

MX-TRA

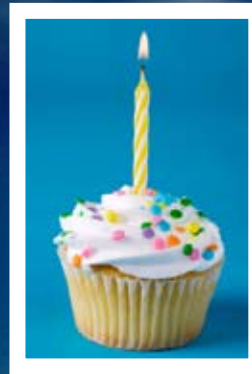
The monthly magazine of the
Mazda MX-5 Club of Victoria Inc.

AUGUST 2010

www.mx5vic.org.au



Print Post Publication: PP381712/2306



Happy 20th birthday!

Tuesday, 10 August, was the 20th anniversary of the inaugural meeting of the Mazda MX-5 Club of Victoria. We celebrated at the Westpac Centre on 14 August.

In this edition ...

- » Ranga shows Piglet a ride on the wild side
- » John Douch under the Grill
- » All the Chapter news

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haven't renewed



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Cover
image:

The Westpac Centre in Melbourne, where we celebrated our 20th anniversary on Saturday night, 14 August, 2010.

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

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Murray's Corner ...

■ Murray Finlay – President

Twenty years on!

Depending on when you read this, we will be coming up to, in the middle of or just finishing our 20th anniversary celebration at the Westpac Centre on Saturday night, 14 August.

We will have presented all our sporting and social awards for the year, inducted our latest Life Member, unveiled the last of our special 20th anniversary merchandise range ... and launched our new book celebrating our wonderful cars and our great Victorian and Tasmanian roads, "20 Roads for 20 Years".

There will be a full report and lots of photos from the special night in next month's MX-TRA.

We kicked off last October with a huge dawn run down the Great Ocean Road which attracted nearly 90 cars, and this event marks the end of our 20th anniversary celebrations ...

So now there are only about 3,650 sleeps until our 30th!

I would like to give thanks – personal and on behalf of all the Club members who attended on the 14th – to our 20th anniversary Sub-committee. Janette and John Todd, Joan and Ken Read and Steve Dunlop all did a mighty job in pulling the event together ... the venue, the catering, the band, the cake, the prizes, the merchandise and all the trimmings would not have come together without this team giving up yet more of their own time to make it all happen.

Just what we will we do with all our newfound spare time ... ?

Meanwhile, there's still plenty of time to get your 20th anniversary Club merchandise. The full range is shown on pages 14-15 of this MX-TRA. Just contact Steve, merchandise@mx5vic.org.au, with your shopping list!

Annual General Meeting

Actually, we can't rest up just yet. Our 2009-2010 annual general meeting is just around the corner. It will be at the Albert Sailing Club on Wednesday, 8 September, from 7pm.

Given that all our awards, which we normally present at our AGM, will have been handed out at the 20th party, this year's AGM will be pretty much business-only ... reports, election of the 2010-2011

committee and discussion of any general business that members would like to raise. If you have any ideas you'd like to float for future events, have any concerns about the running of the Club, or would just like to meet the committee or enjoy a free light supper (!), come along on the 8th ... and **help set the agenda for the next Club year.**

Each year one-third (four) of the 12 committee positions come up for election. This year three members are standing for re-election but Vice President Alistair Dennis has decided to make way for some new blood.

On behalf of the whole Club, I would like to thank Alistair for his six years on the committee, including four years as VP, and especially for his four years as editor of this venerable tome. He has breathed new life into its pages and given us plenty of variety and plenty to think (and argue) about. He will be missed at the committee table.

So, speaking of spare time ... This year we have one committee vacancy to be filled. Of course, more than one additional person can nominate, in which case all nominees (including incumbents) will face election at the AGM.

If you're interested in joining our dynamic committee and making a difference to the Club, this is an ideal time to put up your hand and stand for election. The commitment is one meeting a month, plus any jobs you take on in between times. It's not too arduous, and it's a lot of fun being at the centre of things!

So, go on! Complete the "Nomination of Candidate" form enclosed with this month's mag (or on this month's MX-TRA page on the website), and return it to the Club PO box by 7 September.

You won't regret it!

20 Roads for 20 Years

Our new book is back from the printer and looks magnificent. The first of the 200 copies were released at the 20th party, so it's first-in-best-dressed for the remainder. At \$20 plus postage, it's a must-have! E-mail president@mx5vic.org.au to order yours.

So that's it ... for another Club year.

Until next time, look up, stay back!

Murray

For your diary ...

See the full calendar for details

August

- 14 20th Anniversary celebrations – Westpac Centre
- 22 10/11 Championship Rd 2: Hillclimb, Haunted Hills
- 22 North Tassie: Leven Canyon log fire lunch
- 28 North Tassie: Tasmanian Car Clubs Expo, Launceston
- 29 Federation Square MX-5 Club display



September

- 8 2009-2010 Annual General Meeting, Albert Sailing Club
- 12 Great Ocean Road run
- 19 10/11 Championship Rd 3: Sprints, Sandown
- 25-26 North Tassie: East Coast overnighter

October

- 3 Daylight saving begins
- 3 Todds' Tour of Macedon Ranges
- 3 Ballarat run
- 23-24 Winton 6-Hour
- 31 Cars of the World display - 40+ MX-5s needed, please!

November

- TBC 10/11 Championship Rd 4 [event TBC]
- 21 Club Christmas break-up, Albert Sailing Club

December

- 12 10/11 Championship Rd 5: Sprints, Phillip Island



Motor Sport

■ James Saunders – Club Captain - Motor Sport



Hi everyone.

The 2010-2011 Club motor sport season kicked off last weekend at Winton raceway, so the updated rules (and entrant statement) for the new season are now available on the club website at the following link: http://www.mx5vic.org.au/motorsport_championship.asp

There aren't any major changes to the rules. Most of them were covered off at the recent motor sport meeting, so there shouldn't be too many surprises.

In summary:

- » Braided brakes lines (ADR-approved) have been added as a free mod for all classes.
- » For the Modified class, the wording of the introduction has been slightly amended. The intention here is to reinforce that the Modified class is aimed at road-registered, road-going cars that should be able to be driven every day if so desired ... to Club social functions, to work or whatever. Allowable intake mods have been clarified with the addition of the comment "prior to throttle body", which brings it into line with the wording in the Clubman class. If you are in Modified class and are unsure if / how you may be affected by these minor changes, please feel free to get in touch with me. However, most people will be unaffected.
- » Wording for the "Rookie of the Year" award has been clarified slightly. They now allow a contender to have participated in up two events in a previous season.

There may be some other minor tweaks elsewhere to some wording but I think I've covered everything of significance. I would suggest that it may be a good idea for members to have a read through the rules anyway, rather than rely on my brief summary here.

Now, on to the really important stuff.

The **Haunted Hills hillclimb** event on 22 August is fast approaching and the WRX club have implemented a new online application system for this, which can be found at the following link: <http://www.wrx.com.au/forum/viewtopic.php?f=23&t=64959>

This should be an enjoyable event, and the hillclimb format makes a refreshing

change from the circuit events that we normally do. We haven't been to Haunted Hills in a while so I'm sure it'll be a first for a few of us.

Tow hooks

In closing, I'd like to remind everyone of the importance of having tow hooks fitted to your car when competing. At the recent rain soaked Phillip Island event, proceedings were delayed as the recovery vehicle had to be sent out on a number of occasions to tow people (myself included) out of the mud. In some instances the recoveries took longer than they needed to, as some of the cars were not fitted with a tow hook. The end result was that people were inconvenienced and the available track time was reduced for all competitors. I don't think any of the cars involved were MX-5 Club members, however I just thought it was a good opportunity to remind everyone about this and to ask that everybody remembers it for future events.

So how do you fit a tow hook? Well, NA and NB series cars are delivered from the factory with tie-down hooks (sometimes referred to as *baby teeth*) in the radiator air inlet "mouth" at the front of the car. These can be used as a tow hook. People often remove these for cosmetic reasons. If you have removed yours, please put one of them back on. The NC series car comes with a front and rear tow hook in the tool kit, which can be fitted (and removed) in a matter of minutes. So it's really no big deal and there's no excuse for not having them!

That'll do for now. I hope to have caught up with all of you at the 20th Anniversary dinner. It would have been a great night.

Cheers

James



NOTICE OF ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN that the 2009-2010 Annual General Meeting of the Mazda MX-5 Club of Victoria Inc. will be held on Wednesday, 8 September, 2010, from 7pm.

This year it will be held at the Albert Sailing Club, Aquatic Drive, Albert Park (Melway 2K G5).

This is a departure from our usual lunch "event" format, because it's hot on the heels of our 20th Anniversary dinner-dance on 14 August.

All of our annual awards will have been presented at the 20th Anniversary event too, so the AGM will be "purely business" ... reports from the president, treasurer and motor sport captain. There will also be a minor change to the Club's Statement of Purposes and Rules (our constitution) relating to membership.

And of course there's the all-important election of the 2010-2011 committee. This year we have four members standing down, and three of those are standing for re-election.

Which means **we have one vacancy.** We're looking for someone to assist with the social side of the Club's calendar, so please contact president Murray or secretary Peter if you're interested in joining the committee and having some impact on the Club's future direction.

The AGM should not be a long meeting, but it would be great to see a show of faces there to support to committee. A light supper will be served at the end of the meeting.

Full details are in the flyer included with this month's MX-TRA.

See you there!



Membership

■ Will Campbell – Membership Officer

Current membership count:

294

Membership Count: 294 (and growing!)

I would like to extend a hearty welcome to the following new members:

» Chris Baksa	1999 Blue NB
» Kaylene Burk	1998 Evolution Gold NB
» James Craigie	2000 Supreme Blue NB
» Margaret Harman	1991 Neo Green NA
» Garry Holt	1990 Classic Red NA
» Huon Imberger	2002 Maroon NB
» Bruce Russell and Hui Ping Xing	2007 Mercury Red NC

I would also like to welcome Mark, Kerry, Emma and Erin Fitzgerald back into the fold. They have rejoined the Club after a couple of years' absence, having purchased a 1998 Grace Green NB.

We've had a healthy number of renewals over the last month although the pace has slackened off somewhat and quite a few of last year's members are still to rejoin.

If you are in this position, you are certainly not too late. Last year, members were still rejoining six months past the due date! However, with membership goes access to our fine magazine and August is the cut-off date for those still to pay their annual subscription.

If you have misplaced your paperwork, then all you need to do is log onto the Club website, click on the big red Membership Portal button on the right of the screen and follow the prompts. Alternatively, you can give me or President Murray a call on the numbers listed in MX-TRA, or e-mail the Club at membership@mx5vic.org.au if you need any assistance.

See you out and about ...

Will

Motor sport is a way of life ... So Live It!

This is the slogan of a new advertiser in MX-TRA, "Motorsport Essentials".

Dean Brooking, the company principal, an avid motor sport enthusiast and driver of various classes from Porsche to HQs, has a unique offer for all our rev heads.

"Motor sport competitors, especially at club level, are looking for a company that offers the total package, from storage of their car, race meeting preparation, installation of equipment and a complete motor sport retail store all in one," Dean says.

"In other words, one-stop servicing of all their needs. **Motorsport Essentials** are now in operation to cater for that total need."

Located in Mulgrave, minutes from Sandown Raceway, the company offers a central hub of facilities currently not fully catered for in Melbourne.

A number of vehicle owners have already approached **Motorsport Essentials** to store their cars in totally secure premises and, with their workshop facilities, Dean and his team can prepare the cars for upcoming events.

The retail outlet offers equipment from mufflers to racing gloves for motor sport and street performance cars. But you won't have to work your way past the isles of floor mats and seat covers that clutter some retail outlets to get to the essential equipment you and your car need for successful outings.

Mazda MX-5 Club of Victoria members, on presentation of their current membership card, will be offered a 10% discount on Motorsport Essentials' already-great prices.

Trading hours are Monday to Friday 8:30am-5:30pm and Saturday 8:30am-4pm, giving the management team the opportunity to stay involved in motor sport. ■

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Scene about ...



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...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**.



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Eltham 3095

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

The MX-5 Club Grill



John Doutch



Name? John Doutch

Age? Sixty plus!

Born? Melbourne

Current abode? Templestowe

Profession? Retired . Now making a few bob as a CAMS-accredited motor sport photographer

Partner? (married/single etc) Married to Lyn, 30-plus years

Pets? Five bantams, and Big Tom, the Golden Retriever / Poodle cross (called Goodles here, or Golden Doodles in the US!)

Fave food? French provincial ...



Can you cook? Survival cooking only! But my favourite restaurant is Chez Olivier in Prahran

Favourite tippie? Reds, Merlot, Sangiovese blends

First drive? 12 years old in a Renault 750

First car? VW Beetle 1300, 1966 model

First fender bender? In the Beetle on the Jamieson-Licola Road in 1970. Dirt road collapsed and we went over the edge ... rolled seven or eight times!

Everyday driver? Mitsubishi Evo3

Current MX-5? 1990 NA6A LE Neo Green

MX-5 improvements? BBR turbo kit, MicroTech Ecu, MX5 Factory CAI, strut brace, F&R under braces, Konis, King Springs, 15 x 7 Rota wheels, SAAS leather wheel, T&C exhaust / steel cat, Techno grille, RB bar

MX-5 dislikes? Not much! Not keen on

the NA slippery leather seats, and the el-cheapo plastics used

Why an MX-5? Closest thing to a road-going go-kart you can get (early models, anyway!)

Fluffy dice? No thanks!

Passions besides the MX-5? Photography, rallying

Dream wheels (money no object)? Early model 911S Porsche

Would you drive a Daewoo or SsangYong? Yes, if I really needed transport ...

Favourite other Mazda? Rx7 (Series3)

If not a Mazda (gasp!) what? Golf GTi

How long in the Club? 19 years!

How many MX-5 Club runs? Plenty ... but not so many lately

Favourite Club run? Reefton Spur night run

Funniest thing seen on a Club run? The looks John Pitts' V8 MX used to get at traffic lights...

Done DECA? Yes, but not with the Club

Ford vs Holden? Think I'd rather the Daewoo / SsangYong option!

What's playing in your MX-5? Lloyd Spiegel guitar / blues

Footy team (AFL/NRL/Soccer)? Can't understand the obsession for playing games with balls! Rather DO than WATCH anything!

Final comments? Rage or praise? Too old for rage! Praise: the fact that the Club has grown from just a few members 20 years ago to the size it is now says that it must be doing something fairly right ...



Ranga & Piglet take a drive ... **on the wild side!**



Words & photos: Alistair "Ranga" Dennis & Tim "Piglet" McCormack

At the 20th Anniversary celebration on 14 August we released our new MX-5 driver's companion, "20 Roads for 20 Years", featuring Club members' favourite Victorian and Tasmanian roads.

Here is the full version of Alistair Dennis' tribute to his favourite ribbon of bitumen ...

the Reefton Spur



*Well I weighed up my wills,
and I weighed up my wants*

*And I weighed up the negatives and
I compared them to the positives*

But I still don't know which way to go.

*Well I looked up north and
I looked down south*

*And I looked to the east and
the west was the best*

And I still don't know which way to go.

The trip?

WARBURTON TO HEALESVILLE via Marysville. It's a simple little loop that holds a few delightful surprises along the way, mainly great roads and beautiful lush green forests. There are those who would argue the Great Ocean Road has spectacular sea views and the amazing rugged coastline, but it also has huge amounts of traffic. Couple that to the other concern – enthusiastic policemen and speed cameras – and then, well *driving* the Great Ocean Road can become more of a chore than a pleasure.

So unless you're going to be there at dawn or earlier, you take your chances on avoiding the slow-moving caravans and other mobile chicanes or having the opportunity of offering Mr Plod a doughnut in an attempt to see if he can overlook your being 3kmh over the speed limit.

So you need to get your driving jollies elsewhere and, if I may be so bold, let me offer you an alternative to help you find that slice of *driving nirvana*.

There is a stretch of road in them thar hills out in the east that will satisfy even the most dedicated driver. It's called the Reefton Spur and it's just perfect.

There are no other words for it: *perfection in blacktop*.

So grab your car, your favourite driving companion and/or your favourite driving music and let's go for a drive.

How to get there?

That depends on where you're leaving from, but I suggest making your starting point the little town of Warburton in the Yarra Valley. Take the Maroondah Highway out of Melbourne, turn on to the

Warburton Highway (B380) and follow the road through Seville, Yarra Junction and onwards.

If you are in the north of Melbourne, head to Healesville via Yarra Glen and then on to Woori Yallock and Yarra Junction.

The valley from Yarra Junction through Wesburn and onwards is very lush and green and the Little Yarra River runs alongside the road. It's all very tranquil and you can sense the pace has stepped down a notch or two from the frantic city not that far away.

Take this opportunity to enjoy the scenery; the road is speed limited and the traffic is quite heavy. Take time to stop in Warburton and explore some of the cafés and shops. It's almost as if you have stepped back in time a decade or more.

The Drive

The reason you are here is to enjoy the road. So have that last-minute toilet stop. Adopt the gram-by-gram weight-saving strategy that Mazda did when they designed the car ... a full bladder is to be avoided at all costs!

There are a few options you can take. If you have the time I recommend:

Option one: Take the left turn just out of the main street of Warburton and head up Donna Buang Road (C505) to the top of Mt Donna Buang. It's a great drive but best avoided in the winter as snow falls near the summit and the road gets very slippery up there. (We will come to option two later on.)

Once you're back from Mt Donna Buang, head north-east out of town along Warburton-Woods Point Road (C511) towards Reefton. Once out of Warburton the road winds along the valley and starts to get more and more demanding. There are off-camber corners punctuated with undulating straight roads and long, flowing sweepers.

Small townships come and go and then, not far past the pub on the right, is THE turn off and along with it the fun. It's not so much a turn off as a sweeping intersection, but be switched on or you will go past the whole thing.

The climb starts with some nice flowing corners, but be aware that first tight corner will soon be upon you, testing you to see if you're awake and up to the

Ranga & Piglet drive Reefton (ctd)

challenge ahead. The drop on your left starts to get steeper and steeper; later it briefly becomes a drop on *both* sides so take care and **stay on top of the game**.

Now, where there are tight flowing roads and MX-5s there will be motorcyclists so *stay on your side of the road and keep your eyes glued as far ahead as possible*. If you undertake this drive at dawn or dusk, be mindful too of the wildlife that is out and about at these times.

Take a left turn at Cumberland Junction on to the Marysville-Woods Point Road (C513) and head towards Marysville.

Enjoy the two brief straights because the road starts to climb even more, but here the trees become so close that it's almost as if the road itself goes around their thick trunks.

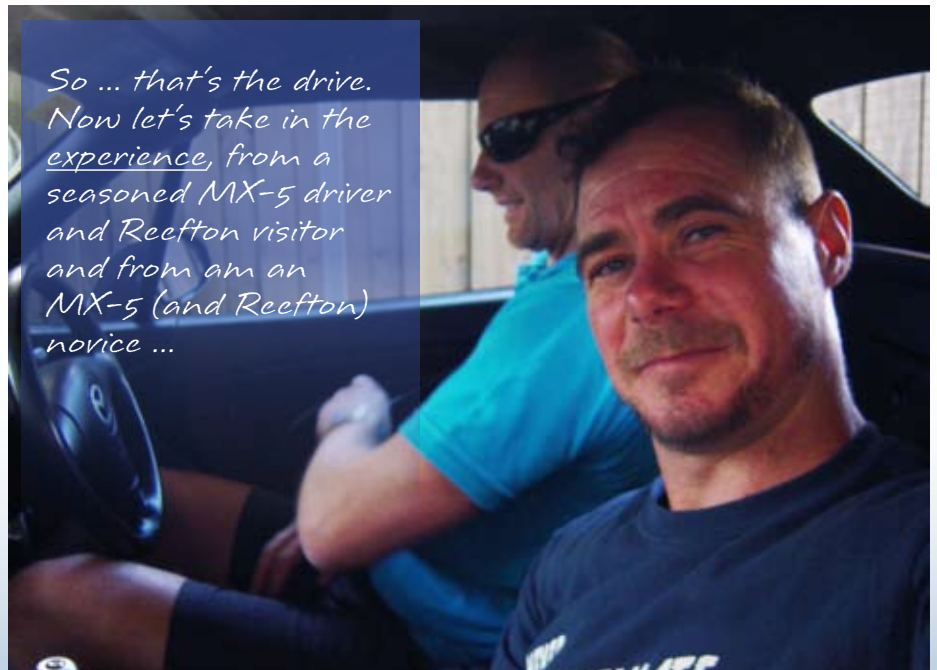
I have driven through this section once when it started to snow; it was an amazing, but a touch slippery, experience.

Option two soon comes along. Take a right turn and explore the road to Lake Mountain. Allow yourself a good 15 to 20 minutes to drive up. Again, I advise this drive only on drier days.

The road will soon start the steep descent down to Marysville, one of the many towns nearly wiped out in the Black Saturday fires in 2009.

There are some fantastic dips in the road and long flowing corners and if you wish some places to stop and admire the views.

Before long you will be within Marysville's speed limit and have a chance to stop and take in what you have just driven. Relax and take a load off with a cuppa in the bakery. ■



*So ... that's the drive.
Now let's take in the
experience, from a
seasoned MX-5 driver
and Reefton visitor
and from am an
MX-5 (and Reefton)
novice ...*

Ranga:

"Piglet" is a friend of mine. He's not a car type of person ... more your live-band-and-beer sort of guy. He's a bit of a cheeky lad with a good heart; born with the gift of the gab and more front than Myers, he can and often does talk himself into all sorts of trouble.

Another one of his downfalls is he knows stuff-all about cars, drives an ageing 323 that rarely sees any love and I often wonder when it's finally going to stop on him all together.

He does however lust after my black SP MX-5. Since first laying eyes on it he has been nagging me, "Ranga, when are you going to take me for a drive in that car?"

So with the onset of autumn it was time to remove the car cover and take the car out to pace a run over my favourite piece

of road to prepare for a Club run I was leading the following week.

So after finishing work one fine and sunny Saturday morning, Piglet arrives at my place all prepped with sunscreen and not really knowing (a) where we are going and (b) if he'll survive ...

Piglet:

Tim – otherwise known as "Piglet" – here. Standing at a modest 5 foot 2 (or less) I have wanted a ride in this car since I first laid eyes on it, all black and spunky-looking.

Let's just start with a little confession, that I know bugger all about cars ... but this thing rocks!

Ranga takes us out of Greensborough around 1pm, heading for God-knows-where and every time he changes gear it makes this strange whooshing noise. God knows it sounds horny. 'Bout time I get to ride in the beast.

Very apt that the car is all black; it's kinda not unlike a bad Darth Vader in urgent need of a Ventolin Shot.

Apparently I am "supposed" to navigate and take speedo readings for this bunch of car nuts to drive some road in the middle of nowhere at some ungodly hour of the morning when hung over people are supposed to be asleep.

Oh, did I mention I got home pretty trashed at six this morning?

I think you can see where this is heading.





Needless to say my navigation skills are shot and I soon end up giving Ranga the wrong directions in the first five minutes. Ooops, sorry kids.

Ranga:

OK, we are now finally into the Yarra Valley and heading from Healesville to Woori Yallock with no thanks to Piglet, who kept stuffing up the kilometre readings.

Heading along the open roads I overtake a slower four-wheel drive. The driver is obviously off his head on something as he swerves into our lane as we are overtaking him.

Piglet screams the heavens down, so I nail it and we are out of there. Any good corner or tightening radius brings out some swear word or squeal. I am forced to advise him if he's scared now *he's got no hope after Warburton*.

Come to think of it, Piglet keeps squealing and holding the grab handle on the door like it's the only thing that's going to save him. There is no *panic handle* as he calls it with the roof down.

We make Warburton for a much-needed toilet stop for Piglet and a rest before the road opens up.

Now it must be said that we are top-down with singlet tops on, getting sunburnt, when the phone call comes in from Piglet's flatmate.

"It's bucketing down back in Melbourne, the city is flooded and hail stones the size of golf balls."

We both look at the warm clear skies above and agree it's got to be a joke, yeah? Not a cloud in the sky where we are.

I warn Piglet that from here on in the fun starts but, looking at the expression on his face, it's closer to his idea of hell on four wheels.

Piglet:

So leaving Warburton the road slowly starts to go from main road to what I will forever call "*Ranga's racetrack*". The road is one minute straight and then turns into some sort of roller coaster ... except we are not in Luna Park. I get the feeling "we aren't in Kansas anymore, Toto".

Just a side note: my "squeals" are a very low tone – out here, no-one can hear you scream (above the sound of free-flowing exhausts).

Ranga warns me after we pass the pub that the road will start to get really interesting.

And he is he serious. It's nuts now, but when we make this left sort of turn and we start to climb up this insane mountain pass he is grabbing at the gear lever thing more and more. The noise from the exhaust is bouncing off the embankment and I start to think maybe it's time I became religious as between gritted teeth I mutter "God" and other things that can't be written in this time slot, but Ranga assures me "it's all cool".

The beast sticks to the road like glue and through this amazing racetrack of trees and clouds, Ranga guns it, slowing into corners then accelerating out, pushing me back into the seat as the track unravels ahead inch by inch to the soundtrack of a whoosh, grunt and wheeze. OK, the *grunt* and *wheeze* noises I admit were *coming from me*.

It just seems to go on and on and on with no let-up. Ranga has this strange glazed look in his eyes, which I'm sure you MX-5 freaks (with all due respect) seem to understand, and one that I wonder if I could ever become accustomed to.

Finally after a lifetime being thrown around in my seat we make a left turn and stop.

Ranga informs me this is the halfway point.

I need out of this thing NOW! My feet need to feel terra firma and my life needs to stop flashing past my eyes ...

The door opens and I bounce out, fighting the need to be sick, but discover my knees are still back in the car. I can hardly walk; I am shaking and can't stop talking gibberish. [*Ranga: Most people say Piglet talks Gibberish at the best of times.*]

It's at this point that I see Ranga has this smug look on his dial.

Conversion time for me from some total non-car geek to actually "getting it" ...

I'm (only mildly) starting to understand the appreciation of the MX-5.

Ranga keeps the car running, saying some tech-head things like cooling down the turbo before switching off.

What's that about?

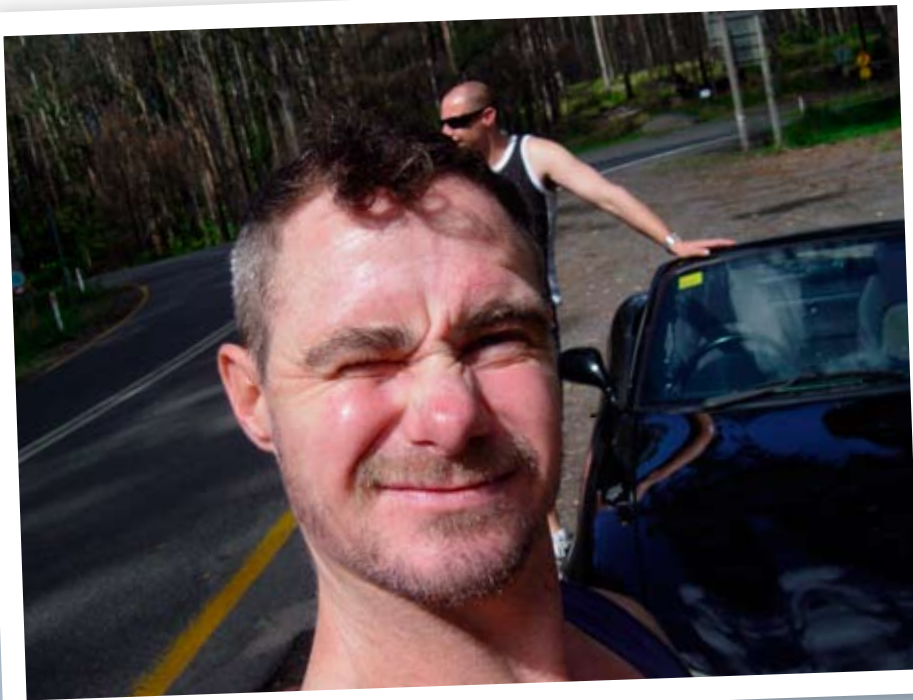
Ranga:

I was once told on a driver training day that "a corner connects two straights" ... well I have to say there are not too many straights out here ...

But let's get one thing straight here and now: I love this road. It's just a serious piece of road that makes me want to drive it forever. It goes from having a steep drop on one side to having a steep drop on BOTH sides and a continuous fenceline of trees and shrubbery. Sometimes we have Armco and other times we have air and a steep drop into the valley below. If you want to admire the view (if you have time) it's quite spectacular, but be quick as there is another corner coming up. Best if the passenger does the view thing and lets the driver get on with the job at hand.



Ranga & Piglet drive Reefton (ctd)



The halfway point at Cumberland Junction brings a short stop and huge amounts of laughter as Piglet bolts from the car and then finds he can't walk very well ... and isn't looking the best colour.

I need a dictionary to look up some of the words he has muttered – some I think are *not* English!

But after he gets his breath back the exhilaration kicks in and it happens: he's a fully-fledged convert. He gets it and *now he wants an MX-5!* The little guy wanted to see what the car does and is amazed by this road to nowhere, out here in the hills, this winding ribbon of blacktop that seduces the driver in us all.

So after our rest stop we have the run over Lake Mountain and down to Marysville.

Piglet:

Time to hit the road again, having found my legs and the realisation that, even though I have white knuckles, I am actually loving this.

The car just sticks to the road and goes around corners like it's on rails. The G-forces are throwing me around the seat and the car is just built for it. It's like it's saying to some road creator, *come on, is that all you got?* And my pilot has a smile that I am now starting to understand.

After Cumberland Junction it's a few long

straights and then the climb up to Lake Mountain. The trees are no longer *near* the roadside. They *ARE* the roadside. There isn't a lot of MX-5 between these great trees and us.

Ranga isn't showing signs of letting up though.

There's an eerie and sobering realisation that the scenery has become charcoal and blacked.

The devastation of the Black Saturday fires is starting to become apparent. Stark black stumps have replaced the lush forest and the surrounding view is just black and burnt. Some signs of regrowth are now evident but it's still a reminder of the horror that swept through the area just over a year ago.

We pull over on the downward run to Marysville and view the valley and hills which, once a fantastic forest and thriving town, is now burnt-out ruins and empty lots where houses, fuel stations and shops once stood.

A call comes through from Ranga's sister who is concerned for his well-being and is making sure he is OK from the storm.

What storm? We are still with the roof off and in singlets, getting a tan, and wonder if it's as bad as they say?

Then my flatmate sends through a picture of the city, which is like a raging torrent. The text tells me it's "insane" and

the city is half underwater.

We can't believe our eyes.

Ranga:

So with actually seeing the rain and hail for ourselves I decide it's time to get back to the city to make sure we still have houses ourselves.

Heading out of Marysville we make our way toward Healesville via Narbethong and another great piece of road.

The Black Spur is such an infuriating drive. On one hand you have great roads with smooth surfaces and some joyous corners. On the other hand, there is so much traffic all you can do is sit back and enjoy the scenery.

It's just as well as the surrounds are so nice. Trees as tall as high-rise buildings, dark green forest and lush vegetation. It's a good come down from the manic Reefton Spur.

Piglet:

So we are on the outskirts of Healesville and the sky has gone black. The impossible has just exploded into a nightmare and it starts to bucket rain. Big drops turn into a deluge.

"Pull over and get that roof up will you Ranga?!"

Within seconds the top snaps securely shut and we are out of the path of the rain king.

The drive back into traffic and reality is a sedate and sobering one, a little more jaded and educated and in serious need of a wine. Ranga and I go quiet as we dodge puddles large enough to drown the MX-5.

The news has proof of the huge rainfalls that we thought was a wind-up while I was busy discovering the brilliant racetrack and action of the MX-5, which I'm now totally in enamoured with.

Shell-shocked? Mmmm, *no*.

"MX-5 whipped" is more like it. I kind of understand the "bug" you people have ... amazing car. I still have no sense of direction or knowledge of cars, but I do have a total appreciation of what I have felt!

My Facebook update that night changed to "I so want an MX-5 ... oh, *and a driver!!!*"

Waxit Car Care Cleaning and Detailing Guide



Part 2

Welcome to the second part in a series of articles from *Waxit Car Care* in which we are covering the various aspects of car appearance maintenance and detailing.

In the first instalment of this series we stepped through a couple of different techniques for washing your car using little or no water. This instalment will move on to the next process in detailing your car, which is using detailing clay to remove surface contaminants from the paint as a preparation step prior to polishing and waxing.

The use of *detailing clay* or *clay bars* is now quite widespread amongst enthusiasts and can be best described as an eraser for your paint.



Detailing clay is a synthetic product very similar to Plasticine and was developed in Japan as way to remove overspray from cars without having to resort to harsh abrasives which also remove paint. It has been used in the smash repair industry for many years and is referred to as *overspray clay*.

When used correctly, clay bars will remove the build up of sap, brake dust that has bonded to paint, bug residue, bird droppings, tar and just about anything else that gets stuck to your paint, including wax and sealants, leaving your paint feeling like glass, ready for a polish and wax to bring it to life.

Using detailing clay is a simple and safe process **provided you follow the basic instructions** as listed below.

1. Work indoors or in the shade, out of wind, on a cool paint surface.
2. Wash and dry your car prior to starting claying.
3. Before you start, test the paint for contaminants by placing your hand in a plastic shopping bag and lightly wiping the paint on your car. In most cases you will feel lots of small bumps and dots on the paint; these are the contaminants that the claying process will remove.
4. Depending on the size of clay bar you have, cut it into two or more pieces and mould one of the pieces into a flat disc shape of about 3mm thick.
A 100 gram bar would be cut into two pieces while a 200 gram bar will divide into three or four.
5. Spray an area of approximately 600mm x 600mm with clay lubricant. The exact amount of lubricant to use is something you will learn from experience: too much will cause the clay glide over the top of the contaminants, too little will cause the clay to stick and possibly mar the paint surface. Then using just enough pressure to hold the clay against the paint, rub the clay disc back and forth over the area. You will feel the roughness under the clay diminish as you do this. Continue until the clay is gliding effortlessly.
6. When you believe you have finished the area, dry and inspect the surface of the clay bar for contaminants, should you see or feel any particles in the clay pick them out and discard them. Then



Extra tips to ensure a successful claying job:

1. If you wipe off the excess lube and dry the clay prior to folding and re-shaping, your clay will last a lot longer. Kneading clay that has a coating of lubricant still on it will quickly result in the clay bar becoming a soggy mess and totally unusable.
2. To store your clay, dry any lube off the clay, place in the container provided with a LIGHT spray of lube and leave. Properly stored clay has a virtually unlimited shelf life.
3. Do use dedicated clay lubricants or the lubricants recommended by the clay manufacturer. Use of random cocktails of car shampoo, quick detailer and water can cause clay to break down prematurely and/or result in poor performance of the clay.

We trust that this article has been of interest to you and invite you to call Russell Van or Brian Gardner at our Tullamarine location should you require further advice on this area of car care or any other.

knead the clay back into itself so you will be using a clean part of the clay for the next area of paint.

7. Wipe away the clay lubricant with a microfibre towel and visually inspect the area you have clayed. You may also repeat the plastic bag test to ensure you have removed all the contaminants before you move on to a new area.

8. Continue the above steps until you have done the entire car.

Once you have clayed the car it will feel like glass. One point to remember though: a clay bar will not remove scratches or swirl marks. For these paint imperfections you will need a dedicated swirl remover. ■



Celebrate our 20th ...

... with stylish Club clothing

Short Sleeve Ladies' Polo



\$24

3/4 Sleeve Ladies' Polo



\$25

Ladies' polos

Approx. 210 gsm, 96% Cotton / 4% Elastane stretch pique knit with "Y" front placket. Black with gold 20th Anniversary embroidery. Short-sleeve or 3/4-sleeve length.

Size:	8	10	12	14	16	18
Half Chest (cm):	46.5	49	51.5	54	56.5	59

Men's polo

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

Size / Half Chest (cm):	S (53.5)	M (56)	L (58.5)	XL (61)	XXL (63.5)
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\$24



\$30

Rugby top

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

Size / Half Chest (cm):	S (57.5)	M (60)	L (62.5)	XL (65)	XXL (67.5)
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This one-off range of 20th anniversary merchandise is limited to this year. Contact Club Merchandise Officer Steve Dunlop: merchandise@mx5vic.org.au ...

Postage is additional



20th anniversary bomber jacket

Black, 400gsm, 50% Wool, 50% Viscose, with real leather sleeves, snap front press studs, quilted satin lining, leather trimmed, inside pocket and two side pockets. Gold 20th Anniversary embroidery.

Size:	S	M	L	XL	2XL	3XL
Chest (cm):	61	66	71	74	76.5	79
Length (cm):	68.5	71	73.5	76	77.5	79.5

\$99

Motor Sport Team shirt

Washed, peach finish. Black 100% cotton twill long-sleeved shirt, with button-down collar, double chest pockets plus a sleeve pocket, all with flaps. Gold 20th Anniversary embroidery.

Size:	S	M	L	XL	2XL	3XL
Half-chest:	56	59	62	66	70	74
Neck:	39	40.5	42	44	46	48



\$36



\$40

Spray Jacket

Just scrunch it up into the concealed pouch and throw it in the glove box ready for next time!

Black, unisex, packable jacket, lightweight polyester taffeta, waterproof & windproof, breathable, with concealed hood, fully mesh-lined, two zipped pockets, elastic cuffs and draw cord, zipped front with storm flap, sealed seams. Gold screen printing.

Size:	S	M	L	XL	2XL	3XL
Chest (cm):	92	97	102	107	112	117

Baseball cap

Black – one size fits all (adjustable)



\$10

MX-5 'die-hards' brave the elements

■ Words: Dan Beavis ■ Photos: Murray Finlay, Rhys Jewell

■ Run organiser: Peter Dannock

As this was my very first participation in any Club event, it goes without saying this is my first attempt to write an article for MX-TRA.

In front of me is a very well-put-together guide to writing an article for MX-TRA – what a shame I did not take more time to read it on 4 July. My mind is scrambling, I mutter to myself, “How many cars were there? Who was there? I don’t know, I have never met any of them before”.

Ummm, what a mess I am going to make of my first report, they’ll never invite me back. (*Ed. Any “Newbie” who agrees to write their first MX-TRA article on their first Club run has an automatic invitation to future Club runs – and to write future articles!*)

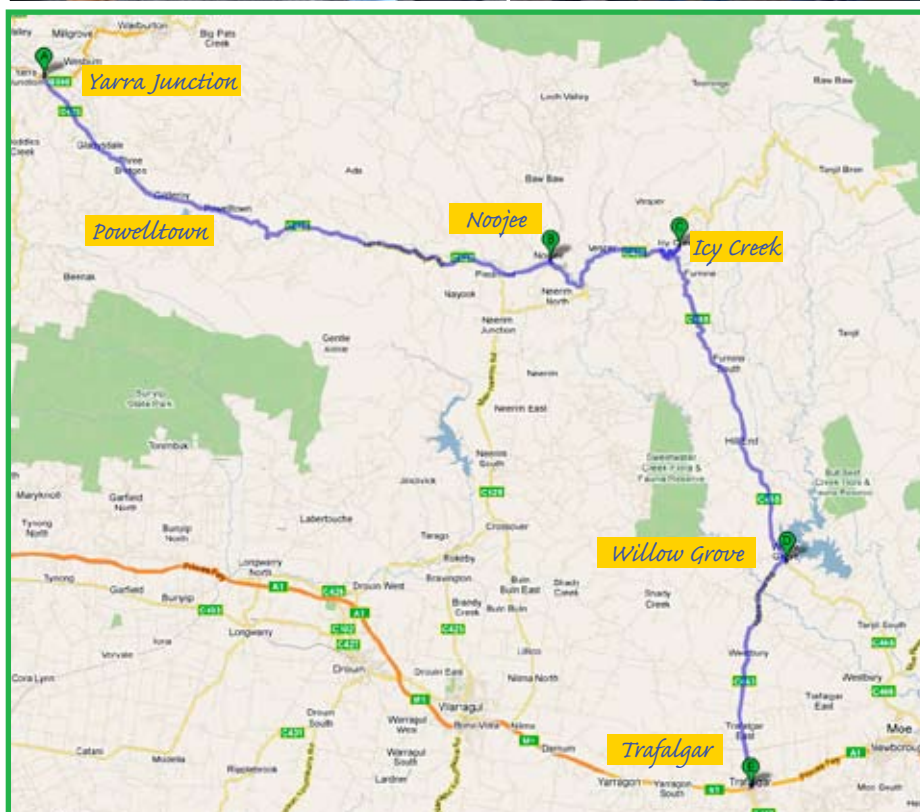
Nevertheless, the show must go on and this article must be written, the day was too much fun to have it ignored.

Despite cold, wet and miserable weather, MX-5 ‘die hards’ gathered at Yarra Junction on Sunday, 4 July. By 9.30am the large, empty car park was adorned with nearly 25 beautiful MX-5s, all neatly reversed in with ample spacing to open doors, avoiding nasty mishaps.

After a briefing from Peter we set out towards Trafalgar, making an impressive parade down the main street of Yarra Junction. To my surprise there were two brave participants with their tops down; from memory, there was a second thought to this when it began to rain.

Our route took us through outstanding scenery and great MX-5 twists and turns as we cruised around parts of the Mount Baw Baw Tourist Road. “Oh yes,” I muttered to myself, “this is one of the reasons I bought this thing”.

Needless to say, there is always one and, yes, it was me, who missed a turn and took a few more with me. After a quick U-turn, I/we were back on track and re-gathered with the group. Actually, between you and me it was Jan, my navigator, who missed the turn. But, being the man I am, I will not blame her as she was too busy taking in the breathtaking views and appreciating why there are at least five scarves permanently neatly folded on the parcel shelf of my MX-5.



Map by Google

4 July, 2010

After a few stops and re-gatherings it wasn't all that long before we were on the home stretch heading towards Trafalgar. I found this ironic as this is where I live!

We gathered at Yarragon and quickly filled the rear car park with our collector's pieces and headed towards the first coffee shop. After a few sips and a warm up, the conversation of the day was, wait for it, MX-5s.

I loved every moment, met lots of fantastic people and can't wait for the next event. However, next time I will write down some names and more facts of the day. *(Ed. Welcome to the Club, Dan. We hope you enjoy many more of our runs.)* ■



Chapter news ...



The Mayor's Run ~ 4.7.2010 | Ballarat

■ Words: Lachlan Story ■ Photos: John Gleeson ■ Organisers: Gleesons & Jardines

Once again it has fallen to this willing correspondent, from the distant hamlet of Mockinya, to chronicle the travails of the Ballarat and Western Victorian Chapter of the Mazda MX-5 Club.

On Saturday the 3rd day of July in the year of our Lord 2010 I did travel to Melbourne, whereupon I did lay over for the night with my daughter Lauren and those with whom she resides. After much rejoicing, stories and a reasonable sleep, Lauren and I, with Lauren at the helm, did set forth for the wilds of Ballarat. The weather was cool, but not cold and somewhat overcast, and the promise of good weather was ever present. Good enough, in point of fact, to preclude the necessity of a roof.

Upon landing in the village of Ballarat we did meet with other like-minded souls from the MX-5 Sect of the Holy Order of Mazda at the now-sacred Eureka Centre. Stories and tales of adventures were exchanged before our revered leader, John and his blushing bride Noellene assembled one and all to outline the mission at hand. At the stroke of 10.15am the convoy did set forth, with warnings directed at myself regarding

the possibility of enchanted wallabies attacking my car, as had happened in the recent past.

We did travel a circuitous route in the general direction of Daylesford, with many twists and turns and a patchwork of farmlets sprinkled through the all pervading forest. At Daylesford we dismounted to enjoy the hospitality at Herbalore Liqueur. This mysterious place, in times past known as The Butter Factory, engages in the fermentation of wine and sacred herbs to create liqueurs such as Ginseng, which are held to benefit the heart, the body and the soul. The undertaking is unique in the known world and they export their wares to far off lands such as Japan and China. So taken was I with this enchanted mix that I did pay my gold pieces for a small flask of this remarkable substance.

From there we did again set forth to the Wallaby Creek Olive Grove, where we were treated to samples of their fine



Chapter news ...

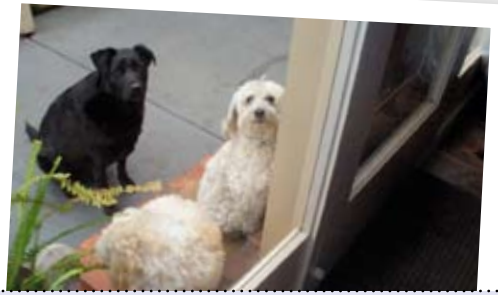
Ballarat & Western Victoria (continued)

wares including their olives and their olive oil extracts, some mixed with herbs and spices such as basil and chilli. I speak truly when I say that I was invigorated by the sampling.

Once again we did venture into the wilds, passing through the eerie and mysterious Wombat State Forest and onwards to the mystic lands of Trentham. The track was windy and followed the contours of the land, allowing us to make the most of our sturdy but agile vehicles.

Finally we arrived at the outpost of Blackwood, our stated destination, and descended upon the inn thereat. The keeper of the inn showed us great hospitality and plates of steaming hot foods were placed before us for our enjoyment and consumption. The meal, accompanied with ale, wine and conversation, made for a pleasant and restful lay over.

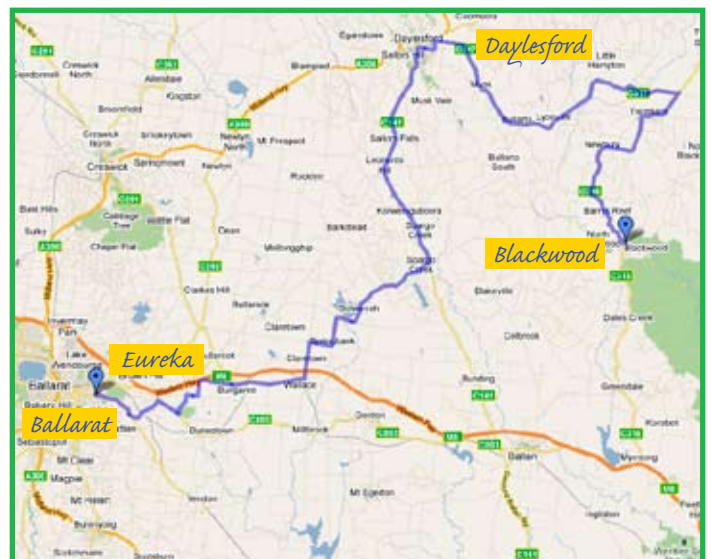
As the afternoon passed, the travellers gradually drifted off to return to their own lands, as did we. All agreed that we had had a thoroughly wonderful adventure with our friends and companions and fellow members of the MX-5 fraternity.



Some interesting points:

- » I have never seen so many hard tops at one time and place before!
- » The run notes had a warning, naming me, in regard to hitting wallabies. *(Ed: This warning was well timed. Not long after receiving this article from Lochie, he phoned to advise that he had indeed collected another roo. This time it was serious though. The damage was extensive and, at the time of going to press, Lochie had the challenge of convincing the insurer to repair the car rather than sending it to the MX-5 graveyard.)*
- » Not to sound obsessed with “poo”, but I saw a sign advertising Horse Poo for 50 cents. How much poo can you get for 50 cents?
- » Two Falcons, one Holden, one Subaru and a brace of Mitsubishis had the unmitigated gall to horn in on our convoy. Butinskies!!!
- » I saw a sign pointing down a road to the left that said “petrol, milk and other drinks.”
- » There was a sign saying “Wombat Crossing Down to Dusk 75kmh” ... I cannot ever remember seeing a wombat doing 75kmh.
- » One lady was later heard to say that the Wombat Crossing should be moved as it was in a dangerous place for the wombats to cross!
- » A comment was made about all the cute little lambs. For someone who works with sheep, the words *lamb* and *cute* in the same sentence do not compute.
- » Indecently, the lamb shanks at the Blackwood pub were brilliant.

Thanks to the Gleesons and the Jardines for organising this great run!! ■



Map by Google



Keeping the sea on the (other) left ... ~ 18.7.2010 | North-East Victoria

■ Words: Gerry Engwerda ■ Photos: Ron Gillick ■ Run organisers: Ron & Marg Gillick

Now we haven't taken part in a treasure hunt for goodness knows how long, in the same way that neither of us has been invited to a trivia night for years.

It is just one of those things that has unobtrusively slipped out of fashion without us noticing while we were busy doing other things. However, intrigued by the invitation from Ron and Marg Gillick of the North East Victorian Chapter of the Club and, feeling a bit nostalgic, we decided that we had to give it a go. In the firm expectation that this could be fun, we set off armed with scarves and beanies in case Stuart James turned up and expected the same. Armed with my trusty navigator (my wife Ellie, not the GPS) we set out as the last car of five from Wangaratta bound for parts unknown. All I knew is that I had to keep the sea on my left and everything would be all right.

of the other cars but then they were probably on their way to Queensland via Footscray. (*Snicker....!*) Right or wrong we were making good time and 20 green lights in a row through rural north-east Victoria is nothing to sneeze at.

And so we came, by ways and means, to Glenrowan where we met the others. Having marvelled at all the Kelly memorabilia we set off on the second half of the course with three cars, led by us, going one way and the others going the direct opposite. There were *three* of us, so we were in the majority – ergo we must be in the right. Just a matter of stats, isn't it!

So it was at Glenrowan that we came undone! It was the scene of the Glenrowan incident or hereafter known as the *Glenrowan variation* or our contribution to creative navigation. Nothing to do with the venerable Ned Kelly of course, who haunted these parts even though we were probably seeing a little more of the countryside around the town than he ever had. There was no prize for creative navigation we were to discover later on, which was a shame as we had been more creative than most.

Creative by some 5.6km as it turns out. Fortunately, after some discussion with people we had led astray and the fact that nothing appeared exactly at 5.6km outside Glenrowan, it was

determined that the best option was to head back and retrace our steps.

Which we did! Now west of the Hume we headed towards Yarrowonga, Tungamah and Bundalong. Beautiful country with straight stretches, windy forest bits and so many places even we, who live in the area, have never seen before.

And that is the point of it all isn't it? Membership of the Club, quite apart from giving us the opportunity to meet people we would not otherwise meet, also gives us a chance to get out and see parts of the State we have only heard about. I mention this because on the day we had only five cars taking part in what was a

delightful day out, despite a membership of many more who could have made use of the opportunity. To those who were contacted but were unable to attend, I ask you please consider turning up for the next one. Being an active member does wonders for your social life.

Anyway, we finished up at the Boorhaman hotel around 1pm where we sat down to a very good meal at old fashioned country pub prices as well as the locally made lager and ginger ale.

Congratulations to:

» **Ian and Karen Bradshaw**, who came all the way from the other side of Ballarat and who took out the overall prize



» **Val and Ian Bruce** who took out the observation quiz



» ... and **Ellie and Gerry Engwerda** who took out the best limerick section which started with the words – “there was an MX-5 driver”.

Just to finish up let me say that every time I go on a run like this I come back feeling a damn sight better than when I left that morning. And it is not just the car either – the company is always as agreeable as ever and the run just a little out of the ordinary. Once again we owe much to the tireless efforts of Ron and Marg Gillick who give so generously of their time for the MX-5 owners of the North-East. Many thanks to both of you – we owe you! ■



Ellie puts Gerry in the picture ...

Well, it wasn't a bad theory as theories go. Keep the sea on the left – what could be easier?

So, first question en route – how many people are on the rock? What rock? *What people?* OK, we all missed that one. What was next? Milawa – it's a town – can't miss that ... oh, wait, just reverse a bit would you, there's a good chap? How come there were no other MX-5s in sight? Are they really that far ahead already? Did TR mean travel on or turn tight? “Turn left” said my navigator – “no, not that left; the other one,” she said.

As we got into the rhythm of the exercise the kilometres passed and the answers came at pleasing intervals. Still no sign

Chapter news ...

Go the Midland Pies ~ 11.7.2010 | Hobart

■ Words: Mike Williams ■ Photos: John Hadrill

The options for fun half-day runs from any centre are limited but we're lucky in southern Tassie that so many of them are amenable to multiple samplings.

A couple of winters ago we used part of this run culminating in a picnic on "Lake" Dulverton near Oatlands in the Midlands area. It was a lake in name only as the prolonged drought had dried up all but a tiny portion. Extensive rain last year, however, meant that the countryside and lake offered a much more attractive vista than on our last visit.

We met as usual for coffee at Maldini in Salamanca Place prior to a nominal 10am start. Seven cars eventually left at about 10.30 – we were missing a couple of stalwarts in John Waldock (crook) and Jo (still recovering from a cut hand) but picked up a new starter in Andrew, who recently acquired a very early but low-mileage and neat white NA, and Rob, with his Classic Red NA.

The first part of the run was via diverse paths to Richmond for a late morning tea. These paths led us via the East Derwent Hwy on to the Grass Tree Hill road (C324) – a delightful drive somewhat marred by a sluggish Camry for part of the way. When a few kilometres short of Richmond we cut north on a back road (C323) towards Brighton near Tea Tree then, via the C321, we reversed course on a parallel road (C322) leading back to Richmond. These roads are narrow, windy and in generally good nick while being little used – we scarcely saw another car.

We tea-ed and coffee-ed near the river in Richmond before taking off on part two of the drive. Before we left, Alan decided to call it quits as he'd started off poorly and became progressively poorer during the morning. We wished him well and sent him home to recuperate. Rob had been experiencing some odd electrical malaise and needed push starting. Unfortunately the ailment grew steadily worse with the battery losing charge by the minute and he decided that discretion, etc and headed tentatively towards home on a failing battery.

The remaining five cars cut across from Richmond to the Tasman Hwy (A3) north of Sorell using Brinktop Rd (C351) and headed



towards the east coast, turning off again at Runnymede. From there to Oatlands is a terrific piece of road (a combination of the C312, C311, C318 and C310), albeit a bit rough in a few spots, travelling about 60km through the hamlets of Levendale, Woodsdale, Whitefoord, Baden and Parratah before hitting Oatlands.

The weather was typical of a Tasmanian winter – cool but sunny (or at least it was that day) and we adjourned to a café/bakery attached to the local pub (the Kentish) for lunch. Speciality of the house is a range of locally-made pies ranging from scallop through chicken and Camembert to steak and Guinness. Scrumptious and inexpensive.

With a light ale to wash it down and a cosy place to chat, stories were swapped until we decided it was time to move on. The return to Hobart was via individually preferred routes so Liz and I braved the notorious Mud Walls Road (B31) that leaves the Midland Highway near Jericho and follows the Coal Valley back to Richmond. A great road if you discount about 8km of very heavily-patched pavement at the northern end. ■





Cold, wet “brake-fast” run to Barnbougale ~ 18.7.2010 | Northern Tassie

■ Words: Tim Manion ■ Photos: Rob Bryan ■ Run organisers: Tim & Dot Manion



Third Sunday of the month means it's the Northern Tassie Chapter's traditional drive day, any time of the year.

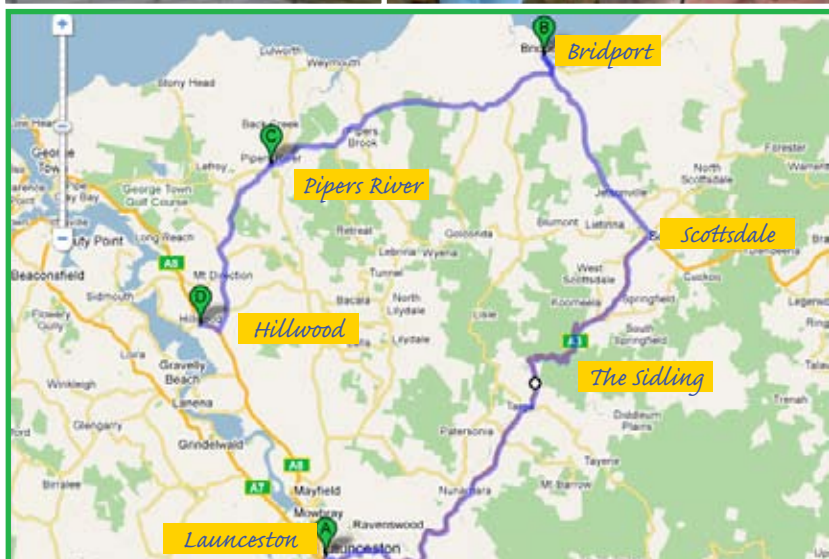
Sounds promising ... unfortunately, it is July and, as I said before, it is Tasmania: rain, fog, you know the deal. We won't let that deter us, well some of us anyway. Six cars turned up at the Motor Museum in Launceston for a drive to Bridport's world-famous Barnbougale Links Golf Course for lunch.



We set off on our journey in the rain heading towards Scottsdale. A nice drive with little traffic to impede the convoy, the rain beginning to ease as we headed out. Within about half an hour we reached what I think is one of the highlights of Tasmanian driving, the Sidling: a beautiful stretch of twisting, undulating roads, corners that start easy and hold a surprise as you go through, traction that varies and all this while driving through beautiful rainforest. Magnificent, breathtaking ... very Tasmanian (a piece of MX-5 heaven).



We stopped at the Sidling lookout, overlooking Scottsdale and the valley beyond. A cup of coffee and a pleasant chat to our fellow hardy souls and we were soon joined by another intrepid crew from Devonport, John and Sandra. Seven cars, not a lot but enough for a good-sized convoy and a chance to catch up with everyone. What I may have forgotten to mention is that the whole time we were enjoying coffee and a chat, it rained and the view to Scottsdale was good for about 200 meters. Unfortunately Scottsdale was about 15km away ...



Smoko completed, we finish the Sidling, an interesting drop to the valley floor and on to Scottsdale. This too is a magnificent piece of road: smooth surface, fast sweeping corners, nice cambers and beautiful country ... still love driving in Tassie.

Lunch was at Barnbougale, set on an award-winning golf course, overlooking Bass Strait (which the weather made look a little angry) and very good food at a reasonable price. Well worth the trip.

Relaxed, it was time to head to our homes along a relatively straight road back towards the Tamar, complete with glimpses of sunshine, an excellent finish to the day. The only downside was that it was the only drive I can remember where the roof was up for the whole trip – a small price to pay for a run in this beautiful part of the State. ■

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Wanted!

Series 1 NC (2005-2009)

Last November the MX-TRA Editor, Don Nicoll, invited a friend, Roger, to join the Mazda MX-5 Club on Grant and Saeko's Melbourne Cup weekend away.

Needless to say, Roger was very impressed by the performance of our little cars and by the good company of the Club members who participated in Grant's tour of just about every "MX-5 suitable" road in the area around Inverlock.

So it will come as no surprise that Roger is now looking to buy an MX-5. He's particularly interested in a **Series 1 NC soft top manual** with a price tag around the \$25,000 mark. At this stage the colour is negotiable ... ie, it's less important than the other requirements.



If anyone is considering selling their NC in this price range, or knows of a good example of such a model, please e-mail Don at editor@mx5vic.org.au and we'll pass the information on to Roger.

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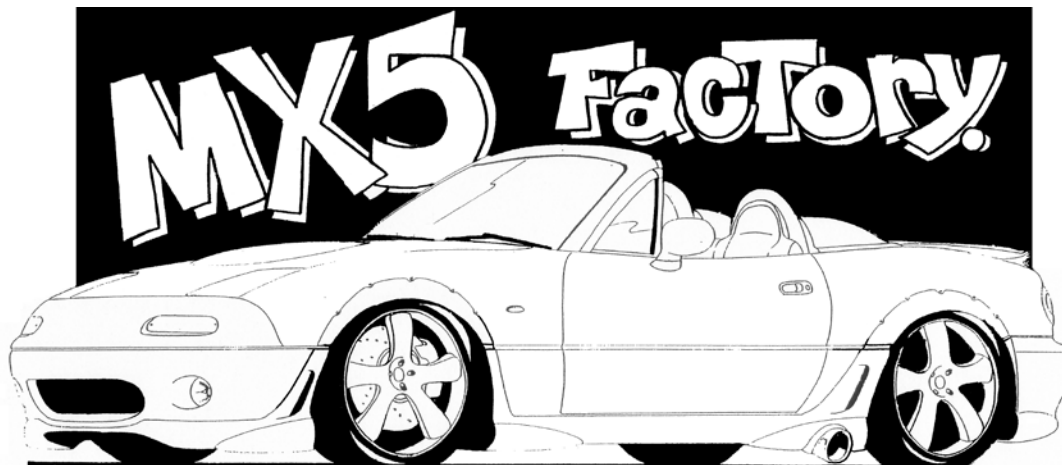
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