

# MX TRA

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

NOVEMBER 2010

[www.mx5vic.org.au](http://www.mx5vic.org.au)

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## Another strong showing at Winton



**The next MX-5?**



**In this edition ...**

- » All the Chapter news
- » MX-5 conquers the Cape!
- » Todds' Tour of the Macedon Ranges
- » Thumbs up from a new kid on the block



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Cover  
image:

Wheel-to-wheel action at the Winton 6-Hour.  
Photo: Daniel White

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# Murray's Corner ...

■ Murray Finlay – President

## Could we be seeing the future?

The Herald Sun carried an article last Friday giving a sneak-peak of what it claims will be the next MX-5 ... possibly as early as 2012. We have reproduced the images and part of the story on page 6 ... *looks exciting!*

Also exciting is the announcement this month of a new Club sponsor, **Lumley Special Vehicles insurance**. They will be advertising in MX-TRA (see page 9), and are looking at additional ways to support the Club, starting with trophies for the show'n'shine at our Christmas break-up later this month. Details of their insurance offerings are on page 19 of this edition. Next time you're up for an insurance renewal, call them for a quote.

Our motor sport crew had another great result at the **Winton 6-Hour** last month. Club Captain - Motor Sport, Robert Downes details the results in his report (opposite) and we have a report and pictures from the event inside.

Not so great was our planned involvement in the **"Cars of the World"** charity event in the Yarra Valley and the Ballarat **"Springfest"** at Lake Wendouree on 31 October. Both were washed out! We had 24 cars ready to go for the *Cars of the World*, but a 50mm-plus deluge the day before put paid to that!

On the TV news on the night of the deluge I was aghast to see a report of a driver who had become stranded in Melbourne while trying to drive his Classic Red NA through deep water. *Hope that's not one of our members*, I thought. But then I saw the MX-5 in

question had an NSW rego plate ...

**"Cars of the World"** has already been rescheduled for Sunday, 30 January next year. Hopefully all those who signed up this time will be free to participate in *"take 2"*, and other Club members who could not make last month's event will join us in January.

Last month I mentioned that I had received feedback from a non-renewing member that he thought we could do much better in making new members feel welcome to the Club. Just a few days later, and by complete coincidence, we received an article for MX-TRA from a brand new member telling us of the very positive reception that he and his partner in crime (his MX-5) received at their first event, the Todds' Tour to Kyneton.

If nothing else, I think that shows that those who "put in" get far more out of the Club (*any club*) than those who hang back.

Our Christmas break-up for the Melbourne-based membership is coming up on 21 November. At the time of printing numbers were fairly disappointing; I hope that improves and we get a good turn-out for what should be a fun event.

We on the committee continue to scratch our heads about why some events attract large numbers and others draw poorly. Particularly perplexing is the poor RSVP rate, with many people seeming to make up their minds to come to an event *on the day of the event*. Is this just modern "manners", or are people waiting to see if they get a better offer before they commit? *Any insights will be greatly appreciated!*

**Until next time, look up, stay back!**

*Murray*



# Membership

■ Will Campbell – Membership Officer

Current membership count:

393

Another 12 new members have joined our ranks since my last report:

|                                  |                      |
|----------------------------------|----------------------|
| » Ken Barnes                     | 1998 Grace Green NB  |
| » Michael Barr and Sonia Lunardi | 2005 Velocity Red NC |
| » David and Gail Collins         | 1999 Grace Green NB  |
| » Johnny Hyde                    | 1990 White NA        |
| » Trevor and Margaret Key        | 1996 Green NA        |
| » Steve Melling                  | 2001 Crystal Blue NB |
| » David Pitt                     | 1990 Classic Red NA  |
| » Joshua Tirtha                  | 2002 Black NB        |
| » Graeme White                   | 2004 Classic Red NB  |

I extend a hearty welcome to them and hope that they enjoy all that our fine Club has to offer.

*See you out and about ... Will*

## For your diary ...

See the full calendar for details

### November

- 14 Ballarat Chapter: Forrest run
- 14 Hobart: Orford Show'n'Shine
- 21 Club Christmas break-up, Albert Sailing Club
- 21: North Tassie: Sandra & Keith's run to Boat Harbour

### December

- 5 Grant & Saeko's summer run to Gippsland
- 19 North Tassie: Christmas break-up

### February

- 6 President's run

### March

- 6 Al & Rodney's Reefton Run
- 12-14 SA-Vic joint weekend: based in Mt Gambier



# Motor Sport Torque

■ Robert Downes – Club Captain - Motor Sport



## AROCA WINTON 6-HOUR

Our Club Motor Sport Championship took a break in October. The AROCA 6-HOUR at Winton was our only scheduled event and it does not form part of the Championship.

As in previous years, we fielded three teams and I am delighted to say that we had two teams finish in the top 10 of the 41 teams participating.

Our best-placed team, “MX5 BOYZ” – comprising drivers Brendan Beavis, Mike Kirby, Greg McPherson and Daniel White, together with their assistant Scott Gould – finished sixth. For Brendan and Daniel, it was their first 6-Hour, and for Mike it was the fourth time in five years that the team he was in has finished in the top 10.

Our next team, “FLY’N MIATAS” – comprising Teruo Delacroix, Noel Heritage, Peter Phillips and myself – finished eighth. Thanks to John, Stephen, Pam and Natalie for their assistance on the weekend.

Our third team, “MAGIC MX5s”, finished 37th ... although there is a major timing issue clouding all the individual lap times of one of the team members. Again, well done to Kim Cole, Bruce Phillips, David Wilken and Johnny Hyde. Owen Boak had some car problems on the Saturday and didn’t participate on Sunday. Thanks to Robert and James Cole for their assistance.



Two teams of relatively new, very expensive Porsches finished 1st and 2nd. For those interested, full results and all details are available at [www.natsoft.com.au](http://www.natsoft.com.au).

Special thanks go to Teruo for organising the MX-5 Club Winton Teams Dinner on the Saturday night – everybody enjoyed themselves and the fabulous food as Teruo had arranged for us to have the place to ourselves.

## PHILLIP ISLAND/INTERSTATE CHALLENGE ON 12 DECEMBER, 2010

This is the next round of our Championship and is also our Interstate Challenge Round with the MX-5 Club of New South Wales. Be warned that already 15 confirmed NSW entries have been received with most of their “gun” drivers included.

I am in the process of discussing Classes and allowable modifications with them so we will need to bring our “A” game to the Island. In addition, we are looking into accommodation and Saturday night meal arrangements for those interested.

Please let me know if you are proposing to stay at the Island on the Saturday night.

## CLUB CHRISTMAS BREAK-UP

I call on those involved in the Club Motor Sport Program to support the Club Christmas function on Sunday, 21 November –

there will be a “show and shine” so Daniel White and Ray Monik are definite contenders.

## 2011 MOTOR SPORT DATES

Some of the dates/venues for 2011 are now confirmed (see below). I hope to be able to fill in the gaps before Christmas at the latest. Again, we will be closely aligned with our good friends at the Alfa Club.

### 2010-2011 Motor Sport calendar

|     |     |                             |                |             |
|-----|-----|-----------------------------|----------------|-------------|
| Dec | 12  | Rd 4                        | Phillip Island |             |
| Feb | TBC | Rd 5                        | TBC            | TBC         |
| Mar | 5   | Racecraft & Driver Training | Winton         | AROCA /MX-5 |
|     | 6   | Rd 6                        | Winton         | AROCA       |
| Apr | TBC | Rd 7                        | TBC            | TBC         |
| May | 8   | Rd 8                        | Sandown        | AROCA       |
| Jun | TBC | Rd 9                        | TBC            | TBC         |

### 2011-2012 Motor Sport calendar

|     |         |                             |                      |             |
|-----|---------|-----------------------------|----------------------|-------------|
| Jul | 3 or 10 | Rd 1                        | Phillip Island       | AROCA       |
| Aug | 6       | Racecraft & Driver Training | Winton               | AROCA /MX-5 |
|     | 7       | Rd 2                        | Winton               | AROCA       |
| Sep | 18      | Rd 3                        | Sandown              | AROCA       |
| Oct | 15/16   | Winton 6-Hour               |                      | AROCA       |
| Nov | TBC     | Rd 4                        | Interstate Challenge |             |
| Dec | 11      | Rd 5                        | Phillip Island       | AROCA       |

## RACECRAFT/DRIVER TRAINING

The Alfa Club has two days planned and MX-5 Club members are welcome to attend. I have indicated that, as a Club, we would supply our share of driving instructors – so those experienced drivers, please earmark these dates in your diaries. Anybody wanting to improve their driving and/or contemplating trying a few track days should use this as an ideal opportunity to “put your toe in the water” and get some valuable tuition.

## CHAMPIONSHIP RULES

### – TOYO PROXES R1R TYRE ISSUE

I issued a lengthy e-mail on this matter and the situation is finalised: Toyo R1R are **NOT** an R Spec tyre and are suitable for Standard and Clubman Classes. Thank you to the people who e-mailed their comments and indeed their support on this issue.

I undertook to issue an “addendum” to the Rules to clarify the entire tyre situation by the end of November and a thorough review of the wording by the end of March 2011. I will be calling on a couple of people to assist in that process.

Until next month ...

“drive responsibly at all times”

Robert #26

# Is this the next MX-5?

Yes, according to Peter Lyon of the Herald Sun carsGuide of Friday, 5 November. Quoting his article:

“ Mazda’s iconic roadster is shedding weight.

A back-to-basics Mazda MX-5 is being readied for action. Tapping the look of the *Ibuki* concept car way back in 2003, when it starred for Mazda at the Tokyo Motor Show, the new droptop baby should be ready for action in 2012.

The next MX-5 is likely to be much lighter, more compact and quicker than the current model, with help from Mazda’s coming SKY family engine.

‘The car got bigger and heavier over the last decade, but now it’s time to reverse the process and get back to basics, and build a coupe that handles like no other,’ says former MX-5 chief engineer, Takao Kijima.

The *Ibuki* was seen as a pointer to the MX-5 that hit the road in 2005, despite an unfinished exterior, with the RX-8’s twin-backbone frame, a convertible body and super-short overhangs.

It missed the trip last time but now there is strong evidence from inside Mazda that the ideas behind the *Ibuki* will drive the next MX-5.”



■ Images: *Holiday Auto* magazine



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# Scene about ...

■ Photos: Ron Gillick, John Waldock, Bruce Harvey, Bryce Reeves



# New Club Code of Conduct

■ Murray Finlay, President, and Don Nicoll, Vice President

We've managed without one for 20 years but, inspired by a recent, unfortunate incident at one of our motor sport events, the Committee decided it was time we develop and adopt a "Code of Conduct".

It is basically common sense, but occasionally we may need to be reminded of how that sense looks. We owe a vote of thanks to the Alfa Club of Victoria, AROCA, for providing the template and the core

wording. As we conduct most of our motor sport events in conjunction with AROCA, it's appropriate that our Code (below) should match theirs.

We understand that AROCA will include this Code in the supplementary regulations for all their future events so, by agreeing to abide by their Supp Regs, participants will automatically agree to abide by their Code.

We will go one step further, however, and apply this to participation in all aspects of our Club's activities. We will include agreement to this Code as part of our

"conditions of membership" for all new members joining the Club from here on, as well as for all renewing members. However, we expect that all current members will abide by the Code (sorry Julia) "going forward" from now.

Adoption of this Code brings us into line with many other CAMS-affiliated clubs, as well as the community expectations engendered by the State Government's "Code of Conduct for Community Sport".

It's a shame we have to formalise what should be just common sense, but we believe it's in everyone's best interests.

## Mazda MX-5 Club of Victoria Inc – Code of Conduct

Members of the Mazda MX-5 Club of Victoria Inc ("Club") are required, under this Code of Conduct, to behave at all times in a way which upholds the Club's values and complies with its Statement of Purposes and Rules. The Code of Conduct contained within the CAMS Member Protection Policy applies wherever the Mazda MX-5 Club of Victoria's Code of Conduct is deficient.

| Code of Conduct                |   |
|--------------------------------|---|
| <b>Honesty and integrity</b>   | A Club member must behave honestly and with integrity in the course of Club activities.   |
| <b>Care and diligence</b>      | A Club member must act with care and diligence in the course of Club activities.  |
| <b>Respect and courtesy</b>    | A Club member, when acting in the course of Club activities, must treat everyone with respect and courtesy, and without harassment.   |
| <b>Lawful compliance</b>       | A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.   |
| <b>Directive compliance</b>    | A Club member must comply with any lawful and reasonable direction given by someone in the member's organisation who has authority to give the direction.   |
| <b>Confidentiality</b>         | A Club member must maintain appropriate confidentiality about dealings that the member has with any sensitive matter that relates to the Club.  |
| <b>Conflict of interest</b>    | A Club member must disclose, and take reasonable steps to avoid, any conflict of interest (real or apparent) in connection with Club activities.  |
| <b>Proper use of resources</b> | A Club member must use the Club's resources in a proper manner.   |
| <b>Undue advantage</b>         | A Club member must not make improper use of: <ul style="list-style-type: none"> <li>– inside information, or</li> <li>– the member's duties, status, power or authority,</li> </ul> in order to gain, or seek to gain, a benefit or advantage for the member or for any other person. |
| <b>Behaviour – general</b>     | A Club member must, at all times, behave in a way that upholds the Club's values, integrity and good reputation.  |



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# Winton 6-Hour

■ Photos: Daniel White



## The MX5 Boyz take out 6th place

*What an experience!!*

*What a well run event!!*

About six months ago, I raised my hand in the Annual MX-5 Club Motor Sport Meeting when asked who would like to enter this year's Winton 6-Hour Regularity Race. Little did I know at the time how much I had just been bitten by the motor sport bug, or what an exciting experience I was in for. At the time, I had competed in five sprint rounds and figured, by the time the event came around in October, I would have enough experience to compete confidently.

At the time I must admit I did wonder if my immaculate '93 Clubman deserved the punishment of flying around Winton for three hours plus practice, since I had convinced Greg McPherson

to co-enter and share the car with me. Easily fixed though; I retired that car from motor sport and we promptly bought another one to use, a more practical version for the track ... a '93 Clubman of course, severely modified and a whole lot racier.

Many hours and late nights were spent in the *City Mazda Motorsport* workshop developing the new car, with testing carried out during the next three sprint rounds with the club. We were ready, and so was our Team.

Our Team drivers entered the event with aspirations to beat Mark Webber in next year's 2011 Formula 1 World Drivers' Championship and were looking forward to filling his seat at Red Bull when he retires. Our Team Manager would definitely give Ross Brawn a run for his money. But for now, we were all focussed on the 6-Hour. »»»



23-24.10.10



## Winton 6-Hour (cont)



Our Team members:

- **Team Manager – Scott Gould** (first 6-Hour and first time involvement in motor sport)
- **Drivers**
  - » **Brendan Beavis** – 1990 NA 1600 MX-5 (first time 6-Hour)
  - » **Daniel White** – 1993 NA 1800 MX-5 Clubman (City Mazda Motorsport) (first time 6-Hour)
  - » **Greg McPherson** – 1993 NA 1800 MX-5 Clubman (City Mazda Motor-sport) (multiple 4-, 6- and 12-hour races)
  - » **Mike Kirby** – NB 1800 MX-5 (five times 6-Hour)

Our strategy was simple, have fun, drive

fast, 1 ½ hour driver stints each, finish and be consistent. Our nominated lap times all varied and the ability to get through the slow traffic without losing momentum would be the key. Our order was Mike Kirby to start, Daniel stint two, Brendan stint three and Greg to take us to the chequered flag. Lap timing and pit board display was the responsibility of our Team Manager Scott.

I could not believe how fast the six hours went by. As they say, "time flies when you're having fun". All drivers drove extremely well and contributed bonus laps to the overall score. We finished the event in **6th place** without any mechanical or driver issues and all had a great time. Special thank you to Scott on behalf of the

Team for his efforts; this was Scott's first involvement in a motor sport event and his enthusiastic and organised approach to helping us was much appreciated.

If you have been bitten by the motor sport bug and are thinking about entering this event next year, go for it, it is a great experience. AROCA run the event exceptionally well and it is a good spirited, safe event. Special thanks to Neil Choi.

On behalf of **"The MX-5 Boyz"** a special thanks to Robert Downes, MX-5 Club Captain – Motor Sport for your encouragement and efforts in organising the event. *I can't wait till next year.* ■

~ Daniel White



# MX-5 conquers Cape York

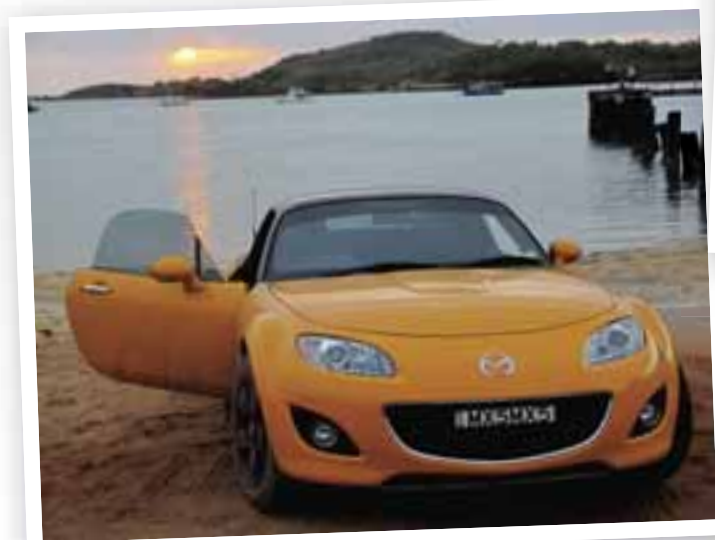


*Already the world's best-selling two-seater roadster, the Mazda MX-5, recently notched up another notable success by making the unlikely trip from Cairns to the tip of Cape York and back.*

While used to showing off its renowned handling along more familiar surroundings such as busy city streets, winding country roads or even challenging racetracks the MX-5 highlighted its versatility by successfully negotiating the 1039km drive between Cairns and Cape York, the most northerly tip of Australia. And as if that wasn't enough, Mazda's roadster then turned around and quickly completed the return leg.

exceedingly challenging road conditions we'd be faced with many people might have thought we were mad to even plan such a trip. But having worked closely with MX-5s for many years now, I knew what great sports cars they are and how well built they are. To successfully complete this challenge really just adds another chapter to the MX-5 legend."

A full account of the story can be read in the November issue of Wheels magazine and will also feature across News Limited newspapers. ■



*Ed: This must have happened on a Sunday, because my dad always told me you only go to the tip on a Sunday ...*

Mazda, working in conjunction with both Wheels magazine and News Limited, was looking to recreate an epic drive experience in the spirit of the 1996 trip that successfully took two Mazda 929s to Cape York and back. And while several eyebrows were raised at the thought of the larger 929s taking on the challenge back then, there were to be even more looks of surprise as the pure-bred sports car traversed the dusty and often unsealed roads on the way to the Cape.

Essentially a showroom-spec Mazda MX-5 Roadster Coupe, the Sunset Yellow car that successfully made the trip had only slight modifications to prepare it for the gruelling road conditions. The standard 17-inch alloy wheels were replaced with the wheels from a Mazda Tribute and the tyres were changed to 195/65R16 Michelin Agilis. Coil-over shock absorbers were adopted to shield the occupants from the inevitable vibrations that would come from the countless road corrugations while a metal bash plate and stone deflectors were fitted to protect underbody components from damage.

In a victory for determination and Mazda reliability, the MX-5 had to defeat some extremely challenging road conditions, a number of river crossings and frequently changeable weather on both legs of the trip before eventually arriving back in Cairns unscathed.

Mazda Motorsport's Allan Horsley who was in charge of preparing the MX-5 for the challenge said "This was a groundbreaking road trip and one that Mazda was delighted to play a part in. Given the

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# New kid on the block

■ Words & photos: Ron Macdonald, Grace Green NB8A



I have been involved with several car clubs in the past and found they tend to fall into two categories.

The first has members that want to discuss your car and theirs with an obvious and keen interest in the marque; the second are the ones that want to do the same thing but simply so they can let you know how superior their vehicle is to your "bucket of bolts"!

So it was with a little trepidation early Sunday morning that I sent a spark through "Gracie's" ignition system bringing her to life and rolled her out of the garage (top down of course) to greet this beautiful cloudless day.

The reason "Gracie" was now breathing in the crisp morning air as she trundled along the freeway was the occasion of my first Club run, *Todds' Tour of the Macedon Ranges*.

**New Kid on the Block again;** today could very well prove to be a pivotal moment in my future with the Club ... was this to be a long and happy association or a one-off drive through the mountains? Having a near obsession with tardiness I had left plenty of time to cover the unexpected and arrived a half hour early to a near-empty parking lot; as I was not sure where the actual formation point was, I parked in a very conspicuous position and kept my eyes peeled.

The first to arrive were John and Janette Todd who parked their very nice Cerrion Silver NB8B on our left-hand side. We introduced ourselves and discussed the weather, the run and the various features and differences between my NB8A and

John and Janette's special edition.

Before long we had a red NA on our right-hand side, a red NB behind and a growing collection of cars around us covering just about every colour and model variation across the marque. As the ranks swelled several members made themselves known and our illustrious President Murray presented me with my name badge.

Around 10am we set off in Line Ahead formation (sorry ... long association with the Navy) and after a very pleasant drive ended up at Kyneton where we enjoyed a picnic lunch. This offered further opportunities to chat with other Club members and hit Steve for a couple of 20th Anniversary polo shirts.

The purpose of this article was not to cover the "Todd's Tour", as someone else has that "pleasure", and I am not about to steal their thunder.

It was written to remind members that we were all the New Kid on the Block at some stage and how we treat new members and guests will have a large bearing on the growth of the Mazda MX-5 Club of Victoria.

Having said all that I am very happy to report that my first run with the Club was a very pleasing one; I met some very pleasant people and had some very informative discussions on the car, the Club and life in general.

I would like to thank those who took the time to acknowledge my presence on the day. For good or bad you have not seen the last of us! "Gracie" and I intend becoming regulars on the social circuit. ■

# Dreaming of a black Christmas?



## 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 |

Looking for a Christmas gift idea? What about our MX-5 driver's companion, "20 Roads for 20 Years", featuring Club members' favourite Victorian and Tasmanian roads.



Cost:

just \$20 per book, plus \$4 postage.

## Motorsport 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  |



## 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 |



## 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)

Don't miss out on this one-off range of 20th anniversary Club merchandise. Contact Merchandise Officer Steve Dunlop to order yours <merchandise@mx5vic.org.au>

# Always remember a hair tie!

■ Words: Rachel Ella ■ Photos: Ron Macdonald, Bryce Reeves

■ Run organisers: Janette & John Todd

A lesson I learnt very quickly on my first run with the Club: Sun out = top down = a mass of knots in the hair.

The sun was up and it was set to be a beautiful day on Sunday, 3 October, as we all met in the car park at Westfield, Airport West heading for the windy roads of Mount Macedon – needless to say it was tops down from the get go. This was to be my first run with the Club and today I was to be navigator for my dad, Bert Brogan.

We started with a quick briefing from John Todd who introduced the Committee members in attendance and went on to welcome the new or prospective members. Jessie and Richard Morrison had only picked up their new baby the day before and Dale Van Essen and his other baby “Chester” (a miniature schnauzer) were checking out the Club. Then a volunteer was asked to write this article and somehow, without me saying a word and with my hands deep in my pockets, I “volunteered” (thanks Janette!). With all the housekeeping done we were ready to head off.

Out of the car park and toward the Tulla Freeway before heading through the brilliant yellow canola fields to Sunbury and our first re-grouping point. What a great sight – 33 MX-5s all angle parked in the service road. We were soon off again and headed toward Gisborne. Not far up the road we managed to lose a couple of cars and when we got to Gisborne we found that the farmer’s market was on at our proposed meeting point. **Bother!** (Or words to that effect ~ Ed.)

After some to and fro on the radios and a couple of phone calls we were all hastily re-grouped outside the Shire Offices. Somehow, in amongst all that, Barbara and Keith Staite managed to get a car park and go for a browse amongst the market stalls to find some tasty cumquat marmalade.

We were now on our way to the windy roads over Mount Macedon and this led to my discovery of the “Jesus Handle”. I’m not a good passenger at the best of times, let alone at speed, around blind corners on narrow roads. [I’m having a flashback: a few years ago Anthony (my husband) and I were on holiday in England and we met up with Janette, John and Karly.



John took us on a drive through Dartmoor National Park – renowned for its narrow roadways.....aargh, he is doing it to me all over again!] Then there was the added pressure of getting my lefts and rights right (right?) being the navigator in the lead car in a sub-group of the convoy. It was worth it though, because the scenery was beautiful with all the colour of new spring growth.

A quick toilet stop in Woodend and then on to the finish line through picturesque Tylden and Springhill to Kyneton Botanical Gardens for a picnic lunch, where we were joined by 12 cars from the Ballarat

Chapter of the Club. As an added bonus there was a sculpture show in the Gardens showing works by local artists.

I had a fun day on the drive and especially enjoyed spending the day with my dad. It was great to experience firsthand what he always raves about.

And don’t forget – *always remember a hair tie!* ■







## Todds' Tour: a perspective from the Ballarat and Western Victoria Chapter ...

■ Words: Jeff Woolf

We started the day at the Eureka Centre with nine magnificent MX-5s, all of us keen as mustard.

After the usual socialising, Chapter leader John Gleeson gave us our run notes and we organised our convoy.

We headed off and, along the way, several more joined us and more again at our stop at Lake Daylesford. After a small mix up we all rejoined the convoy and headed along the very enjoyable Trentham Road, which has lots of curves, hills and great English-style vistas. We did not have time to visit the wineries, falls, old-style country pubs, small towns or mineral springs.

We arrived at the Kyneton Botanical Gardens just before John and Janette's group with a couple of our Chapter cars in tow via Melbourne. What a great sight with about 35 gleaming MX-5s passing by, giving us waves and grins and maybe a curse later, after discovering we had obtained the premium parking.

We all enjoyed meeting up again, making new friends, sharing stories and cleaning out Steve Dunlop's boot sale. He really does a great job; I have heard stories that his boot must be bigger than ours, or that he must be or have a good packer.

We organised a group of eight cars to take the long way home, but lost one early, saying farewell by mobile, and another, making enquiries about a ute for sale they had come upon. We stopped off at Lake Eppalock just south of Bendigo for refreshments. There are some really good MX-5 roads around this part of the Great Divide, with some large boulders and rocky outcrops to force the road around. We then cruised off to Daylesford where we had a pow-wow for the final time and all headed off in different directions to home. A very enjoyable time had by all.

PS: I went home and packed the MX-5 boot and headed to Queensland next morning. What a drive, as I waved to my dear wife, "You only live once." But that's another story. ■



# The MX-5 Club Grill



## Introducing ...

*Mike Quist, our newest Life Member*

Mike was Mazda Australia's National PR Manager back in 1989 when the Mazda MX-5 was launched, and was one of the driving forces behind the establishment of MX-5 Clubs in Victoria and around Australia ...



**Name?** Michael Karl Quist

**Age?** 60s

**Born?** Melbourne

**Current abode?** Bairnsdale

**Profession?** Public Relations practitioner

**Partner?** Married to Ginny

**Pets?** No

**Fave food?** Natural oysters

**Can you cook?** Can barbecue while drinking red wine

**Favourite tippie?** Red wine

**First drive?** Age 16 in a Morris 850

**First car?** 1962 Morris 850

**First fender bender?** In mother's Singer 9 Sports in home driveway aged 14 when she was out – drove into a fruit tree!

**Everyday driver?** My MX-5

**Current MX-5?** Copper Red 2006 NC MX-5 (Previously owned a Limited Edition NA and drove NBs as company cars in my last years at Mazda).

**MX-5 improvements?** As it came

**MX-5 dislikes?** Drink holder in door lining and short on useful cabin storage space

**Why an MX-5?** Love it - best affordable fun on four wheels and a 'real' sports car

**Fluffy dice?** Sound racer – plays sound of V8 engine through the car's audio system ...

**Passions besides the MX-5?** Art collection, classical music, boating in our cruiser on Gippsland Lakes

**Favourite TV shows?** Doc Martin and Spooks

**Dream wheels?** Aston Martin DB9

**Would you drive a Daewoo or SSangYong?** Only if my life depended on it

**Favourite other Mazda?** CX-7 TDi

**If not a Mazda (gasp!) what?** Black BMW 3 Series 2-door coupe

**How long in the Club?** Since inception

**How many MX-5 Club runs?** ... not for a very long time

**Done DECA?** Once while at Mazda Australia

**Ford vs Holden?** Holden

**What's playing in your MX-5?** Diana Krall

**Footy team?** Essendon FC

**Final comments?** Delighted with Club Life Membership award and hope, in spite of living far from and avoiding Melbourne, to make appearances from time to time

# A word from our new sponsor



Advertiser's editorial

## Every motoring enthusiast needs an insurer they can trust to keep their special vehicle special.

For over 40 years **Lumley Special Vehicles** has provided tailored insurance solutions for motoring enthusiasts, sharing in their passion. As a specialist vehicle insurer since the 1960s, Lumley Special Vehicles has actively promoted restoration, preservation, display and use of historic vehicles.

Today the Lumley Special Vehicles team take their enthusiasm beyond mere words by supporting a range of motoring and car club events across Australia throughout the year. They take great pleasure in meeting fellow enthusiasts.

Lumley Special Vehicles is backed by Wesfarmers General Insurance Limited, one of Australia's largest insurance companies and is part of the Wesfarmers Group. So Lumley Special Vehicles customers have the comfort of knowing Lumley Special Vehicles is here to help keep their special vehicle special.

To most vehicle owners, car insurance is a formality. But to the motoring enthusiast, a vehicle insurer must be someone they can trust to keep their vehicle special.

Lumley Special Vehicles understands that for motoring enthusiasts standard insurance cover just won't do. Here are some of the key benefits offered to you, a true motoring enthusiast:

- » Exclusive car club member discount.

## **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 Mazda MX-5 Club to get your discount. This offer is exclusive to Autobarn Eltham.



### **Autobarn Eltham**

9/256 Bolton St (cnr Brougham St) Eltham 3095

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

- » Multi-vehicle discount – you are entitled to a further discount when you purchase another vehicle and add it to your policy.
- » Agreed value – the value of your vehicle is determined at the time you purchase your policy so that if you suffer a covered total loss, there is no haggling over the payout.

We are happy to cover cars that are:

- » Being restored or in storage
- » Club-plated vehicles
- » Race cars that are garaged or being transported
- » Used for recreation:
  - Driven twice a month on average, up to about 4,000km a year.
  - Driven on a weekly basis on average, up to about 8,000km a year.
- » Part of a stable or a collection of vehicles, where only a certain number of vehicles are driven at any one time.
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As a Lumley Special Vehicles customer, you will always have the comfort of knowing that we are here to help you if you ever need to make a claim. And if you experience a covered loss, you will also get to choose the repair shop you feel most comfortable with. You will deal with a specialist vehicle assessor who understands the nuances associated with special vehicle claims. And you will even get to you keep the salvage rights for your vehicle at no cost to you if your vehicle is 25 years or older and is deemed a total loss.

Every motoring enthusiast needs an insurer they can trust to keep their special vehicle special. If you are in the market for specialist motoring insurance and would like to speak to a fellow motoring enthusiast, call Lumley Special Vehicles on 133 578 or visit [www.lsvinsurance.com.au](http://www.lsvinsurance.com.au).

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## **For sale 1990 Mariner Blue NA**

- » manual
- » soft top
- » 235,000km
- » 10 months' rego (Vic: UYU 480)



In good mechanical and physical condition. Having to sell because of moving.

**Location:** Corryong, north-east Victoria

**Asking price:**  
**\$7,200.00**

Please contact Daniel (non-Club member) on  
**0400 045 238**

**Please note:** Sale notices are presented as a service to members only. The Mazda MX-5 Club of Victoria Inc. has not tested the product/s shown and makes no warranties or representations about any of the products or their purported uses.

# Chapter news ...

## Overnight run to the East Coast ~ 2.10.2010 | Northern Tassie

■ Words & photos: Kelly Berggren

■ Run organisers: Bruce Harvey & Cheryl Murray

It was 9am, 2 October, and I wondered if the heavy fog resting over the Western Tiers was going to clear for us as we swooped down Buster Road, on our way to Launceston for the start of the East Coast Overnighter run.

The cold snap we had four days previously had covered the Tiers in snow, so it surprised me when the fog lifted to see the Tiers were completely bare. By the time we reached the Motor Museum there was nothing but glorious sunshine. It was a nice sight driving in to see eight gleaming MX-5s lined up in the parking lot.

Carl and I were the last to pull in, and now that we had all arrived it took a few moments for Bruce to get us all focused on the drive ahead – we were too busy checking out Margaret and Rob's beautiful new Black SE. (Not to mention that our kids, asleep in the back of our Megane Cup, were attracting a few surrogate grandparents too!) We soon headed off, taking a nice winding road through Launie's back streets, crossing the Esk river and then zoom zooming off towards the east coast. I just love seeing people's faces light up as we cruise by, everyone waving at us and smiling – and not just the little kids either!

We headed off towards Scottsdale, taking some nice sweeping roads up out of the valley. What's even nicer, is driving through the range between the Tamar Valley and Scottsdale – beautiful smooth curvy roads! I was surprised to see piles of sand (for help in ice/snow I guess?) on the side of the road – it must have been mighty cold there earlier in the week!

We chased each other up the hill, in and out of shadows, round the corners and enjoying the sight of Mixies cutting through inside hairpin bends. Carl was sandbagging so we could make the most of the hills, though I'm sure whoever was driving in front was a bit worried on occasion! Carl and I will definitely be coming back without the kids in our red NA to have some fun on these corners again soon. Mt Barrow was impressive too as we skirted around it on our way north-east.



We cruised in to pick up supplies at Scottsdale (you would think we'd all be keen to get rolling again, but Bruce had to chase us all up, dragging the boys away from checking out each other's cars

and the girls away from the babies!) and then head off towards Derby for lunch. On the way we took a detour through Legerwood, past the huge pine tree stump sculptures that I couldn't believe were created with a chainsaw. I haven't been to this side of Tassie before and it has a really nice lush pastoral feel. This area was very flat, so when we came out the other side of town we got to admire the entire group on the go. We zig-zagged between paddocks, watching each other take the next few corners, yet all remaining in view the entire time.

Back on the main A3 a few more corners later and, before you knew it, there was this tiny old coal mining town of Derby, perched on the edge of the Cascade River – in what looked like a half natural, half man-made gorge. The little ramshackle cottages still looked lived in and looked after. It was a lovely spot for lunch, with the river bubbling past and good company.

We headed off after lunch, winding

through the hills with the sun starting to get hot. Crossing over the range was a 7° difference in temperature! The country was drier and scrubby, and before you knew it I could see the ocean glittering off in the distance. St Helens popped up out of nowhere, than it was on to Scamander for our beach side accommodation. After settling in, some headed for the bar, others for the beach and some for a nanna nap! We all enjoyed having a longer chat than we usually get time for over dinner, with some good laughs before tripping off to bed. I heard some shenanigans going on in the hallway as I was putting our kids to bed, which I found out later was Sandra scaring the wits out of everyone getting off the elevator!

Next morning we had a lovely hot breakfast and then loaded up and headed off down to the chain of lagoons and up Elephant Pass to St Marys. I always wondered what the fuss was about Elephant Pass, as when I'd been down that way as a kid it didn't seem all that steep or windy. Well, I have now found out that the road I'd been on was St Marys pass. I was impressed with the hairpins, curves and amazing razorback of Elephant Pass, as we climbed up over 600 meters from sea level into cool misty hills. We were all slowed-up behind some traffic some of the way, which was a bummer, but allowed me to admire the scenery better. We had a quick stretch at St Marys, which looked like a nice little mountain town, before heading off towards Fingal.

Seeing Ben Lomond and Stacks Bluff rise up out of the Fingal valley was a surprise for me – it's just a big lump from the west, but from the east it's an impressive mountain with the finger columns of Stacks Bluff clearly standing out and chunks missing from the edge like some giant was nibbling on it. We took a side detour up what looked like a goat-track (sealed, but still a goat-track to me!) to the tiny town of Cornwall. Even though the junk shop was closed we got a buzz from watching the locals run out to watch us parade through. Which took all of 45 seconds!

We zoomed off up the highway again 'til we reached Fingal, where we stopped for a quick cuppa before turning off on to



a louping side road that would take us right up underneath Stacks Bluff, through a very hick looking town called Rossarden, and back out to Avoca.

Now that was a nice piece of bitumen! Lots of curves, a scary truck on a narrow bridge, and sweeping corners with open drop-off edges that made them feel endless. (Put a reminiscent happy “sigh...” here for me.) One section wound down the deep sides of a gully, between rough rock and scrubby dry bush. I asked Carl to drive as close to Keith and Sandra’s silver NB as he could so that I could get a really nice action shot as they coasted through the inside hairpins – they looked great, by the way! – and I did get a few good ones before Carl thought we should back-off (he thought driving that close in those corners might make the hair on the back of Keith’s neck stand up and try to crawl up his head to get away).

Then there was a short stretch of dirt road (oh no ... the horror! It was worth the rest of the road though) before we reached Avoca. We had a quick stretch there, overlooking the old stone farm house and church (while I fed the baby and the boys did what boys do at road stops ... smoked!) before heading off through Avoca down to Campbell Town.

Campbell Town was a nice surprise for me too. I hadn’t stopped there for at least 10 years, and the big dusty yard with the huge tree log had been transformed into a lush park, complete with playground (“Woo-Hoo!” said Stais, my 3yo), huge shady willow trees, picnic tables and thick grass to sit on. We settled on the grass there to enjoy a chat and our last lunch together before heading home via Cressy and Longford. We split off with Ken and Lyn and Sandra and Keith to take the old highway back to Devonport, via Carrick, Hagley, Westbury, Deloraine, Elizabeth Town, Beulah and Sheffield. The stretch between Kimberley and Beulah was a new one for me too, and another very nice piece of road.

All in all, I think we all had a great weekend with good roads, good company and sweet cars. Big thanks to Bruce and Cheryl for organising it so well!

Looking forward to the next run! ■



*L-R: Carl, Ruth, Dot, Tim, Michael, Anna, Margaret, Rob, Ken, Sandra, Keith, Coreena, Lyn, Michael, Ken and Cheryl*



# Chapter news ...

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## Dartmouth run ~24.10.2010 | North-eastern Victoria

■ Words: Ron Gillick ■ Photos: Marg & Ron Gillick

■ Run organiser: Stuart James

After days of worrying about the weather forecast and some light but steady rain the day before, Sunday 24 October arrived with the sun shining and barely a cloud in the sky.

Another MX-5 has finally appeared in our hometown of Corowa and the lucky owners, Andrew and Marjorie Johns, were coming with us on their first run with a view to joining the Club. The Todds (John and Janette), who had come up the previous day, the Johns and Marg and I left for our drive over to our starting point in Yackandandah.

Upon arriving at the Java Café reasonably early we were pleasantly surprised to see three cars were already waiting out in the street with the occupants inside the café enjoying an early morning coffee. Over the next half hour or so several more cars arrived and by the time we were due to set off we had a total of 12 cars which is an excellent turn out for our Chapter's runs. Mark and Andrea Clayton from Khancoban caught up with us later in Mitta Mitta to make the 13th car in the convoy. This was the first of our Chapter's runs which they had been able to attend.

Also on their first run were Chapter members Bill and Elaine Hines from Woomargama (I know, I'd never heard of it either, but it's up near Holbrook).

Thirteen cars, *but something was missing*. What was it? We had plenty of blues, silvers, blacks and even two Cerrion Silvers even though there are only 100 in Australia. But, in what must surely be a first on a Club run, not one red car!

Many people from our Chapter area travel long distances to attend the runs but it is also most pleasing to us to have so many people come up from the Melbourne area to join us. The Todds have been great supporters of our Chapter and John and Shirley Hartnett from Dromana have travelled up to join us on two runs, as have Ian and Karen Bradshaw from Lismore.

We had a long run of 270km in front of us so we got underway just after 10am, by which time it was warming up enough to have the tops down. Our route was to take us from Yackandandah, through Tangambalanga to Mitta Mitta, then up to Dartmouth Dam for lunch and return via the Mitta Valley, Granya and around the edge of Lake Hume to finish in Wodonga.

After a short run up to Lockhart Gap we

stopped at the lookout to regroup and admire the view. As usual there were others enjoying the great roads around this area including several motor bike riders, three of whom passed by as we were parking to start their downhill run. Stuart James, the run organiser, recognised one of the bikes as belonging to someone he knew through work. Only a couple of minutes later one of the bikers returned to get help for one of their group who had fallen off his bike just a few corners into the descent. Stuart and his wife Sue as well as Andrew and Marj Johns had all had some first aid training and went down to help out until an ambulance arrived.

So, after a short delay until traffic could pass through, the rest of the group set off for our next stop at Mitta Mitta where the Jameses and Johns were to rejoin us. While waiting at Mitta Mitta in a nice spot by the river we amused ourselves by getting to know those whom we had not met before and catching up with others we hadn't seen for a while. Most of the males could be found under the bonnet of Anthony Latino's SE checking out the turbo charger.

After a longish wait for the others to join us the hunger pains set in and we decided





to head off without them to the Dartmouth Dam for lunch at a picnic area on the dam wall, knowing that the Jameses and Johns would know that we had moved on to there. Sure enough, not long after we arrived, so did they and our group was complete once more. The news was that the biker had suffered a badly broken leg, possible broken collar bone and some deep wounds.

After a picnic lunch and, having relieved John and Janette of some of the Club merchandise which they had brought with them, it was back into the cars for the run down through the Mitta Valley. The scenery up in this area is superb with mountain ranges and lush pasture areas in the valleys. At least, this year it's lush with the drought appearing finally to have broken.

After crossing the floor of the valley, we were rewarded with a nice twisting run along the side of the hills on this side

of the valley as we headed towards our next regrouping point some 180km into the run.

The next part of the run was to take us out on a loop through Granya, then back along the edge of the Hume Weir to our finishing point in Wodonga. Most of this section is comprised of the type of roads we love, as well as the chance to see the weir at almost 100% capacity. Unfortunately, because of the delay with the bike accident, we were running a little behind schedule and a couple of the Melbourne cars had to leave us there to head back home. So we said our "goodbyes" to them, then headed off in the opposite direction for the final leg of our run.

After a rather long but most enjoyable day the run was over. Thanks to Stuart for a brilliant run and thanks to all who came and made it so much fun. ■

# Chapter news ...

## When the going gets tough ... ~17.10.2010 | Hobart

■ Words & photos: John Waldock

■ Run organiser: John Waldock

Down here there's a bit of local knowledge that says that Hobart Show Week (late October) is always windy, cold and almost guaranteed to be wet.

So being the optimists that Tasmanians have to be (weather-wise at least) the Hobart Chapter organised our October run for the weekend before Show Week and even further chose to drive south to the edge of the wilderness.

The day started well: breakfast and coffee at Salamanca, with a small but brave group of MX-ers gathering to enjoy the drive and day in general.

We headed off a little after 10, up past Mt Wellington and Lower Longley to our first stop at Huonville for the usual comfort stop and chinwag. We continued through Franklin, arriving at Geeveston, where we decided to have lunch and purchase our *Airwalk* tickets (not that they were really needed with the wind!). We lunched at "The Bears went over the Mountain" and I showed off my new iPad with an MX-5 driving game (*worth a look as it's free!*). Allan Pryer demanded that I photograph him with one of the wooden statues in the town as no-one else would get in the photo with him!

We headed inland towards the Picton and Huon rivers, where we had afternoon tea before some of the party went on the Airwalk while the cheapskates (including me) went for a walk along the river and across two swing bridges, aptly named as they do swing if you jump up and down on them (yes, we did try that).

After the walk we met the Airwalkers, who then wanted to walk the loop so we did it in the other direction for a change. While at the lookout I was very excited to find a small Huon Pine log, which we then had our picture taken with (Allan started a trend there, I think). It was at about this time we noticed it was getting a little dim, and so decided to get a move on as the gates to the road are locked at 5pm, and none of us fancied calling the ranger and having to pay to get out.

The trip back was uneventful and we arrived back in Hobart relatively warm and happy after a good day out. ■





# WAXIT car care cleaning & detailing guide ~ part 3



Welcome to the third in a series of articles from Waxit Car Care 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.

Instalment number two discussed using detailing clay to decontaminate your paint.

This instalment will move on to the next process in detailing your car, polishing the paint to remove dirt that washing and claying can't remove.

Firstly we need to choose the correct type of polish as there are several types on the market, some of which are suited to use by hand, which is the scope of this article, some are not and should only be used with a machine.

- 1. Paint Cleansers:** This family of polishing products are our recommendations for hand polishing. Paint cleansers are non-abrasive and rely on chemicals to break the dirt down and oils to bring out the shine. Typically they are very creamy in consistency with no grit. A true paint cleanser will not contain any protective products (eg, polymers or waxes).
- 2. Abrasive Polishes:** These products are typically called *cutting compounds*, a name that we try to discourage as in the detailing world you rarely need to be that aggressive. If you see a product labelled swirl or scratch remover you can be pretty sure they are abrasive and in our opinion are best used only with a machine and foam pads. Using them by hand usually results in dull spots or holograms on the paint.
- 3. All-in-One Polishes:** Sold as "One-Step" or "Clean and Protect" products, all in ones do have their place, however typically as they are trying to be all things to all people they are a compromise and you will always get a better result using a dedicated polish followed by a dedicated protective product (wax or sealant).

*AG Group are pleased to offer a 5% discount to all financial members of the Mazda MX-5 Club of Victoria.*

*Swissvax and Festool products and all Kits are exempt from the discount.*

*Produce your valid membership card and number to secure the discount.*

*To hand polish your car, follow these steps:*

- 1.** You have prepared the car by washing and claying the car and the paint is feeling like glass.
- 2.** Using a damp microfibre applicator pad, apply the product using back and forth strokes over a small area (a bonnet should be divided into four areas) until the product has almost disappeared. There is no need to rub hard when doing this; you are not trying to mechanically remove contaminants; the polish will break down the dirt and you will remove it with the polish residue.
- 3.** Once the product has almost disappeared, use a microfibre towel to remove the residue and buff to a high gloss.
- 4.** Move on to the next section and repeat.

We have only covered polishing by hand as *machine polishing* is a little too complex to describe. If you wish to know more about polishing or the products, please do not hesitate to contact Russell Van or Brian Gardner at our Tullamarine location – 34B Trade Park Drive (tel: 9330 2177).



# My Ride ... 1993 Classic Red NA

■ Words & photos: Jeff Smith



*Purchased Easter Saturday 2010*

## Why the NA model?

I simply love the pop-up headlights. Smaller motor (1600cc) is not an issue as a few performance mods keep it lively enough.

How it all came to be. Before Easter 2010 I was watching "Wheeler Dealers" on Discovery channel and they were refurbishing a blue MX-5 NA. This rang little bells in my soul as I was looking at building my own AC Cobra kit car which would have been an open "Occasional Driving" car because of the large V8.

To quote my wife "I already had too many Toys". Toys at that time were my 8 metre Sonata 26 Trailable Yacht, a 1996 Range Rover HSE for towing said Trailable Yacht, a 1985 Range Rover needing me to complete its 2nd engine rebuild, a 1988 Ford Maverick, a 2002 Buell 1200cc Motorcycle, and an A-Class 18 foot racing catamaran. (*Ed. Does he work too?*)

My eldest daughter had started borrowing the Ford Maverick on a "too regular" basis. Amongst the NA MX-5s available on the internet I found a red 1993 NA complete with red hardtop. Easter Saturday saw us in Heidelberg at Courtney & Paterson having a "look" at this particular MX-5.

To me it was love at first sight. I was concerned that I would be too tall and cramped, but at one sit, surprised by the leg room, I was hooked.

Immediately after Easter I returned to Heidelberg with my

red Ford Maverick, negotiated a suitable trade-in figure, and returned home with a very much smaller red car.

My wife's comments were along the lines of: "Did you take the Maverick to a HOT car wash and shrink it?" ... so she now calls the MX "our Maverick".

As I use this car as my daily driver (Romsey to Tullamarine), I wanted to ensure that the car remained reliable and not go stupid with too many modifications. In my earlier days I had an XP Ford Falcon two door with a 351 GTHO Shaker motor, BUT externally it still looked innocent to casual observers. I have had several Mazdas over the years, but these were 808 coupes and 808 station wagons.





### So now to this Mazda MX-5.

First things replaced were: all fluids and belts, clutch pressure plate and throw-out bearing, clutch slave cylinder, timing belt and cam seals, water pump, CAS seal, rocker cover gasket, spark plugs and leads.

The clutch was on its last legs and spirited driving had it slipping in most gears. The odometer was 188,000km when purchased.

Then I started to personalise it to make it "My Car"...

The following is what I have added in the post-Easter months of owning this car.

- » adjustable "Raceland" coil/over shock absorbers
- » wood rim and chrome steering wheel
- » clear Altezza LED Tail lights
- » triple air horns
- » extra sound deadening in the boot, and hard top (different material used for the hard top)
- » boot interior light
- » aluminium "Roadster" sill plates



- » alloy "BeatRush" engine strut brace
- » cold air engine intake and nostril on the headlamp cover
- » stainless 4-2-1 extractors and stainless cat back 60mm system
- » stainless radiator slam plate
- » stainless grill intake
- » stainless bolts and nuts in engine bay
- » high flow catalytic converter
- » ECU power chip
- » operational side reflectors (now are working indicators)
- » better styled gear knob
- » MX-5 embroidered carpet
- » dash mat
- » 5mm aluminium radiator and silicone radiator hoses
- » slimline front number plate
- » stainless twin hoop style bars
- » spare wheel now under the boot compartment
- » storage stand and soft cover for the hard top (stand by me, cover by Kay)
- » secure boot lock modification

**Apologies** to any trades people in the Club, but *I'm the only one* who puts a spanner near this car.

**On the "To Do" list** is new paint, as the Classic Red seems is very prone to fading and is collecting stone chips from country driving. ■



# It's just a bridge!

■ Words and photos: Coral and Will Campbell

“Where?” we asked.  
“Miaow”, was the response.

At least that's what it sounded like, but after a little probing it turned out that they were talking about Millau, a small town in the Pyrenees in France. “Sure, let's add it to the list”.

It was early in 2010 and we were planning our upcoming trip to Europe with fellow Club members, Joan and Ken Read, and Grant and Saeko Butler. It was to be quite an adventure and we all wanted to see as much as possible.

However, it wasn't till later that we realised that in fact it wasn't the town that was of interest, but the incredible Millau Viaduct. Most of you will be aware of the structure, but maybe, like us, knew it only as that bridge that the boys from *Top Gear* had driven over in some exotic Italian cars.

We didn't quite get to drive over it in an exotic car (try a *Citroen Jumpy* nine-seater people-mover), but what an experience and certainly one of the highlights of our six weeks away.

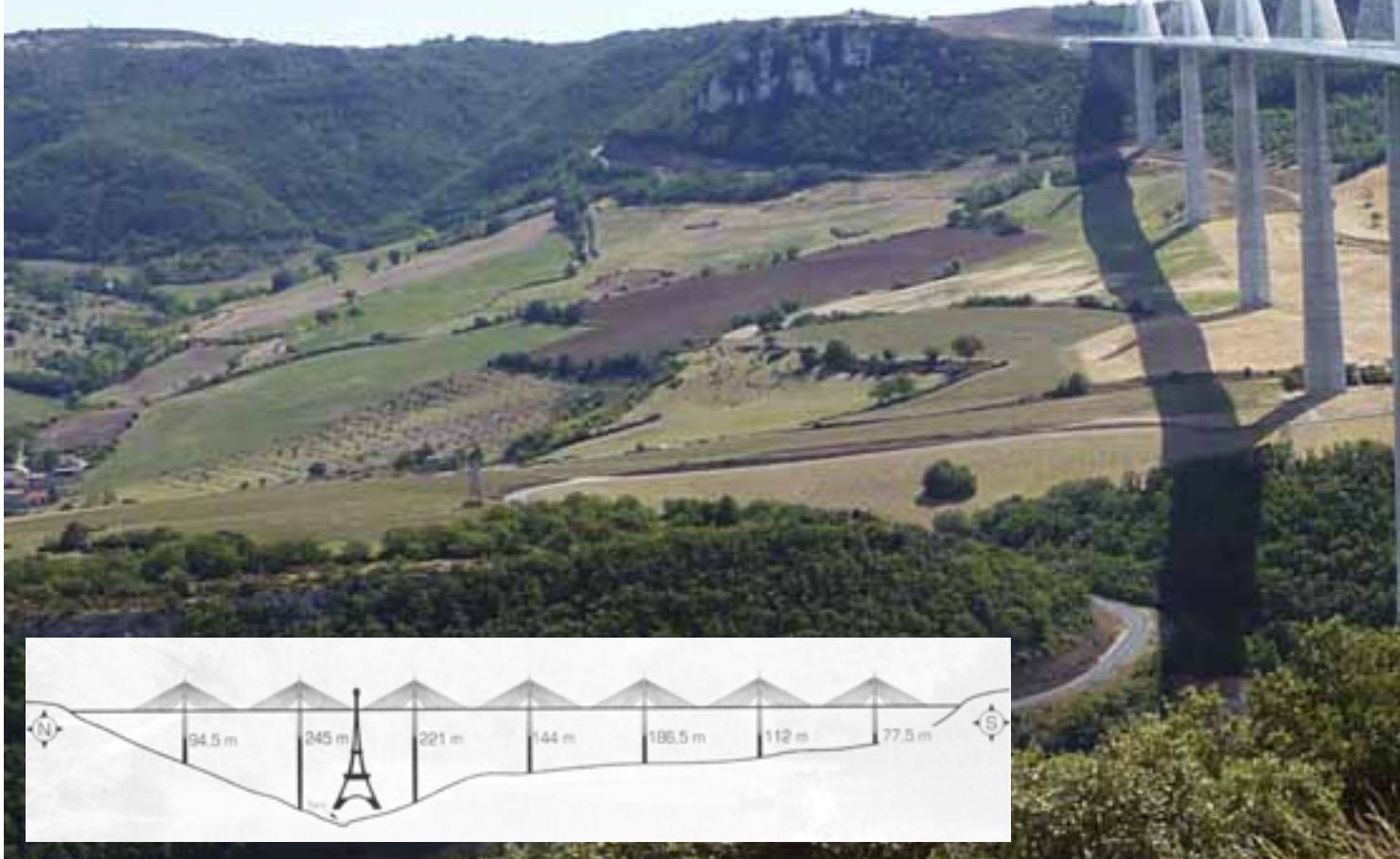
We approached the bridge on the A75 motorway and the first glimpse was breathtaking. Resting on the Causse Rouge to the north and the

Causse du Larzac to the south, the Millau stretches over the valley, approximately 270 metres above the Tarn River. It truly is like a work of art, blending beautifully with the surrounding countryside. Whilst it might sound unlikely, it has had a minimal impact on the valley, touching down at only nine points.

Technically, the Viaduct is a cable-stayed road-bridge. It is the tallest in the world (one mast standing at 343 metres, beating the Eiffel Tower by 19 metres!), and its gently sloping, slightly curved trajectory stretches 2.46km. Constructed for a cost of approximately \$570 million, it opened in 2004, just three years after work commenced.

We sat in on a presentation on the building of the bridge, and although it was in French, the complexity of the task was obvious. This is not the place to detail how it was done, but one aspect that impressed us was the use of GPS devices as the spans of the bridge were moved slowly into place from each side of the valley. When the two halves eventually met, they did so with millimetre accuracy.

The viaduct is a showpiece of modern engineering; it truly is awe inspiring and is *more than just a bridge!* ■





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