

mxtra

1/2018
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA



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MX-5 Club
of Victoria

Inside:
2017 Motor Sport Awards
Two become one ... an MX-5 restoration
Chapter and Motor Sport reports

Print Post Publication: 100018450

Scene about ...

■ Photos: Jill Steer, Bruce Harvey, Marg Gillick, David Salter



On a lovely summer's afternoon on Saturday, 16 December, Central Chapter members Ruth and Steve Miller arrived in their MX-5 at the quaint chapel attached to *L'auberge French Café* in Lilydale.

Ruth and Steve were a picture of happiness ready to take their wedding vows in front of family and friends.

We wish them every happiness for their future together.

~ David Salter

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Cover image:

Ron Diprose's NB in the festive spirit on the Western Victoria Chapter's Christmas run.

Photo: Karen Bradshaw



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

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Pete's Perspective ...

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

Happy New Year to all our members! I hope that you and your family had a relaxing and joyous holiday period.

I can't believe that it is almost two years since we hosted **NatMeet XII** in Tasmania and that it won't be long before **NatMeet XIII** comes around in South Australia in April this year. I have recently been speaking with Hans Oldenhove, the President of the MX-5 Club of South Australia and NatMeet XIII Chairman, and he has indicated that the program has all but been finalised, except for the motor sport venue.

Everyone is crossing their fingers that the new motor sport venue close to Adelaide will be ready for the NatMeet motor sport on Sunday, 8 April. Called "The Bend", the venue is a new \$200 million state-of-the-art complex which is close to completion at Taillem Bend. This is a world-standard FIA-licensed track that, while predominately intended for circuit racing, will also cater for many other forms of motor sport including off roading, drifting, drag racing etc. There are 7.5km of newly-laid bitumen providing multiple circuit options, an airstrip, high-end pits and corporate accommodation. If this venue is confirmed, then this will be a coup for NatMeet XIII, as it will most probably be one of the first events at the venue.

Currently there are 150 participants registered for NatMeet XIII. If you are going, then you would have already received an event update from Hans. **Don't forget that the final payments are now due.** Special rates for accommodation are still available at the *Novotel Barossa Valley Resort*, but they will end soon. See the latest update from Hans for more detail on how to make the payment and book your accommodation.

I look forward to seeing you there, for what will be a great week of MX-5 fun.

Chapter Recognition

With thanks to our **mxtra** and website editor, Murray Finlay, each of the Chapter pages on our website have been updated with the date of when the Chapter was founded and a list of the past Chapter Captains. Our oldest Chapter, the North-Eastern Victoria Chapter, celebrated its 10th anniversary last year and both our Tasmanian Chapters will celebrate their 10th anniversary this year – a significant milestone for each of them.

As I have said many times, our Club is strong because of its Chapters, the people who step forward to run them and the great range and frequency of events they provide. So, the next time you are on a run, I encourage you to go up and thank your Chapter Captain, and their assistants, for the great work they do ... *and ask them what you can do to assist.*

A Generous Offer

And on the theme of recognition, it is always great when we see the generosity of our Chapters being extended to other MX-5 Club members. Whilst recently holidaying in Tasmania, Leigh Scott, a member of the Mazda MX-5 Club of WA, caught up with **John Waldock**, our Southern Tasmania Chapter Captain in Hobart. John generously loaned Leigh and his family *both* his NB SE and ND RF for a drive up the Tasmanian east coast to Swansea. To say the least, Leigh and his family were absolutely thrilled to be able to drive MX-5s on their trip. Leigh wrote:

"John, you have been a superb ambassador for the Victorian and Tasmanian MX-5 club. It's hard not to enjoy visiting Tasmania, but you have made our visit a very special one, not to be forgotten in a hurry."

Congratulations to John on his generosity.

For your diary ...

See the full calendar for details

January

26 WV *Australia Day run (Friday)*

February

4 NEV *Tastes of the North-East*

4 EV *Khanacross, Bryant Park*

6 CEN *Yarra Valley Cruise (Tuesday)*

11 CEN *Breakfast run*

17 WV *Twilight run (Saturday)*

18 EV *Baw Baw run*

21 CEN *Twilight run (Wednesday)*

Leigh has asked that any members of our Club passing through Esperance in WA look him up; he would be more than happy to return the favour.



Welcome to the Committee

I am pleased to welcome **Jolt Bijker** as the latest member of the Club Committee. Jolt is a proud owner of a 2017

Jet Black ND GT Roadster. In 2017, Jolt moved to Melbourne from Brisbane with his partner Michel; many of you would already know them from their active involvement in Club activities to date.

Jolt fills a vacancy on the Committee and will nominate for election at our AGM in August. I and the Committee look forward to working with Jolt and appreciate his commitment in taking on the role.

Enjoy the summer.

And remember ... leave sooner, drive slower, live longer.

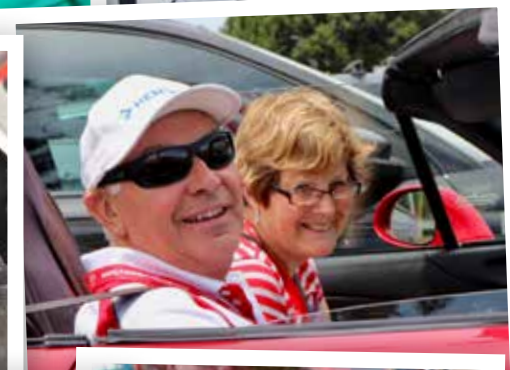
Peter



Scene about ...



■ Photos: June Teeuw, Peter Dannock, John Roche, Karen Bradshaw, Daryl Domaschenz, John Waldoock, Bob de Bont, Murray Finlay





Randy's Rant ...



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

Last year was a massive year for the Mazda MX-5 Club of Victoria & Tasmania in regards to motor sport.

For me, it's been a privilege being the Club Captain, and hopefully leading from the front. Yet again I've approached my motor sport differently this year, concentrating on the Club and all its members, rather than chasing my own needs for those final tenths of a second. Each time I've walked away from every track day completely satisfied.

- » **The year started with Fan Fest**, the largest gathering of MX-5s in the Southern Hemisphere. It was fantastic being a part of the crew that organised a memorable day. Eighty-odd MX-5s competing at Sandown and a parade lap of 400-plus MX-5s was a sight to behold.
- » **The 10 rounds of the Essendon Mazda Sprint Championship** were of the highest quality. Lap records were set regularly at each round and the Outright Champion was not settled until the *second-last session of the last round*.
- » **We competed in the Phillip Island 6 Hour** for the first time and our two teams finished 4th and 5th. In the **AROCA 12 Hour** we again had two teams in the top 10. Great effort by all drivers and helpers (and congratulations to our NSW Club cousins who won the event)
- » **We also won the Interstate Challenge** against NSW for the second year in a row. One of my proudest moments as captain.
- » **Every step of the way** I have had my Assistant, Gavin Newman, helping me out and I can't thank him enough. Thank you also to:
 - the Club Committee for their support
 - **Essendon Mazda** and **Open Road Roadsters** for their sponsorship
 - my fellow competitors
 - my family for putting up with my time away, long nights and phone calls at odd hours
 - lastly, to good old **Xitan**. What a car she is. It's been a great learning curve and she keeps impressing me time and time again. *I'm sure we will both get quicker.*

The year ended with our Motor Sport Awards Luncheon. It was great to see so many people there considering it was so close to Christmas. The food was wonderful and it was nice enjoying each other's company in a very relaxed environment. It was also great to see so many *Motor Sport Widows* there. Yet again I thank them for their support and patience throughout the year. Congratulations to all the winners. You've all deserved your plaudits after a long year.

Bring on 2018!

Essendon Mazda MX-5 Sprint Championship ~ Rd 1, Phillip Island, Saturday, 20 January

So it begins. Get ready to blow away the festive season blues with some fun down at the Island. As always, this event will fill quickly, so get your entry in.

Also ... just a friendly reminder that in November we will have a weekend away in Tasmania. So get ready for it. I'll have more information as we get closer to the trip.

Till then, stay safe, and I'll see you all at a track soon.

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



XITAN
Photo: Lisa Burge

Randy

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





Membership

Current membership count:

730

and growing!

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

G'day again ...

The Christmas-New Year season is usually quiet as far as membership is concerned, but we were still joined by eight new members!

I would like to welcome the following motoring connoisseurs to the fold and wish them all the best for a long and happy association with the Club:

Central Chapter

Hannah Bijker	2017 Black ND
Robert Gerace	1989 White NA
Christian Karcher	2004 Black NB
David Stephens	1992 Classic Red NA
Michel Stevens	2017 Black ND
Richard Travers	2006 True Red NC

Northern Tasmania Chapter

Allan and Robyn Crockett	2016 Soul Red ND
--------------------------	------------------

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

Will

WANTED: RUN LEADERS

Run leaders are needed in ALL Chapters for mid-week, Saturday or Sunday runs to cater for eager participants, just like you, who enjoy going on Club runs and outings.



~ Zoom Zoom!

The only qualification required is the desire to share your passion and your favourite MX-5 roads or destinations with fellow Club members. There's no need to reinvent the wheel ... we have a plethora of previous runs that you can modify or re-do as suits you.

Don't be shy! Simply contact your Chapter Captain (details on page 3) who can provide all the support you need!

Vale Arthur Smith

Many of you will know Club member Arthur Smith. Arthur unfortunately passed away on 11 December following his return from a dream trip to Canada and Alaska with his wife Lyn. He appears to have picked up a really aggressive staph infection; he was treated at three different hospitals but the infection could not be controlled.

Arthur was a very long-term car enthusiast and, having won the ND section of the show and shine at the Fan Fest earlier this year, he had recently been working on a beautiful NA Limited Edition (Neo Green with beige interior) with which he planned to win at next year's NatMeet in SA.

Our condolences to Lyn and the rest of Arthur's family.



Photo: Rob Eastwood

Something to do after Christmas ... a pop-up display in Thornton? See Simon Acfield's report on page 25.

Mark those corners!

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

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

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

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

Trading Post

For Sale

10AE original blue soft top
Glass window with demister
\$150.00 ono
– Croydon



For details of this and other items to buy, swap, sell or borrow, see the "Trading Post" section in the "Clubroom" section of the Club's website, mx5vic.org.au

Two into one does go!

An MX-5 Enthusiast's full

■ Words & photos: Jack Muldoon, an MX-5 enthusiast ... formerly of Scotland and now an Eastern Victoria Chapter member

Dear Members

My name is Jack Muldoon from Glasgow, Scotland, now living in Neerim in Gippsland. I'm 71 years of age, an ex-garage owner/mechanic/grand prix team manager ... and a restorer.

In February 2017 I imported my pristine 1990 MX-5 1.6 from Scotland to Australia. I took the car to the **MX-5 Factory** in Ringwood (Dick Richey) for its roadworthy in order to get it registered for Australian roads.

Dick found the underside of the car so badly corroded that it required scrapping ... but he came up with a solution: he sold me a 1994 white MX-5 rolling shell – no panels whatsoever, no engine or gearbox ... rolling gear only. I transported it back to my place at Neerim, lined up the two MX-5s side by side and started the new life of the 1994 car ... unfortunately ending the life of my UK "pristine" MX-5.

I first removed any components that were still in the 1994 MX-5 – the dash, heater motor, air conditioning unit – then cellophane-wrapped the front and rear wiring looms, and steam cleaned the whole shell. With the use of my farmer friend's fork truck which became my hoist, I steam cleaned the whole underside of the car.



The first job then was to remove front and rear suspension and diff cradle, then underseal the floor and chassis legs and wheel arches. All suspension parts were stripped, refurbished, repainted and built back up; all cradles were rubbed down and repainted, the engine was stripped and piston rings/main bearings/big-end end shells and seals were replaced.

There was minimum wear on bores and crank surfaces. A new timing belt/water pump were fitted, all valve faces were re-surfaced, and the head built back up and fitted. The gearbox and diff were stripped –



the selectors were perfect as were the synchro hubs and gears, but all bearings were replaced. The gearbox and diff were rebuilt, the front strut top mounts were replaced, and front and rear cradles were refitted to the car.

The original brake pipes were perfect, but the front and rear rotors were lathe spun and skimmed true, caliper pistons and seals replaced and calipers painted Ferrari red; the power plant was sand blasted and painted; new retaining clips fitted along with brake pipes.

As the 1994 car was an automatic, the pedal box had to be taken out and the manual pedal box from the original car fitted.

It was now the time for the car to go to the best body paint shop in Victoria, for painting by Robbie Attard.

All the inside of the car was keyed with 600 grit and painted pink, then done in base coat and lacquer, along with the engine and boot bays. The outer body was flattened with 800 grit, primed then painted in three coats of Ferrari red and lacquered, along with doors/boot/guards/bonnet and bumpers. After three days to let the paint work flash off, all the body panels were carefully wrapped and transported to my shed for assembly along with the painted rolling shell. The engine/gearbox and diff and suspension diff cradles were all ready to fit to the car.

Now came the internals; wiring looms were fitted (not easy) and had to be removed twice as the original car was manual with no air-con, and the 1994 car was an auto *with* air-con ... a third loom from the original car was used and all multi-plugs matched up.

Plus ... the original was a 1.6L and the auto was a 1.8L, so the exhaust was a different shape and size; big modifications did the trick. The engine/gearbox and diff were installed along with all engine bay components and the servo master cylinder, plus brake pipes and new brake flexihoses, radiator fans, the wiper motor ... all above fitted with new bolts, nuts and washers. I had to make up a small wiring loom for the air-con to function.

Next I fitted the front guards, bonnet, boot, front and rear bumpers and hood. All the internal area of the car was fitted with sound proofing and underfelt.

The dashboard from the original car was fitted (the wiring loom from the original matched all dash multi-plugs). The carpet was steam cleaned and hung up for two months



nut, bolt and paint restoration of a 1990-94 1.6L NA



Special thanks to the following people:

- » **Peter Ferguson**, Chapter Captain, Eastern Victoria Chapter, who started *the whole ball rolling* for me with his assistance in contacting one of my now best friends, Dick Richey
- » **Dick Richey, MX5 Factory** in Ringwood (*see his ad on page 31*) for all the parts I required, and his staff's invaluable knowledge and expertise
- » **Robbie Attard**, body shop and professional paintwork
- » **Legible Signs** for the superb fitting of the white vinyl stripes.

Throughout this restoration, careful attention was paid to every detail. It is a truly *complete nut 'n' bolt restoration*.

The car is now a 24/27-year-old 'new' car ... it's a showpiece of which I am very proud, and I hope that Club members appreciate the time and effort that went into this restoration. ■

to dry naturally, then fitted before the dash to enable the carpet to be clipped up below the dash area. The door sealing rubbers were fitted; the seats were fitted next, then the front lights, headlights, rear lights and side repeater lights.

Then all the external panels had to be gapped, which took two days of careful adjusting of all panels. Last to be refitted and then gapped were the doors.

Then the battery was fitted ... *and the engine fired up at the first turn of the key!*

I then carried out a full shakedown of the car to make sure there were no problems. All was OK, so it was now back to the paint shop to detail the body paintwork with 3000 grit, then cut in with *Facella compound* and polished. Last but not least, white stripes were applied by *Legible Signs* in Warragul.

This restoration couldn't have been done without the help of my grandson Steven Fyfe, who I flew over from Scotland for a month to help me with the two-man work, like the soft top ... he and I have done restorations on Grand Prix sidecars and work really well together.



^ *The finished showpiece.*

Chapter chatter ...

26.11.17 | **Central** ■ Words: Robert Rudic (aka 'Little Red') ■ Photos: Peter Dannock, June Teeuw ■ Organisers: John & Katrina

Wet, wet ... and dry!
Brisbane Ranges run





Palmer

*Rain here , rain there,
rain everywhere. Eat
your heart out, Dr Seuss*

...

... that's how our day started out, just short of me paddling my 'Little Red' down the very wet Princes Freeway to start the Brisbane Ranges run.

But for the rain, it was a comfortable morning start where the posse met at Old McDonald's to begin the run.

It just didn't seem like we could shake off those dark, gloomy clouds with flashes of lightning mixed in with the heavy rain but before too long those heavy rains turned to a light drizzle. We stopped at Stieglitz for a break and a quick once over of the cars that had joined in for the run.

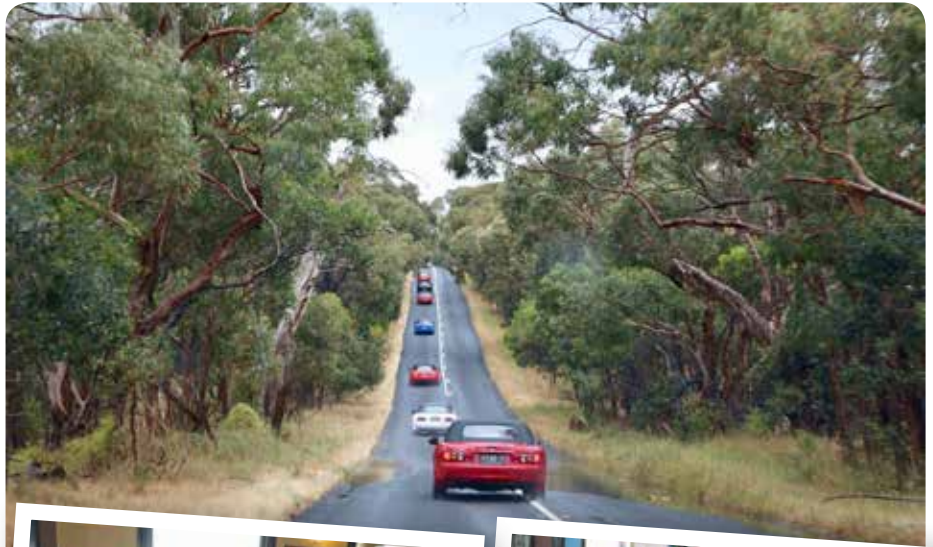
Our break lasted as long as a turtle crossing the road before we took off again and headed to the pub at Bannockburn for lunch, a good tongue wag and a couple of happy snaps. By this stage of the run the rain had come to a halt.

In the style of Le Mans racers of the past we ran to our cars, dropped our tops and took off again for the Brisbane Ranges in that lovely humid air that made it almost pleasurable to travel to our next destination ... where the silence of the bush was disturbed by the sound of an alarm coming from one of those Italian jobs. You know, one of those Fiats ... an *Abarth*, or a wannabe MX-5, depending on which side of the fence you're sitting. Anyway, it's about enjoying our cars for what they are: *freedom machines* that make us one with our surroundings.

By the time we left, the heavens had opened up and the gorgeous sun and blue sky that greeted us made our last leg to Bacchus Marsh even more memorable before a final gas-bag and farewell until our next meet.

So, *fellow storm riders*, remember to slip, slop and slap as our summer is likely be a hot one.

All in all, a great day was had by one in all. ●



Chapter chatter ...

3.12.17 | Eastern Victoria ■ Words: Nic Bodey ■ Photos: Peter Ferguson, Rob Krygsman, June & Keith Teeuw

Rounding up chickens



FACT: It doesn't rain on Eastern Chapter runs ...

... well, apparently there is an exception to every rule.

Having the roof on while driving to a run is never fun; I was a little apprehensive to attend because of this, but once I reached Traralgon and saw many smiling familiar faces, I was glad I made the effort.

Leaving Traralgon, we headed out to some great roads. A short trip up Jeeralang West Rd was a particular highlight, with some great bends and very little traffic, the road was perfect for an MX-5 run.

While a little slippery, it was still great to cruise along with the group. Being in an NA, it was somewhat difficult to keep up with the NCs at times ... a good example of how far the technology of the car has come, combined with the fact that said NC drivers have some 20+ years' more driving experience than me!

After a few twisty roads we made our way to Mirboo North for an early lunch stop. But some were missing ...

Along the way, Peter Gilles car bra had

made the somewhat rude decision that it no longer wanted to do its job, and instead decided that its new-found place under the passenger front wheel was more suitable. While some may agree on its new-found position (as a car bra is certainly an acquired taste), Peter did not, as this almost resulted in an accident. Fortunately Peter had control enough of the vehicle to pull over to "lick his wounds", and remove his bra (of course there were lots of jokes about bra removing skills!).

Reunited back at Mirboo North we stopped at the bakery for a quick feed before departing to Trafalgar for lunch supplies.

This was an adventure of its own, best described by Peter Ferguson, as "like rounding up chickens" as Leeanne Evans



gleefully scoured the bottle shop for some "bubbles". We stocked up on goods and then made our way to David and Leeanne's fantastic property overlooking Yarragon. We enjoyed a BBQ late lunch/early dinner there in great company before parting ways to go back home.

It was a fantastic way to end the year of 2017, and I look forward to many more years to come. ●



Organiser: Peter Ferguson

for Christmas ...



^ Clockwise from the top: How's the serenity ... the view from Leeanne & David's property; David and Peter man the BBQ; Keith & June Claus (Teeuw); not rain - Gipplsand sunshine! Rob and June; Nic and friend; Leeanne ... any chickens?

Chapter chatter ...

10.12.17 | Southern Tasmania ■ Words: Don Nicoll ■ Photos: Rob Tanner, John Waldock ■ Organiser: John Waldock



^ That's not a group shot ...



.....

Sixteen cars carrying 28 people assembled at the usual spot in Rosny Park for the Chapter's annual Christmas run.

The weather was perfect for a top-down event, although sunscreen was an essential application if you preferred coloured to deepfried.

The run comprised a figure of eight around the historic town of Richmond. The roads in the area provide a combination of straights, twisty bits and some sweeping curves to get the juices flowing ... or was that the anticipation of lunch?

Either way, the concentration requirement was heightened by a cycle race using part of the same circuit. Curious thing was, there was lots of warning, police escort and so on, but we were struggling to count more than a dozen cyclists. Perhaps some had decided on any early lunch.

An early lunch was certainly on the cards as we made our first pass through Richmond, where one passenger was seen escaping for some late Christmas shopping. We cater for all needs down here. But the fearless leader pressed on as we took in some more great MX-5 roads.

An attempt was made to get all the cars together for a Christmas shot by the famous Richmond bridge, but 16 cars together in a town full of tourists was not going to happen. So it was off to the Richmond pub for lunch where they had opened up a back paddock for parking! By the time we had realised the photo opportunity in the paddock, most had a beer or a wine in their grasp.

For the customary Christmas raffle, John Waldock had raided his wine cellar again sufficient to provide over half of the participants with a prize.

Good on you John, and thanks for leading us through another successful year. ●



^ *These are group shots! Lunch at the Richmond pub*

2017 Motor Sport Awards ... a fitting finale to

■ Words & photos: Gavin Newman, Assistant Club Captain - Motor Sport

2017 – What a year! Here's a quick rundown:

- » We kicked off with a very successful **Fan Fest**,
- » 10 Championship rounds including the interstate challenge in NSW where we retained the trophy away from home
- » Two teams entered in the Phillip Island 6 Hour regularity relay coming away with 4th and 5th out of 50 teams
- » Three teams entered in the AROCA 12 Hour relay, with two finishing in the top 10.

There's a lot to celebrate there, and that's just what the Motor Sport group did at a lunch on 17 December.

The Kent Hotel in Carlton North was the venue where a good-sized group of drivers and a few partners gathered to swap stories and share some good-natured banter. The afternoon started with a few drinks and quickly the conversation turned to driving skill with enough self-promotion to make Donald Trump proud.

We assumed positions at the dining tables and heard from Randy (Club Captain - Motor Sport) who gave a rundown on what was a very successful year. Randy also acknowledged what he called the *Motor Sport Widows* for allowing the boys to go out and play on the weekends and there seemed to be all round agreement to this sentiment. Having said that, I think Allison Rafei has the right idea and comes out and has a drive herself – great to see and I'd love to see more ladies on track.

We then heard from Club President Peter Dannock who talked a little about the strength of the Club as a whole with

membership passing 770 and a very active calendar of over 120 events run throughout the year. Some weekends see multiple social events as well as motor sport running, involving in excess of 100 members. *A very active club indeed!*

After entrée we got into the presentation of awards, starting with the Standard classes moving through to the Modified and Open classes. See the full list of class recipients at right.

We then moved on to the *Sportsmanship Award* and, with a departure from tradition, this was awarded to an *organisation* rather than an individual. The ongoing support and contributions of **Essendon Mazda** were recognised with the 2017 Sportsmanship award. So next time you are in there getting your car serviced (and you should support their business!) I am sure it will be displayed somewhere in the dealership.

The *Rookie Award* for the highest-placed competitor in their first season was awarded to a worthy recipient in **Gareth Pedley**.

The *Princey Award* is selected by the Club Captain - Motor Sport for *the most spectacular exit from a race track*. This award is a memorial to our dear friend Peter 'Princey' Phillips who passed away just over a year ago. So while there is a fair amount of ribbing over this one, it does hold a special place among our motor sport awards. This year's recipient was **Tim Meaden** for a slight transgression at turn 6 at Phillip Island, which unfortunately took his car out of action for a number of rounds ... but it was great to see him, and the car, back on track at the end of the season.





^ From the back row: Murray Seymour, Gavin Newman, Ian Vague, Randy Stagno Navarra, Gareth Pedley, Alan Conrad and Max Lloyd (who collected trophies for Robert Downes and Noel Heritage)



2017 Motor Sport Awards

Overall Sprint Champion
= Gareth Pedley | Alan Conrad

Standard NB – 1st	Gareth Pedley
Standard NB – 2nd	Simeon Ouzas
Standard NC – 1st	Ian Vague
Standard ND – 1st	Randy Stagno Navarra
NA Clubman – 1st	Robert Downes
NB Clubman – 1st	Noel Heritage
NB Clubman – 2nd	Murray Seymour
NA/NB Modified – 1st	Gavin Newman
NC/ND Modified – 1st	Alan Conrad
Open – 1st	Dave Moore
Sportsmanship Award	Essendon Mazda
Rookie Award	Gareth Pedley
Princey Memorial Award	Tim Meaden

Finally we got to the Overall Champion. Randy spoke about the fact that the new points system was intended to determine one winner, but the competitors and circumstances had other ideas. The final result was not settled until late in the afternoon at the last round at Phillip Island, and it took a class lap record to achieve it. So the final result was a tie for first place. The winners were:

Alan Conrad: Alan consistently scored well throughout the season and could be regarded as the *quiet assassin*. It wasn't all smooth sailing though with a cracked disc rotor in Round 7 at Winton resulting in a donut on the scoreboard, despite a desperate attempt to get back to Melbourne for spare parts, and a hasty return to the track to register a time. Unfortunately he didn't make it!

Gareth Pedley: Gareth will be spending the summer installing a new shelf in the pool room for his haul of three trophies. Having a rookie take out the overall championship as well as a class win is something that has not happened before as best as the historians could tell me. This was a great result in the very hotly contested Standard NB class, so Gareth certainly didn't have it easy.

So that wrapped up the day.

Yes, what a year – thanks to all those who competed, organised, sponsored, supported, calculated points, interpreted rules, pit crewed, catered, or contributed in a hundred other small ways to what was a great 2017. Thank you!

Bring on 2018 – the first round is in mid-January! ●

Chapter chatter ...

10.12.17 | Northern Tasmania ■ Words: Bruce Harvey ■ Photos: Jill Steer, Bruce Harvey ■ Organiser: Rob Davies





Barrington in Reverse ...



Two weeks before ...

"Morning Rob, I just need a couple of details for the CAMS permit. Nothing too detailed ... just start time and place plus the general route."

"Ummm ... Alana has dobbed me in, hasn't she?"

"Yep – but she said you had a really good idea so let's make it happen."

"OK. It's December so I don't reckon there will be many cars. Lake Barrington in reverse would be a great drive (and run title, Bruce) so here's what I had thought ..."

Rob it was thought that two groups would be more manageable given that there were now 27 cars and over 40 people eager to zoom-zoom away.

Rob's pre-run briefing was short and to the point, tail-end Charlies and radio frequencies were sorted and once new members, Allison and Danny Beer, were introduced the first group were away ... tooting and waving with Rob in the lead. Five minutes later the second group, ably led by Peter and Jill, was following.

The route Rob had planned (and partly test-driven earlier that

The Sunday morning was clear and there were only a few wispy white trails across the sky – but nothing that could block the Tassie sun.

As the start time drew closer it was clear Rob's idea for a quiet run with just a handful of cars was not going to plan ... after a discussion with

morning) had the best of all the local "B" roads linked to provide a drive that was not only beautiful but ideally suited to spirited topless motoring.

A short regroup and comfort stop at Mole Creek saw our resident film makers Rosh and Sammi change groups in order to capture all the cars, preserving them digitally forever. From Mole Creek the two groups headed on the Cradle Mountain road through the karst limestone catchment past the world famous Marakoopa and King Solomons caves. A quick stop was had to admire the view from the lookout at the top of Olivers Road before we had the scenery flying over the bonnet and past the windows again.

The last section of the morning skirted Mt Claude before aiming us at the Cethana hydro village. A right turn just before Cethana gave one last opportunity to hear the cars singing with pure joy as they climbed up to Staverton and then the short drive before the 2000 metre drop to Lake Barrington, where 1890 metres of this last piece of road is used a few times a year as a hillclimb event to challenge both car and driver.

Unfortunately a cool wind was funnelling down the lake but that did not stop the now combined group seeking shelter in the lee of fixed objects and enjoying a picnic lunch and friendly conversation.

Many thanks to Rob Davies (who, based on the turnout, must be the most popular guy in our Chapter) for a fantastic drive that really did get us to Lake Barrington in Reverse. ●

Chapter chatter ...

10.12.17 | **Central** ■ Words: Sam Panettieri ■ Photos: Dianne Lindner, Geoff Roche, Karen Bradshaw ■ Organisers: Katrina &

Central's Christmas run to Redesdale





John Palmer



Dark clouds and a crisp air greeted us at Endeavour Hills as we prepared to depart for the meeting point in Sunbury.

Not to worry; by the time we crossed over to the west the sun had chased the clouds away and it was shaping up to be a great day. Arriving at *Maccas* in Sunbury just before 9.30am there were already quite a few MX-5s parked so we had no problem finding the group.

On this, our second, run with the Club we found everyone to be friendly and happy to chat.

Following the route briefing we all jumped into our cars to head off on our way to Redesdale for lunch, via a multitude of roads. The hardest part of the trip was getting out of the carpark as the exit was parallel with the drive-through lane which we needed to cross over to exit right.

Thanks to the well-prepared route instructions we were able to navigate our way through some traffic and roundabouts in Sunbury until we caught up with the others which were patiently

waiting so we could re-group. From here on there was very little traffic as we carved our way through the countryside on back roads through Mickleham and Beveridge then on to a stop at Broadford to stretch our legs.

After this brief stop we doubled back to town and the route headed off towards Pyalong, and some nice twisty and somewhat narrower roads led us all the way to finally finish up at the Redesdale Pub.

We had a great deal of choice for such a small establishment and the service was good. Although there were only around 60 people in our group we were a rowdy lot. Needless to say, food was eaten, drink was drank and stories were told.

In summary, a great day was had by all. We wish all members a happy 2018.

Thanks to Katrina and John for organising such a great day. ●



Chapter chatter ...

17.12.17 | Western Victoria ■ Words: Coral Campbell ■ Photos: Karen Bradshaw, Daryl Domaschencz ■ Organisers: Ian

Will and I left home in Torquay at about 8.30am, to head north.

Just before 10am, we arrived at the meeting point of Buninyong township, a few kilometres south of Ballarat. Already, there were about eight cars waiting.

Buninyong is a small township, established prior to the 1850s goldrush in Ballarat. Now with some 3,700+ residents, it has managed to maintain the unique feel of its historic pastoral and goldrush background. (The name Buninyong originates from the Aboriginal word *Buninyouang*, which describes the shape of nearby Mt Buninyong).

While waiting for the start of the run, many of us headed across the road to the *Pig and Goose* general store for a takeaway coffee. If you pass through Buninyong, I recommend this place for a short stop for its selection of meals and light refreshments. The locals obviously approve, judging by the brisk trade it was doing at 10am on a Sunday.

After a short briefing, we (18 cars/ 28 people) headed south out of Buninyong, passing through small towns represented by a sign or a couple of houses – Durham Lead, Garibaldi, Grenville to name a few. Having travelled the Geelong to Ballarat road many times, I have seen these towns signposted off the main road, without ever having been through them.

The convoy passed along well-paved roads, with sweeping bends and lots of pastoral views either side of the cars. We swept south-south-west and, after about an hour's travel, we arrived in Bannockburn for a toilet stop. Bannockburn is a not-so-small town about 23km north-west of Geelong on the Midland Highway to Ballarat. Again, it was established due to the 1850s goldrush in Ballarat, as it was a Ccoach refreshment stop between Geelong and the goldfields of Ballarat. Today, Bannockburn is thriving as it is so close to Geelong that it is considered a satellite town. With a population just over 5,000 people, it boasts most amenities: shops, doctors, pharmacists and a P-12 government school.

After our short break at Bannockburn, we headed north again – up through Russells Bridge and Maude and on to Steiglitz, an historic goldmining 'ghost' town with many important buildings, ruins and mines. Once upon a time, Steiglitz was the place to stop; it had public toilets and a small café for refreshments and, of course, its goldmining history. However, it is difficult to park a large convoy of cars so most Club runs just pass through. Many years ago, I remember a Club run to Steiglitz (from Melbourne) where the WRX club happened to be travelling the same way. For some reason, they thought they would lose us on the road's twists and turns as it threads through Steiglitz, but it didn't happen – we stayed right on their tails!

We continued north, to Beremboke, our final destination for lunch. Brian and Mary Carroll had kindly offered their home for the Western Chapter Christmas get-together. We had all purchased a child's gift, to be donated to the *3BA Christmas Appeal*. Although we brought our own drinks, chairs and some food (snacks), we were provided with wood-fired pizzas for lunch. *What a luxury!*

Brian and Mary had prepared all the pizza dough, rolled it out and placed in onto large pizza trays. Their manipulation of the pizzas from tray to oven and out again indicated many hours of previous practice and demonstrated expertise. Supported by some friends (thank you for your support of this function!), the "Christmas" Carrolls constructed mouth-watering pizzas from a range of ingredients. We ate and talked, and ate and talked, non-stop for hours, relaxing in the company of new and old friends.

Eventually, it was time to head home, so after an extended farewell, making sure we didn't miss anyone, we departed Beremboke for Torquay. What a very pleasurable Christmas get-together we had!

I know that our Chapter Captains thanked the Carrolls, but I would also like to add my thanks for all the work they did over the hours we were there. Well done, Brian and Mary. ●



^ Top row: Noellene and Marg; Coral and Bob; Tony and John. Bottom row: Santa's big helpers; anticipation; the Christmas spread.



& Karen Bradshaw



^ Top: Christmas pizzas ... of course! Inset: The Carrolls' pizza elf. Above: A Christmas cheer ...

See more photos at mx5vic.smugmug.com

Chapter chatter ...

17.12.17 | North-Eastern Victoria ■ Words: Loz Thomas ■ Photos: Marg Gillick ■ Organiser: Loz Thomas



It was a picture-perfect day for the Chapter's last run of the year on 17 December.

The action started *before* the meeting time and place.

Shane and I and John and Joslyn travelled together from Bright to meet up with Roger in Ovens before all heading together to Yackandandah.

Turning right off the Great Alpine Road at Ovens the driver of the car travelling behind John and Joslyn was completely oblivious to the indication that we were turning right and ran up the back of them! We heard the crash and expected far more damage than there actually was. *The little MX-5s are tougher than you'd expect!* John and Joslyn were OK and continued on for the day's run.

Roger led the way from Ovens and five minutes later he did the first U-turn of

the day when he missed the turn off at Carrolls Road.

So after all that excitement we finally made it to Yack. From there we made our way to Milawa for a coffee stop and to meet up with others. We welcomed new members Athol and Wendy Bradley and also Peter and Anita Silva who had travelled up from Melbourne.

After coffee and a catch up with everyone we had a great run through the beautiful King Valley and through the little towns of Moyhu, Whitfield and Cheshunt. We arrived at the sensational *Chrismont winery* right on time at midday.

With spectacular views over the vineyard and the valley we enjoyed a wonderful lunch and a glass or two of prosecco.

Everyone got in the spirit of Kris Kringle and we had a bit of fun with a bit of stealing of presents happening. PS: I really wanted that Birdsville book ... damn you, Kim 😊.

The day finished around 2.30pm and everyone made their way home.

Thanks to the MX-5 Club for your donation towards our lunch. We enjoyed a selection of entrée/tapas to share and enough bottles of prosecco for us all to have a glass.

So 2017 finished on a high note. We hope that everyone had a wonderful Christmas and wish everyone all the best for a safe, healthy and happy zooming 2018. ●





What do MX-5s and motorbikes have in common? ... They both love corners!

This was the safety message at our pre-run briefing in Yarra Junction. The instruction: *Look out for one of our more vulnerable road users, motorbike riders ... we are heading into their natural habitat and we need to respect them.*

The "Something to do after Christmas run" was the last Club run for the Central Chapter in 2017 and it was fantastic to see 33 shiny MX-5s roll into Yarra Junction.

There was a real buzz as cars rolled in and performed the customary pull up, right or left hand down and neat reverse park. It's part of the ceremony we all perform at the beginning of each run and, to me, it shows we are serious about having fun. Also part of our ritual, we all talked about our little roadsters with the passion and enthusiasm that comes almost part and parcel with ownership.

After the aforementioned pre-run briefing by Bob de Bont, the first leg had us departing Yarra Junction and heading towards Marysville on a 72km odyssey. Being an ex-motorcycle rider myself, I know the roads to Marysville well but, unbelievably, Bob

led us through back roads to Reefton Spur I have never ridden or driven! It shouldn't be a surprise; *Bob consistently delights with his bloodhound nose for curvy roads.*

The initial stages saw the group snake through narrow undivided roads which were tight but also very scenic. We also had to navigate some intersections which is probably why, after only 12km, the 33 cars in attendance had the convoy stretching over 2km ... !

Making our way to Reefton Spur proper was when we began to see a lot of elevation changes and incredibly tight corners. It seemed like we were surrounded by forest and sharp drop offs on one side and massive embankment edges on the other. Making a mistake through this section would not be good; nonetheless, it didn't seem to deter the five lead cars in front of me. At this point, a succession of sharp long corners followed by a curving ascent up to the next corners saw my NA lose pace with the NCs and NDs in front of me. The 26-year-old 1.6L couldn't make up for the power deficit nor the the driver talent

.../continued

Post-Christmas run (continued)

over this section.

Setting up the car on corner entry and accelerating out in third gear was challenging over these sections. I found myself dropping back to second and really feeling for the grip levels in the tyres as I flowed around these tight but long bends – some of which seemed to almost double back on themselves. It's exceedingly difficult to hit the correct apex on corners like this and you can wash off a lot of velocity getting it wrong ... which I did a number of times. It was fun but challenging. Making a mistake was telegraphed by a slow corner exit and me wringing the NA to get back up to suitable corner-carving speed.

All too quickly it seemed, we crested a rise and descended into Marysville, creating a temporary traffic jam as 33 MX-5s tried to turn right into the Caltex carpark. Once decanted, people dispersed for a toilet break or refreshments. A highlight for me was meeting the Maltese couple joining the run with a white ND care of *Open Road Roadsters*. They proudly talked about and showed photos of their slightly-modified red NA back in Malta. They were also effusive about the white ND; I think it made quite an impression. It's amazing to share a passion with people from the other side of the planet!

The second leg was a fairly straight forward 36km run to Rubicon Hotel in Thornton. The roads were long and looping as we punted along at 100kmh. Arriving at the hotel and parking on the front lawn attracted quite a crowd of locals as they watched us 90 degree reverse park over and over again. I must say, I cannot blame them: all these MX-5s parked on the lawn was quite a sight.

Lunch was served – a tasty soup and roast served three ways ... with accompaniments. Beers at 1970s prices! ... well, not quite, but the Rubicon definitely has an RSL or Bowls Club feel to it.

Over lunch we discussed holidays, family, footy, cars ... all manner of subjects. Over the course of the day, I learnt about MX-5s competing in production racing ... A..M..A..Z..I..N..G..! I discovered another two members who gave up motorcycle riding to join the Club (*we should survey this!*). I met a couple from Scotland and of course our Maltese guests mentioned earlier. I guess I'm saying these runs can be so much more than just our shared passion of MX-5s.

For the Club runners participating in the final leg from the Rubicon Hotel to Yea, I'm sure it was a blast. For my drive back to Melbourne, I re-counted seven motorcycles and one case of car sickness during our run. That's certainly fewer motorbikes than I expected but certainly more motion sickness than I'm sure was planned.

As always, I left the run equal parts tired and exhilarated. On the way home, the slight drizzle didn't provoke me to put the top up, nor did the slow SUVs bother me that much; I was just happy to be cruising home in the best roadster ever built!

A big thanks to Bob for organising the final run for the year, and more broadly, thanks to the hard working members, Chapter Captains and Club Committee who have made 2017 such a memorable and fun year for all of we roadster lovers.

Wishing you all a happy New Year! ●



Round 10: back to the Island ...



2017 Essendon Mazda MX-5 Sprint Championship | Round 10 ~ 10.12.17

■ Words: Gareth Pedley, joint 2017 Club Motor Sport Champion ■ Photos: Lisa Burge, Daniel White



When it comes to motor sport in Victoria there is no better way to finish off the year than a track day at Phillip Island Grand Prix Circuit ... so I was certainly looking forward to Round 10 of the Essendon Mazda Sprint Championship hosted by the Alfa Club.

As per usual the day started with an early morning wake-up call from the alarm clock as I made the two-hour journey down to *The Island*.

Upon arrival it was clear the MX-5 Club had turned up in force, with well over 30 members clearing their calendars and attending the event for the final outing of the year. By far we were the most prominent club and car make at the event.

With so many Club members turning up my run group was completely comprised of MX-5s (bar one out-of-place Toyota MR2) which is always a great outcome as the Club generally sorts itself out in fastest to slowest order to mitigate any frustration on track with being held up. To make things even better, the weather gods also came to play with conditions being overcast, warm and dry with only a light breeze off the coast. Perfect track conditions and a relief given the recent 30+ degree weather and torrential rain

that swept through the state in the two weeks prior.

Coming into the day I'd spent a fair chunk of time analysing my last outing at the track in July, in an effort to clean up my act and clear weaknesses. Of particular focus was taking a better line and corner speed through *Honda* and *Siberia* (Turns 4 and 5) as well as committing to taking more speed into and through Turn 1 and *Lukey Heights* (Turn 9).

Early on *Honda* and *Siberia* continued to trip me up but – after a spin (or two...) through this section of the track and some *gained wisdom* from more experienced heads within the Club (big thanks to Daniel White and Tim Emery) – things starting to fall into place and I started to make some serious gains in this section. Carrying more speed through the fast, long and sweeping corners of Turn 1 and *Lukey Heights* also proved successful with my improvement here more simply being due to extra

experience and confidence in handling the car on the track with several more track days and events under my belt since July.

As for my fellow Club members? Well, I didn't see much of them on the track to be honest, with the two other prominent drivers from my class (Steve Williamsz and Simeon Ouzas) both being unable to make the event. This left me to mostly play by myself for the day with the odd occasion of being near a quicker car as I did my best to hang on to their tail for a lap or two before watching them sail over the hill and out of sight in *Lukey Heights*. It was great however to see some members I met late in 2016 such as Russell Gardner, returning to the track for the first time in 2017.

At the end of day's play I drove away with a best lap time of 2:02.8897, giving me a new personal best and Standard NB Class lap record! Class lap records were also set by Max Lloyd (NB Clubman) and

.../continued

Rd 10 at the Island (continued)

Randy Stagno Navarra (NC/ND Modified) in his newly-modified and devilishly quick ND. Ultimately, everyone had a fantastic day with no major incidents on track, and the event was a great way to end the year.

On a personal note I can certainly say without a doubt that this Sprint was the hardest and most on-edge I'd driven the car all year, and I don't think there'd be many, if any, other tracks in Australia that are as rewarding as Phillip Island for this manner of driving.

I'm looking forward to getting back on to the track in 2018 with the first event of the year seeing us return to Phillip Island on 20 January.

2018 should be another great year of motor sport, so I'd encourage anyone keen to get involved to come along and participate, or – like myself just over a year ago – have a chat with the experienced Club members before catching the motor sport bug! ●



^ Neil Choi ... not a Club member but, as the Alfa Club's (AROCA) Competition Secretary, Neil is responsible for organising most of the motor sport our members take part in ... so he's welcome on these pages any time! Plus ... he campaigns an MX-5!



Russell Garner, back at the track



Downtime ...



Russell Garner chats with Robert Downes



Greg Whyte



Alan Conrad (NC) and Randy Stagno Navarra (ND)



Little Henry picks up some pointers for his future career

Round 10 results / Championship standings



2017 Essendon Mazda MX-5 Sprint Championship - Round 10 | Phillip Island - 10.12.17

	1st		2nd		3rd	
Open	Owen Boak	» 1:57.2361	Peter Bolton	» 1:58.6159	Dave Moore	» 2:01.0119
Restricted Open	Paul Ledwith	» 1:51.2037	Tim Meaden	» 1:59.7901	---	
Super Modified	Dean Watchorn	» 1:53.6759	Robert Parr	» 1:55.4120	---	
NC/ND Modified	Randy Stagno Navarra	» 1:55.6312*	Alan Conrad	» 1:56.8476	---	
NA/NB Modified	Gavin Newman	» 1:57.6877*	Jarraah Pitt	» 2:04.8990	---	
NB Clubman	Max Lloyd	» 2:00.5817*	Noel Heritage	» 2:01.0325	Murray Seymour	» 2:04.6737
NA Clubman	Mark Manns	» 2:07.6588	---		---	
Standard NC	Robert Downes	» 2:03.3647	Ian Vague	» 2:05.3360	Malcolm Leigh	» 2:07.3552
Standard NB	Gareth Pedley	» 2:02.8897*	Ibrahim Rafei	» 2:06.6436	John Downes	» 2:10.0724

* New Club lap record

2017 Essendon Mazda MX-5 Sprint Championship - final standings

(corrected points)	1st		2nd		3rd	
Overall Champion	= Gareth Pedley & Alan Conrad » 795				Noel Heritage	» 715
Open	Dave Moore	» 800	Peter Bolton	» 225	Owen Boak	» 100
Restricted Open	Paul Ledwith	» 400	Tim Meaden	» 350	Kim Cole	» 100
Super Modified	Dean Watchorn	» 300	Robert Parr	» 275	---	
NC/ND Modified	Alan Conrad	» 775	Randy Stagno Navarra	» 100	---	
NA/NB Modified	Gavin Newman	» 575	Daniel White	» 250	Mike Graham	» 160
NB Clubman	Noel Heritage	» 750	Murray Seymour	» 405	= Peter Dannock/Max Lloyd	» 350
NA Clubman	Robert Downes	» 800	George Vellis	» 75	George Vellis	» 75
Standard ND	Randy Stagno Navarra	» 500	Tim Edwards	» 100	---	
Standard NC	Ian Vague	» 410	Hung Do	» 300	Malcolm Leigh	» 240
Standard NB	Gareth Pedley	» 685	Simeon Ouzas	» 600	Steve Williamsz	» 580
Standard NA	Daryl Irvine	» 100	---		---	



^ Jarraah Pitt does some gardening ...

Jinba Ittai ... for passengers!



■ Words & photos: Alyssa & Murray Finlay

Mazda's long-standing marketing for the iconic Mazda MX-5 has revolved around the famous mantra of *Jinba Ittai* – oneness between rider and horse – to symbolise the feeling of the machine as a natural extension of the driver's being.

As former MX-5 program manager, Takeo Kijima, has said: **"When the car and driver are in perfect harmony, driving is fun."**

But what about the passenger? The driver is fully involved with the driving experience (and has a steering wheel to hold on to!), but the passenger can only sit there.

Over the years we've heard many passengers mention that they've felt uncomfortable being tossed about while the car dives through the twists and turns where the MX-5 comes into its element ... some even to the point of feeling car sick.

Many years ago we were schooled in the art of being an MX-5 passenger by **David James** (Club Life member and past-President) and his wife **Meriden**. David is a vastly-experienced and extremely competent driver in all conditions who loves a corner ... and Meriden always steps out of the car as calm and relaxed as you like, no matter how challenging the course has been.

So, here are the simple recommendations they passed on to us, to help the passenger to feel as much as one with the car as does the driver.

1. Lock the seat belt in position

Of course, the seat belt is there as a *safety* feature, but it is also the first step in *passenger* comfort when the corners loom.

With the inertia seat belt fitted to all standard MX-5s, the belt webbing is connected to a retractor which reels the belt back inside the door pillar when not in use. This retractor has a locking mechanism which stops the belt from unwinding to stop you lurching forward if the car slows or stops suddenly under braking or because of a collision. I'm sure you've even found this slightly annoying sometimes if the retractor has locked when you've attempted to pull the belt forward when you try to put it on.

However, this locking capability can be used to your advantage as a passenger, by anchoring you to your seat and reducing your movement back and forth and from side to side. Here's how:

- » Once seated, fasten your seatbelt as normal.
- » Press back hard into the seat, breathe in deeply and, pulling up on the "sash" part of the belt towards your left shoulder, draw the belt tightly across your chest.



- » Keeping the tension on the belt with your left hand, reach back over your left shoulder with your right hand and give the belt a short, sharp tug.



This sudden movement simulates the pressure that the belt would experience in a sudden stop, and "fools" the belt into locking into position. It might take two or three attempts ... keep trying until it locks. If it's not working for you, get in first and ask your driver to "jab" the belt with extended fingers just in front of the top belt guide behind your left shoulder.

(This is also a useful tip for drivers; it's not a racing harness, but it will help you feel more secure in your seat.)

2. Brace your legs

When the corners come, brace yourself against the car: draw your left foot back towards your seat and press your left knee against the passenger door; press your right foot firmly to the floor and push back into the seat, to make yourself a fixture in the car.

3. Hold on (optional)

The final tip, if you wish to and can do so comfortably, is to hold on to the passenger-side A-pillar (the side of the windscreen frame) with your left hand. With the window down, rest your elbow on the door sill and grip the pillar as firmly as feels comfortable for you. If, like some, you don't feel comfortable doing this, you could grip the door handle instead.



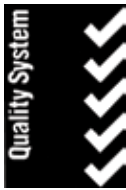
The combination of the seat belt, the leg bracing and holding on should keep you positioned firmly but comfortably, and minimise the amount of movement you experience in the passenger seat ... making the trip more enjoyable for you – and for the driver!

It might feel a little strange at first, but the belt tightness and your body bracing will help you feel part of the car and make your ride more comfortable. **Try it on your next run. ■**

A new option for the MX-5 owner

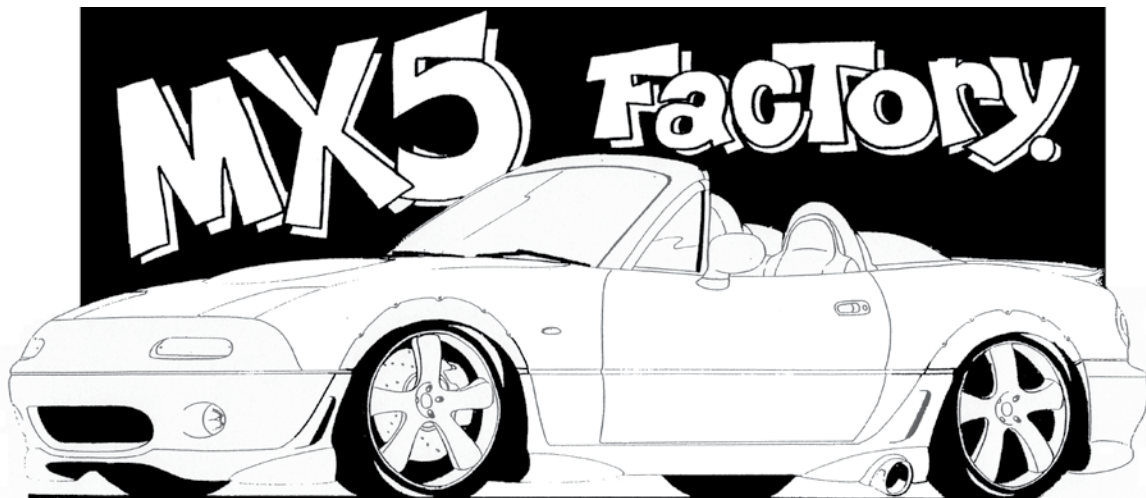
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