

mxtra

3/2011

www.mx5vic.org.au

THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA INC.

900,000 up!



In this edition:

Ode to Cars of the World | New love, old flame
Sandown Sprints | MX-5s on ice | 20 Top Cars?



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Cover image:

The world's most popular roadster, the Mazda MX-5, has set another world record.
Photo: Mazda Australia

Find us at:
MX-5 Club of Victoria



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Murray's Corner ...

The first gathering at Berwick in 1990 ... mine's in there somewhere. Back then, EVERY MX-5 was either red or white!

■ Murray Finlay – President

This month marks a couple of personal milestones ... aside from my birthday (all the 5s), for me it's 21 years of continuous MX-5 ownership.

I took delivery of my Classic Red NA on my 34th birthday on 13 March, 1990, and I had that great little car for a bit over 15 years before replacing it with my current Velocity Red NB SE in June 2005. (As last month's **mxtra** cover attests, the red ones do go faster!)

I was fortunate, just weeks after I took delivery, to receive an invitation from Mazda Australia (which I still have!) to join other new MX-5 owners in Victoria at a gathering in Berwick in May, 1990, with a view to starting an MX-5 club.

I was there with bells on, along with another 130-plus owners from all corners of the state. Hosts Mike Quist and Sue Ransom from Mazda, and founding couple Michael and Margaret Cemm – all now life members of the Club – outlined their plans for the Club, and the rest is history.

We started with a bang: when the Club was launched on 10 August, 1990 in Mazda's staff canteen in South Melbourne, it boasted 167 foundation members ... one of the largest inaugural lists of any car club in Australia's history.

Despite this start the Club's fortunes fluctuated a bit in the early days, but since the mid-90s we've enjoyed a fairly steady rate of growth, reflecting the popularity of the car.

The constant throughout has been the camaraderie and fellowship of like-minded people, both social and motor sport-oriented, coming together to enjoy their common interest – the phenomenal Mazda MX-5 in all its guises through the different generations, a rainbow of colours, the special editions, and an endless array of personalised modifications. I know I shouldn't be, but I am always amazed at the passion and fun that this small, lightweight sports car manages to evoke.

And there have always been people willing to get involved and keep the Club running and improving, for which we should all be grateful. Without those people giving their time and expertise over the last 20 years, the Club would not be in the great shape it is today.



On another personal note, I was very honoured last month to receive an unexpected "gong" from CAMS, the governing body of motor sport in Australia, of which we are one of about 400 affiliated clubs. CAMS past President and life member Peter Bready presented me with a **CAMS Service Award** in recognition of two decades' involvement with the MX-5 Club and 17 years as a supplier to CAMS. (In our other lives, Alyssa and I produce the annual CAMS Manual of Motor Sport as well as a host of other CAMS publications, maintain the Online Manual of Motor Sport and provide graphic design for many of CAMS' programs.) Only about 400 of these awards have been presented in CAMS' 58 years.



Until next time, look up, stay back!

Murray

4-day run with NSW Club

The BreakFast Club members from the MX-5 Club of NSW have extended an invitation to Victorian Club members to join them on their "BreakFast Club MX2500 run" from 28 April to 1 May.

The four-day run will start south-west of Sydney and cover many of the classic MX-5 roads in the alps and Victorian high country. You can drive the entire journey or join in for a day or two en route.

It will be a "spirited run", which is more about the roads and the driving than a tourist drive with long lunches and coffee breaks.

"Spirited" means driving long distances each day, maintaining a pace as close to the speed limit as the conditions allow but with no sweeper if you fall off the back.

If that appeals to you, full details can be found in the BreakFast Club's post on the MX5 forum at <http://mx5cartalk.com/forum/viewtopic.php?f=63&t=45903>.

This has details of the route and the arrangements, so you can work out what suits you.

If you have any other questions, please contact Michael Soulos, the MX-5 BreakFast Club's co-ordinator in Sydney – michael@spankosoulos.com or 0413 11 33 99.



Motor Sport Torque



■ Robert Downes – Club Captain - Motor Sport

Club motor sport participation is increasing.

The following table details the “average number of competitors” at each round of the Motor Sport Championship over the past nine years. It specifically excludes rounds held at DECA which are open to Club members who do not have a CAMS competition licence.

YEAR	AVERAGE
2002/2003	6.1
2003/2004	6.5
2004/2005	8.4
2005/2006	11.0
2006/2007	15.3
2007/2008	20.3
2008/2009	21.2
2009/2010	22.3
2010/2011	24.5

Furthermore, in 2009/2010 over 50 people competed in at least one round of the Championship. In the last couple of years, we have seen more women join the motor sport program and the trend looks likely to continue.

Competitors’ ages ranged from 20 to 70.

Why the popularity?

The MX-5 makes a wonderful track car even in “standard form” – lightweight, great handling, excellent brakes, affordable, extremely reliable and mechanically robust “under stress” and hence is capable of delivering very respectable lap times.

Despite the competition becoming much stronger, we are all there to enjoy ourselves and there is great camaraderie and a positive atmosphere and culture within the group.

The Championship caters for 7 classes enabling vehicles from 1989 to the present day and from “standard” to “highly modified” to be competitive.

The Club Committee has always provided full support to the Club’s motor sport activity.

Many new members are expressing an interest in motor sport and I anticipate that our participation numbers will

continue to grow. We had 15 people undertaking “Racecraft” training at Winton on 5 March, and 32 entries for the Winton Meeting on 6 March, including nine “newbies”.

New Members’ Night – 24 March

A call to those already in the motor sport program and those contemplating joining to attend the new members night so we can “greet and meet” those interested in this side of the Club’s activities.

Annual Motor Sport Meeting – City Mazda, Friday, 8 April

Our hosts, Greg McPherson and Daniel White, from City Mazda in South Melbourne, have asked us to be there at **7pm sharp** for a bite to eat, a small presentation and a tour of their facilities before the meeting starts. A new “draft” of the Championship Rules for 2011/2012 will be presented and we need to discuss and agree on several other issues including “succession planning” in managing the motor sport program. Please let me know if you wish to discuss any other issue and, importantly, RSVP to me by e-mail or telephone before 1 April, 2011, so that we know final numbers.

Round 5, Sandown – 6 February

This was another great day of motor sport, this time under the control of the HSV Owners Club of Victoria with Carl Jones and his team. Considering we have become accustomed to our events being impeccably run by the AROCA team, I believe Carl and his team did a great job, particularly as it was the first time of running a race meeting for many of those involved. Special thanks to the MX-5 competitors who assisted with scrutineering in the morning.

Entries included FPV, Jaguars, HSVs, plenty of MX-5s and one “poor bugger” who turned up in his Lamborghini *complete with transporter, \$20,000 tool chest and a full team of helpers*. Well, somebody has to do it and, besides, he is doing more than his share to stimulate the economy. Again, a few Club Class lap records were broken.

A special mention to a new young guy, Dean Monik, who drove extremely well in his father Ray’s car. *Perhaps he drove too well and may never be seen again!*

See Bob De Bont’s wrap-up of the meeting

Motor sport calendar

See the full calendar for details

April 2010-2011 season

- 3 Rd 7: Sprints, Phillip Island
- 8 Annual motor sport meeting, City Mazda

June

- 12 Rd 8: Sprints, Sandown

July 2011-2012 season

- 2 Rd 1: Sprints, Phillip Island

August

- 6 Racecraft training, Winton
- 7 Rd 2: Sprints, Winton

September

- 18 Rd 3: Sprints, Sandown

October

- 15-16 Winton 6-Hour, Winton
- 23: Rd 4/Interstate Challenge v NSW: Wakefield Park, NSW (TBC)

December

- 11 Rd 5: Sprints, Phillip Island

in this issue of **mxtra**.

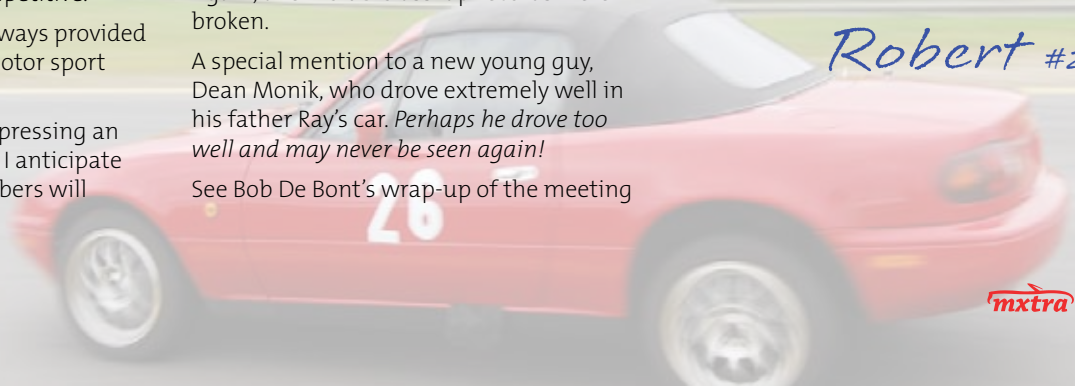
Round 7, Phillip Island – 3 April

Watch out for entries on the AROCA website. For those contemplating participating in the Club motor sport program, please make the short trip to the Island on race day to see for yourself what happens and to meet the Team and have all your questions answered.

Dave Jones is leading a social run to the Island that day, and all spectators are welcome!

Until next month ...
“drive responsibly at all times”

Robert #26





Membership

Current membership count:

446

■ Will Campbell – Membership Officer

G'day all ...

I would like to welcome the following new members to the fold:

James Bruce	2000 Burgundy NB
John Grigg	1990 Mariner Blue NA
Robert & Melanie Hart	2008 Galaxy Grey NC
Karen Jenkins	2005 Black NC
Margaret Ng	2010 Black NC
Frank & Paula O'Connor	1991 Classic Red NA
Paul & Michelle Watson	2002 Titanium NB

I wish you all a long and fruitful association with our Club.

See you out and about ...

Will

Your invitation

New Members' Night: 24 March

NEW and "used" members are all welcome to the 2011 New Members' Night.

It's an evening where, traditionally, both new and old members take the opportunity to share a chat with like-minded enthusiasts and an opportunity for our newer friends to learn more about all the Club has to offer.

It will be a casual get-together at the popular **Garage Café** at **221 Berkeley Street, Carlton**.

ALL Club members, especially those new to the Club, are invited to join us for dinner (own cost) on Thursday, 24 March – gathering at 6:30pm. (Check out their website to see the available menu and location map: www.garagecafe.com.au) Get there early enough and you can take advantage of *the Garage's* off-street parking!

Please call Judy (0408 568 345) to book your spot.



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Another world record!



Total production of the Mazda MX-5 reached 900,000 units on 4 February, 2011 ... 21 years and 10 months after mass production of the first-generation MX-5 commenced in April 1989.

Guinness World Records certified the MX-5 as the world's "Best selling two-seat sports car" when production reached 531,890 units in May 2000. The record was updated when production passed 700,000 and, later, 800,000 units.

During the 1960s and 1970s, numerous lightweight and fun-to-drive sports cars offered nimble handling and free-spirited open-air motoring. In the 1980s, Mazda decided to resurrect this spirit with a new roadster for the modern age.

Using the latest engineering techniques, Mazda developed the MX-5 as a reminder that driving could still be fun despite ever-stricter safety and quality standards.

To this day, the MX-5 remains the longest-enduring nameplate in Mazda's global lineup.

Nobuhiro Yamamoto, program manager of the current MX-5, said, "Since Mazda launched the original MX-5, it has undergone two complete product redesigns and a series of upgrades. Its enduring success is due to the strong support it enjoys from MX-5 fans around the world. Going forward, I will strive to keep



the MX-5's spirit alive while evolving it into a car that will be loved by even more people."

Mazda's executive officer in charge of development, Seita Kanai, said, "As we head toward the next production milestone of one million units, Mazda is committed to further evolving the MX-5. We will refine its fun-to-drive character and further enhance its environmental and safety capabilities. As Mazda passes its 91st birthday, we are turning our sights toward our 100th anniversary. In the years ahead, we will continue to cherish the MX-5, alongside its loyal fan base, as the symbol of the Mazda brand."

The MX-5 is the recipient of many Australian motoring awards, including being twice voted **Wheels Car of the Year**. ■

A new MX-5 Special Edition with styling and suspension upgrades is now available in limited numbers.

With just 200 MX-5 Special Editions available in Australia and the upgrades being added at no additional cost, buyers will need to move fast to secure one of these rare models.

Already considered to be one of the world's best-handling sports cars, the MX-5 Special Edition takes the fun to drive factor to even greater heights with the addition of Bilstein-tuned suspension. A bright painted strut tower bar provides a

stylish finish to the suspension set-up.

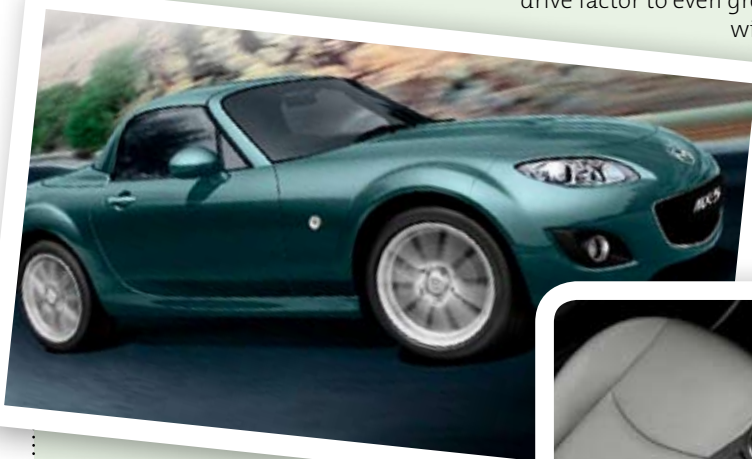
On the outside, the MX-5 Special Edition makes its mark with new bright painted 17-inch alloy wheels and a range of contemporary new exterior colours: Aluminium Metallic and two new colours – Dolphin Grey Mica and Sparkling Black Mica.

Inside, the tone is set by unique grey leather seats which are complemented by a leather steering wheel and handbrake both featuring grey highlight stitching. Chrome meter rings and air vent bezels complete the look.

Equipment includes air-conditioning, cruise control, power windows, front and side airbags and dynamic stability control (DSC).

The list price is \$47,200. ■

~ Mazda Australia



Cars of the World ...

■ Words: Ron Macdonald & Wendy Clark ■ Photos: Ron Macdonald & Ernie de Vlieger ■ Run organiser: Murray Finlay

*"Cars of the World"
They called this day
World of cars
Would be better to say
An old Rolls Royce
She looked so fine
99 years since
She rolled off the line
British, Yank
And some Euro fare
All on display
But they could not compare
The MX-5
Had pride of place
The other marques
Just not in the race
They've come of age
And looking fine
21 years
But not for mine
30 cars
NA, B and C
Parked in a row
What a sight to see
Red, white, blue
And my Gracie green
The prettiest sight
You have ever seen
40 degrees
Was the forecast
Had to wonder
Would we all last?
The sun beat down
And glistened on our car
We walked around
While some sat in the bar
Prizes awarded
We were nearly done
Eric came second
Don't know who won ...
With the club award
Competition was hot
Ford they won
Though I thought not
Time to go
It had been fun
But we had seen
Way too much sun!*





Club merchandise

■ Steve Dunlop, Merchandise



“Nitro” polo shirt range & matching baseball cap



Polo shirts: Men's and ladies' sizes. Low pill 210 gsm 65% Polyester / 35% Cotton pique knit yarn with contrasting panels, white piping, knitted collar & cuffs and side splits with twill tape. Embroidered Club logo.

Colours:

- » Black / green with matching green Club logo
- » Black / red with matching red Club logo
- » Black / royal blue with matching royal blue Club logo
- » Black / orange with matching orange Club logo
- » Black / purple with matching purple Club logo
- » Black / grey with matching grey Club logo

[Postage is additional, if required.]



Cap

The caps match the polo shirt design, but have black embroidery to match the body of the shirt.

One size fits all.



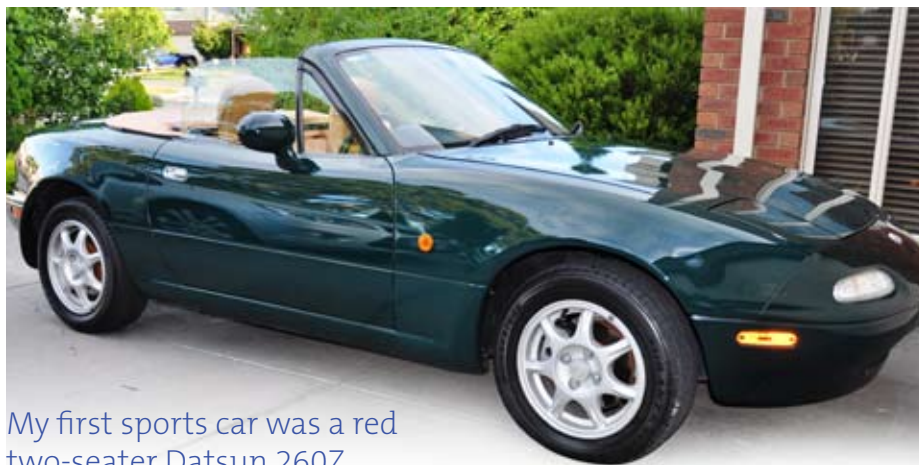
Polos

Ladies'		8	10	12	14	16	18
Half chest		46.5	49	51.5	54	56.5	59
Men's		S	M	L	XL	2XL	3XL
Half chest		52	55	58	62	65	71

Be the first with the new Club gear! Contact Club Merchandise Officer Steve Dunlop to order yours: merchandise@mx5vic.org.au ...

My current love (1997 Mazda MX-5) vs an

■ Words & photos: new member Salman Shami



My first sports car was a red two-seater Datsun 260Z.

I sold it when my son was born. Being a responsible dad I replaced it with, horror of horrors, a Toyota Cressida.

Not until I got behind the wheel of a colleague's NA8 MX-5 last December did I stop missing it. Five days later I bought my own MX-5.

While I still remember the Datsun well I thought I should try and do a comparison between them.

On reflection this comparison is a natural one. Both are proper sports cars that reinvigorated their segments and threw down the gauntlet to the rest of the world. Both were from mainstream Japanese manufacturers but had non-Japanese design influences.

Because they were affordable they sold in large numbers and spawned a massive cult following and a strong club movement. Both are the second iteration of the first body style. The 260Z had the upgraded motor in the series one body with a few stiffening actions. The 1997 MX-5 has an upgraded engine in the series one body style. Even the engine size increase was the same, 0.2 litres.

They both had only two seats and used engines found in other cars from that manufacturer. The inline 6 SOHC L series engine was used in the Datsun 240K and 240C. The DOHC 16-valve B series engine in the Mazda was used in the 323 Turbo and more.

On the other hand this comparison is also not fair. The cars are not from the same generation. The development of the Zed began in 1965. The MX-5 program began in 1984. This is a 20 year gap in which automobile and manufacturing technology had made huge leaps in fuel and engine management, quality control,

metallurgy, plastics and computer aided design.

My Z was stock save for slightly wider tyres, santoprene bushes and metalised brake pads. I was a student and so could barely afford to maintain it and fuel it let alone customise it. The MX-5 is entirely stock and I plan to keep it that way. Why change something close to perfect?

Character and Design

The designers of the Zed to create a real sense of occasion. The car, with its long curvaceous bonnet, headlamps in half pods, long doors, stubby tail, low ride height and balanced proportions, looks fast even standing still. You sit low and almost over the back wheel and hold a large thin steering wheel and look at nicely styled gauges. The plastics are of the hard and shiny variety but they have some style to them unlike what one could get in other Datsuns. Other nice features include storage bins behind the seat, an engine inspection light with an extension cord and a hook and a forward pivoting hood with separate flaps for the battery and the washer bottle. Even the Hitachi carburettors, copies of an SU design, that need regular topping up with sewing machine oil to maintain their damping characteristics of the floats, give the car real character.

The MX-5 is very different. If the Zed is Bruce Willis, the MX-5 is more like Jackie Chan. Where the Z is very extroverted the MX-5 is understated and minimalist without being spartan. The design is elegant in terms of its purity of line and lack of any excess. Nothing on the car has been designed purely for show. It's this trueness of purpose that makes the MX-5 very, very special and endearing. That the designers managed to make the

car look timeless and handsome is quite remarkable.

What makes it look so good is its low stance and beautiful proportions. It has some lovely touches such as the small and beautifully made door handles that no doubt contribute to weight saving. The beautiful Momo steering wheel, sensational ergonomics, lovely gear change, the delicacy of some things such as the aluminium hood that has to be dropped to avoid denting it, the mirrors in the doors, the pop up headlamps, the smooth curvy lines, the chrome details, the upward facing fuel filler door all combine to make the car endearing. The MX-5 is true to its goal of *Jinba Ittai*.

Quality and Refinement

What the Mazda has in spades over the Z is *quality*. To some extent this is to be expected. A generation separates the two. Z doors sound tinny when slammed shut. The Mazda sound solid. Except for the uncharacteristically flimsy feeling glovebox door everything in the 5 imparts a sense of precision and solidity like a well made tool. The Z definitely feels more brittle, especially the mechanisms.

The MX-5 also feels very much more refined. The ride of the Z is not the best. Potholes resonate through the cabin. The Mazda does not absorb potholes like a modern Ford Falcon does but it still does not make your teeth chatter. Engine noise is ever present in the Z as is a constant and irritating diff whine. The liftgate is also prone to squeaking. Even more serious is the tendency for exhaust fumes to enter the cabin, partly because of the aerodynamics of the car and partly because the seals would rot away and the sheet metal they were held on would corrode. The Z also has some well known spots that are prone to rust.

All these things are a non-issue in an MX-5. The engine sounds really nice. Diff whine is not an issue. Everything feels much more bulletproof.

Early 260Zs are quite bad for wind noise. Later on the factory changed the doors to add a second seal, which quietened things a bit. By comparison the MX-5 is very refined with the hood up. With it down, obviously you hear the rush of wind but remarkably little buffeting even for tall people and at freeway speeds.

Ride and Handling

The ride of the Z is nothing special at low speeds; it has a tendency to tramline a bit

old flame (1974 Datsun 260Z)



and crash into potholes. At speed the car hunkers down and changes its character. I remember driving at a steady 160kmh on a certain track and the car seemed to stick to the road like glue.

By comparison the MX-5 has a better low speed ride. Very surprisingly for a light car it also feels very solid at freeway speeds with good directional stability. I was expecting the car to be a bit too light and darty but then I remembered that it has variable effort power steering.

On the Z the brakes are nice and strong and with the right pads can be downright brutal. I remember slamming on the brakes of the Z to make an emergency stop and I felt like a parachute had opened behind me. It was very difficult to make the car skid. The MX-5 brakes are good, nice and firm with excellent feel. I have never had to make an emergency stop in an MX-5 and I wonder how well the brake force is proportioned in the absence of ABS.

In isolation the non-power-assisted steering of the Zed is excellent. When compared to the MX-5 it feels clumsy. The MX-5 steering is by far the best of any car I have ever driven.

The steering rack on the Z is quite noisy with quite a bit of rack rattle. The MX-5 feels completely tight, probably because of the hydraulics.

The Zed corners flat with very high cornering limits and good predictable breakaway to oversteer when pushed. Its rear suspension was an inspired design borrowed from Lotus. I have not really pushed the MX-5 as hard but it feels like it has more poise but less outright grip. This may be partially explained by the fact that the Z had wider tyres. I just looked up some facts and I was surprised to learn that the MX-5 is 44mm wider than the Z and has a 40mm shorter wheelbase. Maybe the difference in wheelbase might also contribute to the feeling of the MX-5 being a bit more nimble and being able to change direction easier.

Performance

Subjectively the MX-5 feels marginally quicker, maybe this is because of the lovely rorty engine note. I find myself keeping the music player switched off so I can hear the sound of the engine. The Z did not have any memorable engine sound. Its L26 straight six is nicely refined up to a point but is not as free



revving and does not feel as sporty. In fact it can become slightly thrashy above around 5000 rpm. The Z engine is quite peaky and has to be revved to get it to drive really fast. The MX-5 engine is more tractable. Its engine seems to love revs and it gains revs almost as fast as a rotary engine does. When driven spiritedly one has to be careful not to over rev the MX-5, so fast does its needle climb towards the red zone.

The gearbox of the MX-5 is also light years in front with very short throws and rifle bolt precision. In fact the MX-5 gearbox is such a pleasure to use that I find myself looking for excuses to change gears.

The MX-5 has better fuel economy but a smaller tank at 48litres. The Zed has a 60 litres tank which helps to give it similar range.

Living with the Cars

A well-maintained Z is reliable but one has to know the car. For instance in certain circumstances it can overheat. The stock fan was never up to the job and a popular fix is twin aftermarket electric fans. Another foible was the SU carbies that need their oil checked to maintain performance.

The MX-5 works like a Swiss clock. Partly this has to do with the more sophisticated engine management system that keeps the car working flawlessly. My MX-5 has distributorless ignition (August 1995 onwards all MX-5s had this) which means one less thing that can go out of tune. About the only foible is that one needs to know how to fold the roof so as not to stress the zip or crease the plastic window but apart from that it is trick free.

A lot of people subscribe to the notion that a car has to be a bit unreliable to have character and that one can only truly fall in love with a car if one is intimately familiar with the underside topography of the vehicle. My experience is that an unreliable car is a constant source of tension that takes away from the ownership experience. If I was super rich and had a huge collection of cars, reliability would probably not bother me. Since I am not, I only have one toy and I need it to be ready for me to play when I want.

The Z has quite a lot of storage room in the back, probably a bit more than the MX-5 but everything is visible through the rear window. The MX-5 has a proper, albeit small, boot that is lockable and keeps stuff out of sight.

Conclusion

So at the end of the day the MX-5 is a nicer car because it is more modern and yet it provides a far greater rush to your senses than the Z did. To a large extent this is because the MX-5 is a convertible. However it is also the balance and greater attention to detail that shows through in the way it steers, accelerates and generally feels on the road and in how it has been put together that makes it superior.

If one measures accomplishment by how much happiness one has spread in the world then Mazda with their MX-5 have truly accomplished something special.

I really feel one with my little green MX-5. Jinba Ittai accomplished superbly!

Horses, Holdens and a bit of History ...

■ Words: Bob deBont (#632) ■ Photos: Ben Sale



Sandown's motor circuit is known as a horsepower circuit for more reasons than one.

Sandown racecourse was first built as a horse racing facility, dating back into the 19th Century, but closed in the 1930s. Redevelopment began in the early 1960s with a bitumen motor racing circuit built around the outside of the proposed horse track. The motor racing circuit was opened in 1962 and the horse racing track was completed in 1965.

The original Sandown motor racing circuit (1962-1984) had a length of 3.1km and consisted of eight turns. The circuit was upgraded in 1984 to a length of 3.104km with a total of 13 turns.

This round of the Club's 2010-2011 Motor Sport Championship was conducted by the HSV Owners Club of Victoria in conjunction with the FPV and Jaguar Car Club with an invitation to the Mazda MX-5 Club. A total of 84 competitors, of which 20 were MX-5 Club members, fronted up to a day where the weather was not looking all that promising.

The variety and diversity of vehicles was a change from what we normally share on the track. These included full-on V8

race cars complete with transporters, a Lamborghini with two huge rolling tool chests, many high performance HSVs, FPVs, racing Jags, a Nissan Z370 and many more.

On arrival we found many of the garages occupied, resulting in the MX-5 contingency being spread out in the car park or up and down the pit lane. After the obligatory scrutineering check, there was an interesting drivers' brief which included a number of drivers (*not* MX-5 drivers, I must stress!) complaining that the proposed 15-minute sessions were *too long* for their cars. Run groups were allocated by reading a list of names, then nominating the run group ... something akin to a school role. Drivers were also advised a \$10 levy was to be collected for the voluntary flag marshals!

By this stage the FPV social club was in full swing utilising a BBQ trailer to provide hamburgers, sausages, hot dogs and an endless supply of hot and cold drinks. Raffles were also run for most of the day.

Results - Round 5	1st	2nd	3rd
Standard NA	Robert Heritage » 1:37.953 ¹	Robert Downes » 1:38.422	Brendan Beavis » 1:40.594
Standard NB	Max Lloyd » 1:39.859	Robert DeBont » 1:40.328	Ian Rogers » 1:47.234
Standard NC	Colin Denman-Jones » 1:37.407		
Clubman	Sam Gumina » 1:35.172 ¹	Peter Phillips » 1:35.469	Teruo Delacroix » 1:35.672
Modified	Russell Garner » 1:32.234	Craig Healy » 1:35.672	Dean Monik » 1:35.844
Restricted Open	Randy Stagno Navarra » 1:32.656 ¹	Daniel White » 1:37.110	
Open	Steven Cook » 1:32.016	David Moore » 1:32.453	

¹ New Club motor sport group lap record

Championship standings after Round 5 - Sandown Sprints, 6 February 2011

(corrected points)	1st	2nd	3rd
Overall Champion	Russell Garner » 47	Peter Phillips » 44	Robert DeBont » 41 Robert Downes » 41
Standard NA	Robert Downes » 41	Brendan Beavis » 35	Robert Heritage » 33
Standard NB	Robert DeBont » 41	Max Lloyd » 37	Ian Rogers » 26
Standard NC	Colin Denman-Jones » 50	Lindy Anderson » 13	Mark Davies » 7
Clubman	Peter Phillips » 44	Sam Gumina » 39	Teruo Delacroix » 29
Modified	Russell Garner » 50	Craig Healy » 21	Chris Baska » 14
Restricted Open	Randy Stagno Navarra » 50	Daniel White » 27	Kim Cole » 7
Open	Steven Cook » 37	David Moore » 13	David Wilken » 10

2010-11 Championship | Round 5 Sandown Sprints ~ 6 February, 2011



Down to the business at hand and the first sighting of our groupings.

One MX-5 Club member had commented prior to the event how he wasn't overly comfortable sharing the track with some of the faster MX-5s. This concern paled very quickly when a stock NA and a Lamborghini lined up in the same run group!

Most run groups had a variety of vehicles with varied performance capabilities. On average there was a 20-second gap between the fastest and slowest in many of the lower groups. This performance disparity certainly added to the concentration level required at Sandown, with many vehicles possessing much higher terminal speeds flashing past then slowing dramatically for the corners.

There were a few holdups during the first practice/passenger ride session, which started dry ... until a couple of showers rolled through for the later groups.

For the first round of timed sessions the track was declared wet, which made little difference to the majority of MX-5s. With a break in the clouds and some sunshine, the remaining sessions were dry. There were some further hold-ups during the day due to various incidents, thankfully none involving any of the MX-5s.

The last group of timed sessions were to a super sprint format with a standing start. For this we did a formation lap, gridded up and were then flagged away in pairs, followed by four or five laps until the session ended.

This brought the day to a close where we packed up, said goodbye to those we could find and headed home.

There were three new Club class lap records established on the day with congratulations to Randy Stagno Navarra in Restricted Open, Sam Gumina in Clubman and Noel Heritage in Standard NA.

I would like to thank the HSV Club, along with the FPV and Jag clubs for their hospitality on the day. ■



MX5 Centre - new location, new focus

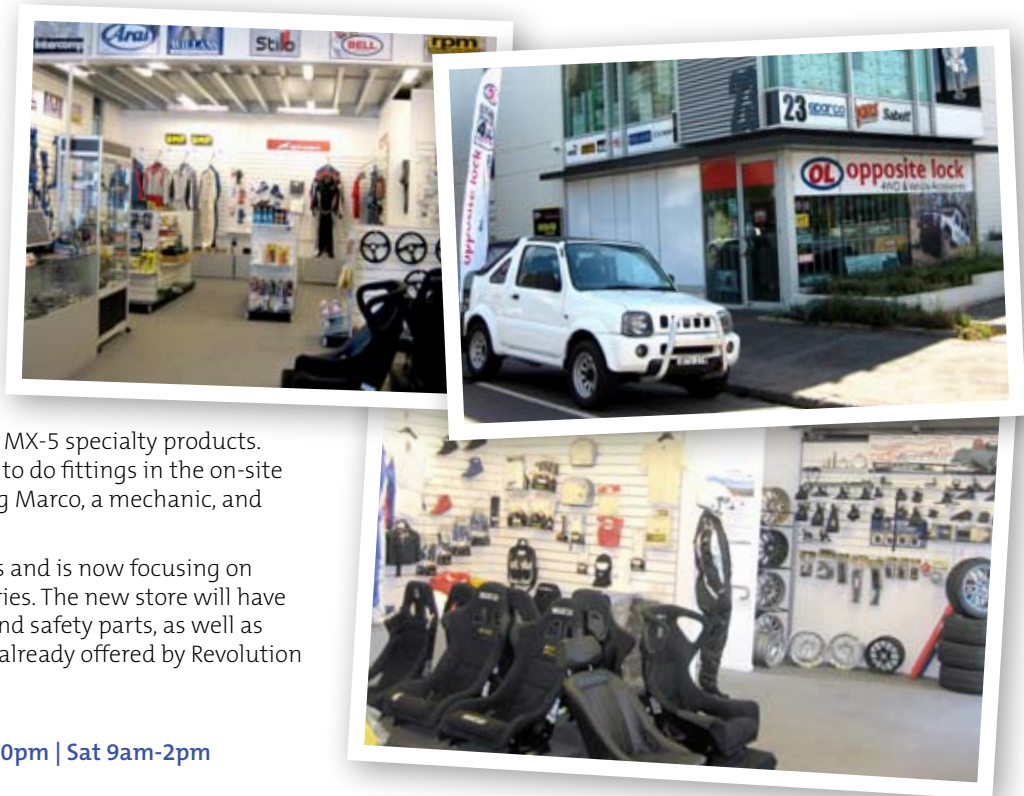
■ Club sponsor's editorial

After three years at Moorabbin, **MX5Centre** has moved to a new premise in Kensington and is now partnered with Opposite Lock and more notably Revolution Racegear.

Since August 2010, James and his team have been offering race equipment and 4WD driving accessories while continuing to supply MX-5 specialty products. The Stubbs Street premise is equipped to do fittings in the on-site workshop by a qualified team including Marco, a mechanic, and Richard, a fitter and turner.

MX5Centre no longer stocks used parts and is now focusing on performance and motor sport accessories. The new store will have a greater range of brake, suspension, and safety parts, as well as the full range of motor sport products already offered by Revolution Racegear.

MX5 Centre: 23 Stubbs St, Kensington
T: 9376 5330 Hours: Mon-Fri 9am-5.30pm | Sat 9am-2pm



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The MX-5 Club Grill



Introducing ...



Nick and Sylvia Oklobdzija 10-year members

Names? Nick and Sylvia Oklobdzija

Ages? Nick - 57 | Sylvia - 55

Born? Nick - Serbia | Sylvia - Manchester, England

Current abode? Heatherton; building on Patterson Lakes Marina

Profession? Nick - Manager | Sylvia - Executive Assistant

Pets? None at the moment; our Japanese Akita died 16 months ago

Fave food? Seafood for both of us

Can you cook? Nick does most of the cooking, but favourite restaurant is Donovans in St Kilda

Favourite tippie? A good shiraz for both

First drive? Nick - at 14 in a 1950s VW Beetle | Sylvia - 1966 Toyota Corona

First car? Nick - EK Holden | Sylvia - 1966 Toyota Corona

First fender bender? Nick - 1970 in a Hillman Minx station wagon ... someone went through a stop sign and wrote it off
Sylvia - Nissan Pulsar - someone ran into the back of her whilst at lights

Everyday driver? Alfa Romeo Brera

Current MX-5? 2005 NC limited edition - Brilliant Black

MX-5 improvements? Stock standard

MX-5 dislikes? Sun visors – don't flip to the side, only move up and down

Why an MX-5? Enjoy having the roof off when not raining, summer or winter

Fluffy dice? No, hate clutter

Passions besides the MX-5?

Nick - cycling and a good shiraz |
Sylvia - travelling

Favourite TV show / movie / book?

Nick - Inspector Rex, Lawrence of Arabia, SciFi & Spy - too many to name |
Sylvia - Big Bang Theory, the Notebook, too many to name

Dream wheels (money no object)?

Nick - Bugatti Veyron | Sylvia - Maseratti Quattroporte Sport GT S

Would you drive a Daewoo or SSangYong? Not by choice

Favourite other Mazda? CX-9

If not a Mazda (gasp!) what?

How long in the Club? Since May 2000

How many MX-5 Club runs? Lost count, but not many in the last 3-4 years

Favourite Club run? Tasmanian trip

Funniest thing seen on a Club run? Tasmanian trip when Bill Campbell in the lead car got pulled over by "the Bill" and all 20 cars pulled over behind him

Done DECA? Yes

If yes, how many times? once

Ford vs Holden? Ford for both

What's playing in your MX-5?

Nick - Mozart | Sylvia - Snow Patrol

Footy team (AFL/NRL/Soccer)?

Nick - Bombers | Sylvia - Pies



Chapter news ...

Peter & Ally's Drive & Slot Car Day

~ 13.2.2011 | Northern Tassie

■ Words & photos: Ruth Beaton ■ Run organiser: Peter Maddern & Ally

We awoke to a glorious sunny day in Devonport for our day of fun. Peter and Ally led us from Devonport, tops down and with smiles on our faces, via the highway to pick up the rest of the group at Deloraine.

After greetings and a chat we were led through the back roads to "Hob Nobs" restaurant at Westbury for lunch. The setting was a quaint cottage which sold crafts and preserves as well as catering for lunches. As we had a large group, our lunch was served in the courtyard under umbrellas. We were lucky to have live entertainment by a local singer producing soft background music from the '50s. The food, setting and the company were great.

After a couple of hours relaxing in the courtyard with food and drinks, it was time to take off again. We took the back road from Westbury to Deloraine. After a parade through Deloraine we took the Mole Creek road where we turned off to visit *41 Degrees South*.

This business has been featured on the TV show *Mercurio's Menu*, hosted by Paul Mercurio. This was a real treat. We got to taste salmon products and purchase coffee, and most of us took the tour of the salmon ponds, breeding tanks, waterfall and wetlands which were developed by the owner. The water in the tanks was all gravity-fed to save on power. The "20-minute" tour took us nearly an hour! After paying for our tour and purchasing supplies, it was time to head off again.

Once back on the highway we turned left on to the Mole Creek Road and drove through Chudleigh and Mole Creek before heading up over the mountain to Paradise, taking in the view of Mount Roland before turning towards Sheffield. We turned off north of Sheffield and headed to Palooka making our way west across the Forth River which put

us on the Wilmot Road heading to Forth. From here we took a leisurely drive from Forth to Turners Beach where Peter and Ally live.

On arrival at Peter and Ally's house the roller garage door was soon up and there was Peter's large slot car track. Most of us had a turn at driving the cars and there was this tricky corner at which many accidents occurred.

It wasn't because we were travelling too fast! Peter has many different models of cars and has a timer setup which made it very competitive.

The award for the most competitive person has to go to Kelly. She was too good for me and her husband Carl couldn't keep up either. Carl said "she has a competitive streak in her". *Go girl!*

While Peter was entertaining us on the tack, Ally put on afternoon tea which was greatly appreciated as we were hanging out for coffee and, of course, *you have to eat*.

Many thanks to Peter and Ally for their hospitality and showing us a good time, I know that we all had a great day. ■

Ed: If you're wondering, there are no photos of the slot car racing as everyone was having too much fun to remember the camera!

Convener Ken takes no cheek from the local foliage!





Idling down to Ida Bay

~ 13.2.2011 | Hobart

■ Words & photos: John Waldock ■ Run organiser: John Hadrill



February's jaunt was down south to Ida Bay, which is close to one of the most southerly points on the Tasmanian, er, mainland.

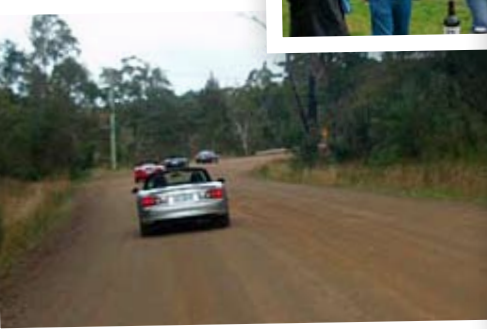
The Hobart Chapter met as usual at Salamanca, a mixture of the "old hands", new faces and some visitors from Queensland, in a Mazda6 no less.

A large group of 10 cars left Hobart, making our way south over the Southern Outlet and onwards towards Dover. The run made its way through Huonville, stopping for a break at Franklin before continuing south. The roads further south become progressively narrower and more winding ... perfect for a Club run.

We arrived at Ida Bay at about 12:30, ready for a picnic lunch before departing on the Ida Bay Railway for a scenic trip along the Ida Bay Reserve. It's an interesting area, having been used for timber cutting and latterly the mining of limestone. The journey by the small train is interesting, with lots of coastal views and lots of nature too.

After the sightseeing, the drive back to Hobart was enjoyable, the roads generally being clear of traffic and so great fun in our cars.

Thanks to John Hadrill for organising the run. ■



Chapter news ...

Ballarat to Bendigo ...

~ 20.2.2011 | Ballarat & Western Vic Chapter

■ Words: Jeff Woolf

■ Run organisers: John & Noellene Gleeson

I was keen for this run as recent events had been called off over the worst summer for MX-5s in history.

I arrived early and was wondering if either I had stuffed up my diary, or the dodgy weather had sent everyone back to the cot.

Anyhow I was joined by our newest enthusiastic member, Gwenda Parkinson, in her shining new black NC on her first run. Shortly after another six fantastic, cheerful and cheeky MX-5s arrived and, after the usual enjoyable social chat and checking out of our machines, we had a bit of a giggle about my new banana mags and launched an investigation on what other extras I have snuck on to personalise the old girl.

In the meantime the sky was getting blacker and colder, so our legendary Convenor John Gleeson and Noellene quickly brought proceedings to order as we had a tight schedule to keep to enable us to meet up on time with our Bendigo, North-east and Melbourne comrades.

The run notes indicated we would sign on to a two-stage run in Bendigo and invariably someone would organise a tasty return tour back to Ballarat at the end, effectively three runs in a day ... a bit better than Ricky Ponting can do at the moment.

We all headed off at 8.45 sharp and made really good time, passing through poor old Creswick which has been flooded twice this summer, then flashed through some lovely towns and incredibly green for summer countryside. The historic town of Smeaton with its old mill flashed by in a blur, then Campbelltown and on to a well-earned stop at Newstead where we met up with the Mayor of Yandoit, John Jardine (apparently the Lady Mayoress Natalie was tied up at home).

A quick resupply and check on the local plumbing and we were off again, passing through the very historic Maldon and its burnt-down station, then Lockwood, Kangaroo Flat and a refreshment stop on the Calder Hwy in Bendigo.

We were met and escorted by a well-organised, friendly and efficient member to our starting point in Carpenter St. I handed over the batten to Noellene who volunteered to scribe the remainder of this story.





Bendigo to Castlemaine ...

~ 20.2.2011 | N-E Victoria & Ballarat Chapters combined run

■ Words: Noellene Gleeson ■ Photos: Ron Gillick & John Gleeson ■ Run organisers: Warwick Gibbon & Neville Pryor

Well folks, I have been handed the batten, so I'll run with it !

We have just arrived in Bendigo at the arranged toilet stop (I must say I was very pleased with this arrangement). Pulling into the car park we saw one of our hosts, Neville and Faye Pryor, waiting with Janette and John Todd to greet us and escort us to the official starting point behind the Bendigo cemetery.

Seventeen beautiful shiny MX-5s from all over the state – Bendigo, Maldon, Ballarat, Geelong, Port Melbourne, Sunbury, Yandoit and as far away as Corowa – all lined up for take off. After a brief rundown from our other host, Warwick Gibbon, we are all systems go. With tops down of course!

The weather was perfect at this stage. Heading out through the outskirts of Bendigo, all bunched up close, just as we were asked so we didn't lose anyone because there were to be a lot of left and right turns to start with. It worked a real treat, I might add.

We were taken on some great roads full of the twists and turns that as you know our little machines just love, and so do we! The countryside and bush we saw on the way was quite beautiful, even though the sunshine was disappearing under cloud cover and the sky was looking very threatening.

We travelled through some of the quaint towns the likes of Fryerstown, Vaughn and Guildford, which would certainly be worth going back to one day for a stop and look around.

Oh oh, it's drizzling, but that's OK, we don't get wet when we are moving. **Do we?**

We then end this stage of the route for a half-hour coffee break and chat at Newstead.

Then it was back into our favourite toys and we headed on to Maldon for a drive up to the Mt Tarrengower hillclimb route for the experience of a view from the tower on the top.

Yours truly decided to take in the great view with my feet on the solid ground, thank you.

A few brave souls climbed up the tower to take in what they and some photos tell was a magnificent sight.

Back down the hill and again through Maldon, we turned off to the left and headed towards Castlemaine, arriving at the Castlemaine Gardens a short time on ... which was just as well as bellies were telling us breakfast was a while ago.

Janette and John found us the perfect grassy spot and we all settled in for a picnic lunch, more chat and a lot of laughter.

Ron had the biggest grin of all as Ian had presented him with a dozen stubbies of homemade beer he owed him from the last Northern run. This time they were full bottles because there was no TV in sight and Bathurst was over.

The perfect ending to a perfect run. Thank you from us all to Neville and Warwick for all their efforts in arranging a great run.

Five Ballarat cars decided to convoy back to home. Ian and Karen were voted leader and off we went.

This part of Victoria has some terrific MX-5 roads. We zig-zagged here, there and everywhere as Ian loves to do.



Coliban Reservoir was magnificent – a great expanse of water, with the overflow making the prettiest pattern. Heading back to our cars Jeff said, "If we were all asked who had the best car, I bet we would all say our own". Guess what, he was right!

So on to Daylesford, Ballan, Mt Egerton and into Ballarat.

Gwenda had to head off to work (poor girl) and the rest of use went to the Queens Head Hotel for tea. Gee, we had just the best day.

Can I be so bold as to suggest any Club member who has never been on a run since joining, just try one. I promise you it will not be your last.

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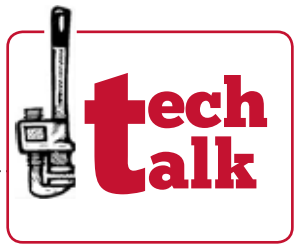
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Folding the tonneau cover ...



■ Words & illustrations: Lindsey Howatt, past President

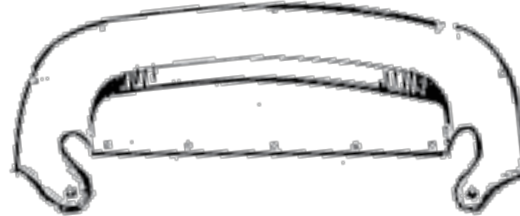
With summer coming to a close, you might be thinking of putting your NA or NB tonneau cover away for the cooler months.

You've probably tried every conceivable combination of folds, but all you end up with is a lifeless lump in your boot.

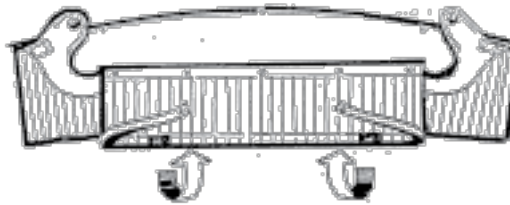
As with everything MX-5, a little care will keep the cover in good condition.

Follow these simple step-by-step instructions and your tonneau cover will fit neatly into the well of the MX-5 boot.

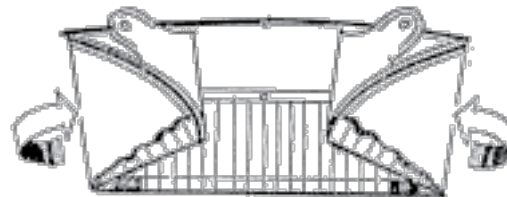
1. Lay the boot out flat, with the shiny side up.



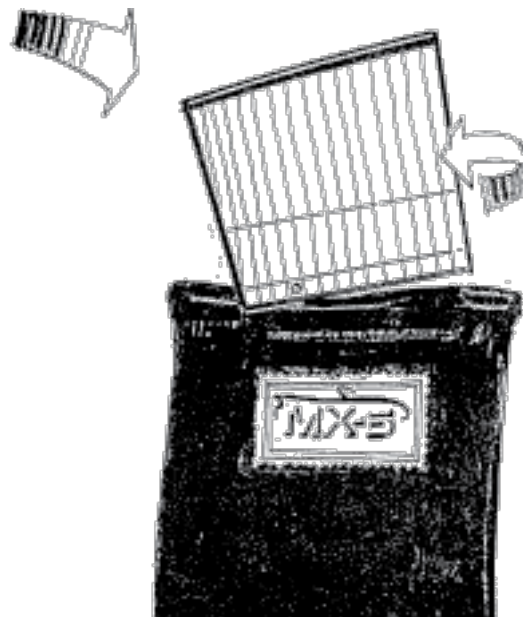
2. Fold the bottom one third up. There are natural breaks in the plastic guides that makes folding easy.



3. Using the breaks in the plastic guides, fold the outer sections in towards the centre.



4. Last of all, fold the package in half again using the breaks in the plastic as your folding points.



To protect it further, see if you can find (or make) a soft bag to store the cover in when it's not being used. ■

Scene about ... at Sandown

■ Photos: Ben Sale



Aussies shine at MX-5 ice race

■ Words & photos: Mazda Australia



Lake Kallsjön, Sweden: Mazda's MX-5 roadster has again shown its pure sports car genes, this time on ice at the 2011 Mazda MX-5 Ice Race in Sweden.

Clear blue skies and polar temperatures provided the right conditions for an exhilarating festival of drift and control as drivers from 26 nations competed in specially modified roadsters for a podium finish. **Australia was the only non-European team** and was considered to be the rank outsider given the distinct lack of ice driving facilities in Australia.

However, lack of ice driving experience didn't seem to faze the Australian team as it dominated Day One's qualifying and practice sessions grabbing pole position for the next day in the process. They also won the hearts of everyone with their friendly attitude, by wearing board shorts over their racing overalls – in honour of summer Down Under – and driving with a tiny kangaroo mascot fastened to the top of their car's safety cage. They made it look easy on Day One setting the quickest lap times with their only real challenge coming from the Russian team, which took second on the grid.

Race day featured beautiful blue skies, glistening snow and a morning temperature of -31°C. This ensured ideal conditions on the ice of Lake Kallsjön, which is located in the Östersund region of west-central Sweden. The race itself was conducted in two sessions, each two hours long, with the car completing the most laps the winner. Like last year's

MX-5 Open Race in Italy, it was drifting control and not pure speed that proved the decisive factor in the race.

The Australians continued to perform as well as they had on Day One and continued to set some of the fastest lap times on the ice as they took the chequered flag in race one. Race two, in the afternoon, saw the Russian team relying on their significant ice driving experience to put them out in front.

A spirited chase by both the Australian and Belgian teams resulted in spectacular bumper-to-bumper racing. The chase continued right to the chequered flag but ultimately it was the Russians who took the overall win ahead of Australia and Belgium.

The unforgettable day out on the ice culminated with a champagne spray on the podium from the three winning teams.

Mazda Australia public relations manager and team coach for the MX-5 Ice Race, Steve Maciver, was delighted with the efforts of the Australian team.

"To place second in such unfamiliar driving conditions is really an amazing effort," he said.

"Coming in to the event we knew that we had some good drivers but weren't sure how we'd go against the more experienced Northern Europeans. It was clear early on that we had the pace and I was delighted to see the Australian spirit come to the fore allowing us to get the best out of the MX-5," he said. ■



The MX-5 Ice Race was conceived to generate interest in the MX-5 by inviting motoring writers to race each other in unique conditions. Last year's race, the first, was on the Adria circuit outside Venice.

The top 20 cars?

As judged last year by the UK's "Sky Motoring" crew ... please enjoy (no correspondence entered into!)



20

The 328kmh (204mph), 621bhp **Bentley Continental Supersport** is the fastest production Bentley ever.



19

The 329kmh (205mph) **Porsche Carrera GT** is Stuttgart engineering at its best.



18

The Mercedes McLaren SLR can hit 333kmh (207mph). And it's an automatic!



17

One Dodge Viper V10 + an eccentric British coach builder = the 525bhp, 337kmh (210mph) **Bristol Fighter**.



16

The first Italian supercar in our list is the 339kmh (211mph), **Lamborghini Murcielago LP640**.



15

The retro-shaped **Ford GT** uses a thoroughly modern supercharged 5.4-litre V8 to hit 341kmh (212mph).



14

The **Lamborghini Murcielago SV** is lighter, harder and at 342kmh (213mph), faster than the standard Murci.



13

Lamborghini's Italian neighbour Pagani has developed the stunning 346kmh (215mph) **Zonda F**.



12

It may not quite have been the car we were hoping for, but the **Jaguar XJ220** could still hit 349kmh (217mph).



11

That's the same top-speed as the much more recent **Ferrari Enzo**, named after Ferrari's founder.



10

The British-built **Ascari A10** uses a tuned BMW V10 to hit 354kmh (220mph).



The **Gumpert Apollo** may be a bit of an ugger and have a stupid name, but how many cars can go 360kmh (224mph)?



The B-engineering **Edonis** develops 680bhp from its quad turbo 3.7litre V6 to hit 365kmh (227mph). Gulp!



Obviously the standard Apollo wasn't fast (or ugly) enough, hence the 370kmh (230mph) **Gumpert Apollo Speed**.



The **McLaren F1** was doing 386kmh (240mph) 17 years ago! Just shows how much of an engineering marvel it was.



You can tell the **Koenigsegg CCX** has a blistering top speed of 394kmh (245mph) just by looking at it. Scary!



The American-built **Saleen S7** can hit 399kmh (248mph). OK, this is getting ridiculous now ...



The **Porsche 9ff GT9** is one of three cars able to break the 402kmh (250mph) barrier.



And you thought the 403kmh (253mph) **Bugatti Veyron** would be top of the list. Not any more ...

And the winner is ...



The top spot goes to Shelby Supercars and the 413.6kmh (257mph) **SSC Ultimate Aero**.

Market place ...

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

FOR SALE

Rego plates



Long-time Club member John Croxford is selling his beloved MX-5 NB SE (don't worry ... he's trading up to the new Dolphin Grey NC2 shown on page 7), and has these rare personalised plates for sale. Suit SE owner (of course!)

Asking price: \$600 ono

If you are interested, contact John on 0404 562 060.

FOR SALE 1989 NA Classic Red



**Only
83,000km
\$11,000**

Very original car, fitted with Bridgestone Potenzas, soft top in very good condition, excellent interior and paintwork and fitted with King springs/Koni adjustable dampers.

RMX 350, registered until December 2011. Engine number B6593981.

This is a well cared for, low km vehicle and well worth inspecting.

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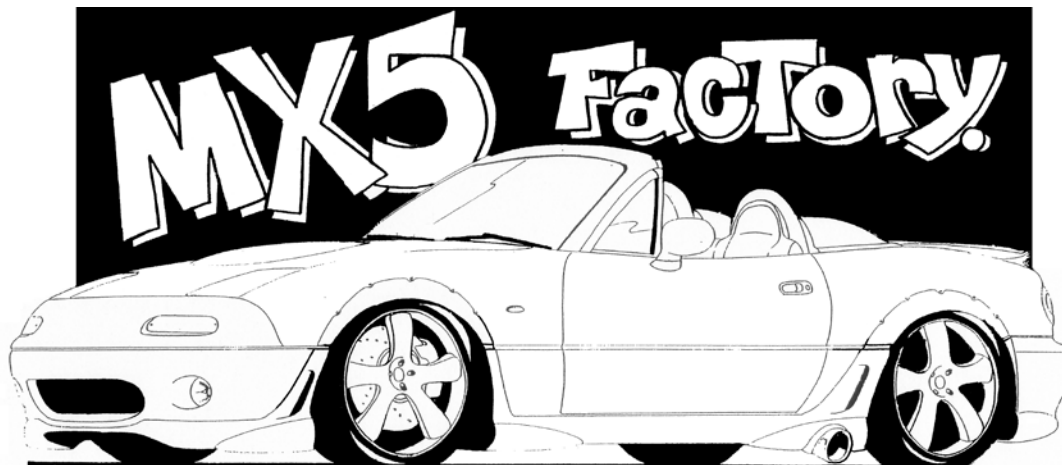
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