

MX-5 TRIA

The monthly magazine of the
Mazda MX-5 Club of Victoria Inc.

JUNE 2010

www.mx5vic.org.au



Print Post Publication: PP381712/2306

Another (quick) day in the office ...



In this edition ...

- » MX-5 Survival Kit ... Lockie's sage advice
- » Roadblocks and brain teasers
- » Living the dream at Bathurst

20th
anniversary
dinner/dance
Book by
30 June

Membership renewals due 1 July 2010



Max Kirwan MAZDA

We live and breathe Mazda



Come for a test drive!

Genuine Discount for Genuine Members

10% discount off parts and service for financial members on presentation of membership card before purchase.

Discount not valid for Monthly Specials.

As a Mazda Dealer only we can service your Mazda using the MMDS (Mazda Modular Diagnostic System) - developed for Mazda vehicles by Mazda. The MMDS is the only means by which the computer system in your Mazda can be periodically updated.



Call Max Kirwan Mazda and get with the Mazda Partner Program.

120 BELL STREET, PRESTON
ph 03 9480 3555 fax 03 9496 0657

Get Genuine Parts. Get Genuine Zoom-Zoom.



Your Committee

President / Website / 20th Anniversary

> Murray Finlay | 9589 4317 (ah)
e: president@mx5vic.org.au

Vice President

> Alistair Dennis | 9444 7186 (ah)
e: vicepresident@mx5vic.org.au

Secretary / Public Officer

> Peter Dannock | 0408 522 093 (ah)

Treasurer

> John Todd | 8746 9529 (ah)
e: treasurer@mx5vic.org.au

Club Captain – Motor Sport

> James Saunders | 0401 570 306 (ah)
e: captain@mx5vic.org.au

Assistant Club Captain – Motor Sport

> Robert Downes | 9561 5618 (ah)
e: captain2@mx5vic.org.au

Club Captain – Social

> Janette Todd | 8746 9529 (ah)
e: social@mx5vic.org.au

Membership

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

Merchandise

> Steve Dunlop | 9842 9065 (ah)
e: merchandise@mx5vic.org.au

Points

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

MX-TRA Editor

> Don Nicoll | 9437 2787 (ah)
e: editor@mx5vic.org.au

Member

> Ben Sale | 0434 906 673

Ex-officio

Technical

> Matt King | 9833 6300 (ah)
e: techno@mx5vic.org.au

Motor Sport Assistant

> Sam Gumina | 0409 331 670

Assistant Club Captain – Social

> Jacqui Sanderson | 0419 427 353
e: social2@mx5vic.org.au

Northern Victoria Convener (Corowa)

> Ron Gillick | (02) 6033 0253 (ah)
e: north-region@mx5vic.org.au

Ballarat & Western Victoria Convener

> John Gleeson | (03) 5333 1113 (ah)
e: ballarat@mx5vic.org.au

Hobart Co-convenors

> John Hadrill | (03) 6228 7670 (ah)
> John Waldoock | (03) 6248 1319 (ah)
e: hobart@mx5vic.org.au

Northern Tasmania Convener (Devonport)

> Ken Beaton | (03) 6424 5226
e: northtas@mx5vic.org.au

Club Photographer

> Rodney Laitt | 9444 7186 (ah)

MX-TRA design/publishing

> Alyssa Finlay | 9589 4317 (ah)

contents

MX-TRA - JUNE - 2010



features

- 10** Smooth runnings at Sandown
- 12** Gone phishing ... *perils of the online age*
- 14** My Ride ... *Mick Hobson's latest love!*
- 15** MX-5 Survival Kit ... *Lockie Story's essentials*
- 16** 20th anniversary updates
- 18** Roadblocks and brain teasers on the Founders' Run
- 20** Getting around Phillip Island ... *Matt King's guide*
- 23** Rus Garner goes back to Bathurst ... *in his MX-5*
- 31** Dick Richey works magic on a (m)aligned MX-5

Chapter news

- 26** ... from Tassie

regulars

- 4** President's corner
- 5** Motor Sport
- 6** Membership
- 7** Scene About
- 8** Club Grill ... *meet Malcolm Brand*
- 28** Market Place

Cover
image:

David Wilken sets the pace – and a new Club lap record – at Sandown on 30 May. Photo: Joan Read

See MX-TRA on-screen: go to < www.mx5vic.org.au/mx-tra_june10.asp >

MX-TRA is the monthly newsletter of the Mazda MX-5 Club of Victoria Inc (#A0021659A)
PO Box 7438, Beaumaris VIC 3193. Registered for Print Post: PP381712/2306

All contributions welcome: please send articles and photos to the editor, Don Nicoll:

• e-mail: < editor@mx5vic.org.au >

• post: MX-TRA, Mazda MX-5 Club of Victoria Inc., PO Box 7438, Beaumaris VIC 3193

DISCLAIMER

The Mazda MX-5 Club of Victoria Inc., its Officers and Committee cannot be held liable for any errors and/or omissions in articles, reports, notices, advertisements, comment and advice of events that are published in MX-TRA in good faith. It should be noted that the publication of an advertisement, or expression of views in articles and reports, does not necessarily imply endorsement by the Club of the advertised product or service or the views expressed in any articles or reports published in MX-TRA.



Murray's Corner ...

■ Murray Finlay – President

Well ... just about the end of yet another Club year.

Membership is at another record high, the motor sport championship is nearing the most nail-biting culmination I can remember, and I'm told there are six or seven members running neck-and-neck for the title of overall Club Champion.

Our member communications, including MX-TRA, have been voted the nation's best, and we're heading towards our 20th birthday party on 14 August, which should be the biggest bash since the very first meeting in August, 1990, when 167 members first signed up.

So, we're doing something right ... just wish we knew what it was. My old boss in advertising used to tell me that 50% of your marketing dollar did its job and 50% was wasted ... just that nobody knew which 50% worked!

It's like that for the committee ... we try new things, we stick with the old. We're disappointed when ideas we think are sure-fire backfire, and amazed when other ideas we think might crash go gang-busters.

So there's no mortgage on wisdom. If you have ideas for events or activities you'd like to see the Club try, please let us know.

Above all, please make sure you stick with us. Membership is due for renewal on 1 July, and you can renew online via the "membership portal" on the Club website, www.mx5vic.org.au.

Motor sport participants will need to renew immediately so they can compete at Phillip Island on 3 July. For others, your MX-TRA will stop coming if you haven't renewed by the end of August.

Until next time, look up, stay back!

Murray



The Show 'n' Shine & Social Charity Event

We've had a few people undertake to participate in the "Cars of the World" display at Rochford Wines, Coldstream, on Sunday, 31 October ... but we need many more!

We're hoping to have 30-40 MX-5s at the event to represent the Mazda MX-5 Club of Victoria.

Yes, it's the Melbourne Cup weekend, but what better way to spend a lovely spring Sunday than to display your MX-5 amongst a host of classic cars? Plus you're raising money for a worthy charity, Blind Citizens Australia.

All the latest updates can be found on the event website, <www.carsoftheworld.com.au>. And you can download an entry form to enter/display your car from this site (under "Entry Details" in the main navigation).

There is an entry fee of \$25 per car to enter your car for display at the event.

However, **the Club's committee has decided to contribute \$15 of this fee for each car**, which you can claim back from the Club after paying your entry.

So it will only cost you \$10!

And, if you enter before 6 October and supply a photo of your car, your beloved MX-5 will feature in the event program booklet on sale on the day of the event. See the entry form for details.

There is also a "Cavalcade to the Vines" planned for cars heading to the venue, starting from Wheelers Hill and heading in convoy out to Coldstream. The entry form asks you to indicate whether or not you plan to participate in this. I would urge all Club members coming to the event (participants and spectators) to join in that unforgettable convoy.

Once you've entered, please let me know so I can keep track of who and how many cars have entered.

Murray



This month the Club received the following invitation from Craig Smith, publisher of the Miata Journal.

Craig is based in the US and has been active in the past as a publisher of magazines on the MX-5. Due to soaring costs, he has moved from hard copy to an electronic version of the journal. Here is what we received by e-mail.

"I would like to invite the members of your club to subscribe for FREE to Miata Journal, the first online, multi-media magazine for the active Miata Enthusiast.

If you haven't heard of Miata Journal yet, I encourage you to go to <miatajournal.com/subscribe> and fill out the short form to subscribe.

You will then get an e-mail with a link to view the magazine. Thereafter, an e-mail will be sent to your inbox every month letting you know that the next issue is ready for you to read. (You can easily unsubscribe at any time.)

I'm sure that you will enjoy this first issue of Miata Journal; the next issue will be even better, with additional features that take better advantage of the Internet's vast capabilities as well as more departments, more downloadable projects, more how-to information and more awesome photography of our favourite sports car.

I would also like to encourage members to make submissions to Miata Journal Magazine for Rides, Feature Car stories and Reader Projects. You can find out more about making submissions at: <miatajournal.com/submissions>

Thank you and Happy Roadstering!"

Take up the offer if you are interested. There is no cost to view the magazine, but there is a charge if you choose to download content.

Advertising in MX-TRA: We regularly receive requests from members and non-members to advertise their car or other bits for sale in MX-TRA. Our approach is very simple. If you are a member, we will happily publish a photo and the details at no cost. If you are asking on behalf of a non-member, we will do our best to help if we have space, but we cannot promise as we have to put the interests of Club members first.

Happy emexing.

Don



Motor Sport

■ James Saunders – Club Captain - Motor Sport



Well, it's been a very busy month of motor sport in the MX-5 Club! I have a lot of things to cover so I'll probably jump around a bit ...

The annual motor sport meeting is done and dusted. Thanks to everyone who attended and to those who offered their thoughts and ideas for discussion prior to the event. Our Merchandise guy, Steve Dunlop, presented the prototype of the new club motor sport shirt and everyone was suitably impressed, with many orders being placed. Of course the biggest thanks of all must go to our hosts Robert and Lynne, especially Lynne for the amazing spread of food that she turned out for the large group. I would also like to thank the people who volunteered to take care of some of the duties during the upcoming year, to help share the load.

I will attempt to publish some minutes in the coming weeks, and notify of any rule changes that may take place for next season.

As the season comes to a close, we look forward to the Motor Sport Award presentations on 14 August. This will be part of the Club's big 20th anniversary party at the Westpac Centre. It should be a very enjoyable evening, a real celebration of the Club and its history, and I hope to see a big turnout of motor sport members. If you're in line for an award (and even if you're not) please make sure to book a ticket ASAP to avoid missing out.

The Sandown event with AROCA was a great success and there were plenty of smiling faces at the end of the day. The organisational ability of AROCA is second-to-none and there were many positive comments to this effect, with at least one of our members saying it was the best sprint he'd ever attended. Of course the performance of our drivers just keeps getting better with each event too ... *four new club records and 12 PBs this time.* Congratulations everyone! Noel wraps up the event in his article later in the magazine.

The next event (and last for this season) is at Phillip Island on 3 July. This will be a real corker as several classes are undecided, so it'll be right down to the wire. One very important thing to mention is that, if you are competing

at this event, you must make sure your Club membership is paid up (due 1 July). If there is a delay in your membership card arriving in the mail, I will have an up-to-date membership printout on hand to avoid any heartburn at sign in. Entry forms are currently at CAMS for approval so hopefully they will be available by the time you're reading this; if not then keep your eye on the Club website.

Newbies might like to read Matt King's *guide to the Island* later in this edition.

I've had a query about the publishing of detailed results from our motor sport events. Obviously we publish a summary of each event here in the magazine, but we also publish the results in a more detailed fashion on the Club website at www.mx5vic.org.au/motorsport.asp. You will find a link to an excel spreadsheet in the "progressive results" section, and obviously the most recent event (in this case, Round 8 at Sandown) will be the most recent update. So if you'd like to have a closer look at lap records, best times for each driver etc, here is the place to do it. The raw data from which this information is collated can be found on the Natsoft website here www.natsoft.com.au/cgi-bin/results.cgi. This site is basically an archive of all the Dorian timing for motor sport events all over the country.

One thing not covered at the motor sport meeting was the subject of how we deal with ADR-approved braided brake lines in relation to the classification process for our motor sport championship. I have since received a query on this and, after a quick pow-wow with the brains trust, I have decided that these will be allowed as a "free" mod in much the same way as we allow slotted rotors and different pad compounds. Whilst it could be argued that these items provide some performance enhancement, they mainly provide an added level of safety as they guard against brake fade. It was for this reason that rotor and pad changes were allowed in the first place. Therefore, I believe expanding this to included brake lines is within the spirit of the existing rules. Remember that some of our cars are 20 years old, and I would hate to have to enforce any rules that discouraged people from maintaining their ancient braking system! An important final word on this: **ALL brake lines**, be they braided or rubber, **MUST be ADR-approved** for all classes other than Open and Restricted

Open and even for those two classes I encourage people to only fit ADR-approved lines.

Classification forms for next year will be up soon on the Club website. Remember it is YOUR responsibility to inform us of any changes to your car and a form must be submitted at the start of each new season (or prior to your first event).

Well, I think that'll do for now... I'm sure I've forgotten something! (*Ed – too late mate, you're in print.*)

James

For your diary ...

See the full calendar for details

June

- 20 Hobart Chapter – run to Huon
- 20 North Tassie Winter Solstice run

July

- 3 09/10 Championship Rd 9: Sprints, Phillip Island
- 4 Dannock's Drive
- 11 Hobart Chapter – run to Oatlands
- 18 N-E Victorian scavenger hunt
- 18 North Tassie breakfast run

August

- 8 10/11 Championship Rd 1: Sprints, Winton
- 14 20th Anniversary celebrations – Westpac Centre
- 22 10/11 Championship Rd 2: Hillclimb, Haunted Hills
- 29 Fed Square display



September

- TBC 10/11 Championship Rd 3: Sprints, Sandown
- 12 Great Ocean Road run



Membership

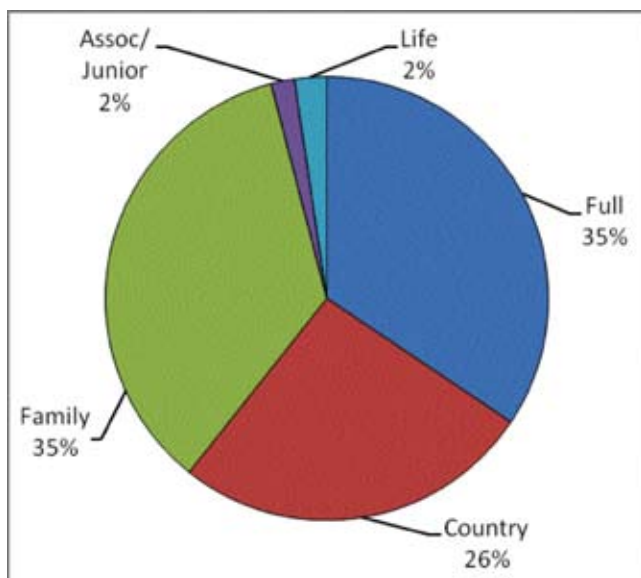
■ Will Campbell – Membership Officer

Current membership count:

470

With the end of the Club year fast approaching, membership numbers are at a record high with 470 members.

This compares with 429 for last year. For those interested in statistics, this year's total is made up of 161 Full members, 123 Country members, 165 Family members, seven Associate members, one Junior member, and 11 Life members.



Over the last 12 months, Club members have had the choice of around 40 events as diverse as leisurely Sunday runs to frenetic sprints on Victorian and interstate motor racing circuits.

However, a highlight of the membership year has been the continued success of the two Tasmanian and the two Victorian Country chapters. The aim of committees over the years has

been to accommodate the needs of as many members as possible, including those living away from Melbourne. The convenors of the Chapters have made this a reality – they have steadily increased their numbers and they now lead vibrant and active arms of our Club.

The record membership numbers for the year has been reached with the help of the following MX-5 newcomers to our ranks:

» Michael Doherty	1994 Classic Red NA
» Mark Davies and Patrice Savage, Jack and James	2010 Stormy Blue NC
» Wendy FitzSimons	1990 Classic Red NA
» Marcus McEwan	2000 Silver NB
» Paul Murphy	1990 Grace Green NA
» Bruce Telfer	1997 Green NA

A big welcome to these folk and I trust that you will enjoy your involvement in our Club.

You will soon receive either an email or a letter concerning the process for renewing your membership with the Club. The good news is that there is no change in the fee structure for the coming year! As in the past, you have the option of paying by cheque or money order, although we encourage you to use our online payment system where you have the option of paying by Visa or MasterCard. Whilst online renewals should not be attempted before 1 July, the process is relatively simple and will only take you a minute or so. Of course, if you have any difficulties in navigating the system, a quick phone call to me or to Murray should set things right.

On that note, that's it for another month ... indeed, for another year! Enjoy your MX-5 and ***I'll see you out and about ...***

Will

Proud rooster ... to feather duster?



Just a few weeks ago, Ros and Rob Eastwood's Zoomy took out the prize for "best customised MX-5" in the NatMeet IX concours in South Australia.

Now Zoomy is fighting to stay off the insurance assessor's "write-off" list.

This is what happens when a P-plater in a Ford Territory comes through a giveaway sign ... on your left.

Driver Rob had some bruised chest muscles and dented pride, but was otherwise OK (read fuming!).

We hope sincerely that Zoomy makes a full recovery.

Scene about ...



The MX-5 Club Grill



Malcolm Brand



Name? Malcolm Vernon Brand (Vernon after my Dad, a Morris Minor convertible owner way back)

Age? 57 years young

Born? East Melbourne

Current abode? Half Moon Bay, Black Rock

Profession? Manage Bluff Road Medical Centre in Sandringham which has 15 doctors as well as imaging, pathology, podiatry and psychology services

Partner? Married to Silvia with two great kids, Francesca 8 and Tim 11 (Junior MX-5 Member)

Pets? A cat, Pinocchio, who uses the driver's seat of the MX for a nap when we leave the roof down

Fave food? Steak and salad but living with an Italian we have a tremendous range of fab foods

Can you cook? Yes, for sure, but I bow to the resident Masterchef Silvia in our family

Favourite tippie? Aldi's Regal Soda Water. We drink litres of the stuff!

First drive? At 12 years, in a VW Beetle on my uncle's farm. (Tim and Francesca both change the gears when they are in the MX. Tim is learning to drive the MX and has nearly perfected accelerator/clutch co-ordination.)

First car? I co-owned a 1957 Morris JB ex-baker's delivery van with a mate. We got it for \$50, plus a box of gear box parts as it did not have a first gear. We named it Jolly Miller after the baker we bought it from

First fender bender? Ran into the letter box in a Holden Torana. More embarrassment than damage

Everyday driver? The MX-5 is the everyday car as it is very economical, but with two kids logistically it presents a few hassles getting them to their various social activities

Current MX-5? January 1990 NA owned from new. Classic Red. Ordered with air conditioning to get higher on the delivery queue in 1990 when people would offer you more than the drive-away price just to get their hands on one

MX-5 improvements? Installed genuine headrest speakers in 1990 and recently needed to replace the back plastic window with glass thanks to Dick Richey at the MX-5 Factory. Personalised red plates "BRAND". It's had three sets of tyres (currently Potenzas) and two batteries for 160,000km. Have done nothing else to improve it. Just love driving it

MX-5 dislikes? To stay under 1000kg design weight, the NA did not have remote mirrors. Getting out to adjust the offside mirror is a pain when you have two drivers but the fun the car gives us more than compensates for this



Why an MX-5? Saw the MX-5 at the 1989 Melbourne Motor Show and just had to have one. Put the RX-7 I drove then up for sale, but it took a while for the MX-5 to arrive. The MX-5 is such a great drive!!!

Fluffy dice? Not yet

Passions besides the MX-5? Silvia, Francesca and Tim and our endless travels around Australia and to other countries. Also involved with Black Rock Sports Auxiliary of Sandringham Hospital and Director Pulse Credit Union

Favourite TV show / movie / book? My kids only let me watch Top Gear. They're obsessed

Dream wheels (money no object)? MX-5 Sunset Yellow NC hard top coupe manual

Would you drive a Daewoo or SsangYong? I've driven a Daewoo Matiz on hire, which was luxury to have four doors and four seats. Had a Kia Sportage once, which was a disaster. It spent more time in the workshop than at home

Favourite other Mazda? Mazda BT50 dual cab would be more practical for our family or maybe the Mazda1 – looks cool and is super economical (if it ever arrives)

If not a Mazda (gasp!) what? Alfa or Fiat but then a Masserati or Ferrari would look good in the garage

How long in the Club? Been in the Club since last century (1990). Member # 202 (competition was strong for a member number with a 5 in it back then). I have served on the Committee and have edited MX-TRA with Silvia. Tim has been a Junior member since earlier this year

How many MX-5 Club runs? Have been on many runs, but not many of recent years. Always have to resolve the argument of who in the family wins the other seat and the kids play sport which interferes with many events

Favourite Club run? Love the GOR for the curves and views, Mornington Peninsula likewise but the best was when we went to Trawool near Seymour for the AGM which heralded the merger of the two Victorian MX-5 clubs back in the '90s

Funniest thing seen on a Club run? Many amusing things have occurred; doing loops of Koo Wee Rup with the Potato Princesses on board to make out the "potato parade" was much longer than



it actually was. Chauffeuring the Phantom down Swanston Street in the Moomba Parade was a hoot

Done DECA? No, not in 20 years. Strange ... better give it a go

Ford vs Holden? Holden, according to Tim (the motoring authority in our household)

What's playing in your MX-5? Radio 774. The NA only came with a tape deck. Difficult to get tapes these days!!

Footy team (AFL/NRL/Soccer)? St Kilda in AFL, Melbourne Victory in the A League and Sandringham Gladiators (Tim) and Sandringham Strikers (Francesca) in South East Suburban Soccer League

Final comments? Thanks to the "3 Ms": Murray Finlay for his dedication to and enthusiasm for the Mazda MX-5 Club for 20 years and to Margaret and Michael Cemm for initiating the Club

Our MX has given us great joy. It has taken us up the border track in the Little Desert in the Victorian outback. It has forded creeks in rainforests near Cairns; it has taken us across the Nullarbor on a six-week camping trip complete with tent, sleeping bags, food, billies and spare fuel to visit meteorite sites and to Mt Augustus in central Western Australia

Wherever we've been in all its 20 years the MX has been tremendous fun to drive!



Smooth runnings at Sandown ...

■ Words: Noel Heritage ■ Photos: Ben Sale, Joan Read

Following on from a fantastic motor sport group meeting at Robert and Lynne Downes' house the Friday evening before, excitement was running high amongst the rev-head chapter of the Club

A great turn up of a total of 23 MX-5s fronted for what, in more than a few people's opinions, turned out to be one of the better days we have had in recent times. We had a wet track from overnight rain that dried out very nicely and remained dry for the duration of the event.

Organised by the Alfa Romeo Club of Australia (AROCA), their team led by Neil Choi is to be complimented on a well-organised day which basically saw everybody (and a few cars) worn out by 4pm. The gates opened at 7am, scrutineering was quick and efficient, drivers' briefing was on time and first practice hit the track at 9.02am!

Furthermore, to help maximise track time for all the entrants, AROCA introduced a new system whereby the cars for the next session entered the track (subject of course to any recoveries etc) behind the safety car as the last car from the previous session left the track. This really sped things up and it was great to note how everybody



seemingly worked in with the system. It's a great initiative and we compliment AROCA for having a (successful) go at maximising all the participants' track time.

Here's an example of how well this worked: in our own car that I double-enter with Robert Downes, we did a calculated 350km of track mileage over the course of the day. Not only did we burn through the initial fill in the tank, as well as the 50 litres I brought separately in the support vehicle, we had to buy more fuel to get home! It was two tired but elated drivers and an MX-5 with a guarantee of no carbon on the exhaust valves but a bad case of accelerated brake wear that arrived home that evening.

To show how well things worked, Robert was in Group

2 (total of four groups on the day). He would come in from his session and, by the time we had changed the lap timer and numbers plus added the odd splash of fuel, Group 3 was already on the track and it was time for Group 4 (mine) to line up on the dummy grid. Great stuff.

With the end of the Club competition looming, there was also a small (?) amount of friendly rivalry looming amongst the major combatants for the various categories. Production NA was one such hot bed of intrigue with very close attention being given to the time sheets by the three (nameless) parties in contention. The pressure was so intense that at least two of them were seen to find the limits of adhesion at least once (did

the third do it out of sight?). Then, just to add additional intrigue, some up-start rookie (who also went lawn mowing at least once) decided to upset the applecart and get in the action with a few reasonable laps as well. Chuck in much discussion over power-to-weight ratio and how a few people give themselves a disadvantage due to feeding in too good a paddock and it was on for young and old(er).

To have four drivers in the same class of cars separated by a total of only 0.4631 of a second at the end of the day just shows what a great day it was and how intense the competition.

With competition no less intense in the other categories, it was a great day all round. The added advantage of most of the

Results - Round 8	1st		2nd		3rd	
Standard NA	Teruo Delacroix	» 1:40.533 ¹	Noel Heritage	» 1:40.940	Brendan Beavis	» 1:41.116
Standard NB	John Downes	» 1:41.424	Max Lloyd	» 1:42.574		
Standard NC	Lindy Anderson	» 1:43.990				
Clubman	Sam Gumina	» 1:36.404 ¹	Peter Phillips	» 1:36.557	Ray Monik	» 1:37.702
Modified	Russell Garner	» 1:33.662	Craig Healy	» 1:36.132	Bruce Phillips	» 1:36.582
Restricted Open	Marcus Stacey	» 1:33.498 ¹	Randy Stagno Navarra	» 1:34.383		
Open	David Wilken	» 1:24.621 ¹	Andrew Hardeman	» 1:29.529		

¹ New Club motor sport group lap record



It seems the admiration for the success of the Sandown day was mutual. AROCA top gun Neil Choi said this in an e-mail sent out after the event:

"Thanks so much to all the officials and helpers who made the day run so smoothly.

"The MX-5 members – Greg, Joan and Pam – did flagging all day on Flag 4, thank you so much.

"All the scrutineers who I always seem to forget who they are because they just do their duties in silence, but it was the quickest scrutineering section even carried out, even before driver briefing – well done Mick Aarons, Colin Byrne, Sam Gumina, Craig Healy, Teruo Delacroix, Jim Nielsen, Damian Crea, Andrew Hardeman and Joe Musco (and any others I have forgotten)."



competing MX-5s being parked very close to each other was also great for Club fellowship.

We would also be remiss if we did not make special mention of the "Bling" Award. There is a certain NA driven by an increasingly streamlined Mr D White. How this car has any paint left on it amazes the rest of us because, unless it is a totally overcast day, it is a health hazard to look at the car without wearing sun glasses. To add insult to injury to we lesser mortals, during the course of the day we were invited to have look underneath this gem of a car ... only to find the underneath is as good as the top. It's a remarkable level of car presentation.

Overall it was a great day, with the fun intensified by the friendly rivalry and fellowship amongst our Club members. And again, we congratulate the AROCA team for a job well done.



Championship standings after Round 8 - Sprints, Sandown, 30 May 2010

	1st		2nd		3rd	
Overall Champion	Russell Garner	» 70	Peter Phillips	» 61	Teruo Delacroix	» 55
Standard NA	Teruo Delacroix	» 55	Robert Downes	» 54	Brendan Beavis	» 52
Standard NB	John Downes	» 49	John McGregor	» 44	Max Lloyd	» 31
Standard NC	Lindy Anderson	» 40				
Clubman	Peter Phillips	» 61	Ray Monik	» 53	Damon Ethakada	» 29
Modified	Russell Garner	» 70	Craig Healy	» 34	Mike Kirby	» 24
Restricted Open	Randy Stagno Navarra	» 70	Marcus Stacey	» 31	Andrew Shenouda	» 13
Open	Darrin Morice	» 34	David Wilken	» 30	Hamish Hardeman	» 19

Gone phishing!

■ Words: Janette & John Todd ■ Illustration: Alyssa Finlay

Aren't hobbies wonderful? They can stimulate or relax you as you wish/need ...

Hobbies can be enjoyed in a group – take our MX-5 family – or they can be practiced quietly and alone ... such as *fishing*.

Let us share with you the hobby of someone we were introduced to over the internet.

We are, as some of you would be aware, trying to sell our 1998 Grace Green NB. To this end, we have it listed on a popular car sales website.

One particular day I rang John to say that we had received an e-mail from a man wanting to buy our car as a birthday gift for his father who lives in Maitland, NSW.

As the old adage goes: if it sounds too good to be true, then *it probably is*. He didn't see the car, and only asked a couple of questions about it before deciding he would buy it.

This man is a marine engineer currently at sea and, whilst his access to the internet was limited as far as time was concerned, he would be able to remit via *PayPal* the sum we were asking – all we needed to do was to give him our *PayPal* account name, and if we didn't have a *PayPal* account it was a simple exercise to activate one.

We thought it odd that the spelling of his name *didn't quite match* the spelling of his e-mail address, but we replied with the name of our account and requested that he let us know when the transport company was expecting to come to collect the car.

The following day, he sent us a second e-mail advising that he was about to deposit the funds into our account, but unfortunately, he had struck a snag in that the transport company – headquarters in London – required payment up front before they would schedule the pick up and delivery.

He was most apologetic that he seemingly forgot to mention this in yesterday's e-mail. So to expedite matters, if he added all the shipping costs & associated transfer fees to the amount we were asking, could we remit via Western Union the charges for transporting the car – a sum of \$1,000? He even told us how to go about it.

Hello!!

We received another e-mail from our new-found friend the next day, letting us know that he had deposited all the monies into our account, but advised that *PayPal* were "holding" the funds until we could confirm the transport costs had been paid to the London company.

At this point, *PayPal* also sent two e-mails – one confirming that the money was indeed there waiting for us and the other with a reference number to be used when organising the Western

New Mazda Australia website

Mazda Australia have launched their totally revamped website, which gives great insight into the "Mazda community" as well as their prodeuct range.

See what you think: www.mazda.com.au

Remember to **Ask an Expert** Mazda have added an "Ask an Expert" section to their website, and they are looking for "real life" ideas and suggestions for them to address. If you have any questions or topics (including modifications or motor sport questions), please send them to [<editor@mx5vic.org.au>](mailto:editor@mx5vic.org.au) and we will pass them on. Mazda have agreed that we can use any MX-5 topics in MX-TRA.

Union transfer to the shipping company, the name of which looked for all the world like it had come from Uzbekistan.

Well, what could we do – even *PayPal* had contacted us, so it was all official.

Or was it?

We sent all of the e-mails, including the two from *PayPal* bearing their logo, to *PayPal Spoof* and – surprise, surprise – they were **PHISHING** e-mails. Needless to say we ignored the e-mails and deleted them from our system intending no further contact with this person.

Give him his due – he didn't give up. Every second day or so another e-mail would appear asking if we had been able to make the transfer.

Delete.

We had to chuckle at one stage as he **demand**ed to know what was taking us so long. Then the poor chap was at his wits end because he didn't have his money and didn't know how to get it back (remember it was "sitting" in "our account") and it seemed he wasn't getting the car either! Still the e-mails kept coming – weekly, by this stage – and his command of the English language deteriorate with each subsequent message; it was now complete and utter "*jinglish*".

Delete. Delete! Delete!!

Strange, we haven't heard from him this week!

So, moral of the story: if you want to go fishing, then make sure you have the right bait in the right place at the right time – and have some idea of who or what you are wanting to catch out!

By the way ... at the time of writing our NB is still for sale – any *hobbyists out there*?



MX-5 Seat Heater Kits Now Available

USA's best selling MX-5 Seat Heater Kits now available in Australia. Manufactured by the Check Corporation to the strictest of standards you can now enjoy the top down on your MX-5 more often with a great range of seat heaters and massagers!



Premium Heat & Massage

3 Stage Heat and 4 Levels of Massage

\$599
inc GST



Premium Heat High-Med-Low

3 Stage Heat - 39C to 50C

\$399
inc GST



Luxury Heat High-Low

2 Stage Heat - 39C to 46C

\$299
inc GST

Special Offer for MX-5 Club Members

Save 50% on installation on any seat heater or massage kit.
Normally \$250 per seat for installation
MX-5 Member offer
only \$125 per seat!



Call (03) 9736 1100

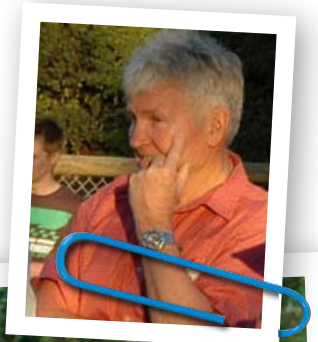
Available Exclusively from Power Technologies

Power Technologies Australia Pty Ltd • Address: Unit 1/30 Mountain Crescent Montrose Vic 3765
Ph: 03 9736 1100 Fx: 03 9736 3988 • Em: sales@power-tech.com.au • www.power-tech.com.au

My Ride ...

■ Words & photos: Mick Hobson

Mick Hobson will be well known to readers of the May, June and July 2008 issues of MX-TRA. Under various titles around the theme of Ned's broken MX-5, Alistair Dennis and Mick took us through a blow-by-blow rebuild of a very damaged SE turbo. The "Ned" part came from Ned's Vineyard in Shay's Flat, near Stawell, where Mick lives and works (between stints on an oil rig). It turns out that, less than 12 months after Mick registered the SE, it was sold, only to be replaced eventually with a '97 LE. Read on ...



In 2005 I bought my first MX-5, an NC and soon after joined the MX-5 Club. My first run was Reefton by night.

I remember something being said about the pace: if it was a little sharp just drop back and bring up the rear. After the first few curves I was hooked. We stopped at Marysville and had a chat and headed home down the Black Spur. What a night!!

The grin was set: *you've got me!* So I went on a few more runs and met some great friends. At about this time the bottom line of the vineyard was suffering because of the drought and I had to wave goodbye to the NC.

Twelve months later things improved a bit and I was out looking for another "5". I knew of a broken one in a wrecking yard in Dandenong. I rang the guy only to be told that he had just bought an SE with a broken front. Four months later I had it registered and introduced it to the Club at the 2008 AGM.

I sold the SE in June 2009 (silly bugger) and was out in the cold once more. A couple of months later I was searching the internet again. I checked a few sites and found a 10AE belonging to a young lady in Sydney, but she had someone coming from Orange to look at it that afternoon. He bought it.

Next there was an SP in Brisbane, same story – *missed by a day*. Then there was a '96 LE with 60,000km on the clock. Same story: *missed again*.

I kept checking online every few days and then a '97 LE with only 22,000km appeared. I rang the owner. He already had a couple of lookers on the way over, but said he would ring if they fell through. That night he rang ... one guy didn't turn up and the other wanted his daughter to look at it on the weekend. Still for sale. So I paid a deposit and the little car is now sitting in my carport.



the 1997 LE

Before and after: Mick's rebuilt SE



The MX-5 Survival Kit



■ Words & photos: Lachlan Story, Mockinya

Since buying my MX-5, Molly, I have taken every opportunity to drive her.

In the first 14 months of ownership I covered a staggering 42,000km ... about 41,000 with the roof down. I know people think I am odd for leaving the roof down in all but the most extreme circumstances, but I see the roof as an emergency and security device only.

I drive around on some of the most beautiful days and see MX-5s with the roof on. *They do not know what they are missing.*

I've decided that they need help so I have tried to set down an MX-5 Survival Kit. It's cheaper than a psychiatrist.

First you need an MX-5.

I may be stating the obvious but you never know ...

Next we need to select

garments. For nice weather a polo or T-shirt, preferably with the MX-5 Club logo on the breast, is a must. Personally I wear shorts and steel capped work boots but any comfortable form of footwear is acceptable. It is important that you have sunscreen in the car for obvious reasons: you may have a passenger not used to open top driving. On the cooler days, long strides and a wool or fleece-lined jumper is more appropriate ... also preferably with the ubiquitous MX-5 Club logo.

- » As the weather gets cooler – around Ballarat, for example – a long coat, scarf and woolly hat can come in very handy. Don't forget that the heater is quite effective even with the roof down. I have mentioned the woolly hat but other headgear can also be appropriate. I have a simple golfer's hat for nice days to keep the sun out of my eyes. In the boot I also keep a baseball cap liberated from a fertiliser company, a deer stalker hat and a rabbit skin *mad bomber's* hat for really cold days. The selection of hats is a very personal thing.
- » Some other things that come in handy are a bottle of water so you can rinse out your mouth after

inadvertently copping a fly or a locust in the mouth. The water can also be used to assuage thirst. I find a small jar of barley sugar to be a boon but I guess it is not a must-have.

- » What is a must-have is your MX-5 Club key ring for the inevitable time when you lose your car keys. This is a semi-regular occurrence for me and can be somewhat inconvenient. I keep a spare secreted in the car.



- » Gloves are another important part of the kit. I like kid leather driving gloves for normal motoring but keep a pair of pure wool gloves in the boot for those colder days.
- » It is important to keep a soft cloth under the seat to wipe off finger marks from the ignorant rabble who fawn over the car and leave grubby finger prints after "having to touch it". This occurs on a regular basis and, I guess, who can blame them? We can't all have MX-5s.
- » You should have a camera in the car so that you can stop and have strangers take photographs of you and your MX-5. This is not a compulsory item as most mobile phones have a camera facility.
- » Speaking of mobile phones ... this is a critical piece of the kit, preferably

with a hands-free set. It is needed to call your friends and let them know how good it is with the top down, the sights and smells etc and **"By the way, how is the painting of the house going?"**

- » You also need a limber right wrist and a strong right index finger. This is to raise your hand, extend the index finger and flick it in salute at every other MX-5 or RX-8 you see. You will find that you get more waves from MX-5s than RX-8s because the RX-8 driver is probably grumbling and wishing he had bought an MX-5.
- » Then there is a pen. This is to sign autographs for those who want an MX-5 but cannot, for some reason, afford one. You need to feel compassion for these people; imagine yourself without one. It does not bear thinking about.
- » A decent stereo is a must as it is quite wonderful listening to your favourite music whilst the countryside rolls by. In my case I have talking books but, again, that is a personal choice.
- » Here's a practical tip for planning the drive. Have

a look at a good map and find the longest practical course to reach your objective. Try to work in some windy roads as well. This is in order to prolong the joy of the drive for as long as possible. In doing this you may have to plan to leave a little earlier, so as not to be in a hurry and therefore miss the said "joy of the drive".

- » It is nice to have company on these jaunts, although not a prerequisite. This is so you can use expressions such as "did you see that?" or "check the serenity" or "how good is this?" and the numerous other similar phrases that don't sound so profound if you say them to yourself.

This list is by no means exhaustive but I hope it makes a good starting place for the MX-5 driver so that he or she can fully enjoy the potential of the car.

Celebrate our 20th with ...

... stylish Club clothing

Short Sleeve
Polo



3/4 Sleeve
Polo



Ladies' polos

Approx. 210 gsm, 96% Cotton / 4% Elastane stretch pique knit with "Y" front placket, black with gold 20th Anniversary embroidery.

Sizes / Half Chest (cm):

8 (46.5) 10 (49) 12 (51.5)
14 (54) 16 (56.5) 18 (59)

Men's polo

Approx. 240 gsm, Combed 65% Poly / 35% Cotton, easy-fit, tight piquot knit black with gold 20th Anniversary embroidery.

Sizes / Half Chest (cm):

S (53.5) M (56) L (58.5)
XL (61) XXL (63.5)



Rugby top

Approx. 350 gsm, 65% Poly / 35% Cotton black with black trim & gold 20th Anniversary embroidery.

Sizes / Half Chest (cm):

S (57.5) M (60) L (62.5)
XL (65) XXL (67.5)

Postage is additional

This one-off range of Club merchandise is already proving incredibly popular among members. To order yours, contact Club Merchandise Officer Steve Dunlop: merchandise@mx5vic.org.au

Come join the party!

20th anniversary celebrations

Saturday, 14th August 2010
7.00pm

It's our birthday – and what better way to celebrate than with a party?

The President and Committee of the Mazda MX-5 Club of Victoria invite you to what promises be the best event ever – a Dinner Dance at the Westpac Centre (formerly Lexus Centre) in Melbourne.

With the presentation of our annual motor sport and social awards, a major prize raffle, commemorative giveaways for all attendees and live entertainment by “Band o’ Gold”, this evening will be one to remember.

Our special guest on the night will be Mike Quist who, as Mazda’s national public relations manager in 1989, orchestrated the launch of the Mazda MX-5 into Australia and set the ball rolling for all the state MX-5 Clubs.

Seating will be limited so make your reservation now – payments can be made online for either a Single or Double Reservation by following the link on the Club website homepage.

(If you prefer to send a cheque or money order it may be posted to: Mazda MX-5 Club of Victoria, PO Box 7438 Beaumaris 3193. Please include a note with your details and any special dietary or other requirements.)

Cost: \$55 pp (\$110 double)

~ 3-course meal with drinks at bar prices

**** A strict no cancellations/no refunds policy applies to this function ****

MX-5
Mazda MX-5 Club
of Victoria Inc.
20th Anniversary
1990 - 2010

Contact: Janette – Club Captain (Social) social@mx5vic.org.au
RSVP: (and final payment) no later than 30 June 2010
– book online via the Club website: www.mx5vic.org.au

Dress Code: Smart casual or lounge suit – please, no denim

We hope to see you there.

President & Committee – 2010

Roadblocks and brain teasers ...

■ Words & photos: Alan Bennett ■ Direction setting, shouting, hitting, pointing and general scribe: Jenny Bennett

Nanna and Pa Cemm welcomed us to "a day of fun, laughter, observation, navigation, detective work and fabulous roads" all in the spirit of the club's events from the very beginning.

Thirty cars set out tentatively from the car park beneath Woolworths supermarket in East Burwood – the last time we knew exactly where we were for a while, but that's getting ahead of myself. I did learn a few things on our travels and, let's be fair to say, afterwards at the debrief, via Google and Wikipedia too.

"Please ensure you have the following: a great sense of humour ... a sense of humour ... and even more humour ..." Other items required included a piece of timber, as nature provided that mostly represents an MX-5, a receipt from this very day, a valve cap, some leaves and "a smaller MX-5 than the one you'll be riding in".

I reset the trip meter and then we left the car park and turned immediately right on to Burwood Highway. The dogs at the RSPCA across the road were barking importantly (first point on the board). Recording that the Gold Leaf was a Chinese restaurant we zoom zoomed past Capital Radiology at 399-401 Burwood Highway, catching another point, and passed on the vasectomy at Dr Walters but scored a point nonetheless. Still moving straight ahead we are too early for lunch at Foodstar (only \$13.90, which is worth another point).

After burying myself in the study for days on end to read the Stieg Larson millennium trilogy I recall the author's name was similar to a Top Gear favourite and a fast bowler and 10 minutes later the name popped into my head as I was scratching the same. Now concentrating on looking left and right for a wall big enough to keep rabbits out when FTGully Auto World came into view. We decided that pedestrians don't bounce well (or drive or walk when the red man is present) and took an excursion to count on James parking 20 MX-5s on a busy day.

And then, *disaster!* What do the organisers of this type of event

fear most? The natural enemy of the Founders' Run – a *roadblock!* "Turn left at second roundabout into Belgrave/Gembrook Rd." Except we couldn't ... road closed and a bright orange-vested and substantial guard was posted directing us to the dreaded "detour".

Heading gingerly onwards with eyes glazed over, what should be arrested on the next clear parking opportunity but another six confused MX-5s. Thank goodness for Will and Coral Campbell. Out of the nothingness steps Will and a quick conflagration is had and united in one voice we, the lost MX-5 souls commit to getting back on track. Up hill and down dale, left and right we search. Another road block ("don't worry it will be open in an hour or so") and no stone is left unturned in Will's convoy as we seek to get back to where we belong. Others, we realise later, went directly to gaol (did not collect \$200 – or a point), went home (aaah!) or trucked on with the convoy shouting "breaker breaker" and "10-4" a lot.

Finally, eventually, somewhat pointedly and after a lot of twists and turns we restart (our sincere thanks to Will and Coral for your infinite patience).

So, ducking below the Puffing Billy rail bridge, a quick calculation gave a 4.5m clearance although it would have been quicker to read the sign if we had seen it the first or even the second time past ... may need to rewind the speedo a bit before we finish (did I say that out loud?). Ten questions answered confidently and only 75% of the course to go. Noted here that MX-5s are seen doing more U-turns than a politician in an election year.

TJR Motors were not busy selling GMH cars as we swept past thinking about Toshihiko Hirai and sports car headlights.

全てのスポーツカーは丸型ヘッドライトであるべきだ

(translation: all sports cars must have round headlights!).

Some preschool children were not playing at the Menzies Creek Hall (that's our excuse for not recognising them) so we dropped a point and decided that the blackberries might have been sprayed because we didn't see them either, but later found out that we got lucky on that guess. If we'd known who the Rudds were (we



Founders' Run – 2.5.2010



■ Run organisers: Margaret & Michael Cemm

are not from around these parts) we may have guessed a question here ... but we decided for the sake of matrimonial harmony to move on and blame Mark Webber for calling Victoria a nanny state. Reset trip meter again.

Some great driving roads later and suddenly Yarra Junction appears out of the haze! Such a relief to find a toilet stop and a chance to gather some autumn leaves, some 'local produce' and a breath of fresh air before turning right towards Powelltown, Noojee and Baw Baw all at the same signposted time.

We know that everything is changing our lives but couldn't spot or recall a specific sign anywhere near hear. Point missed. We did learn (shortly after the correct answers were read out in fact) that there were exactly 39 Ferrari 250 GTOs made (1962-1964, sold for the princely sum of \$US18,000 each new ... worth a touch over now that even with the high exchange rate!). 1,100kg and a three-litre V12 pushing out 220kW and a new five-speed gear box that became the standard Ferrari gate for decades to come – not too shabby for nearly 50 years ago!! Oh, and the car won the World Manufacturers' Championship in 1962, 1963 and 1964.

My wife, being a nurse, knew that the Gawler Foundation was founded in 1983 as a not-for profit organisation to provide support and lifestyle programs for people affected by cancer and other illnesses (see www.gawler.org). Advance one point. Unfortunately neither of us knew where Grant learnt to swim so we dipped out on that one. We did spot a glorious sign that stated the AM300 road upgrade would cost \$913,000 and rather than stop and wonder how they would know this, we went looking for a mysterious bump that was at a distance that proved unfathomable (ie, pointless) to us from Powelltown. Giving the bump the miss we noted for current and future reference (who knows when you are going to need a good plank?) that Powelltown Sawmills could be raised on 5966 7224.

There was a sign for the Ada Tree and the clues said we would either know this or we wouldn't – the latter for us. Little (no pun intended) did we know it was over 300 years old and 76m tall, one of the largest known flowering trees in the world. And taller than an MX-5 too, though less moveable even if worth looking up to. Trip meter, back to nought you go.

Zooming around White's Corner at speed we don't leave our mark where Russell did on the armco (no damage but no point either). You should know at this point that the Naynook Play Group meets on Thursday (it was news to us but we do like to learn new things, point by point). If you want to stop quickly and look in their window, just apply your Jake Brakes (also known, at least to some, as exhaust or compression brakes) and they are installed on some diesel engines – obviously when the exhaust valves open they release compressed air trapped in the cylinders and slow the vehicle! Obvious with a little background (and *Wikipedia* after the event – pun intended this time).

Did you know Mooney runs Mooney Motors? Neither did we. Lose a point. We did not see a Tarago moving people in these parts but assembled a point for that. We (well, actually, she who must be obeyed) recalled that Julia Roberts played Erin Brokovitch and smugly accepted one point. 75% done, 10 questions to go and now we are puzzling over the 24-hour Le Mans winner from last year (Peugeot 908 HDi FAP with 382 laps no less). Mazda won in 1991 of course!!! *Almost reset my trip meter, just for fun.* Points seem to be getting harder.



We heard the piano playing music on The Mount and got shirt-fronted passing Gary's Road (Ablett Court). Back to Le Mans for a moment to discover (at the finish line to our dismay) that AJ Foyt and Dan Gurner not only won the 1967 race in a Ford GT40, the latter started the tradition of spraying the champagne over anyone within reach – he was, as was guessed by ourselves and others, a teetotaler.

And now for a short delivery into the world of cricket where we needed to know that Sir Donald Bradman was born in Cootamundra (August 27, 1908 to be precise). Bounced on that one. Finally, question 40: did you know that Barcardine is further south than Paraburdoo – neither did we. *Sigh*.

After some last minute twisting and turning, a U-turn (in our case, a we-turn?) or three, we pulled up at the destination. Tired, stressed and needing Pluravit. At least, for the second time today, we knew where we were ... *sigh*.

Time for a picnic, inside (since the door was wide open) and a chance to buy up heavily on those 20-year anniversary and must-have MX-5 garments.

So who won, you say? *All those that finished say!!!* However, this is why Margaret and Michael offered their experienced services for the day – they have to decide. After much ticking and checking they announce that the highest points scored for the 40 questions were George and Anthony with an impressive 28 correct (and only 10 U-turns, they remarked). Including the compulsory optional items and treasure along the way, the overall winners were Murray Finlay and Don Nicoll – receiving a fabulous prize of dinner for four on the Tramcar Restaurant.

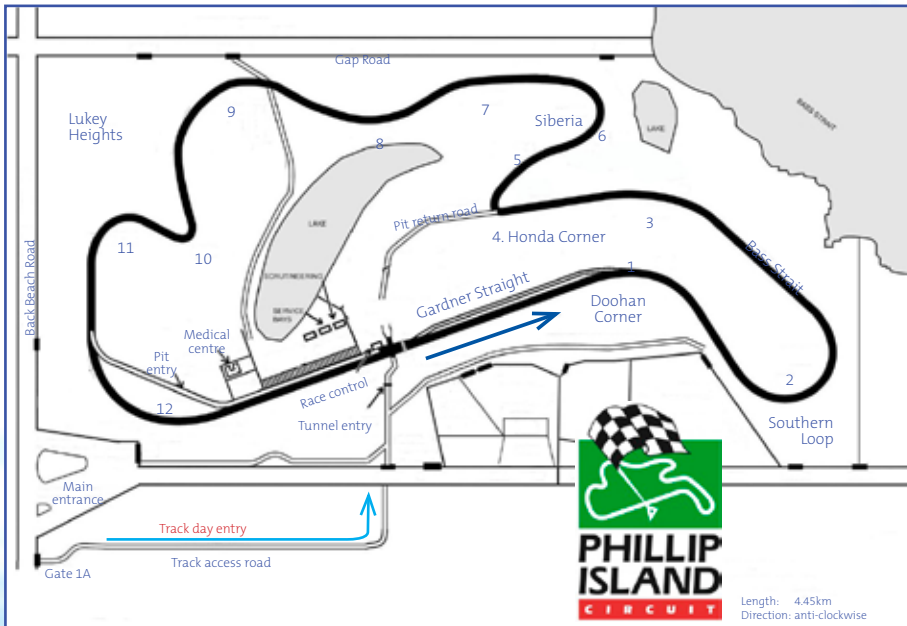
A special prize was awarded to Steve and Debbie Dunlop (Club Merchandisers no less) not only for arriving early at Lardner Park, as they had to set up the numerous bargains for sale, but for choosing to complete the quiz by fabricating as many answers as they could based on humour in what Michael called "the best tonic I could have possibly had", given the roadblock and ensuing chaos.

Rumour has it that high marks were awarded for ingenuity by a certain person (who can't be named to protect her identity) who got her class to make model MX-5s for the treasure hunt!

The moral of the story is that roadblocks may be driven around and with determination it is possible to get back on track, but without knowledge you can't get all life's questions right.

Getting around Phillip Island

■ Words: Matt King, 2003-2004 Club Motor Sport Champion ■ Photos: various Club photographers



First of all, if you haven't been before, realise that this is a fast circuit – much faster than most other circuits you are likely to encounter. To set a good time, you must be comfortable with your ability, and your car's high-speed handling.

Fortunately, the track generally has large runoff areas, but you should never use them – always start slowly, and build up your speed gradually as you get more familiar with the circuit.

The general tactic is to keep your speed up everywhere – MX-5s aren't strong accelerators, so don't go sacrificing entry speed, and do your utmost not to wash off speed in the flowing corners by throwing the car around.

The other point to note is that all the exit ripple strips are serrated, and you can lose a lot of grip if you go on to them, so be cautious.

OK, let's go for a fast lap ...

Main straight: It's long, and fast (you're coming on to it in 4th gear). Sit back and have a coffee, because you're in an MX-5 and it will take a while to get to Turn 1 ...

Turn 1: Be brave. Be very brave. This is (in my opinion!) the best corner of any track in the country, and probably the scariest (though not the most dangerous). On the approach, the track is flat after the start/finish line, and dips down over a crest into the first corner.

Coming over this rise you are usually in 5th. Stay flat on the power. Be brave. Entry speed is somewhere around 170-180 kmh – it's very easy to be slow here, which will lose you a lot of time. Your top speed before the corner may be higher depending on your car. You don't need to brake much in a straight line – you really only need to wash off speed as you enter. So a little gentle braking just before you turn in, and a small amount of trailbraking in (or just washing off speed with a lift) is all you need.

The corner is quite strongly cambered around the apex – that is, it slopes down to the inside of the corner – so it will usually pull you through with lots of grip. You should be on the power before the



Matt King's advice for Round 9, coming up on 3 July



apex – leave it in 5th, or if you're going very aggressively (or didn't get to 5th) go for 4th gear. Exit relatively wide – many people try to hug the right at the exit to set up for Turn 2 – I think this is unnecessary. You can be most of the way out to the left at the exit.

Turn 2 (Southern Loop): This left hand corner seems to go forever. It's something like 200° around from entry to exit. Entry is uphill, and the exit is downhill. The outside half of the track is slightly off-camber and usually marbled, so don't go wide unless you want to go off.

Assuming you were fast through Turn 1, your entry line will probably be from mid-track. Don't worry about getting all the way over to the right. The beginner's line is to take a wide entry (following a line in the tarmac), then take a very late apex for the run down the hill. This is nice and safe, but you can go much faster through the first half of the turn with the right line.

To get it right, use a double-apex. Come in hot and fast (4th or 5th gear), clip the first apex as you trailbrake and downshift to 3rd (ease it into gear – if you try to force it you'll probably grab 5th again ...). This downshift can get the car quite loose, so be ready to countersteer. Learning to heel-and-toe downshift will make this much smoother.

Allow the car to drift out a little mid-corner, but no more than half track width. You will need to be back on the power and ready to line up the second apex. By the top of the hill you should be flat back on the power. Allow the car to run out to the exit on the right, but stay off the ripple strip or you may end up running off the track. Stay out on the right as you go down the hill and over the crest to Turn 3. You'll probably be shifting to 4th right at the exit.

Turn 3 (sweeper): In a standard MX this isn't so much a turn as a bend in the straight. You'll be flat out all the way through. The only thing really to note is to use the minimum steering input possible to avoid scrubbing any speed off ... use your fingertips on the wheel, that's all. Allow the car to run wide a little at the exit; you don't need to hug the left.

Turn 4 (Honda): A fairly conventional 2nd gear right hairpin. You'll be approaching fast (~180 kmh) and need to do lots of straight line braking. (If you brake too



late, you can use the exit road as an escape path.) Theoretically you should late apex, but you don't need to make it too late, because in an MX you won't be going that much faster at the exit.

Be back on the power early (before the apex). Wheelspin can be a problem if you have an open diff, so careful on the throttle control.

Turn 5 (right kink): Again, not much to note here. A wide entry from the left as you exit Turn 4, use Turn 5 to get over to the far right and line up the entry to Siberia.

Turn 6 (Siberia): A very tricky corner – in a five-speed you're stuck in a trap between revving the rings off in 2nd and being

too slow, or lugging 3rd and battling to accelerate up the hill at exit. I usually choose 3rd, as it allows me to concentrate on using a smooth line and balancing the steering.

Again it's a long corner, and you need to trailbrake lots. In fact, I find I'm typically not braking at all until I turn in. Potentially this can rotate the car, but that's essentially what you want it to do. Apex moderately late, but don't confuse that with staying wide mid-corner. You can keep close to the inside for most of the bend.

Be on the power as early as possible to haul yourself up the hill and, once again, if the car isn't being forced out to the outside edge of the track then you were

Getting around Phillip Island ...

too slow going through the corner.

If you want to try something different, left-foot brake this bend. If you want to try something really different, left-foot brake and don't lift – just hold the throttle flat. This should work really well in a turbo car to keep the boost up.

Turn 7 (left kink): Not much going on here in a slow car – you're lugging up the hill, full throttle all the way. Enter wide from the right, end up on the left ready for the next corner. Shift up to 4th.

Turn 8 (Hayshed): Again, relatively easy in a slow car: you're still flat out all the way



through so, like Turn 3, just fingertip it through and don't lose any speed. If you bother to look to your left you'll see the big blue structure this corner is named after, but you won't have time for that because you're setting up for the famous ...

... Turn 9 (Lukey Heights): Fast, blind, off camber. Very scary, very fun.

Don't bother going too far right on the entry – mid-track will do. Again, lots of trailbraking here, you shouldn't need to brake until you turn in. In 4th gear this will threaten to spin you off, so be very gentle on the brakes. All you're doing is scrubbing off a little speed.

You can stay in 4th or drop it into 3rd if you're confident that you can perfectly rev-match the downshift.

You can use an early apex because you're still going uphill. Allow the car to drift out as you crest the hill. Not too wide though, you'll need to be back on the left for MG. If you've got it right, the whole car will be four-wheel-drifting with the steering quite straight and the throttle nailed. It feels awesome.

Turn 10 (MG): Another right 2nd gear hairpin, but this time at the bottom of a hill, downhill entry and uphill exit. The latter fact destroys what exit acceleration you had, so you must carry in as much speed as possible. This is the last braking point before the straight, so it is probably the most critical corner for a good lap time.

Enter from the very far left of the track, straight line braking down the hill and a little trailbraking.

A lot of people late apex this corner, to prepare for Turn 11. This is needed for a

fast race car or bike, but you really don't need to do this in a slow car. Turn 11 is much more open than Turn 10, and in an MX-5 you don't have the acceleration to need to compromise MG. So use a medium apex, and use all the exit width. Be hard on the power from the apex, and you shouldn't need to lift again until Turn 1. (However, if you need to back off to get around 11, then try a slightly later apex at MG.)

Turn 11: You should be flat all the way through this corner.

About the only thing here is that you need to upshift to 3rd somewhere in this corner, and this can result in a little drift or wheelspin. So be smooth on the upshift and ease the power back on. If you've done it right, you'll be forced all the way out to the exit ripple strip, but you shouldn't have to back off.

Turn 12: You'll be flat through here in a low-powered MX, and should be up to 4th before you turn in. There's lots of positive camber to pull you through the corner. It's a medium apex – don't be too late or you'll scrub speed as you turn too sharply. Don't turn in too early or you'll run wide at the exit. Again, just guide the car through as smoothly and gently as possible, and carry as much speed as possible on to the straight.

Use all the track width both in and out, and don't run wide of the apex. All going well, you will have a clear run down the straight and across the finish line, ready for the next lap.

I hope you enjoy the ride!

Remember to play safe!

Matt



Living the dream! (part 1)



■ Words & photos: Russell Garner

After enduring the 2000km round trip from Gippsland to Bathurst 14 times between 1992 and 2007 to watch the big boys battle it out in October, I promised myself that one day before I died I would drive 'The Mountain' at race pace (and not just at 60kmh in a loaded up four-wheel drive towing a trailer).



After purchasing an MX-5 in early 2009 and joining the MX-5 Club, this indirectly led me to the MX-5 *cartalk* forum. This forum also indirectly led me to an organisation named FOSC, who run race and regularity events at several tracks. Notably, one of these tracks being the famed Mt Panorama track in Bathurst, with an event to be held over Easter 2010.

Could this really be my chance to fulfill my lifetime dream of racing at Bathurst?

After hearing reports from various circles, throwing around figures of \$6000 per driver entry fees (as some organisers are charging), I was a little dismayed but also adamant that a once-off \$6000 fee spread over a lifetime could be justified. Further investigation revealed that the FOSC entry fee for their Easter event at Bathurst was \$3630 for a team of six drivers ... just over \$600 each.

The dream just got a lot closer.

So in mid-November 2009, after talking with a few Club members, we had a team of six raring to go, eager to experience the delights of piloting our cars around "the Mountain".



The process of gathering the necessary forms, dollars and details meant I submitted our entry form in mid-December. The cutoff for entries was 23 December and I was more than a little nervous that we wouldn't make it in time. Due to the sheer size of the expected entries (approx. 800 cars) the acceptance list wasn't to be finalised until early February so an agonising six weeks wait to find out if we made it in. That first week of February finally came and with it the thrilling news that our entry had been *accepted* and, come Easter, we would be racing around Bathurst.

The dream was about to become a reality.

Unfortunately two drivers had to drop out along the way, which left us with just four drivers. Luckily the team could consist of between four and six drivers so we were still good to go with just the

four we had. The driver line-up consisted of Craig Healy and me with our Modified Class cars, and Colin Ruck and Darrin Morice with their Open Class weapons.

As it turned out Darrin ended up selling his turbo MX-5 prior to the event, but was fortunate enough to be able to pick up a Mitsubishi Lancer shopping trolley in time to allow him to still run. Our support crew/cheer squad consisted of my wife Claire and our almost six-month old baby girl Jenna, Col's partner Robyn, and two of Col's mates, Mike and John.

The event was to be run from lunch time on Easter Sunday through to the Tuesday. Sunday was the "Masters" session, where we would follow one of the "Masters" (Bathurst veterans with years of circuit experience at the Mountain) around the track at reduced pace for a few laps to learn the correct lines.

Living the dream ... or a 55kmh nightmare!



Monday was our practice session, in which we determined our lap times for the coming sessions, and was also the first of the regularity sessions. Tuesday had another two regularity sessions to finish off. As each session was approx. 30 minutes in duration, this meant we'd all get around two hours of Mt Panorama track time over the duration of the extended weekend.

Claire and I decided to split our 900-odd kilometre drive over two days, as we had Jenna coming along as well. As we hadn't taken her on such a long road trip before we weren't sure what to expect, so we left plenty of time spare should she require regular stops along the way. We left home around lunch time on Friday heading for as far north of the Vic/NSW border as we could. As it turned out we need not have worried as she travelled very well, and only one feed/nappy/play stop was needed along the way (which coincided with a fuel stop for the car anyway), so we made our overnight stop at Wagga Wagga with plenty of time to spare. It was only another 300km or so to go the next day so in the morning we took our time and left after a relaxed breakfast, heading for Bathurst to meet up with the others.

That afternoon we had all arrived in Bathurst ready for the following day's proceedings. Col, Darrin and I had trailered our cars up, not wanting to risk anything untoward happening on the way up. Craig was the only one brave (foolish?) enough to drive his car up, and he was quite keen to get out of the driver's seat upon his arrival at our accommodation in Bathurst. We wandered into town that evening for a meal and a few refreshing liquids, excitedly discussing the events to come, and then headed back to our lodgings for the night to get some sleep. Our events

didn't start until lunch time the next day, but we still had scrutineering and paperwork that needed to be done before we could hit the track.

We awoke reasonably early on Sunday morning, eager to get things happening. Heading towards the track the excitement was building, and upon entering the paddock and seeing the enormous variety and quantity of cars, trailers and marquees it was hard to hold back the beaming smiles.

We unloaded the cars and headed to sign-in/sutineering. While we weren't expecting any issues in scrutineering, as the cars had been through it enough times via our normal MX-5 Club sprint meetings, the scrutineers were a very friendly bunch and seemed more interested in having a yarn with like-minded competitors than rigorously checking the cars. A few minutes later and we were all signed off and ready to race.

The pit garages (the same ones used by the V8 Supercar teams) were available to be hired out to the teams for the weekend and thanks to some sponsorship dollars from Wilson Security (*the experts in security risk management*) organised by Randy Stagno Navarra (thanks Randy!) we were able to hire one for the event. Our garage was ready by 12.30 so we moved our cars and gear into the impressive garage facilities which would be our cars' home for the next few days.

It wasn't too long before the first "Master sessions" were called and we excitedly made our way to the dummy grid and then into pit lane. The thrill of getting out on to the circuit proper caused a tremble or two in the clutch foot, but after what seemed an eternity waiting in pit lane (in fact probably only three or four

minutes) we were out on the track and accelerating hard up Mountain Straight. The Masters' runs were all about learning the correct lines at a reduced pace, so the hard acceleration didn't last long as I had to back off to avoid running up the back of the Master. But it did serve to give us a taste of what was to come over the next few days.

Three laps behind the *Master* and then back into the pits. Initial impressions of the track were that it *seemed* a lot narrower than other tracks I've been on and had a lot more concrete walls placed very close to the edge of the track, waiting to grab your car should you run even a little wide. However the track seemed to flow very well, and the significant changes in elevation greatly added to the attraction.

Monday morning came, and today was the first of the practice sessions, to be run at full pace. The sessions were divided up amongst our team and I was the first one out. Again a nervous and seemingly forever wait in the dummy grid before being called up pit lane, and then out on the track we went. The heart rate was sky high as I turned on to Mountain Straight and accelerated away.

However, the feeling of euphoria that I had from being waved on to the track by the pit lane officials quickly faded halfway up Mountain Straight when I realised that my car was not running at its normal best. *The car just wouldn't accelerate at anything like full throttle and struggled to exceed 4500rpm.*

Now our NA cars aren't the quickest in the world at the best of times and the steep Mountain Straight of Mt Panorama isn't the ideal place to try and climb at half throttle. After struggling to reach 60kmh flat out up mountain straight my heart was sinking fast. Two laps of



excruciating slowness later (enough to record a lap time so I could compete in future sessions), I pulled into the pits. Frantic checking of throttle cables, linkages, plug leads, coil packs, ECUs, followed with *no answers* and, after a trip further up the garages to consult some of the more knowledgeable guys in the field, it was decided that the fuel filter was most likely the problem. Time for the support crew to spring into action (there's no such thing as a free shirt!!) and 20 minutes later John had the offending filter in his hand and so we rushed into Bathurst to find a replacement.

Unfortunately Easter Monday isn't the best day to be chasing parts and, after a fruitless one-hour search, I returned with no replacement to be had. So all I could do was blow out the old one and put it back together and hope. (By the way ... a huge thank you to Paul Keefer and Tony Bonnanno from the Queensland MX-5 Club for their outstanding help and support, all offered without a second of hesitation. *Those guys rock.*)

A brief tour of the pit paddock showed

little improvement but nothing further could be tried as my next session had been called and so I headed out to the dummy grid and pit lane. It only took 100m of mountain straight to know it was no better and *after struggling to 55kmh up the mountain* I headed straight to the pits again without completing a single lap. I parked it in the garage a shattered man ... *my Bathurst dream in tatters.*

The other guys' sessions arrived and afterwards each came back into the pits beaming, smiles as wide as their faces and bubbling with excitement at driving the mountain. For our first visit to the track the guys were posting some good times, with Craig dropping from 3:24 in his first session down to 3:09, Col managed 3:06 and Darrin in the grocery getter was into the 2:53s. My own disappointment faded a little as I shared in the guys' excitement.

That night I struggled to sleep as I poured over in my mind what could be wrong with my car, and at 3am I was wide awake. By 5am, after lying there for hours,

I decided I might as well get up and see if I could fix my car, in the hope of getting out there.

The symptoms pointed to either (i) fuel, (ii) air or (iii) timing and as we had done as much as we practically could for (i) and had ruled out (iii), the only one left was (ii). So I spent a couple of hours in the early morning removing my CAI and refitting the standard air intake setup (which I had thankfully brought with me, just in case!!) and unpicking and rewiring to suit the newly-relocated IAT sensor.

Upon removing the CAI, a large load of dirt and dust came out, and the filter was black, so I was pretty sure I had found the source of my lack of power: the car simply couldn't breathe in enough air through the clogged filter to sustain full throttle.

Once I finished I started the car and let it warm up. A quick blast up the pit straight and all seemed well.

My emotional rollercoaster once again rolled from rock bottom to way up high in the clouds as I knew I would be out there on the track that day.

... continued next month

Introductory discount for Club Members on new DZZ1

DZ03G DZZ1

STUCKEY TYRE SERVICE 828 Sydney Road Brunswick Victoria 3056
Ph (03) 9386 5331 www.stuckey.com.au

FOR THE BEST TYRES, ROAD OR RACE

Chapter news ...

Tassie Chapters' combined run to Ross ~ 16.5.2010

■ Words & photos: Ruth Beaton & John Waldock ■ Event organisers: Ken Beaton & John Waldock

Picnic at Ross is an annual event, run each May for car enthusiasts in Tasmania.

People come from all over the state to take part in this event, which is growing each year. This year we are using this event to catch up with Southern Chapter, as Ross is approximately half way between Hobart and the north of Tasmania.

Eight cars from the north and north-west met at Longford, making our way to Ross via the back roads before coming out of Campbell Town where we joined the highway just 15 minutes' drive to Ross.

Ross was bursting at the seams with visitors. The organisers were well prepared, directing cars into their various groups and handing out literature and the most important lucky number for the draw held later in the day. The town looked vibrant, the sun was shining and warm, and the autumn leaves scattered everywhere made a pretty postcard of this historic little town.

Around 520 cars took part this year which was due in part to a most perfect autumn day. We joined seven cars from the south to make a total of 15 MX-5s representing our Club. We shopped, bought coffee and shared many stories as we sat in the sunshine on our fold-up chairs and rugs. After waiting around for the draw – and not winning anything – Rob led the Northerners back north through the back roads.

A feature of life on the land around this time of year were the huge gossamer spider webs hanging from power lines and stretching over the road to adjacent paddocks. Many of us city folk had never seen such a thing. Back at Longford we enjoyed coffee in the famous Longford Bakery before each making our own way home. What a great relaxing day with plenty of motoring history!

The Hobart Chapter made its way north to Ross to take part in what has become an annual get together of car enthusiasts. It was a great opportunity to meet up with the Northern Chapter and stroll around and share outrageous stories about some of the cars we owned in our younger days. The variety of cars, from British and Italian makes to old Holdens and Fords (and even a Leyland P76) allowed for a wide range of tastes in motoring collectables. Full credit to the post vintage car club of Tasmania for putting together such a well organised and friendly event.





Ken Beaton's "BGR" (Bloody Good Run) ~ 23.5.2010 | Northern Tassie

■ Words & photos: Ruth Beaton ■ Event organiser: Ken Beaton

Sitting around a cup of coffee with Malcolm, he raised the point that we were running out of chances to drive our cars before heading into winter.

And so an activity was put on at short notice and turned out to be a popular event. Start time for this run was 10.30am from Deloraine to give Bruce and Cheryl time to get back from Hobart, where it was announced that they won the "IGA Supermarket Award for the Best in Tassie". Congratulations to Bruce and Cheryl!

We arrived at Deloraine where the weather was three overcoats colder than home to lead the BGR run promised by Ken B. After going through convoy rules and handing out radios we had a phone call from Kelly and Carl, the new parents, that they were at Elizabeth Town so we had a late start to the day.

With everyone firing to go (12 cars plus a WRX), Ken led us through Deloraine taking the road to Mole Creek and turning off towards Dunorlan. This road was a new experience for some of our Launceston members. The view is nothing short of spectacular, taking our breath away.

We pulled over at Kimberley near the fire station to allow everyone to catch up, and one of the brigade volunteers came out and offered us the use of their toilet ... which was appreciated by several members. Time was slipping by as we had to get to Latrobe. We took off again through more windy roads heading for Railton and eventually arrived at Bells Parade at Latrobe for a morning tea stop, unfortunately a good 30 minutes later than we expected.

After a *short* morning tea stop we drove along the Mersey River into Devonport before heading out again through Spreyton, Kelcey Tiers and on to the famous Busters Road. We did a couple of the Targa stages before arriving at the Forth Hotel for lunch where Sunday roast and dessert was only \$18. We had a leisurely lunch with good food and new friends. Kelly's parents bought her new baby in for a top up and then took both the baby and young sister off to the Don Railway.

After lunch Ken led us along the Forth River and over Braddon's Lookout, on to the Forth Main Road and into Don before heading on to the Devonport by-pass and through country roads around Sassafras, Harford and Melrose. By this time half of the convoy had left and gone their own way home but there are a couple of petrol heads, along with Ken B who continued on. We took them to the Frankford Highway where Tim and Dot led them home towards Launceston and George Town.

Carl and Kelly followed us through more country roads before leaving us on the bridge going into Devonport. We were home at 4pm. We had a fabulous day and the weather was kind to us. This was a farewell run for us (but only temporarily) as we are heading off in our caravan for warmer weather in Queensland, visiting family and friends along the way. Bruce Harvey will be taking over the reins while we are away.



Market place ...

Please note: notices in the Market Place section are presented as a service to members only. The Mazda MX-5 Club of Victoria Inc. has not tested the products, equipment or services listed and makes no warranties or representations about any of the products or their purported uses.

For sale **Black 2002 NB 30 P2**

It's a bit sad to begin the process of parting with my MX-5 but with news of my first grandchild on the way, I guess I should think about something more practical so that I will have room for a baby in my car!

- » Manual, six-speed, 80,000km
- » It has all the usual features including air conditioning, scuff plates etc and has an added car alarm and cruise control, both factory fitted
- » It comes with a RWC and has been regularly serviced

Asking price: \$20,000 neg.



Contact Sue
(Club member):
0407 554 372
9720 0252
E: SWilliams@
swin.edu.au

For sale **True Red 2005 NC**

Opportunity to purchase a much-loved and unique MX-5 in superb condition – the first NC delivered in Australia with optional hardtop (delivered 23 Nov 2005).

- » One owner, genuine 10,830km; registered Nov 2010
- » Manual, True Red exterior, black interior, black soft-top. True Red optional hardtop (fully lined, glass window with demister)
- » Leather seats & Bose 200W sound system
- » Fully-integrated Cobra hi-spec alarm with interior movement detector
- » and much more ...

Asking price: \$33,490 neg.

Contact Andrew (non-member):
0405 816 528



SPONSOR OF THE 2009 AROCA 6-HOUR MAZDA MX-5 CLUB MOTOR SPORT TEAM



Jardine Lloyd Thompson Pty Ltd is a member of the Jardine Lloyd Thompson Group Plc and is one of the world's leading risk solutions consultants & insurance brokers.

In Australia we have specialist divisions in the areas of sport; energy, mining & construction; corporate; and financial & professional risks.

For innovative risk solutions and insurance broking services call Jardine Lloyd Thompson Pty Ltd in the nearest capital city.





**SPONSOR OF THE 2009
WINTON 6-HOUR MOTOR SPORT TEAM**

For all your service & mechanical repairs in the north-eastern suburbs, check out Bonola Automotives, conveniently located just off Para Rd, Greensborough. Friendly & honest advice from George & Angelo will keep your MX-5 or even your shopping trolley at peak performance.

- » Log book servicing
- » On-car fuel system service
- » Roadworthy certificates
- » EFI diagnostic repairs
- » Suspension repairs
- » Tyres
- » Exhaust repair/replacement

**All backed by the Repco nationwide
12 months / 20,000km warranty.**

**Only top-quality Repco
authorised parts & lubricants are used.**



SPECIALISTS IN COIL & LAMINATED SPRINGS

9329 5133 Nth Melbourne

For all your suspension needs including:

King & Eibach springs

Bilstien, Koni, & Tien shockers & coil overs

sway bars

Proline nolathane bushes

A number of the MX-5 motorsport team cars rely on us for their set-up and maintenance.

**To discuss your requirements, call John or Damien on
(03) 9329 5133 or call in at 41-43 Provost St,
North Melbourne.**

**SPONSOR OF THE MAZDA MX-5 MOTOR SPORT TEAM
at the 2009 AROCA WINTON 6-HOUR**



For all of your automotive engineering needs including:

- » Wheel alignment & tyres
- » Air bag replacement
- » Front & rear diff repairs 4x4s
- » Chassis repair
- » Suspension & steering
- » Sub-frames & cross-member alignment & repair



Three convenient locations

- North Melbourne - Ph. 9329 5999 •
- Nunawading - Ph. 9894 2266 •
- Geelong - Ph. 5277 3331 •

MX5CENTRE

CHECK OUT OUR NEW WEBSITE

- New and used MX5 parts
- NA specialists
- AUS wide delivery

Visit us: Factory 8-200 Chesterville Rd Moorabbin.
Open Saturday 10am-5pm or by appointment. Delivery available.
Contact James: 0402 833 070 or 03 9818 6915 or James@mx5centre.com.au

www.mx5centre.com.au



Like your car,
our policies
also stand out from
the crowd.

Talk to an enthusiast at Shannons. Our very competitively priced insurance includes features like agreed value, choice of repairer, lifetime maximum no claim bonus, lifetime guarantee on all repairs, no blame-no excess and pay by the month premiums.

This insurance product is issued by Australian Alliance Insurance Company Limited ABN 11 006 471 709. AFS Licence No 235011. You can get a Product Disclosure Statement by phoning 13 46 46 or from any of our branches. You should consider the Product Disclosure Statement in deciding to buy or hold this insurance product. Shannons Limited ABN 91 099 692 636 Authorised Representative No 239594

Insurance for Motoring Enthusiasts. Call 13 46 46 for a quote.

www.shannons.com.au

Dick cures (m)aligned MX-5

■ Words: Terry Murphy

I purchased my 2002 NB from a noted Mazda dealer back in August.

I'd never driven an MX-5 before, never driven a convertible before (unless you count a Moke back in the '70s) and didn't know what my NB was supposed to feel like. It felt lively and edgy, but there was a sting in the tail.

As I became more used to the car, it became increasingly obvious that something was not right as now and again it would suddenly decide to dive off to one side or the other, occasionally quite violently. I scanned the online forums and it seemed that wheel alignment was the issue.

I'd always thought of Pedders in Hawthorn as the pinnacle of suspension doctors, so off for a four-wheel alignment I went. The car was much the same afterward: *Dr Jeckyll* – fine on smooth, flat surfaces – and *Mr Hyde* – psycho (tram-lining) on bitumen seams and sundry other road deformations. And on *actual* tramlines it was tying itself into knots!

Another scan of the forums revealed a testimonial for Computerline in Preston. The four-wheel alignment was (eventually) done while I was on site. The car test-drove just fine, but misbehaved as usual on the way home.

More scans of the forum suggested tyre pressures were critical. I tried going back to 26psi from 30+ psi. Then 27psi the next week, and so on. After about six weeks, I'd decided 29psi seemed to be best, but *Mr Hyde* remained a regular visitor.

A back injury resulting in a severe lack of sleep left me almost frightened to drive home from work lest I have a microsleep just as the *Mr Hyde* character of my car expressed itself.

Soon after, the next edition of **MX-TRA** arrived in my e-mail inbox. I took note of Dick Richey's **MX-5 Factory** advert, thinking that a body shop must know about suspension geometry setup and noting that Dick was advertising suspension kits. I arranged to visit Dick yesterday.

His mechanic drove the car. I was worried that *Mr Hyde*

would stay hidden, but eventually he revealed himself – to the astonishment of the mechanic! Up on the hoist, nothing seemed to be bent, but the mechanic noticed that the rear camber adjusters on the front end were about 180° out of whack. The front adjusters were closer to where they should have been, but still pretty radical. *No wonder it was ducking and diving around!!*

Dick had the alignment sorted and new tyres fitted the same day, with a 'gorgeous' little Fiesta courtesy car for me to run around in for the day.

My car is utterly transformed! The newly-reset suspension setup and brand new Yokohama C-Drive 205/45 x 16s have it stuck to the road and cornering like it's on rails.

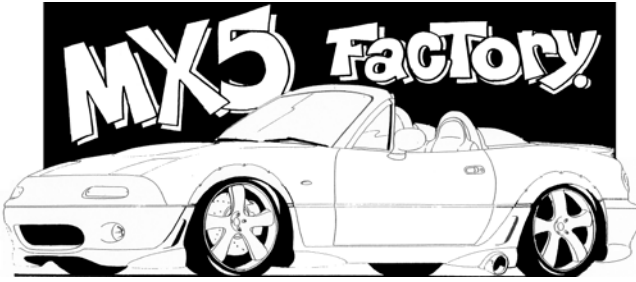
I can't speak too highly of Dick Richey and his organisation. I know that the **MX-5 Factory** will be my first port of call next time I have a problem.

THE **MX5** FACTORY

Dick Richey has been a generous supporter of the Club for nearly 20 years, through Oven Baked Enamel Services and the MX5 Factory.

He's had many satisfied customers over the years ... please make sure you call him when you're looking for advice, or a price.

The MX5 Factory advertisement is on the back cover of this MX-TRA.



autObarn Eltham



...is proud to offer all members of the Mazda MX-5 Club of Victoria a big discount (up to 15%) off their full range of merchandise.

For info or orders, contact Peter Rutherford at:
autobarn-enquiries@mx5vic.org.au
phone: 0414 630 024 or 9439 1466 (ah)

*Please ensure that you identify yourself as a member of the MX-5 Club to get your discount. This offer is exclusive to **Autobarn Eltham**.*



Autobarn Eltham
9/256 Bolton St
(corner Brougham St)
Eltham 3095

(NB: Only Peter Rutherford or Hayden Dally are authorised to give club discounts in-store.)

A new option for the MX-5 owner

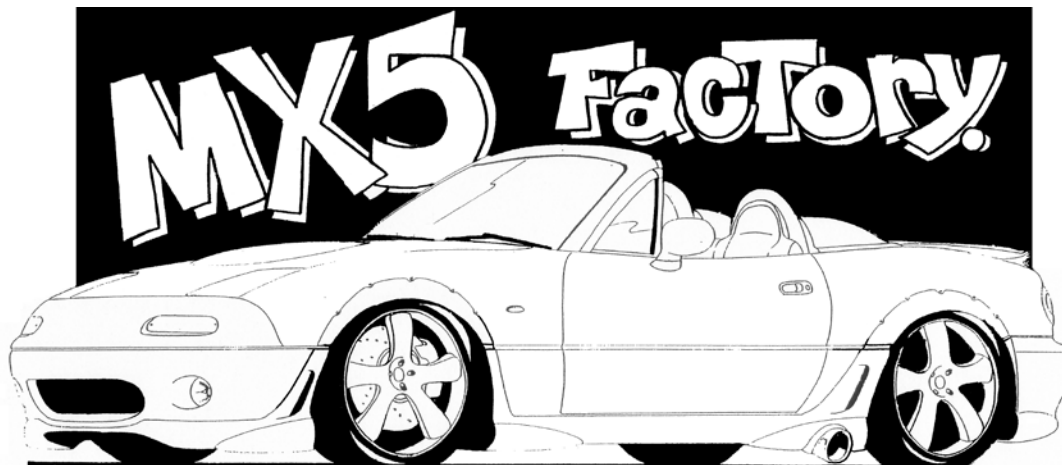
Oven Baked Enamel Services have taken the next step forward in service for MX-5 Owners, Lovers and Club Members.

We can offer a full mechanical and service department with specialist MX-5 mechanics and accident repairers working to factory specifications.



Quality
Endorsed
Company

- ◆ Full range of second hand mechanical body and trim panels available
Suspension, exhaust and performance kits
- ◆ Fully equipped workshop facility
- ◆ Competitive rates on all work
- ◆ **FREE** towing for mechanical breakdown and collision
- ◆ Special rates to Club Members - Free loan car available to Members
- ◆ Contact Dick to discuss your mechanical needs



Oven Baked Enamel Services are a factory approved repairer with 20 years of experience on Mazda, your smash repair specialist

- ◆ Chassis alignment specialists
- ◆ Air conditioning and detailing
- ◆ Insurance claims, advice service
- ◆ Lifetime work guarantee
- ◆ All spray work in Seetal Low Bake oven

Contact - Dick Richey
FREE no obligation quote.

34 Molan Street, Ringwood 3134
Tel 03 9870 0520 / Fax 03 9879 6545