

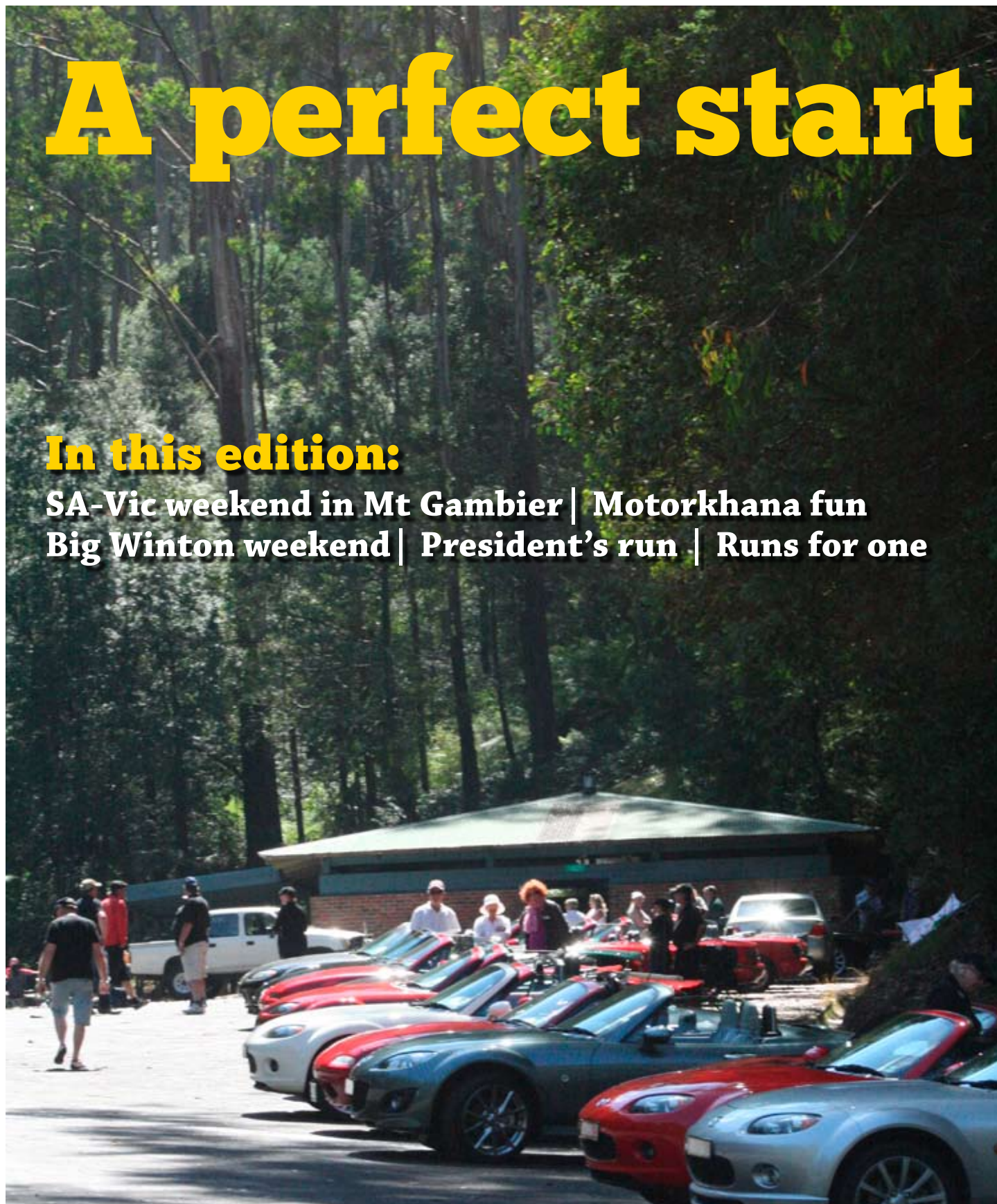
THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA INC.

A perfect start

In this edition:

SA-Vic weekend in Mt Gambier | Motorkhana fun

Big Winton weekend | President's run | Runs for one





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Your Committee

President / Website

> Murray Finlay | 9588 2868 (ah)
e: president@mx5vic.org.au

Vice President / mxtra Editor

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

Secretary / Public Officer

> Peter Dannock | 0408 522 093 (ah)
e: secretary@mx5vic.org.au

Treasurer

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

Club Captain – Motor Sport

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

Club Captain – Social

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

Assistant Club Captain – Social

> Judy Searl | 0408 568 345
e: social2@mx5vic.org.au

Membership

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

Merchandise

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

Points

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

Member

> James Saunders | 0401 570 306 (ah)

Member / Facebook Editor

> Ben Sale | 0434 906 673 (ah)

Ex-officio

Assistant Club Captain – Motor Sport

> Sam Gumina | 0409 331 670
e: captain2@mx5vic.org.au

Northern Victoria Convenor (Corowa)

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

Ballarat & Western Victoria Convenor

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

Hobart Co-convenors

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

Northern Tasmania Convenor (Devonport)

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

Club Photographer

> Rodney Laitt | 9444 7186 (ah)

mxtra design/publishing

> Alyssa Finlay | 9589 4317 (ah)

Technical

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

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Cover image:

Just some of the 40-plus cars at the Donna Buang picnic spot during the President's Run Photo: Kerry Simmons



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

- e-mail: editor@mx5vic.org.au
- post: **mxtra**, Mazda MX-5 Club of Victoria Inc., PO Box 7438, Beaumaris VIC 3193

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Murray's Corner ...

■ Murray Finlay – President

It's been another eventful month in the Club.

It was great to see such a good turnout at the new members' night on 24 March. Once again we filled the venue and everyone had a great time. Thanks to the "old hands" who came along to spend time with the newer members, and especially to Judy Searl for arranging the night.

Membership continues to rise – another 11 this month brings us to 457, closing in on last year's record of 470.

After a couple of false starts, due to much-needed rain, our social events finally got off the mark in March with the President's run to Donna Buang. It was fantastic to see 42 beautiful MX-5s, including one brand new Dolphin Grey NC (plus a guest Porsche with its own special aerodynamic device), with many new members as well as our oldest member (84) on their first Club run.

We had a social run down to Phillip Island to introduce many in the Club to the excitement of a Club motor sport day, as well as another outing in the karts (many describe the MX-5 as a go-kart with a CD player, so the participants in this one were right at home!).

This year it was the South Australian Club's turn to host our biennial joint weekend away, and eight Victorian cars made their way to Mt Gambier over the Labour Day weekend for what from all reports was another great three-day event.

On the home front, the Committee has been doing a lot of housekeeping and a sub-committee is undertaking the

most comprehensive review of the Club's finances in our history.

They have shone a light into every corner of the Club's finances and brought some interesting things to light.

It's costing more to produce **mxtra** than we are charging some categories of membership to receive it, so there will be increases, effective for the 2011-2012 membership year, to help make up some of the shortfall between income and expenditure. All the feedback we receive tells us the magazine is a highlight of Club membership, and we would hate to cut back on its size or frequency. More details will be reported in next month's magazine.

Speaking of the Committee, elections are due at the AGM in August. Under the Club's "Statement of Purposes and Rules", one third of the 12-person Committee must step down each year. Incumbents are able to offer themselves for re-election (as I will be), but there will be at least one committee vacancy for next year. And of course we can have more people standing than there are vacancies ... that's why we have elections!

I would like to encourage any Club members interested in the Club's administration or with ideas for improving how the Club is run to consider standing for election. The only proviso is that you need to be a full financial member to stand.

Please give it some thought!

Until next time, look up, stay back!

Murray

For your diary ...

See the full calendar for details

April

17 North Tassie picnic, Latrobe

22-25 Easter

26 Anzac Day (in lieu)

May

1 Hobart new members' meeting

7 Campbells' run

8 Mother's Day

8 NE Vic run to Bright

15 Hobart/North Tassie Ross run

17-19 Midweek adventure

June

5 Searls' run

12 Hobart Chapter run

13 Queen's Birthday

19 DECA driver training, Shepparton

July

3 Club run

31 Annual awards lunch, Creswick

August

10 2010-11 AGM, Albert Park

September

4 Father's Day

4 Gippsland run

October

1 Ladies' Day

9 Great Ocean Road dawn run

They have MX-5s in China ... don't they?

Now, *that's* a road!

It's the Tongtian ("Avenue to Heaven") Highway in the Tianmen mountains in China's Hunan Province. Completed in 2005, it rises 1100 metres and has 99 sharp turns that take you to the "ladder to heaven", which has 999 steps up to Tianmen Cave.

There is an easier way to reach the summit ... a 7.5km journey in a cable car.

... but why would you??

~ Will Campbell





Motor Sport Torque

■ Robert Downes – Club Captain - Motor Sport



As Steven Cook reports separately, it was indeed “a big weekend at Winton” on 5-6 March, 2011.

There were plenty of MX-5 drivers involved in the “racecraft” training day on the Saturday both as instructors and participants. Many thanks to the Alfa Club and to those MX-5 Club Members who acted as instructors on the day.

I am sure each participant would have noticed how their driving and lap times improved over the course of the day and that they really did get extremely good value for their money and time they invested in the day.

It was great to see many drivers enter on the Sunday for what was Round 6 of our Championship. Despite quite a few regulars being absent there were still 21 MX-5s and what a day it was, with great weather and plenty of laps.

With my son, Stephen, doing the Saturday training and the car being double entered on the Sunday, the car did 477 kilometres at the track from Saturday morning until the completion of racing on the Sunday – used no engine oil and did not miss a beat. How robust is the MX-5?

As Cookie reports, four Club Class records were broken and indeed 20 of the 21 MX-5 drivers set their personal best times at that track!

It was great to see another woman – Gay Bradshaw from Ballarat – have a go at motor sport namely. And new member Doug Haig did the weekend in his automatic NC, finishing the day with a best time of 1:18.08, which is a very good result first-up.

New Championship Rules for 2011/2012

A draft set of Rules has been emailed out to interested stakeholders and by the time you read this, our Annual Motor Sport Meeting at City Mazda on 8 April will be “done & dusted” and hopefully these Rules will be adopted for the coming year. I will arrange for them to be put on the Club website once they are agreed upon.

Final Round of the Championship

Following Round 7 at Phillip Island on 3 April, our final round is at Sandown on 12 June. It is an ideal opportunity for Club members to see the MX-5s on the track – entry to the track is from the overpass on Dandenong Road. Access to the track including the pits is free.

Club Presentation Day

All motor sport participants are reminded that the Club Award Presentation function is set down for Sunday, 31 July. Please see the Events Calendar in this magazine for more details.

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

Robert #26

Motor sport calendar

See the full calendar for details

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





Membership

Current membership count:

457

■ Will Campbell – Membership Officer

MX-5 dentistry

Need to know how to get rid of your MX-5's baby teeth?



See Ron Macdonald's "Tech Talk" on page 24 ...

G'day all ...

Another busy month with 11 new members:

Wendy Bacalja	2011 Dolphin Grey NC
Liam Cassells	1991 Mariner Blue NA
Nikkolas Falkenbach	1999 Twilight Blue NB
Jeremy Fredersdorff	2006 Galaxy Grey NC
Paul Ledwith	1997 Green NB racecar
Ian Long	1998 Evolution Gold NB
Andreas Moller & Birgit Budelmann	1989 Classic Red NA
Richard Schwartz	2005 Galaxy Grey NC
Pat Tolan	1993 Red NA
Nelson Zea	1997 Classic Red NA

On behalf of all Club members, I wish the newcomers a long and fruitful association with our Club.

See you out and about ...

Will

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New members' night



Words: Judy Searl Photos: Will Campbell



What a great night we had on Thursday, 24 March, for our New Members' Night.

The Garage Cafe was filled with MX-5s and 45 people attended. For those not familiar with the venue, it is a cafe situated in what was a large garage. Cars can be parked inside right next to the tables so they can be seen and admired while you chat and eat.

Everyone from the President of our club down had a great night meeting new people and answering any questions about the Club.

It was exciting to see a couple of people come along who were not yet members or even owners, but were considering buying MX-5s and had seen the event advertised on the website. They wanted to check out what our Club was about before buying the car. They obviously enjoyed the friendliness and conversation with current members as they said they would probably now go and buy an MX-5.

There was also a good turn up of new members eager to become more involved in our Club events.

The New Members' Night has become a popular event on our calendar and despite a few hiccups in delivering people's meals I think this venue lends itself very well to this kind of event.

Thank you to everyone who came for making it such a good night and I look forward to seeing our new members at more events over the coming year. ■



The run that never was ...

■ Words & photos: Ron Diprose

A dozen or so intrepid souls gathered at The Pines shopping centre hoping the rain would clear in anticipation of a great run over the Reefton spur.

Departure time came and went with no letup in the weather. Various high-tech devices were consulted, all saying showers clearing with very little rain showing on the radar. Sadly, reality was a little different.

A small incident occurred when a show and shine-winning red car became bored waiting and decided to proceed by itself. Luckily it was spotted and quick action by the owner stopped it before any damage occurred. Phew!!

Alistair made the decision to abandon the run as the conditions made the roads dodgy and bent MX-5s do not look pretty. So what to do, having dragged the body out of bed early on a Sunday?

Some discussion followed among the half dozen who remained. "How about a gentle trip to Healesville for a coffee?" Good idea, so the mini-convoy set off on the straight and narrow, no twisty bits.

Following a long chat about all things MX-5 and refreshments at the Beechworth Bakery in Healesville, we went our separate ways.

I had not been to Marysville since the fires, so headed in that direction. Drizzle still about so nice and easy over the Black Spur. Alistair's warning of slippery roads and bent MX-5s came back in a flash as we (*Blue Maxx* and I) hit a flooded corner. The undignified gyrations that followed certainly caught my attention. Fortunately I did not catch anything else.

So, on to Marysville. Lots of rebuilding happening, but it is so sad when you see where the damage was and remember the terrible loss of lives. The people in all the affected areas are showing amazing resilience.

A bit early for lunch, so up to Lake Mountain. Nice and gently in the fog. Have to go again on a dry day. Brilliant road.

Nice lunch in Marysville at the bakery, then off to places I had never been, having only lived in Victoria and within



Consulted the run notes, Warburton to Marysville = Reefton Spur, so load that into the GPS and off. First thought "this doesn't seem the right way" but, hey, GPSs are smart, right? Missed a few vital links as we ended up on the Acheron Way which was windy and narrow but good fun for a while – until it turned into a dirt road with fog over the top and down to

Donna Buang road. All the GPS's fault and nothing at all to do with the operator.

Stopped at the top for a BYO coffee, then a leisurely drive home with a slight diversion to buy some great raspberries near Seville. Home, to change the grey/brown 4WD Mazda back to a shiny blue MX-5.

With some luck and some good weather I hope to drive the real Reefton spur on the next run. ■

easy driving distance for just 26 years. Heading towards Taggerty I spotted a PINK Fergie tractor on the roadside advertising a crystal place. Had to stop and take a photo. The owner greeted me and said there were lots more in the shed. Also the pink one was a birthday present for his wife. Who needs diamonds, girls?

So, being a Fergie owner (on a suburban block in Sunbury – don't ask!) in I went. What a treasure trove, ranging from burnt-out junk to beautifully-restored machines. One very different one was scratch built by a gent in Echuca, based on a Model tractor from France.

Out of there and on to Taggerty, then to my first look at Lake Eildon where plenty of people were enjoying the water as the sun came out. Back to Marysville. Where to go now?



A big thank you!



Words & photos: Lockie Story, Mockinya, Western Victoria

Members helping members

After the floods in February, not to be confused with those in September and December, I was contacted by our illustrious leader Murray who told me that another Club member, **Mick Hobson**, had a huge heap of treated pine poles that he and his fellow Western District vigneron could no longer use and wondered if they could be used to repair flood damaged fencing. Mick lives not all that far from me so I contacted him.

At the time I was flat out helping nearby farmers repair fences that had been washed away by the detritus that accompanied the water running downstream through our properties. I said we would be very glad for any help at all and went and picked up a ute and large car trailer-load of these posts.

I brought them home and spread the word that free pine posts were available for fencing and, within a few days, I had supplied a number of my neighbours with posts for their fence repairs. Indeed I used a number myself on my fences. They were excellent for use as fence posts between strainers and especially, due to their length, at the places where the fence lines crossed creeks. The only photo I have is of what was left after the first few days.

On behalf of myself and those in the Mockinya district I would like formally to thank Mick Hobson for the posts and the Club for the, er, *grapevine* to have them used to great advantage. This sort of thing helps make this Club what it is. The cars *bring* us together but it is the people who *keep* us together. ■

PS: Next time, Mick, can we have them pre-drilled for the top wire?



Club merchandise

Steve Dunlop, Merchandise

NEW!

"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.

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- » 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

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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 ...

All the President's Men (and Women)

■ Words: Ron Macdonald & Wendy Clark ■ Photos: Ron Macdonald, Kerry Simmons

The first official run of the year, after two false starts (due to weather). It was nice to wake to a beautiful clear blue sky.

Being a civilised meeting time it was a leisurely start to the day. We pulled into the car park at the Manningham shire at around 09:00 to find we were not the first to arrive. From then on it was a steady stream of MX-5s, final count was 42 cars, a very fine effort!

The usual catch-up followed, chin wagging about the contents of the car park. Very early in the piece we met two new members out for their first run; in fact it turned out there were several "Club run virgins" with us that day, and hopefully we will see much more of them in the future. A brief outline of the run by Murray was followed by Steve Dunlop advising there was a new range of shirts available in five different colours (the fact there is green is all that mattered 😊), with more details in the *mxtra*.

All the official stuff out the way the time had come to turn a wheel, 42 little four-cylinder engines sprang to life and a multi-coloured parade started jostling for position behind El Presidente and the First lady. Trying to get 42 cars out of the car park and on to Doncaster Road provided a bit of a challenge ... hate to think how many changes of the lights it took.

(Ed: actually, unbeknown to those at the front who were waiting for those at the back to sort themselves out, those at the back had slipped at the rear of the car park and headed off ... and waited for the "leaders" in Yarra Glen!)

Out on Doncaster Road the traffic was reasonably heavy. This, together with the previously-mentioned traffic lights, had us all strung out like Brown's cows. Passing the dead centre of Kangaroo Ground there was a wonderful view across the ranges and, although the mountains were shrouded in mist, you could still see the evidence of the horrific bushfires.

Several slow-moving vehicles did cause an issue or two with the convoy, keeping us all pretty strung out, but then again playing follow the leader was not the object of the day. Although the traffic was reasonably heavy on the Melba we did finally manage to take *Gracie* up to the speed limit; having said that there were still a few "brake lovers" in the line of traffic but hopefully not for long. With a left turn to Yea coming up we had hoped to lose a few of these (before their brakes wore out) but, wouldn't you know it, every single car turned left too! Oh well, with the sun shining on our faces and the wind in our hair (those of us that have hair) it was a lovely run through the valley flanked by kilometre after kilometre of grape vines on both sides as we took passage (sorry ... old Navy man) through the Yarra Valley wine district.

Through the Kinglake National Park and all the trees there are now well on the road to recovery – very green but still looking more like pencil pines than gum trees, guess these things take time. A reduction in speed to 60kmh as we motored through Toolangi ... *woo hoo*; we then entered my favorite road from any of the Club runs I have been on so far – Myers Creek Road. If you have never had the pleasure you MUST try this road. This is a lovely windy rural road through the forest, with a near perfect camber. Throw her down one as you approach each corner then, at the apex, put your boot into it and you just glide around – the perfect MX-5 road 😊. One advantage this time (compared with the Strath Creek run) was that someone had cleaned up after the "forest litter fairies" so it was an unimpeded run down the hill.

Still tingling with the buzz of Myers Creek

we sedately motored into Healesville. Half the cars stopped just before the town (was a concern with availability of parking spaces) while the rest of us motored on to the Beechworth Bakery car park for a pit stop (yes, I said pit stop!). With half an hour to kill some took the opportunity to refuel themselves while others found the need for a little relief (for yet others it was a little of part A and a little of part B); oh and of course those of us who belong to the social lepers' society took the opportunity for a puff.

When the 12:00 call came we "mounted up" and headed out of the car park. The convoy was now split into two parts, the in-townners and the out-of-townners, so we (the in-townners) headed off into the main drag of Healesville. Finding a suitable place we all parked line astern and waited for the boss to appear (with the out-of-townners) so we could then rejoin the convoy. With Murray and Alyssa now in front I rejoined the little group. It was a pleasant run out of Healesville, a lovely rural outlook with its rolling green hills, hay bales and cows. *[Ed: no-one else saw the rolling cows!]* We cruised down Dalry Road and noticed an ultralight flying across the paddock at an altitude of around 200 or 300 feet (bugger that!!); this is of course one of the advantages of an open-top car, a wonderful 360 degree view, though the screech of a very close cockatoo is always a concern .

Cruising through Launching Place I turned to my navigator and asked the



Blessing the fleet ...



Mt Donna Buang, 6.3.11



obvious question – what the hell do they launch here ... and WHERE? Legend has it this was the place on the Yarra River that saw logs were “launched” into the river and floated down to the sawmills in Melbourne. Talking of sawmills, the old mill at Millgrove has been rebuilt and now is home to a company dealing in “rescued” timber. A lovely new carved timber sign announced our entrance to the town of Warburton, which was in times gone by home to the *Weet-Bix* factory. Sadly due to taxation changes this no longer operates.

Not far out of “Warby” is the Wesburn pub where Sam Knott “*allus had wan at eleven*” (the pub “allus opened at eleven”). Sam Knott was an interesting character who emigrated from England in 1888, just in time for the Victorian gold rush to end! It is said he worked at the Wesburn where he was paid the very same pound note week after week when, having been paid his wages, he put the money straight back over the bar to pay off his previous week’s bar tab. Sam was spotted by a “city” photographer and the now-famous photograph was taken that became an icon for Carlton and United Breweries. The just-as-famous quote used by the brewery is said to be a shortened version of what Sam actually said.

*I allus has wan at eleven
It’s a habit that’s got to be done
Cos if I don’t have wan at eleven
I allus has eleven at one!*

After turning left to stay on the Donna Buang road we were quickly brought to a halt as our lane had been closed off due

to a collapse of the road surface, forcing us out into the opposite lane to get passed the damaged section. We made the top of Donna Buang just in time to see our fearless leader coming out of the car park and heading back down the hill (doing the speed limit of course) we found the front group in the lower car park. Backing *Gracie* into position we watched a steady stream of MX-5s enter the car park until we had both sides filled and even some parked in the centre. Time to put the feed bag on and catch up with a few familiar faces and some of the not-so-familiar ones ... oh, and a conference with Steve regarding

New aerodynamic device?



the new *green* T-shirts.

All in all it was a most pleasant day: the weather was perfect, the company was excellent and the run very well planned. Congratulations are due to Murray, Alyssa and all others involved in the planning and running of the day. 😊



Motorkhana ... another dimension of fun!

■ Words & photos: Bob de Bont #632

Victorian Motorkhana Championship Round 1

The first round of the Victorian Motorkhana Championship for 2011 was held on 20 March. The event was hosted by the Pakenham Auto Club and held on their club grounds with a total of 10 tests completed.

The weather was excellent and the surface was a relatively smooth grass which was worn down during the day to provide a grippy surface with a little dust.

The Mazda MX-5 Club of Victoria was represented by two competitors and a pit member.

Pam Collom in her Classic Red 1990 NA6, *Seniorita* (below), was entering her first event at State level. Pam's initial speed was promising and as her confidence grew and a preparation routine was establishing, she drove very well to achieve second in Novice Class, including clearing one of the more demanding tests twice due to a timing glitch.

Bob de Bont in his Crystal Blue 2001 NB8B (above) had a good, clean day and was rewarded with 1st in Class B.

Nick Falkenbach provided the pit and photography support. ■



Bob is in his fourth year as a motorkhana competitor, and his second with his MX-5. He drove a Nissan to a Victorian championship in Novice Class in 2008 (his first year) and to a Class C championship on 2009. In 2010 he took his MX-5 to eighth place.

He also takes part in the Club's Motor Sport Championship on the track, and is currently leading the Standard NB Class (by one point!) and sitting third in the overall

Championship.

The motorkhana championship is not part of the Club Motor Sport Championship, but Bob reckons it's a great way to get some competition and improve driving skills away from the more "serious" track events.

As of the new members' night last month, Bob now has a Club team of four to represent us. Bob will keep us informed of their progress, and spectators (and more competitors) are always welcome.



What is Motorkhana?

Motorkhana is a "grass roots" motor sport activity run under the guidance of CAMS. It is a timed test around a tight course marked by flags on plastic poles with a start and finish "garage". Up to 12 tests are run on either a grass, dirt or bitumen surface.

Motorkhanas are cheap to enter and relatively easy on the car, with the possibility of damage kept to a minimum. Although actual driving time is short for the day, the interaction with other competitors and preparation for each test makes the time pass very quickly. Minimum licence is a CAMS Level 2 Non Speed with a junior licence available from the age of 12.

Further information is available from <http://motorkhana1.webs.com> or contact Bob de Bont on 0402 345 562.

Training wheels ...

■ Words: Ken Read ■ Photos: Joan Read

Winton, 5 March, 2011



Motor sport drivers are by nature a pretty competitive lot.

They like to achieve their personal best ("PB") times each meeting and at each track, and like it even better if they are in the running for the Championship, which really brings on the rivalry.

So, this makes them aggressive, unfriendly and egotistical, right?

Well ... actually no; far from it. I am impressed and delighted with the camaraderie, interest and helpfulness the Club's motor sport crew bring to their meetings. Added to this, they are particularly welcoming to anyone new to motor sport and are genuinely interested in ensuring you have all the help you may need.

So, I was very happy to be accepted as a trainee driver at the AROCA Racecraft Training Day at Winton. Whilst not a complete novice, as I have attended a few motor sport days, I still have a lot to learn in order to improve my skills and times around the track.

The day was well organised with classroom instruction covering many subjects, such as safety, cornering, driver attitude and skills development, followed by sessions on the track to apply the lessons learnt. There were 40 drivers (15 from our Club) split into two groups. Each driver had an instructor with them for the track work, so maximum benefit could be gained in the transfer of concepts and skills. I was most fortunate in having Robert Downes, our Club Captain – Motor Sport, as my instructor.

Robert was patient and encouraging and certainly had me travelling a lot quicker, braking harder and driving more smoothly than I would have been able to if left to my own devices. I had a great day, drove a load of circuits (using a complete tank of fuel) and learnt heaps. I am now looking forward to future motor sport meetings, so I can work on those PBs!

I wish to thank the organisers of the event, the instructors (particularly, in my case, Robert Downes) and the track volunteers (including my wife Joan, who helped at the dummy grid all day) for making it such an enjoyable and worthwhile day. ■

A very big weekend at Winton!

■ Words: Steven Cook #46 ■ Photos: Ben Sale, Matt Cass & Cheyne Twomey

The weekend at Winton on 5-6 March proved a very big weekend with “racecraft” training instruction on the Saturday and a full day of racing on the Sunday.

The Alfa Club did a fantastic job on both days and the weather on the Sunday ended up fine and sunny and, probably too hot later in the day for terrific times as the track surface temperature increased.

There were plenty of people having their first track day, many having taken advantage of the racecraft training on the Saturday.

Many of the competitors completed over 50 laps. I personally did 62 and, as my car was double-entered with Daniel Deckers from NSW who did 41 laps, the car covered over 100 laps for the day.

There were some outstanding drives with four Club Class lap records broken (or rather smashed) on the day. **Teruo Delacroix** set a new record in Clubman Class despite having electrical problems with the car. Teruo – you have to stop “tinkering” with your car.

Our fearless Club Captain, **Robert Downes**, lowered his Standard NA record from 1:16.65 to 1:15.45 whilst **Randy Stagno Navarra** belted his Restricted Open record from 1:12.40 to 1:10.73. I lowered Andrew Hardeman’s Open Class record from 1:09.3 to 1:08.1.

Although the track closes at 5pm, the track activities were all over by about 4.30pm as everybody was either exhausted, out of fuel, or their car had had enough for the day. ■



Results - Round 6	1st		2nd		3rd	
Standard NA	Robert Downes	» 1:15.454 ¹	Robert Heritage	» 1:16.016		
Standard NB	Max Lloyd	» 1:16.041	Robert De Bont	» 1:17.085	Ian Rogers	» 1:18.240
Standard NC	Colin Denman-Jones	» 1:15.673				
Clubman	Teruo Delacroix	» 1:12.700 ¹	Sam Gumina	» 1:13.722	Robert Parr	» 1:16.015
Modified	Russell Garner	» 1:09.892	Craig Healy	» 1:11.805	Ben Sale	» 1:12.427
Restricted Open	Randy Stagno Navarra	» 1:10.734 ¹	Daniel White	» 1:12.092	Jim Bruce	» 1:25.078
Open	Steven Cook	» 1:08.111 ¹	Owen Boak	» 1:10.279	Christine Boak	» 1:12.169

¹ New Club motor sport group lap record



Championship standings after Round 6 - Winton Sprints (short), 6 March 2011

<i>(corrected points)</i>	1st		2nd		3rd	
Overall Champion	Russell Garner	» 57	Robert Downes	» 51	Robert De Bont	» 48
Standard NA	Robert Downes	» 51	Robert Heritage	» 40	Brendan Beavis	» 35
Standard NB	Robert De Bont	» 48	Max Lloyd	» 47	Ian Rogers	» 32
Standard NC	Colin Denman-Jones	» 60	Lindy Anderson	» 13	Mark Davies	» 7
Clubman	Sam Gumina	» 46	Peter Phillips	» 44	Teruo Delacroix	» 39
Modified	Russell Garner	» 60	Craig Healy	» 28	Chris Baska	» 14
Restricted Open	Randy Stagno Navarra	» 60	Daniel White	» 34	Kim Cole	» 7
Open	Steven Cook	» 47	David Moore	» 13	Christine Boak	» 13

Wending westwards ...

2011 Biennial SA-Vic Clubs' weekend away ... 12-14/3/11

■ **Victorian participants:** Ros & Rob Eastwood, Mary & George Cazanis, Phil Harris & Jacqui Miroch, David & Gael Collins, Joan & Ken Read, Coral & Will Campbell, Saeko Fujiki & Grant Butler, Pam Bown & Tyrone Dark

Friday, 11/3

After morning tea at the Campbells' in Torquay, the drive along the Great Ocean Road between Lorne and Apollo Bay proved very frustrating. Apart from some slow cars, there was a lot of damage caused by the recent heavy rain.

Leaving Apollo Bay the road through the Otways proved a much more satisfying drive, even if not as "twisty". We enjoyed lunch in the sun on the Port Campbell foreshore. When it came time to leave on the final part of our journey I asked Ken if he would drive my car as I was by now "spaced out" after having had only two hours' sleep the previous night. Ken agreed and I was one very thankful driver.

We stayed at the Richmond Henty Hotel in Portland and enjoyed dinner in the bistro. Later that night we were joined by Grant and Saeko. And so we looked forward to meeting up with all the other members the next day.

Phil & Jacqui



*mxtra
Mazda MX-5 Club
of Victoria
PO Box 7150
Beaumaris
VIC 3193*

Saturday morning, 12/3

It's Saturday morning and we had five cars and five drivers (with passengers of course) ready to head off from Portland. No-one is sure which way we should go! Saeko has her map out, Will has his GPS, Ken has his Melway and Tyrone has his background knowledge of area.

After a brief consultation, a route was chosen and Tyrone was delegated to lead. Our destination was the Princess Margaret Rose Cave in the Lower Glenelg National Park.

Although it was only an hour's drive away, we still managed an obligatory coffee break at Nelson. Life is sweet!

Coral & Will



*mxtra
Mazda MX-5 Club
of Victoria
PO Box 7150
Beaumaris VIC 3193*

Saturday afternoon, 12/3

We had perfect weather, scenery and company for zoom zooming to meet with the South Australian MX-5 Club members near the Princess Margaret Rose Cave in the Lower Glenelg National Park.

After a short wait in the cave's car park we heard the distinctive sound of more MX-5s arriving and soon there was lots of chatter as news was shared and friendships renewed.

After lunch, which included blue Mount Gambier lemonade, most went for a tour of the caves. They were well worth the visit with spectacular natural formations of stalactites, stalagmites, rimstone pools and cave coral.

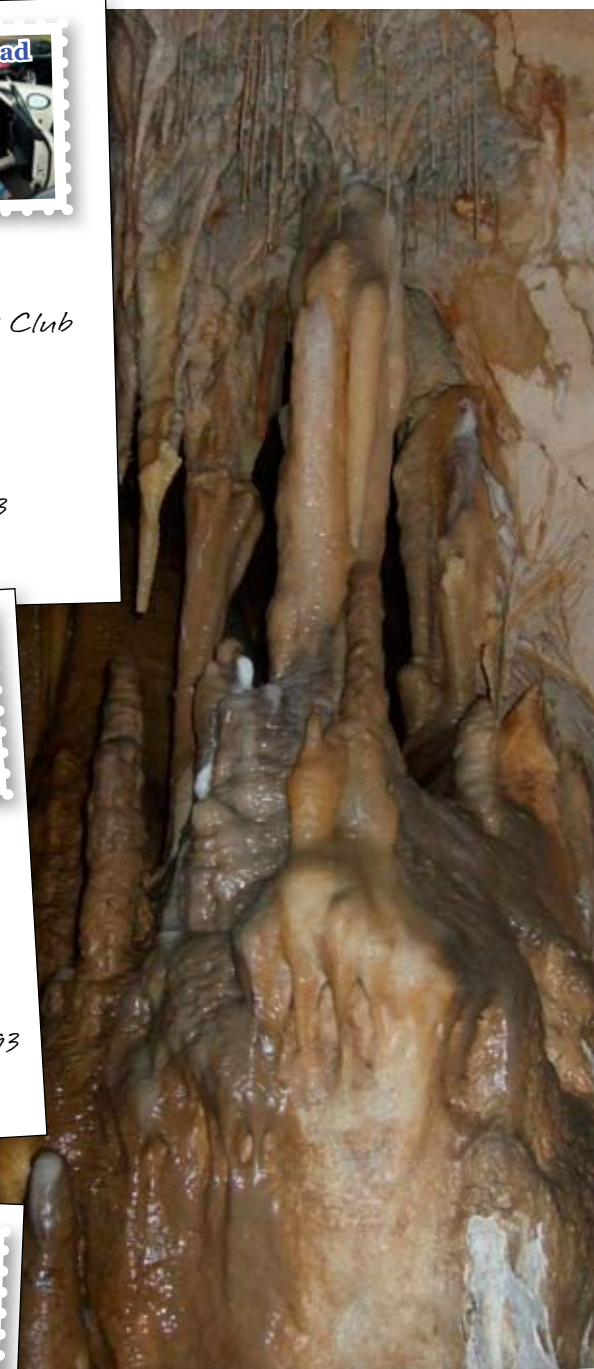
Off to our motel where new friendships were made, followed by a delicious meal in the motel restaurant.

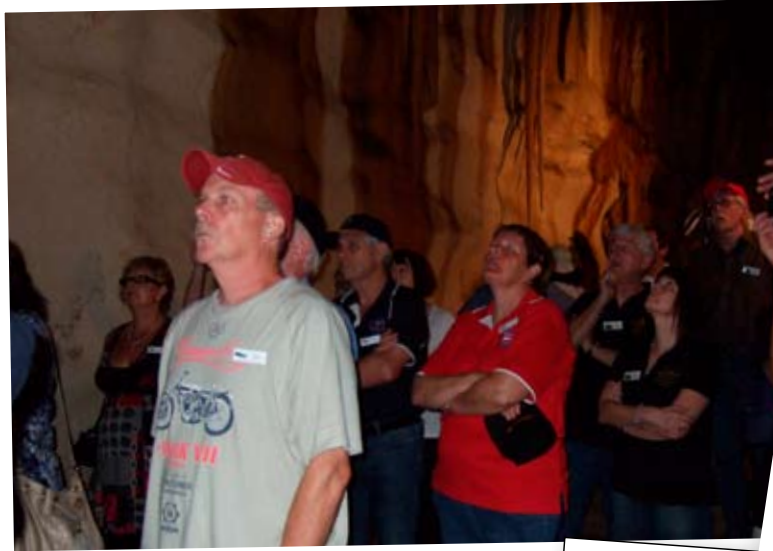
As well as enjoying the moment, everyone felt saddened by the breaking news of the previous day's Japanese earthquake and tsunami.

Joan & Ken



*mxtra
Mazda MX-5
Club of Victoria
PO Box 7150
Beaumaris
VIC 3193*





Sunday, 13/3:

Sunday started as we left off on Saturday: "eating". We all know how important it is to have a good breakfast when you are going to be put to the test with an observation run to the Coonawarra.

Co-drivers had extra work on this run: we had to find colleges, name the hill, how far was the golf club, what fruit did she sell, why did the town buzz and name that cemetery. Things to see and find were well spread out so there was plenty of time to take in the scenery. Soon we arrived in Millicent for morning tea. Cakes and fresh fruit were provided; our hosts were looking after us very well.

The highlight for Gail and me was the visit to the cemetery! We had to find a name that had a nautical slant. We soon found it: Atlantic Ocean May Schultz'. We all imagined romantic stories of how it may have come about. We learnt later it was our enthusiastic and wonderful SA Club host Eva's grandmother and the name came about over a bet. Ah well!!!

Dave



*mxtra
Mazda MX-5
Club of Victoria
PO Box 7150
Beaumaris
VIC 3193*



Monday, 14/3:

All good things come to an end, this tour being no exception.

Monday morning, our last morning together, saw some of us bright and cheerful, others still desiring some rest, as we headed for breakfast in the motel's dining room.

Our waitresses pounced quickly again to collect our breakfast vouchers as we approached the buffet, the morning fix (coffee) being an essential beverage for many of us in starting the day.

At breakfast our conversations continued to be predominantly about turbochargers, superchargers and all things associated with performance, as some SA members were testing their newly-installed expenditures, while others recapped some of the activities during the past three days. As we began our departure we again thanked our SA hosts and discussed the possibility in catching up at the impending NatMeet in Canberra, over Easter next year.

Our return route home was not in convoy but was left to individual preference as some of us wished to visit Robe. It was an enjoyable and rewarding weekend away.

George & Mary



*"mxtra"
Mazda MX-5 Club
of Victoria
PO Box 7150
Beaumaris VIC 3193*



A run for one ...

■ Words & photos: Lockie Story, Mockinya

Tracey and Me and Molly Make Three ...

John Gleeson thought it would be a great idea to get a Ballarat Chapter to officially attend the Club run to the Bendigo area (see March **mxtra**).

I thought this was a great idea and emailed John our intention to attend.

The day before I dutifully washed, vacuumed and polished Molly ready for the trip.

Tracey and I set forth on the Friday night to stay with our daughter Emma in Ballarat to facilitate the (most uncivilised!) 8.15am start.

Since it was BYO lunch, I had set the yabby traps and we had a nice feed of yabbies and my home-made sauce for our lunch. *How good can it get????* We awakened early and arrived at the departure destination to find that we were the only ones there. This is rather odd, says I.

I rang John and asked where he was. He replied that he was getting ready for work. "Why?" I said. "What about the Bendigo run?"

"That's next week, you dill." *Ohhh!* Tracey just looked at me! You know the look? Actually she saw the funny side of it. It took me a little longer ...

Well, what do we do now? First thing was coffee at a place called *Eclectic Tastes* in Wendouree. Beautiful coffee and sourdough toast with apricot jam and pistachios. Sensational. Eclectic indeed.

Next was a tour of Ballarat checking out many of the garage sales listed in the local rag and I think we crossed Ballarat more times than Capone crossed the Tax Office. We certainly knew our way around Ballarat a lot better than we did the day before. We then went back to Emma's for a lazy afternoon of reading then tea with she and Bobby.

The next morning we headed off to Daylesford for their annual Local Producers' Day. Now this is something the Club should attend. With over a dozen wineries and a plethora of cheese and smallgoods stands together with plenty of time on our hands we had a ball. We met up with some friends who asked when the club was coming back for another run. After some stunning (and some not-so-stunning) wines and our fill of trial foods we went to the chocolate shop in Daylesford for coffee and chilli chocolate. Then we drove back to Emma's in cool sunlight with the roof down, arriving about 3pm. I was so entranced with the day and the top down that after Tracey headed for home, I went for a drive not caring where I ended up. I stayed on at Emma's as I had to be in Melbourne the

next day.

On the Monday I started with the big coat and the rabbit skin hat and was down to shirt and shorts by the time I hit Melbourne. Gotta love these MX-5s! On the way home I was driving on that infamous bit of road that has attacked Molly so often and had a blow out. Left rear. With that fixed I finally made it home.

The run-for-one turned out to be a great weekend. ■



Let's go karting!

13.3.11



■ Words: Sue Lowndes ■ Photos: Robert Downes

The Go Kart race morning on Sunday 13 March attracted a grid of 10 keen drivers.

There were two rounds of racing, the first round a 10-lap qualifying and the second round a 20-lap race.

We were the first group out on a track. It was a warm morning and very warm inside the tin shed. Word of advice: don't go to an indoor go kart track if the outside temperature is too much over 25 degrees ... with all the clobber on, including race helmet, it can get steamy. Imagine what it is like for those V8 and F1 drivers on a hot day.

The steering in the MX-5 beats the go kart hands down, so to speak! Steering the go kart is heavy going and hard work for such a small machine.

I decided to stay at the back of the pack to keep a watchful eye on everyone. I am so thoughtful for others' safety!

When the racing had finished and the helmets came off I saw a lot of smiles and people conversing about their wonderful experience ... it is great fun!

In both the qualifying and in the race everyone was just a few seconds apart and all improved their times from the first to the second round.

Well done to everyone. **Ben** came first (again), **Steven** came second and **Roger** filled third place.

Congratulations to all of the following in giving it a go:

Robert	4th place
Chris	5th place
Andreas	6th place
Colin	7th place
Huon	8th place
Paul	9th place
Sue	10th place

All are winners for taking part, and if you hesitated coming along and joining in this time – no matter whether it's a social event, perhaps a social Sunday Club run or dipping a toe into motor sport – seize the day and next time just take the plunge.

You may meet some new people, say hello to some you already know and even have some fun! ■



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Chapter news ...



Gerry & Ellie's Happy Valley Run ...

~ 20.3.2011 | N-E Victorian Chapter

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

After worrying all week over the weather forecast, Sunday dawned to a mostly clear sky with just a few clouds, cool but not cold enough to have the top up.

So off we went to our meeting place in Wangaratta, looking forward to the run.

Run organisers, Gerry and Ellie Engwerda, had originally planned the run around what, on the map, looked to be an interesting road around the Beechworth/Stanley area. However on a drive to prepare the run notes they discovered that a section of the road was unsealed so a decision was made to revive one of our old runs through Milawa, Myrtleford, Happy Valley and Dederang, finishing in Yackandandah.

By the time we were due to start the run we had a disappointing three cars – the Engwerdas, Bill and Elaine Hines and us. Just before we were due to leave, another MX-5 arrived. The occupants came over to introduce themselves as Rod and Cath Chilcott and it turned out that they were not yet members, but lived in Wangaratta and shared a car with Rod's brother, who is a Melbourne member. We assured them that they were most welcome to join us on the run so our numbers were swelled to four cars.

After a short drive we stopped for a coffee at one of our favourite spots, the *Milawa Cheese Factory*. After coffee, cake and a quick visit by the ladies to the art gallery, it was back into the cars for the run.

Leaving Milawa we headed down the back road to Myrtleford. Turning off the main road at Ovens the best part of the run was before us. The road through Happy Valley is full of sweeping corners with the final few kilometres twisting over a small range before descending into the valley just south of Dederang. The run back into Yackandandah is also an enjoyable drive along a road with lots of bends and elevation changes. Waiting in Yackandandah

we found Ian and Val Bruce from Albury. They hadn't been able to do the run but had driven over to join us for lunch.



It was originally proposed that we would have a picnic lunch in the park at "Yack" but Gerry and Ellie generously opened their house to us and we enjoyed our lunch in their beautiful garden. The ladies had outdone themselves with the gourmet food they had brought with them, and together with extras provided by Ellie and Gerry we had an excellent lunch.

All too soon lunch was finished, and as a couple of us had other commitments later in the afternoon, we bade each other farewell.

Although there were only a few of us, it was a most enjoyable day. Thanks to Ellie and Gerry for taking on the task of organising the run and especially for opening their house to us. ■



Chapter news ...

Magical mystery tour ... just BYO lunch!

~ 13.3.2011 | Hobart

■ Words: Mike & Liz Williams ■ Photos: John Waldock

It was a dark and stormy night...

Well really it was a glorious, shiny, early autumn day in southern Tassie when many of the usual faces met at *Maldini* for coffee, prior to the run.

It being a long weekend (Labour Day in southern Tas), our Sunday drive took place on a Monday. John Waldock had advertised it as *Mike and Liz's mystery tour* and fair enough too ... it was nearly as much a mystery to us as it was to everyone else. When you're doing modest day trips from Hobart once a month, pretty quickly you run out of new roads to sample but, in this instance, we were able to locate a new one (at least to Club runs) which we combined with a couple of old faithfuls to create what was a highly enjoyable few hours.

Heading north along the main road from Hobart, we (seven cars – one of the regulars turned passenger as his car was being re-roofed at the time) turned off at Berriedale and headed into the hills towards Glen Lusk. This is a great road – very twisty, windy and narrow – and huge fun in an MX-5 in spite of the occasional encounter with large 4WDs and the like.

After hitting the Derwent River, we swung north-west through New Norfolk and followed the west bank through Plenty, Bushy Park and Glenora to Westerway where we paused for a late morning tea at the *Possum Hut*.

Refreshed, we pressed on through Ellendale, across the river at Dunrobin bridge over the glassy Lake Meadowbank through Hamilton until we came to the Hollow Tree road turn-off. This road through to Bothwell has to be one of the truly great MX-5 roads anywhere – excellent surface, medium speed, open flowing bends, no traffic ... just plain fun.

Bothwell was the lunch stop – this

was where the mystery came in – somehow we'd failed to mention that picnic lunches were the order of the day so one or two had to resort to the local shop for pies or salad rolls. We sat under the trees, revelling in the best weather imaginable, eating, drinking and being generally convivial.

Another delightful short run back to the main highway at Melton Mowbray followed by a mundane run home capped off a brilliant day. ■





Smithton Overnighter

~ 19-20.3.2011 | Northern Tassie

■ Words & photos: Kelly Berggren and Ruth Beaton
■ Run organisers: Ken & Lyn Dunham

Day 1: Seven sexy MX-5s took off from Devonport with tops down, driving out via Don, Forth and then on the old coast road through Ulverstone to Penguin. My favourite parts of this road are the sweeping corners before Penguin, with a high roadside cutting on the left and the sea on the right. It's even better with the sun sparkling off the gleaming paint of Greg and Deb's dark blue NB in front!

Our red NA Flyin' Miata (*Mixie*), with gleaming white alloys, was sparkling too – since last run we got such a razzing over having a dirty car (Note to self: DO NOT drive down a dirt road after freshly washing your car!). We cruised through Sulphur Creek and Heybridge, through Stowport and on to Burnie, stopping briefly at Burnie Park. Off again, we took the highway along the clifftops and through curvy Sisters Hills and Rocky Cape

to Detention River road house for another quick stop before arriving at Stanley for the best hot chips I think I've ever had!

After nearly being blown away on the beach under the Nut, we headed off again to the lookout above Highfield (a beautiful old colonial homestead) for a group pose stage-managed by the Fat Controller ... I mean Ken B.

Next was a wonderful dash through Forest, Lileah, Irishtown, Edith Creek and back, ending up at Smithton. I had fun trying to take some action shots with our wheel and *MXCHEZ* (in front) both in the shot. These roads are a LOT of fun, with sweeping corners, forested cuttings and one very sexy hillclimb that we just *had* to do twice ... the excuse was we missed the turn-off and had to go back up! *Mixie* sounded so good accelerating up the hill through the corners that I took a movie,

so I could capture some of the sounds as well as the grin on Carl's face. That hillclimb has a long steep paddock rolling away from the downward side, with stunning views to the sea across patchwork farmland.

Smithton is a nice little town of about 6,000 people, and a lot of out-lying farms. It's right in the north-western corner of Tassie, and gets lots of wind and wild weather. Since we arrived with plenty of daylight still left, Ken led us all out again to view the massive wind turbines at Woolnorth. It is hard to grasp how really tall they are. Our last cruise for the day was back to Smithton, with local kids (and everyone else!) giving us big grins and waves. All in all, it was a fantastic day and thanks to Ken for organising a great run! Too bad I forgot my sunscreen and had a white sunglasses-shaped mask on a red face – *D'oh!*



Day 2: While we were all busy sleeping, the car fairy paid our cars a visit and we awoke to find that all the MX-5s had been cleaned. What a surprise! The cars looked great, ready and waiting for another day's adventure. Thanks Debbie.

After a hearty breakfast we were fuelled up and raring to go. Ken D again took the lead to Dismal Swamp where the brave ones can take the slide to the forest floor. We chose to enjoy nature from the café over coffee. A must-try is the toilet with a view over the forest, most impressive, even if we felt a little exposed ...

After our caffeine fix we strolled through the natural bushland to our cars, ready for a great drive further on to Arthur River, a sleepy little fishing holiday settlement

on the west coast noted for its wild river reflection cruise and rough surf. We drove across the river over the one-lane wooden bridge and were soon out of sealed road. We took a dirt road through sand dunes to the mouth of the river to view the Indian Ocean. We were rewarded for our effort as it is just spectacular. The weather was blowy and the waves sprayed when the wind hit the surf. I think that this place really is Tassie's Wild West.

We left Arthur River and drove through the small country settlements of Marawah (well known around the world for its spectacular surfing) and Redpa before retracing our tracks to the outskirts of Smithton where we turned on to the Bass Highway. Detention River was our next stop for a takeaway lunch

overlooking the river. This was a pleasant stop for another chat and body fuel.

Ken D had done a marvellous job of leading us, but Tim and Dot took over to give him a break and lead us on the final stretch home. We had to make a detour on the way, turning off the highway to drive some windy roads around Table Cape and then through the farming township of Wynyard; some people just can't help themselves! The rest of the run was a leisurely drive via Burnie back to Devonport where we said our farewells over the radio to the Northerners who still had a long drive to get home.

A big thanks to Ken and Lyn Dunham for organising a fantastic weekend. We all had a great time. ■

MX-5 dentistry ...

■ Words & photos: Ron Macdonald

I must start by saying that this article refers only to the NB8A model. I have not been under an NA or NB8B so cannot say if the information is relevant to those models, although it may be.

Since buying *Gracie* I have had only two problems with the basic design of the MX-5.

The first is the pathetic exhaust note for a car of this class (will leave that for another day) and the second is the lack of protection for the radiator. I will say that I very much like the look of the open "mouth" design of the 5, very reminiscent of several of the '50s and '60s roadsters, however it does present a radiator issue. Knowing my luck, it was only a matter of time before a dirty great goulie found its way into *Gracie's* mouth and punched a hole in one of the cooling tubes, so a grille of some kind was in order.

My search for a grille started with the commercial offerings. Unfortunately however, I could not find anything that

took my fancy. My criterion was that the grille needed to provide reasonable protection for the radiator without straying too far from the basic design of the NB8A (with its open mouth). That pretty much removed anything shiny from the list, plus anything that fitted to the outer edge of her mouth. Failing in my quest the only alternative was to make something myself.




Baby teeth in place

Once I had decided to manufacture something I needed to consider *Gracie's* "baby teeth" (the two metal hooks in the MX-5 mouth). Removal of these would definitely make getting a good fit so much easier so I hit the online forums.

There are two camps when it comes to baby teeth: one group swears blind that they were simply fitted to tie the vehicle down during transit (and should have been removed pre-delivery); the other swears blind they were fitted as towing hooks. Hmm, time to check the NB8A handbook that came with the car. As usual, the truth is somewhere in between. The handbook says these *tow hooks* (how they refer to them) are designed for an emergency straight line pull to remove the vehicle from a bog or ditch. They do not however recommend they be used for long-distance flat towing or for pulling at any kind of angle. OK, if *Gracie* was ever required to be towed (on the road) it would be on a flat bed, and I don't (at this time) do motor sport, so that wouldn't be an issue either. So I decided for ease of fitment and aesthetic reasons the baby teeth were to go.

Back on the forums, I read some pretty horrific accounts from people who had been down this path with many claiming to have taken two or three hours to



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complete the job, which included the removal of several pounds of flesh from their fingers! The next post I read claimed it was a piece of cake and took 10 minutes each side. These two conflicting reports were about as handy as a hip pocket in a singlet so I decided just to wing it.



Access through the mouth

A quick inspection showed that one bolt either side was fairly easily accessible through the mouth with a 15mm ring spanner. That left four bolts to remove (two per side). Oh, as an aside, have you ever had a good look in an NB8A mouth? *The internal shape is very Aston Martin!*



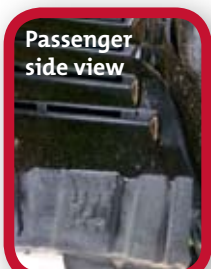
The access hole

Anyhow, crawling under the driver's side I had a pleasant surprise: there is an access hole in the plastic splash panel sited perfectly for access to the two remaining bolts on that side. It was fairly easy to remove these two bolts with a 15mm socket, short extension and ratchet. Total time for the driver's side was 15 minutes, including procrastination.



Driver's side tooth removed

With a spring in my step I crawled under the passenger side, only to be confronted with no access at all. *Bugger!*



Passenger side view

The plastic splash guard is made of a pliable plastic (polycarbonate?) and is held in place by 8mm bolts. I figured that if I removed four of the bolts

I could pull the guard aside enough to have good access to the heads of the baby teeth bolts, so decided to try that tack.



Bolts securing passenger-side splash panel



Passenger-side view with panel pulled back

Having removed the four splash guard bolts it was indeed easy to pull the guard to one side and remove the second tooth, although I must admit I found the bolts on this side a little more awkward. Oh, and I did shed a couple of drops of blood (there are some sharp panels in there).



Removal of bolts used to secure the grille

The second tooth now removed, I replaced the splash panel bolts; total time for the driver's side was 20-25 minutes including head scratching.

So in a little over half an hour both teeth were lying on the driveway. Unless you were stopping for a smoke after every bolt I really can't see how it could take two hours!

Teeth successfully removed, now came the time to look at the new grille. A drive down to *Supercheap Auto* saw me procure a sheet of light weight black expanded mesh which, together with two metres of a small U-channel rubber from *Clark Rubber*, was all I required. I wanted the mesh to sit right back in the mouth so as to still give the illusion of the original design. To that end I found two bolts (that seem to do nothing) along the top edge of the mouth which I would use to secure the grille in place. Taking some rough measurements I traced the shape of the mouth (slightly oversize) on to a piece of cardboard, and then cut it out. I slowly reduced the size of the cardboard template (testing in between each cut) until I had a nice firm fit. The reason for a tight fit is, although the grille was to be held in place by two bolts and not likely to drop out, I didn't want the bottom half

to rattle (that stuff drives me insane). Transferring the shape to the mesh (looks like you could get two grilles out of one pack of mesh) I placed the rubber around the outside (both to neaten it up and reduce rattles) and fitted it to the car. As I said earlier I did make it a tight fit so it took a little bit of mucking around to get it right to the back of the mouth, however it was not what one would call a major drama. One last job to do: using a screwdriver I cleared the top bolt holes of any mesh (just bent it out of the way), replaced the two top bolts and **job done!**



Job done!

I have to admit I am not totally sure how long this took but it would not have been more than two hours from start to finish (teeth included). Total cost was \$43.85 – mesh \$29.95, rubber \$13.90 – which is a pretty cheap grille. I have to admit I am not 100% happy with the end result; yes, I made the grille a tight fit but in reality it is a little too tight, resulting in the rubber along the bottom of the passenger side deforming a little. I did consider pulling it back out again but decided bugger it, it is well back and unless you get on your hands and knees it is unlikely anyone will notice. Maybe one day when I am feeling keen I might put things right.

The upshot of this article is that so long as you have a basic understanding of hand tools this is a very easy job that anyone can tackle. If you do decide to have a go, might I suggest like me you take your time; this will make it a pleasurable interaction with your shiny friend, not an exercise in trying to remember all expletives you can. At the end of the day it doesn't matter if you get the job done in an hour or three – take two days if you want too; far better to take your time and be happy with the result than try to break all records and stuff the whole thing up!

PS: As Gracie's grille was fitted over the Christmas break, I have since found that not only does it do what I wanted, it also works as a pretty good locust catcher! ■

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 *Brand new (still in box)** Replacement NA folding soft-top

Mazda MX-5
seamless roof hood
with zip window.
Black.

Ex. Prestige
Autotrim (UK), Suit
1989-97. Stock code
#CV2704.

An improved design
compared to the
original MX-5 hood. It features

- » a seamless roof section that provides increased resistance to shrinkage
- » anti-drip rain gutters above the side windows.

Complete with comprehensive fitting instructions.

Asking price: \$545 ono

Contact David (non-member)
on 0409 807 013



**The roof was bought for a 1989 NA which was written off in last year's hail storm, and was never fitted.*

FOR SALE 2007 Stormy Blue NC Roadster (folding hard top) MMMX-55

- » as-new condition
- » 6-speed automatic transmission with manual override
- » only 21,500km
- » build date: March 2007
- » first registered May 2007
- » MX-5 floor mats and chrome door sill scuff plates
- » full service history and additional Mechanical Protection Plan expiring on 2 May 2012
- » always garaged
- » personalised plates included
- » can be viewed at Lower Templestowe

Asking price: \$29,500

Contact Joe (Club member) on
0407 007 897



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Market place ...

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FOR SALE 2005 Velocity Red NC Limited Edition

- » 6-speed manual, soft top
- » 93,000km
- » fabulous to drive!
- » professionally lowered, cold air intake, after-market 17" mags
- » leather seats, metallic paint
- » registered to October 2011

Purchasing a *new* MX-5 means I reluctantly have to part with my pride and joy (wife not keen on dual MX-5s!).

I am the second proud owner of this well-sorted vehicle. Original Bilstein shocks and air intake are included, however the personalised number plate is *not*.

New-ish Yokohama C-Drive tyres, new brakes, regularly serviced and in great condition. Any inspection invited.

Contact Alan (Club member) on 0427 868 885



Asking price: \$25,500 ono

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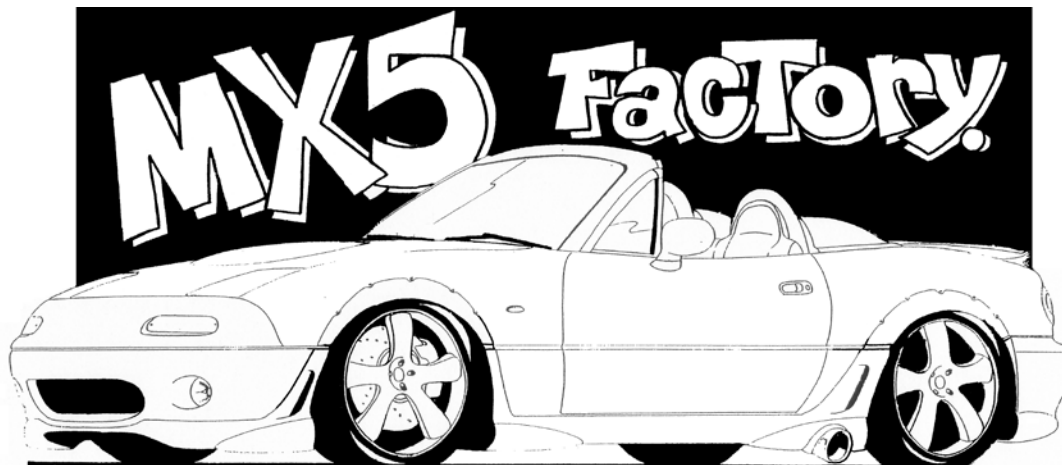
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