■ Words: Richard Acfield, Club Captain - Social ■ Photos: The world wide interweb, Alan Bennett

I have always had an interest in cars that allowed the rush of air to slick your hair back and made your eyes water.

This started at about the time I was learning to walk, as my father's passion at the time was his **SS100 Drop Head Cabriolet**. I loved riding in it with the top down. The SS was short for *Swallow Saloons* but as WWII developed these initials weren't very popular ... so they changed the name to *Jaguar*.

the world's most sought-after cars.

My love affair with the Rolls ended when my father slammed the door shut before I had removed my hand. *I still bear the scars.*

I must point out that my father was not a classic car collector as such; these were just old cars that were no longer wanted, and were cheap. This suited him as he didn't like modern cars, but we got funny looks as we drove around in the family car.

From these two famous marques, we next moved to a **Singer Roadster** that had a rumble seat in the boot – more open-air driving. *You can see how my early views of driving were formed by the air blowing past my head in open-cockpit cars.*

By the time I was in my teens my father had become a well-known Melbourne media personality and was now able



Singer Roadster



SS100

That car would now be worth about \$500,000 ... *if you could find one.*

My father sold it when I was about six for £50, making a small profit. He then bought a long chassis **1921 Rolls Royce Silver Ghost** that was cream with chocolate mudguards (*sounds delicious! ~ Ed*). It had the biggest headlights I have ever seen. If I close my eyes I can still see it sitting in our driveway in Geelong.

I loved this car too. It had no roof at all, as the original had rotted away and we couldn't afford to get a new one made. I used to help my father most weekends as he worked on the car, by handing him the tools he asked for. I remember him asking for the screw driver which I then handed him. "Not the screw *turner*," he said, "the screw *driver*" ... pointing at the hammer. He was from the "brute force" school of engineering. My own careful approach to mechanical repairs was learned from my grandfather!

As funds were short, we used to hunt rabbits in the Rolls by driving across the grass paddocks around Geelong at speed until we heard a thump. The front bumper was about rabbit head height ... we then walked back along our tracks in the grass and picked up a rabbit that had just been karate-chopped by one of



1921 Silver Ghost



Richard, right, with Simon in 'T

to become a collector. We restored a **Jaguar MK5** together. I didn't like it much – it had a roof; I did however learn to drive in it.

The next arrival was without doubt the most fantastic car we ever restored: a **1937 Morgan three-wheeler** with a 998cc Matchless V-Twin sitting in front of the radiator. You could see the tappets working away just a few feet in front of you. No roof, of course, so I was back in my element. *I just loved the rush of air going by.*

It did however have one fault: the cast steering arms would sometimes break. No problem; a tyre lever was kept behind the seat for just such an occasion. With my bum planted between the mudguard and the Matchless sump (yes, it was hot!) I would jam one end of the lever behind the brake back plate and hold the other end in both hands. This would keep the wheel straight;



as we approached a corner my father would yell “going left/right in 3,2,1 now!” and I would move the lever in the appropriate direction. That’s how we would get home, where my grandfather would repair the broken rod.

A succession of vintage motorbikes followed – an early **Triumph** and, my favourite, a **1936 998cc V-Twin AJS**.

When my father passed away he was working on a **1961 MK1 Sunbeam Alpine** which subsequently became mine.



UB’ on the Great Ocean Road

I was in love again: top down, fur hat and scarf to keep warm (the heater didn’t work). My twin boys loved riding in it, Simon in particular. I eventually had to sell it as the repair costs for four wire wheels that needed complete rebuilds was beyond me.

Move forward 15 years and my then-teenage son, Simon, was desperate to get that beautiful new car from Mazda, the MX-5. He couldn’t afford one at the time but maintained a keen interest over the years until 2015 when, at the age of 40, he was able to purchase a pristine NA, with a little help from his parents, for his birthday. Simon and I flew to Canberra where he bought it on the spot. We drove it home that day in less-than-ideal conditions but we both had a ball.

I got a fright as it got dark when Simon turned on the headlights ... I wasn’t expecting these things to pop up just in front of me. Simon joined the MX-5 Club and he and I went on several runs. Simon put me under *extreme* pressure to buy an



1937 Morgan

MX-5 and join the Club, but I felt I would look a bit foolish at my age (mid-’60s) tooling around in a sports car.

Simon then took Lorraine (my wife; his mother) on the Great Ocean Road Dawn Run. *Well, that was it.* Lorraine insisted that we *needed* one of these cars. Simon began peppering me with MX-5 ‘for sale’ ads and soon Lorraine and I were looking at MX-5s.

I walked into a garage where this beautiful **2005 Velocity Red NC Limited Edition** sat ... I’m sure it winked at me. I bought the car and joined the Club, went on a few runs and had a great time. Simon showed me how I should be driving an MX-5 (flat out in 3rd gear) because up till then I was driving as if I were in a Sunbeam Alpine.

My god this car handled superbly. Before long we were hurtling into corners at speeds other drivers could only dream of. All the while Lorraine sat beside me completely unconcerned, confident in both her husband and in “TUB” (our rego is *TUB 621*). We have met some wonderful people within our Club and the SA Club ... and, lo and behold, I’m *not* the oldest member!

We particularly enjoy runs over several days. The annual Eastern Victoria Chapter **3 Peaks Run** and the **Biennial SA/Vic weekend** at Halls Gap in 2017 have been fantastic events which allow the MX-5 to shine.

I’ve driven the ND and the ND RF but still prefer my “TUB” ... maybe because it grins at me every time I walk into the garage and seems to ask, “Can we go out today, please?” ■



1961 Sunbeam Alpine

Chapter chatter ...

18.11.17 | Northern Tasmania

■ Words & organiser: Bruce Harvey

■ Photos: Alana McDougall, Bruce Harvey,

It began on a clear Saturday morning, the sun low in the eastern sky warming behind

Friends and mates raring to go, cars with paint brilliant and tyres dark – all very refined

A Tasmxnia state of mind

A trip on routes well-travelled, an early start to beat the masses, roads well designed

Seven in the morning and 13 MX-5s aimed at the Sideling; a Targa legend is enshrined

A Tasmxnia state of mind

40 kilometres of corners – wildlife and gravel the only interruption as the road unwinds

Rider and horse as one, exhaust singing, changing gears, the joy of driving redefined

A Tasmxnia state of mind

There and back different ways, via Golconda and Lilydale, a date at *Tinnies* pre-assigned

A late breakfast, coffees and pies, with plenty to choose from for those so inclined

A Tasmxnia state of mind

A Tasmxnia state of mind ●



▲ L-R: back row - Darren; Di & Rob; Koshie, Richard, Rosh; Mick, Lawrie, Bruce, Chez, Michael (obscured).
Middle table - Dale & Lisa. Front - Sandra & Graham



.....
plus stills from Rosh Dhillon's video



See Rosh's video of the run up the Sideling: <https://youtu.be/c2XoM4W203A>

Chapter chatter ...

19.11.17 | Eastern Victoria ■ Words: Emma Solberg ■ Photos: Peter Ferguson, June & Keith Teeuw, Peter Sansom

We kicked off the penultimate run of the year at the Holden Museum in Trafalgar, who very kindly opened their doors early to allow us a quick poke around and use of their facilities as we gathered.



Twenty-seven cars lined up outside, the usual array of Eastern Victoria Chapter MX-5s joined by some from Central, a few newer additions to the Club (welcome!), an MGA and a Toyota 86, which was being reviewed by driver Derek Pickard.

Alas, the day was not without its hiccups. A short way into the run we lost two cars to breakdowns within 1km of each other: the MGA and Jack and Fiona's rebuilt NA.

This was remarkable, as this is apparently the first breakdown the MGA has had in 15 whole years of ownership, despite its Lucas electrics. The NA meanwhile has recently undergone a complete nuts and bolts rebuild by

owner Jack Muldoon after he brought it all the way from Scotland with him, so a few teething problems with the cooling system on its debut run were not to be unexpected.



Both got running again and returned home, but it was still a pity to lose both beautiful cars from the run before we really got a chance to admire them.

Some windy roads, a little mix-up in Drouin and a Woolworths pitstop later, we found ourselves gathering for the BBQ at John and Kiera's shed on their property, *Parc Fermé* – a great name which may sound familiar to motor sport enthusiasts.



Organiser: John Moore

Shed to Shed run



Here we found their car collection: two matching special edition racing green [Neo Green] NA model MX-5s, one of which still has its original tyres and only 30k on the clock; a Targa-prepared Austin Healy; two factory V8 MGB GTs, and a Sprite.

Words fail to describe their beautiful setup, so I'll let the photos speak for themselves.

We rounded off the evening with an NA lineup, the usual car-related discussions (centring around the Lucas 'Prince of Darkness' electrics in John and Kiera's British cars, which the MGA saved itself from by being absent) and a great BBQ. ●

Footnote: 'Lucas' (an English brand of electrics) are so poorly thought of that they have gained the nickname of 'prince of darkness' – ie, lights go out all the time! Of course, John's shed is full of English cars with Lucas electrics!

~ Peter Ferguson



Chapter chatter ...

19.11.17 | Western Victoria ■ Words: Chris van Velzen ■ Photos: Karen Bradshaw

■ Organisers: Chris & Patrice Van Velzen

On a very pleasant morning, 17 cars assembled at Lucas at 9am.

After a half hour of catching up and coffee, we left Lucas for our wine and produce run in the lovely Pyrenees district. It took a while to clear all the cars through the traffic lights and on to Dyson Drive, but the ensuing run through to Cardigan was good.

We joined on to the mid-section of the Avenue of Honour and skirted around the side of Lake Learmonth, which is picturesque at present being full with water. We drove the undulating section to Waubra through what is Australia's third-largest wind farm, with 128 turbines.

We visited the popular Talbot farmers' market, where members shopped for all manner of produce, or searched through the bric-a-brac for that *hidden treasure*. We picked up another three members there (now, that's *real* treasure ~ Ed).

A leisurely drive from Talbot to Lexton, with the Pyrenees ranges before us, was quite picturesque. Turning on to the Sunraysia Highway, a light cloud cover kept the temperature pleasant.

We arrived at the *Blue Pyrenees Vineyard* and enjoyed a wine tasting before lunch. Around half of the contingent enjoyed a picnic lunch under the trees in the gardens of the vineyard;

the remainder had shared platters of a variety of local produce on the verandah of the tasting room. It was a very nice lunch; indeed, we could have whiled away a great deal more time here.

We then departed, driving to Moonambel to have another tasting for those who dared at *Summerfield* vineyard. Then it was back on the road to Landsborough and Elmhurst. A right-hand turn after the cemetery on to the Elmhurst-Raglan road saw us commencing this section of road on a pleasant tree-lined boulevard. After a few kilometres, the road changed character to a very well maintained, wide lined road with ups and downs, some sweeping bends as well as an ess or two: the formula that makes all MX-5 drivers smile.

Our run finished in Beaufort with a final chat, and a coffee or a cool beverage.

We had, in effect, circumnavigated the Pyrenees ranges, visited the busiest farmers' market in the region, enjoyed the vistas along the way, and tasted the glorious produce of this wonderful region. ●





Pyrenees Wine & Produce run



Chapter chatter ...

26.11.17 | Northern Tasmania ■ Photos: Jill Steer, Bruce Harvey ■ Organiser: Alana McDougall



Santa @





Special thanks to: Sandra & Keith Tillack for opening their beautiful Devonport home



Sandra's!



The annual **NSW-Vic/Tas Interstate Challenge ..**

■ Words: Noel Heritage ■ Photos: Rob Wilkins, Keith Monaghan (both from the NSW Club)

A small but **obviously** high-quality contingent of Club Motor Sport Team members journeyed up to Sydney to take on our great mates, but also arch competitors on the track, from the NSW Club in the Annual Interstate Challenge at Sydney Motorsport Park (SMSP).

Being the current holders of the trophy, we were keen to keep it ... just as NSW (still basking in the glory of their recent well-deserved victory at the Winton 12 Hour) were equally keen to take it off us.

It's quite a hike to get there (on the round trip I did 1,800km in the tow car and burnt through 225litres of diesel) but worth the effort.

A typical lap of the *Southern* or *Amaroo* track at SMSP will take just 69 seconds in NB Clubman class but be assured it is *quite* a 69 seconds – with virtually no let-up the whole way around. Definitely a track you have to go to a few times before you really get the hang of it.

It is also referred to as the *Amaroo* track as it emulates the rises, falls, twists and turns of the now defunct *Amaroo* circuit in Sydney. Being old enough to have actually been to a meeting at the original *Amaroo* circuit, the variant at SMSP is very aptly named.

Most of the Victorian team arrived the day before, stayed at the nearby hotel and, over dinner, plotted strategy etc for the following day.

The Weather Bureau was predicting rain but a payment to the Weather God's Christmas Lunch Fund actually saw the day running rain-free which was a great relief to all concerned.

As usual with the track days, we could really feel the excitement as everybody arrived, set up and went through all the formalities.

We were all set to go but alas, one minor technical hitch ... the batteries in all the radios used to communicate with the marshals were flat (in fairness, *not* a NSW Club oversight) and we all sat around for quite a length of time while the issue was fixed and the powers that be finally gave the green light.

Once the light went green the NSW Club really kicked into high gear and really belted the sessions out. In a much-appreciated gesture, they also provided



▲ From the top: Dave Moore ("BARMY"); Alan Conrad (#50); Gareth Pedley (#612) finds a new way through the corner ahead of Simeon Ouzas (#77) and Steve Williamsz (#23)



an extra session for all of we Victorians who had made the trip which was very much appreciated. *Nice touch, NSW.*

Even with the late start, by mid- to late-afternoon, everybody had typically worn themselves out and after the usual combined sessions as the numbers dwindled, "stumps" was declared and the weary packed up before heading to a very nice after-meeting function organised by the NSW Club.

After all the usual frivolity and leg pulling, and a bit of good-natured ducking and weaving, it was down to the serious stuff: it was announced that in fact we had been successful in defending our hold on the Cup!

Well done to all involved, and compliments to NSW on putting up a good fight. Great day for all involved.

Some special awards went to our members who attended. I'm happy to be corrected if I've missed some, but the award for the most "Maxies" on the day went to that *awards naming right sponsor*, Max Lloyd with a total of three.

Fortunately no "Newmans" or "Heritages" were named, albeit Gavin Newman did again impress everybody with his brake pad changing prowess during the day. Also, and not for Gavin, but I'm thinking of putting a hire charge on a certain brake tool in my kit box.

In closing, during the day we saw another example of the comradeship in the Club and also, despite all the good-natured sledging etc that goes on, the equally good comradeship that occurs across club boundaries, when Gareth Pedley disappeared into the kitty litter on coolant from a split coolant hose. It could have been a show stopper but intervention and assistance from a NSW member got him back on track for the rest of the day. Thanks to the person involved.

With the trophy in the bag (again), it was time for some celebration before heading home the next day.

If you want a *good eats guide* for the Hume Hwy, ask a few members who have done it once or twice. There are actually a couple of very good culinary surprises hidden along the way. ●

^ Vic/Tas Club Captain - Motor Sport, Randy Stagno Navarra, makes sure the Interstate Challenge Cup is not going anywhere, much to the chagrin of Ian Coombes. NSW Club Motorsport Co-ordinator

Round 9 and Interstate Challenge - Sydney Motorsport Park

Kim Cole



Max Lloyd



Steve Williamsz.



Randy Stagno Navarra



Noel Heritage



Travis McInnes



Round 9 results / Championship standings



2017 Essendon Mazda MX-5 Sprint Championship - Round 9 | SMSP - 18.11.17

	1st		2nd		3rd	
Open	Dave Moore	» 1:08.7100*	---	---	---	---
Restricted Open	Kim Cole	» 1:05.3270*	Travis McInnes	» 1:06.8220	---	---
NC/ND Modified	Alan Conrad	» 1:05.4000*	---	---	---	---
NA/NB Modified	Gavin Newman	» 1:06.3030*	---	---	---	---
NB Clubman	Max Lloyd	» 1:09.4890	Noel Heritage	» 1:09.5720	---	---
Standard ND	Randy Stagno Navarra	» 1:06.6190*	---	---	---	---
Standard NB	Gareth Pedley	» 1:09.1020*	Steve Williamsz	» 1:11.3300	---	--- * New Club lap record

2017 Essendon Mazda MX-5 Sprint Championship - standings after Round 9 | SMSP - 18.11.17

(corrected points)	1st		2nd		3rd	
Overall Champion	Alan Conrad	» 720	Gareth Peddley	» 685	Dave Moore	» 670
Open	Dave Moore	» 700	Peter Bolton	» 150	---	---
Restricted Open	Paul Ledwith	» 300	Tim Meaden	» 275	Kim Cole	» 100
Super Modified	= Dean Watchorn / Robert Parr	» 200	---	---	---	---
NC/ND Modified	Alan Conrad	» 700	---	---	---	---
NA/NB Modified	Gavin Newman	» 475	Daniel White	» 250	Mike Graham	» 160
NB Clubman	Noel Heritage	» 675	Peter Dannock	» 350	Murray Seymour	» 345
NA Clubman	Robert Downes	» 800	George Vellis	» 75	---	---
Standard ND	Randy Stagno Navarra	» 500	Tim Edwards	» 100	---	---
Standard NC	Ian Vague	» 350	Hung Do	» 200	Malcolm Leigh	» 195
Standard NB	Gareth Pedley	» 645	Simeon Ouzas	» 600	Steve Williamsz	» 580
Standard NA	Daryl Ervine	» 100	---	---	---	---



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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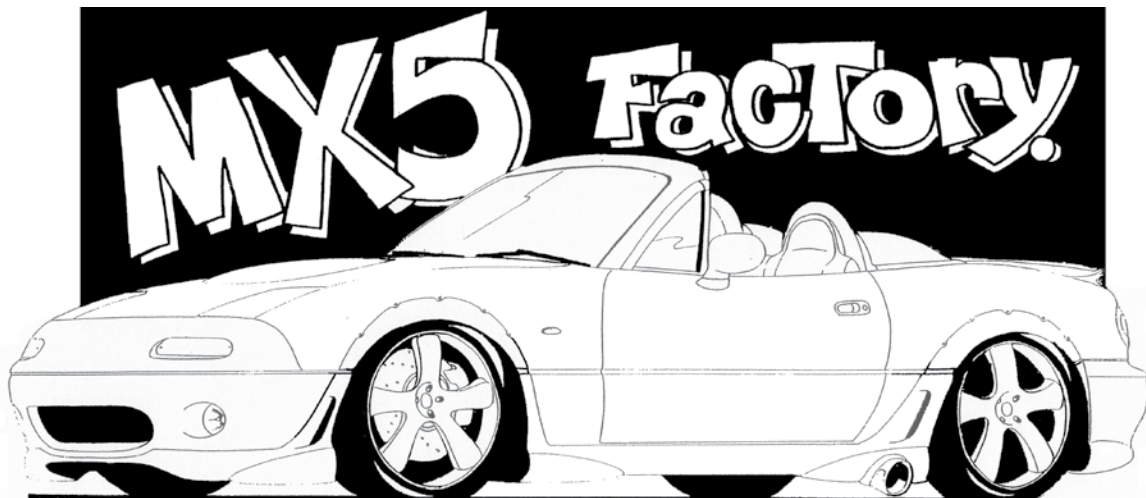
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