



**Friday night, September 7**  
*David James*

It was a dark and stormy night. Well, it was dark, and rather than stormy, it was a bit windy. Nonetheless the weather was, inclement. That's it!

It was an inclement night! Hmm. Actually it was a great night. Friday evening, September 7 saw the coming together (in a non-violent, friendly fashion of course) of the Mazda MX-5 Clubs of South Australia and Victoria, all lathered up with anticipation for the events of the Goldfields Getaway.

Upon arrival at Bendigo's Colonial Motor Inn, His Excellency and the First Lady (Bill and Coral) having travelled up earlier in 'MX-5 Club One', greeted road weary travellers with a smile and appropriately coloured folder (gold) containing all the bits and pieces we needed. Run notes, historical and geographic details, Convoy Rules (to be followed at all cost) and an envelope containing several pieces of Ernie de Vlieger's driveway – painted gold!

The waitstaff at the motel restaurant were looking forward to the peace of serving a booking of two for the night. That was until the rabble rolled in! Two turned into twenty-two (plus the original booking!) and after a bit of chaos we settled down to a great meal, great company and oddly enough, a G&T and a glass or two of red!

The tone for the weekend was cast!

**Saturday, September 8**  
*Will Morris*

On September 8<sup>th</sup>, the Mazda MX-5 Club of Victoria met the Mazda MX-5 Club of South Australia at the Colonial Motor Inn at Bendigo. Mum, Dad, Matt and I got there at 9.00 a.m. and it was freezing and raining! Luckily, we were in the family MX. There was a total of 23 cars and we waited for them all to arrive before the speeches from Bill and Coral, and Ernie and Sue. They told us about where we were going.

Then we set off to Maldon. It was great to see our long lost friends Ed and Margaret McCaul, Ken and Rae Edwards from S.A. They had come with several new members.

There were five cars with radios, and ours was one of them. Ernie

and Sue were at the front, Bill and Coral were at the back. Half way along the journey we lost Sue and Ernie. And then Sue handed the radio to Ernie because it wouldn't work. But it worked on the driver's side! When we got there we discovered that Sue had been pressing the wrong button! We teased her about it!

In Maldon we all squashed together at the Grand Hotel for lunch. The food was delicious. After lunch we had a free afternoon. We went to the Maldon Lolly Shop and spent at least \$50 there ..... because Coral told us it was good ... and it was!

After looking around Maldon's beautiful old buildings, we went to Bendigo Pottery. We met up with lots of MX-5 people. We went in to see the "Wings and Things" display to see the butterflies. We saw millions of birds but only one butterfly. Mum went and bought some Bendigo pottery.

Matt and I loved the spa in our room. We sat in it until it was time for dinner. It was really raining and we had to run all the way to get there. We struck pay dirt! I helped my table with the quiz and we came second by one point! And there was a raffle. Matt and I drew the winning tickets. After dinner, Matt and I were really tired so we ran back home through the rain and smack! Bang! Into bed. Mum left us in the dark. The spooky dark, the spooky, spooky dark, but I wasn't scared. I fell asleep straight away zzzzzzzzzzzzz!

**Sunday, September 9**  
*Ken Read*

We all emerged from our motel rooms to a beautiful sunny, but cold morning and were fortunate that the weather stayed that way for the rest of the day. A substantial breakfast, enjoyed in the company of everyone in the dining room, prepared us for the morning drive.

After the traditional issuing of instructions, and usual humorous recalling of events from the previous days run (usually at the expense of the leaders), we were off! With the improved weather, we were able to enjoy top down motoring through some of the wonderful scenery that the Victorian 'Golden Triangle' provides.

We passed townships that owe their very existence to the discovery of gold, Maldon, Clunes and Talbot and many more. They supported many thousands of prospectors and their families, but some of the towns are now often mere shadows of their former glory, but still give pleasure to visit.

As we approached the township of Avoca, the magnificent hills of the Pyrenees Ranges became evident. This area is home to many

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wonderful wineries, Dalwhinnie, Blue Pyrenees, and Taltarni to name a few. Our destination was the winery of Warrenmang. This winery not only boasts some top rate wines that we had the opportunity to try, it is built atop a ridge, with fantastic views down the valley. Best of all, it has an award winning restaurant, and our marvellous organisers had arranged for us to have lunch there!

After a most enjoyable meal it was time for farewells, and the return run home. This represented quite a long trip for our South Australian friends, from Adelaide and beyond. What a great effort it was for them to travel all that way to share the weekend with us. We hope they enjoyed it as much as we did. We look forward to catching up with them again soon, as they are hosting NatMeet 2002 at Clare this coming Easter.

Many thanks to Bill and Coral, Ernie and Sue for their hard work in organising such a successful weekend.



## Exhausted

If you are like me and love everything about your MX-5 except the exhaust note please read on. I have a 91 white that is in excellent condition with 99k on the clock. I have always loved cars, rallied extensively at State and National level in the mid to late seventies, have done radio and newspaper motoring journalism, and for a while imported car accessories and tyres to pay for my motor sport "habit".

Given the above you would think I would have a solid plan of attack in place when I chose to replace the standard system on PCMX5. Well I did, but did I stick to it? No, overcome by consumerism I have just wasted a lot of time and money but finally achieved a pretty good result.

So what was the plan? Do the research, put on a 2¼ inch system with a high flow cat, a resonator and a straight through rear muffler. Put the car on the dyno before and after. Extractors got the chop as my (now years out of date) previous experience with Japanese fours saw all the big gains coming aft of the manifold i.e. the cheap horse power. Besides I wasn't absolutely obsessed with power, extra would be nice but I wanted a decent exhaust note. After reading the Dyno Day article in the Club mag. The aftermarket alternatives didn't really appeal.

I looked up the internet, chose a resonator and muffler that had good flow and noise suppression and then allowed myself to be talked into using a fitter with no experience with MX-5's who "knew better". Result a nicely built system with a new high flow cat, a supposedly straight through muffler, a fair bit of very uncultured noise, and a real drone at 100-110 kph

Ah! I'll put a resonator in front of the axle; better but not good; another muffler to replace the resonator; not much different. the

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