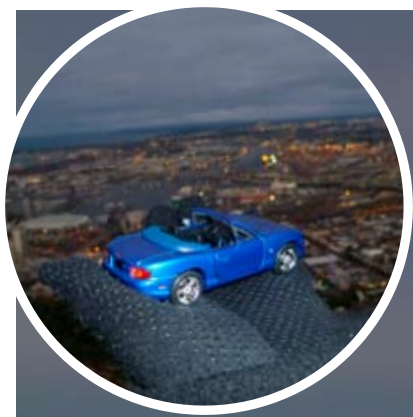


THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA INC.



# High there!

zoomy goes hot air ballooning

## In this edition:

'Elastic band effect' explained

Mid-week adventure | Mixing up our runs

Fitting: • a seat heater • a muffler

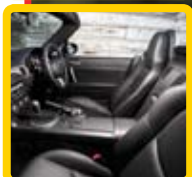
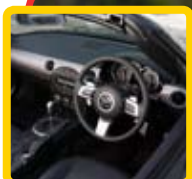


Vale Mike Quist



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6/2011

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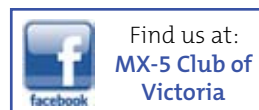
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Cover  
image:

*Up, up and away! Junior Zoomy (with Ros & Rob Eastwood) takes a balloon flight over Melbourne (story on page 21)*  
Photo: Ros & Rob Eastwood



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# Murray's Corner ...

■ Murray Finlay – President



**It is with great sadness that I report the passing of Mike Quist, who died of a heart attack on 2 June.**

Mike was Mazda's national public relations manager from 1979 to 2001 and, among many other things, masterminded the public launch of the Mazda MX-5 into Australia in 1989.

Despite the claims of some, Mike was true father of the MX-5 clubs in

## Vale Mike Quist

Australia. The minute he first saw the car unveiled from, literally, its secret shed in Japan he promised Toshihiko Hirai that he would have an MX-5 club in *every* Australian state. He built the formation of our clubs into his launch program and, with help from Sue Ransom and Allan Horsley, set about forming the clubs that have given us so much over the years and that we enjoy so much today.

He set high goals and expected his people to achieve them (Sue Ransom tells his famous quote: "I don't get ulcers; I *give* them!") and I know he was very proud of the thriving success that resulted for all the clubs nationwide.

Mike left Mazda in 2001 and moved to country Victoria. Despite living in the same state, the Victorian Club really only renewed its acquaintance with he and his wife Ginny in 2009, when Mike

addressed our AGM and had everyone simultaneously spellbound and in fits of laughter. Following this he and Ginny were guests of honour at NatMeet 2010 in South Australia, and those present will remember fondly Mike's stories about the early days of the MX-5.

I'm so pleased that, at our 20th anniversary dinner last August, our Club bestowed on him a very belated but richly-deserved Life Membership. He was deeply touched and honoured.

Mike was a remarkable man, who had done so much and inspired so many.

Laughter surrounded him and followed him everywhere he went. He was one of the last of the true characters of a golden age of public relations and journalism, before it all got a bit too serious.

Mike was a proud and passionate Mazda man, and he will be sadly missed.

**The news of Mike Quist's sudden passing makes everything else seem a bit mundane, but there is a bit of housekeeping to attend to:**

### DECA - 19/6

There are still some vacancies for this fun event at Shepparton. At the time of writing we had filled 48 of the 60 places available. We have opened it up to non-members as well now, so if you're still thinking about act now to book your spot. Members can register and pay online, and non-members can enter via the entry form, both accessible via the online calendar.

### Awards lunch - 31/7

So far bookings for this event have been very light on. Since last year, the awards presentation is no longer attached to the AGM ... so it's *all about the awards* and nothing about speeches or cajoling people into jobs!

We need to give final numbers to the Novotel at Creswick by 10 July, so please book soon. There will be a convoy run to the venue; the flyer in this edition has all the details.

Who knows? *You might even pick up an award!*

### AGM - 10/8

If you *do* want a job, however, our 2011 annual general meeting is coming up. Four committee positions fall vacant each year. Incumbents are free to stand for re-election, but any Full or Family adult member may stand for the committee. I encourage all members to consider standing ... or at least help out by expanding our calendar (see *Social-lights*, page 5).

Paperwork for the AGM will be mailed or e-mailed to all members in July.

### Data base management

A couple of issues have arisen lately with our online (IMG) database:

- » **Mailing list:**  
Some "online" members have been missing out on Club emails because the "mailing list" button in their database entry has been turned "off". This prevents them from receiving *all* emails, including notifications that **mxtra** is ready for download. **This needs to be left "on"** – please check that yours is correct;
- » **event sign-up:** for DECA, some members signed up non-members online by changing their own details registered in the database to the non-members' details. **Please do not do this!** It removes you from our membership list!

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

*Murray*

## For your diary

...

**See the full calendar for details**

### June

- 12 North Tassie run
- 13 Queen's Birthday holiday
- 19 DECA, Shepparton
- 19 Hobart: Equinox run
- 26 N-E Vic: Whitfield run

### July

- 3 Mornington Peninsula run
- 31 Annual awards lunch, Creswick

### August

- 7 Club run
- 10 2010-11 AGM, Albert Park

### September

- 4 Father's Day
- 4 Gippsland run

### October

- 1 Ladies' Day
- 9 Great Ocean Road dawn run



## Social-lights

■ Janette Todd – Club Captain - Social



### Thrills without the Frills

For some time now our Melbourne-based social drives have been scheduled for the first Sunday of each month. We all know that this particular Sunday is to be “*put aside for all things MX-5*” and it seems to work quite well. It has never been set in concrete that this will always be the way of things, but it seems to have suited the majority of those wishing to attend the runs and participating numbers over the years have confirmed that the idea has broad appeal. But we shouldn’t become blasé about it; we need to ask the question: is it getting a little ho-hum?

Okay, what follows is a (poor) analogy: What do you do with stale bread? You can choose to bin it ... or you can look at other ways to freshen and re-use it – home-made croutons, for example. *(Told you it was a poor analogy but work with me here!)*

#### Thrills

Last month, Coral and Will took us on a “Short but Sweet Saturday arvo run” and they had a wonderful turn out of MX-5 devotees ... in fact 30+ vehicles. It was a most enjoyable drive through the Macedon Ranges ending in Woodend for afternoon tea.

#### No Frills

At the pre-run briefing, Coral and Will indicated that apart from the route to be taken nothing else had been planned for the afternoon. They simply wanted to go for a drive and take some people with them. What everyone did when they got to the destination and where they chose to have their cuppa was up to them.

The concept of simply going for a drive worked well for Coral and Will then as it has worked in the past for Al and Rodney with their Reefton Runs. Why don’t we have more like it? **Let’s.** There are 52 weeks in the year and, in Melbourne, we have one run a month (weather permitting, of course). Why don’t we have more? **Let’s.** There are seven days in a week and we tend to choose a Sunday. Why don’t we choose another day? **Let’s.**

#### We will – we are!

John and I have just joined forces with the Campbells to host a mid-week tour. Response to this event was such that we plan to repeat it every year. We discussed this and other Social matters at the Club’s May Committee meeting and straight away three people told me they are prepared to organise a “**Thrills without the Frills**” style of drive – to be scheduled *in addition* to our “normal” Sunday runs. Nothing fancy, just some good driving with perhaps a cheap but cheerful cuppa or whatever afterwards. Keep an eye out for details in upcoming calendars – there is bound to be something you want to take part in.

What we are attempting to do is turn our *stale bread* into *home-made croutons* – but we could do with some help with ideas and suggestions and, more importantly, volunteers from *outside the Committee* to plan and lead the runs.

You don’t have to re-invent the wheel; there are quite a few runs listed on the Club’s website – pick one of them and just go with it. They don’t have to be hundreds of kilometres long and there doesn’t have to be a magnificent lunch afterwards.



#### Do you know some great roads?

Let me know, [social@mx5vic.org.au](mailto:social@mx5vic.org.au), so that I can publish the details on our Events Calendar and I am sure you will have many Club members join you.

And that, my friends, is an added thrill: looking in the rear vision mirror to see a long line of gleaming MX-5s snaking along behind always widens the grin!

*So come on ... let’s go for a drive with plenty of Thrills and not so many Frills!*

**It’s a date ... ink it in**

Janette

**Postscript:** Some might say that this style of drive already takes place – there is a group of MX-5s and their owners that meets regularly and goes on short runs mid-week.

Whilst some of these folk are indeed Club members, these runs are not Club-sanctioned runs – that is to say, they are not listed on our Events Calendar or covered by a CAMS permit which accompanies every *bona fide* Club drive.

*(Ed. Nor is it to say that they couldn’t become Club-sanctioned runs.)* ■



# Membership

Current  
membership  
count:

474

■ Will Campbell – Membership Officer

*G'day all ...*

**With the end of the Club year almost here, membership numbers have again ended in healthy territory.**

**In fact, we have a new Club membership record!**

Slightly up on last year's count, there hasn't been a year where an increase hasn't occurred. Of course, total numbers are only one measure of the Club's success, and bigger does not necessarily equate to better!

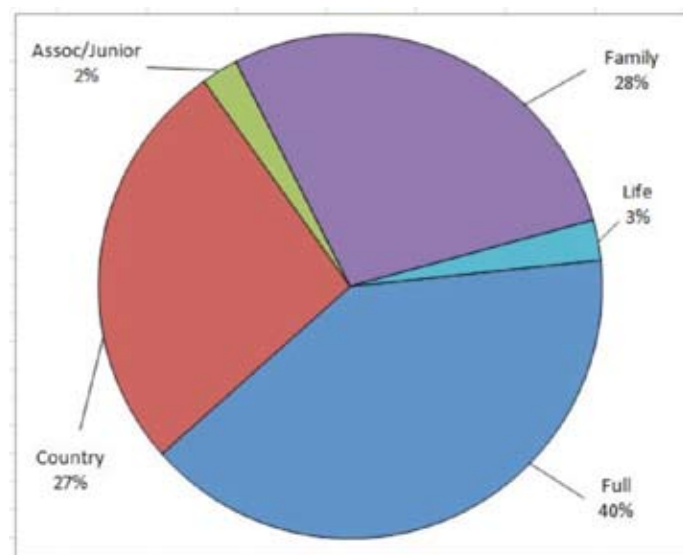
Another, and probably more important, aspect is how many members continue their association from one year till the next. By this gauge, we are doing very well. Each year, service badges for 5, 10, 15 and 20 years' involvement are presented to members and, of our current membership, 20% have been with the Club for five or more years. This jumps to around 50% that have been with us for two or more years.

Successive committees have always taken great stock of our drop-out rate and they are keen to address any issues that might affect a member's decision to leave. However, to quote the American poet John Lydgate, "You can please some of the people all of the time, you can please all of the people some of the time, but you can't please *all* of the people *all* of the time".

Hence, the large range of activities we offer! Over the last 12 months, Club members have had the choice of around 55 events as diverse as leisurely Sunday runs, extended weekend and mid-week tours, as well as frenetic sprints on Victorian and interstate motor sport circuits.

This includes numerous events organised by the four Victorian Country and Tasmanian chapters. The aim of committees over the years has been to accommodate the needs of as many members as possible, including those living away from Melbourne. The convenors of the chapters have made this a reality – they have steadily increased their numbers and now lead vibrant and active arms of our Club.

For those interested in statistics, this year's total of 474 is made up of 12 Life members, 191 Full members, 127 Country members, 133 Family members, nine Associate members and two Junior members.



## New Club membership cards

Renewing members will see that this year we have introduced a new plastic membership card which, when worn with its accompanying lanyard, doubles as your Club name badge.

The Committee opted for the new cards as they are more durable than the cardboard cards issued previously and considerably cheaper than the pin-on name badges.

They will be issued to all members joining and renewing for the 2011-12 year.



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

Tony Colson	2005 Black NC
John-David d'Asques	2003 Silver NB
Warwick Fitzgerald	1999 Silver NB
Justin Schweikert	2004 Velocity Red NB
John Miro	1990 Classic Red NA
Stephen Mooney	1995 Montego Blue NA
David Ralph	1996 Classic Red NA
Peter Lawrence	2001 Blue NB
Adrian van Haeren	2006 Sunlight Silver NC

A big welcome to these folk and I trust that your involvement in our Club is most enjoyable.

You will soon receive either an email or a letter concerning the process for renewing your membership with the Club. As in the past, you have the choice of paying by cheque or money order, although we encourage you to use our online payment system through the "Membership Portal" on the Club website, where you have the option of paying by Visa or MasterCard. The process is relatively simple and will only take you a minute or so. Of course, if you have any difficulties in navigating the system, a quick phone call to me or to President Murray should set things right.

Whilst preparing for the new membership year, I noticed that a number of "Online" members have elected not to receive emailed information from the Club. *Unfortunately this also includes the monthly notification that **mxtra** is ready for download.*

This may have happened accidentally by hitting the "unsubscribe" button on a previous Club email or it may be a glitch in our system. If at any stage you are not receiving emails from the Club and this is something you did not elect to do, please let me know immediately and I'll remedy the situation.

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

*Will*



# Scene about ...



■ Photos: Joan Read, Will Campbell, Ron Macdonald, David Sadler



Mt Buller ... in May



Mt Wellington  
in May





# A pleasant Saturday arvo ...

■ Words: Lyn Jordan  
■ Photos: Ron Macdonald  
■ Run organisers: Coral & Will Campbell

7/5/11

although we catch up regularly, this was the first Mother's Day weekend I've spent with him since 2001. It was lovely to have this time together.

Finally, I'd just like to add that, although the Saturday afternoon timeslot was a little tricky to get to, it was brilliant, with the short run making it an easy, gentle afternoon. This was a lovely way to spend Saturday arvo (although it would have been different if the Pies were playing!).

Many thanks to Will and Coral for organising this great afternoon. ■

## *Saturday – up bright and early for the run today.*

Frantic Saturday morning ... shopping at Vic Market and Eastland then home again. No time to eat. Into the car and the long drive to Strathmore from Wonga Park. Racing – don't want to be late.

Greg's away in China, but I'd decided that I'd do the run, even if I was going to do it on my own. It sounded like fun. Then, out of the blue, our son Noel contacted me to say he was coming to Victoria for a course, arriving Friday and could he stay for the weekend. Of course!

I told him about the run and asked if he'd like to join me. "Only if I can drive!!" He loves our MX-5. He looked after it for us last year when Greg was away. He lives in Canungra (near the Gold Coast) and had a ball taking it for runs up Mt Tamborine and through the hills, so he was very excited to have another opportunity to drive.

We finally arrived at Woodlands Park, thinking we might be late and had come all that way for nothing, but no. As we came around the corner there was a rainbow of MX-5s lining both sides of the street. Phew!

After the regular pre-drive spiel, we were off. It was a bit of a tricky start with the traffic lights, the heavy traffic and so many cars, but everyone negotiated it all beautifully and before long we were all on our way.

Because the start was a bit disjointed, we re-grouped early, stopping for a short time at the back of the airport while everyone caught up. There was a circus there and a paddock full of little ponies grazing. They were completely unperturbed as huge jet planes took off low overhead carrying people away to

exciting destinations.

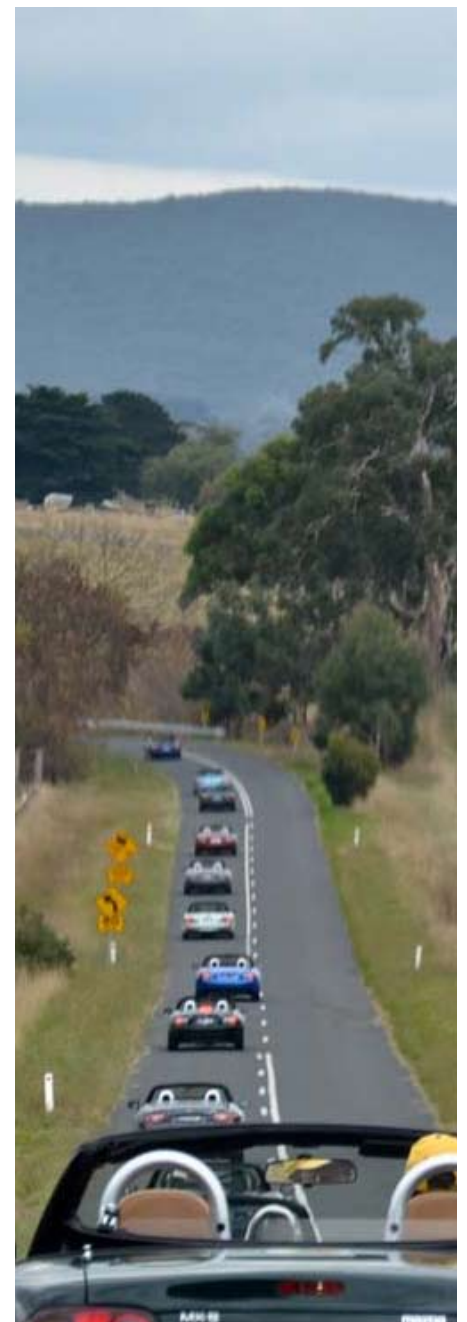
As soon as we were all present and accounted for, it was off again. There were a lot of cars on this very popular run and as always, the convoy looked amazing. At one corner in the middle of nowhere, a few of the local lads were hanging out, checking out each other's wheels, but they quickly lost interest as they noticed our procession passing them by. They were gob-smacked.

The drive was fantastic. A well-balanced combination of open paddocks and long, straight stretches of road through to exciting steep, windy sections, to get our adrenaline pumping! We drove through fragrant forests and past spectacular gorges. It was one of those perfect drives that was fun and challenging for the driver, while at the same time offering plenty of beautiful scenery for the navigator. Yes, I know, the navigator should be navigating, but there are still plenty of opportunities to focus on the surroundings as well and, speaking from the navigator's perspective, I like that.

We stopped briefly in Mt Macedon to regroup again and many leapt out of their cars to take advantage of the great photo opportunity. Once again the long line of MX-5s generated a lot of interest from passers-by. When we were all together again, we headed off through the pretty Macedon Ranges making our way to Woodend for afternoon tea – lunch for Noel and me! Everyone found somewhere to grab a bite and a coffee and so ended this gorgeous little run.

Yes, this was a gorgeous little run – not even two hours, but lots of fun (as always), a fantastic drive and a great opportunity to catch up with everyone.

For me personally it was a Mother's Day present. Noel left Melbourne in 2002 and,





# Stretching it?

■ Words: Dr Will Campbell PhD ■ Photos: Rodney Laitt

## Driving in convoy: the "elastic band effect"

We first published this article back in 2009, but it's worth revisiting to explain why those at the rear of a convoy sometimes feel that those at the front "must be" speeding ...

There are many facets to our great Club, but social drives continue to be popular with a majority of members.

I still thrill at the prospect of being one of a group of MX-5s driving snake-like through our State's many scenic regions and love seeing our little cars stretching out into the distance, both in front and behind me.

However, driving with a group of vehicles can be daunting, particularly for new-comers, as they try to keep up with the leader. Over the 13 years I have been in the Club, I have participated in well over 100 such events and have often heard the comment that *because a car toward the back of the pack has had to exceed the speed limit to keep up, then the lead car must also be breaking the law.*

It would be naive to suggest that this doesn't occasionally happen but, in the main, group leaders adhere to the Club's strict set of convoy rules.

**So, what is going on ...** and why is there this perception that, because you need to speed to catch up, then the leader is driving too fast ... ?

It's a question that a number of us have pondered and for, obvious reasons, the situation has been dubbed **the "elastic band" effect.**



*The "herd" instinct is very strong, so the tendency is for trailing drivers to catch up and rejoin the group ...*

### Let's consider a common scenario

of a group of cars travelling through the open country side at 100km/h.

If we allow the required two- to three-second gap suggested in the convoy rules, then a group of 20 cars will stretch out approximately 1.25 kilometres. If the group is as large as 30, then the convoy will cover around two kilometres.

Of course, in any group, not all cars maintain a constant 100km/h and this often allows slower traffic to enter the convoy.

When this happens, the result is that whilst the front group continues at 100km/h, those behind the slower vehicle can be travelling at a considerably reduced rate.

However, let's simplify the situation so that our convoy consists of only two vehicles, with both initially travelling at 100km/h (see scenario tables, below).

If the second car is forced to reduce its speed to 80km/h for three minutes, then the distance between the cars grows to approximately one kilometre.

If the lead car continues at 100km/h, then for the second car to catch up, again say in three minutes, it would need to travel at an average speed of slightly more than 120km/h.

Of course, if the second car decides to accelerate only to 100km/h, then it would not catch up until the first vehicle either slowed down or stopped.

The "herd" instinct is very strong, even amongst MX-5 drivers, so the tendency is for the driver of the second car to catch up and rejoin the group.

These figures have been simplified and rounded, and some assumptions made. However, the fact remains that, in order to catch up even short time delays, speeds above the posted limit would be required.

It isn't practical for safety reasons for the lead car to constantly vary its speed so that everyone stays in convoy and retains the two- to three-second gap. However, reasonably regular stops in appropriate areas do overcome the problem.

For those new to convoy driving, it is important that you drive to the conditions and at a speed you find comfortable. If you do get behind, be patient and wait till the convoy regroups.

*The Club has an enviable safety record, and it's one that we want to maintain.*

**Our regular runs are meant to be fun and you should finish the day relaxed! ■**

Lead car speed (km/h)	Trailing car speed during delay (km/h)	Delay (minute/s)	km apart	Distance lead car has travelled in next 3 minutes (km)	Distance trailing car has to travel in next 3 minutes (km)	Average speed required for trailing car to catch up (km/h)
Scenario 1:						
100	80	1	0.3	5.0	5.3	106
		2	0.7	5.0	5.7	114
		3	1.0	5.0	6.0	120
		4	1.3	5.0	6.3	126
		5	1.7	5.0	6.7	134
Scenario 2:						
100	90	1	0.2	5.0	5.2	104
		2	0.3	5.0	5.3	106
		3	0.5	5.0	5.5	110
		4	0.7	5.0	5.7	114
		5	0.8	5.0	5.8	116

# A mid-week adventure ...

17-19/5/11

■ **Participants:** Albert Brogan & Marina Garrard, Will & Coral Campbell, Ernie deVleiger & Sue Dixon, Rob & Ros Eastwood, Phil & Jackie Harris, Mick Hobson, Rob & Di Kiddell, Ken & Joan Read, John & Janette Todd

## Tuesday morning, 17/5

Our convoy, comprising 9 cars and 17 people led by John and Jeanette, left Airport West amidst overcast weather and proceeded through Sunbury and then through the picturesque town of Gisborne.

Making our way up the beautiful oak lined Mount Macedon Road, we arrived at the Memorial Cross and cafe for a short coffee break and stroll to the Cross. Then, down the now treacherous road through Woodend and into the Macedon-Daylesford corridor.

Finally we arrived at the gold rush town of Trentham and the historic RedBeard Bakery where prior to lunch we enjoyed an informative talk by the owner about the huge nineteenth century wood fired Scotchoven used in the bakery.

Phil & Jacqui



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## A liqueur (or liquid) afternoon, 17/5

After a great lunch at Redbeards, we headed off to Trentham Falls. It's years since we had been there and, not surprisingly, it hasn't changed! They reckon it's millions of years old – it really is unique. However, time was short and so after the customary group photo, we were soon back on the road.

Next stop was Herbal Lore Liqueurs at Daylesford. The owners went all out for us and put on coffee and cakes, although we really only wanted to sample the liquors! Some great products and we left with a concoction made from camomile, hyssop and dandelion leaf. Delicious!

Will & Coral



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Mazda MX-5



## Castlemaine to Maldon train trip, 18/5

At 11.45am we boarded "The Overland" steam train and were shown to the Tambo Parlour Car, built in 1919 as a sleeping car and restored in 2006. It had a lovely old-worldie decor with wood panelling and comfy cane lounge chairs.

Once the stokers had shovelled enough fuel to build up power we were off to Maldon accompanied by varied commentary from our fellow travellers such as "I think I can, I think I can ..."

An enjoyable trip through some pretty countryside, with a couple of unscheduled stops to build up more power ... I think I can ...

Upon arrival in Maldon we had some time to check out the charming shops before our return trip to Castlemaine.

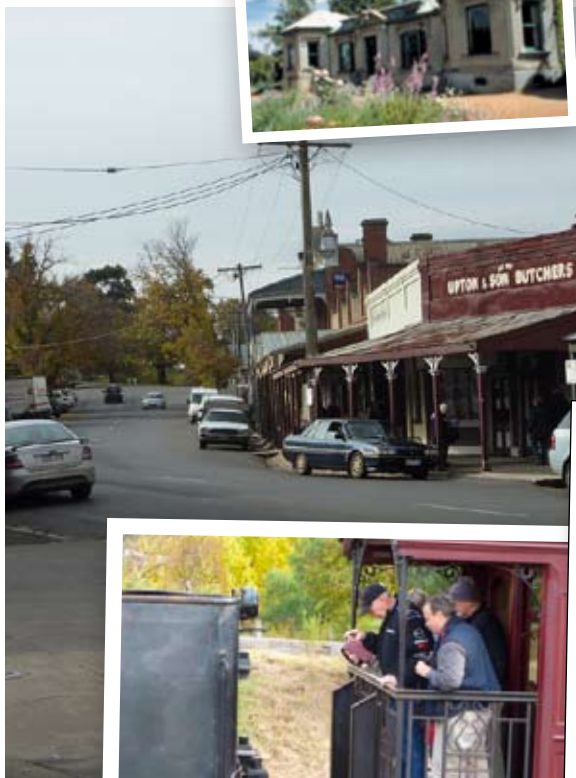
Sue



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Mazda MX-5 Club  
of Victoria  
PO Box 7438  
Beaumaris  
VIC 3193







### Wednesday, 18/5

Dear MX-5ers,

G'day, from 'BUDA' in Castlemaine.

'BUDA', derived from 'Budapest', is the place of origin of Ernest Leviny, who bought a six-roomed house and developed it into the substantial, historic home and garden that has survived from the gold rush era until today. It houses some great art works both collected and created by five of his unmarried daughters, who lived there all their lives.

And then Hi, from 'The Railway Hotel' which is where we all went for a delicious meal. But more than a meal, it turned into John's 75th? (Ha,Ha), Birthday celebration, marked with a delicious Mud/ Black-forest cake made on the premises and pre-organised by Janette.

Di & Rob



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### A Chocolate morning, 19/5

Hi Mum (Alyssa) and Dad (Murray) and all 460 family members.

Having a great time on our midweek adventure.

Started the day with a group hug and farewelling Rob and Ros who unfortunately had to cut their holiday short.

Leaving our Castlemaine lodgings we drove to Creswick via Newstead for morning tea at Cocoa Chy where we tasted various types of chocolate, all washed down with ... HOT CHOCOLATE! What else?

Our next stop was Creswick woollen mills where there were plenty of quality items to be bought. Pricey but nice.

However yours truly managed to score a great bargain. Mum's the word ... what happens on tour stays on tour!!!

Got to go. Heading for lunch.

Albert & Marina



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### Cider brewing, 18/5

'The Tavern', just outside Daylesford was our lunch stop destination. This is the only boutique 'on farm' cider tavern in the Victorian central highlands. The cider production copies the way it is traditionally made in Somerset, UK. The orchard has over 1000 apple trees comprising 18 traditional cider varieties. The Tavern itself is set in an acre of luxuriant lawns and gardens and is very picturesque.

A tour of the cider producing equipment was followed by cider tasting and then a hearty lunch was enjoyed by all, accompanied of course by a glass of cider. Unfortunately, this lunch signified the end of our mid-week adventure. We had all enjoyed good MX-5 roads, accommodation, meals, activities and good friendships. Thanks to Janette and John Todd and Will Campbell for the fantastic planning and organisation.

Joan & Ken



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# Mud skating in an MX-5 ...

Victorian Motorkhana  
Championship Round 3

■ Words: Bob de Bont #632 ■ Photos: Ben Sale



The third round of the Victorian Motorkhana Championship for 2011 was held on 8 May. It was co-hosted by the Victorian Mini Club and the Pakenham Auto Club and held on their club grounds at Pakenham.

Our Motorkhana Team was swelled to four by Ben Sale in his White NA6, along with the regulars Nik Falkenbach, Pam Collom and Bob de Bont. Ben had also paid the entry for his Mum as a Mother's Day gift.

The omens were not looking good when we left the meeting point as it started to drizzle, however the weather cleared by the time we arrived at the grounds, which looked wet and slippery.

The first two tests were fairly good considering the conditions. The third test was a challenge as it was run on an area previously used ... and saw the return of the drizzle. By the time we moved to the fourth test it was raining, making the surface something akin to ice and offering only slightly more grip.

Ben and Nik will remember the Gables test as the conditions had degraded to a point where times were in the minutes instead of the normal 30-40 seconds.

Lunch was called and an inspection of the access road indicated it would be a challenge to get everyone out of the grounds.

The event was called off and with everyone packing up the exodus commenced. Trying to move approximately 70 cars, many with car trailers carrying competition cars, proved a challenge for the organisers. Fortunately there were a few 4WDs, which were kept busy extracting bogged cars and recovering trailers. Happily our band of four MX-5s didn't require any outside assistance.

Pam gained an excellent 3rd in class against stiff opposition to retain the class lead while the rest of the team's hopes fell away with the rain.



Our next round is at Avalon on Sunday, 26 June ... subject to the weather gods.

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





# The MX-5 Club Grill



## Introducing ...

*Tim Manion*

*Northern Tasmania Chapter*

**Name?** Tim Manion

**Age?** 57

**Born?** Kilmore, Victoria (don't often admit to that one)

**Current abode?** George Town, Tassie

**Profession?** Purchasing Officer

**Partner?** My lovely wife, Dot

**Pets?** None

**Fave food?** My wife's cooking

**Can you cook?** Don't be silly

**Favourite tippie?** A good NZ Sauv Blanc

**First drive?** Aged 16 in an FE Holden

**First car?** Ford Anglia (☹), "Harry Potter" model

**First fender bender?** Ran up the back of car at an intersection on the way home after work on a Friday night (bummer)

**Everyday driver?** Pushbike ... alternatively the "mini Hummer" referred to by Honda as a CRV.

**Current MX-5?** NB SE, 2004 – in the only MX-5 colour (Velocity Red)

**MX-5 improvements?** Scarf for cold wintery Tasmanian days

**MX-5 dislikes?** Don't have enough of them (MX-5s, not dislikes!)

**Why an MX-5?** Reliable, comfortable, warm (great, great heater), handling, but most important thing ... I can afford one!



**Fluffy dice?** None

**Passions besides the MX-5?** Motor sport, as a spectator

**Favourite TV show / movie / book?** QI, Hungry Beast & Arnie's action movies

**Dream wheels (money no object)?** Nothing Special, C63 Merc or Focus RS

**Would you drive a Daewoo or SSangYong?** If I needed a vehicle!!!!!!!!!!!!!!

**Favourite other Mazda?** R100; love to have one of them in the shed

**How long in the Club?** Four years; joined to go to NatMeet 2008 in Beechworth (fantastic)

**How many MX-5 Club runs?** Heaps

**Favourite Club run?** Easter 2009, "Tassie not the Natmeet", Tassie roads, no traffic, excellent company, well organised by Ruth and Ken ... who unfortunately then could not make the trip

**Funniest thing seen on a Club run?** Stopping at Cradle Mountain turnoff for a break and a couple of the male members writing their names in the snow ... with their members

**Done DECA?** Love to; bit hard to get the car over for that run

**Ford vs Holden?** Aren't Daewoo now carrying the Holden badge? Ford, of course!

**What's playing in your MX-5?** Whatever takes the mood: Black Betty or similar on the right road, say The Sidling

**Footy team (AFL/NRL/Soccer)?** At the risk of being asked to leave the club, the Pies

**Final comments?** As summed up by Bruce last month, the MX-5 Club has given us so many opportunities to enjoy our car in the company of people who enjoy the same simple pleasure, without the BS that you have with some other groups. Really enjoy the NatMeets we have attended and the enduring friendships.

Oh, I forgot to mention we have the perfect car for the perfect road in a climate perfect for open top cars – not too hot and very little traffic to spoil the drives ■





# Club merchandise

■ Steve Dunlop, Merchandise

**NEW!**

## "Nitro" polo shirt range & matching baseball cap



Polos

*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.*

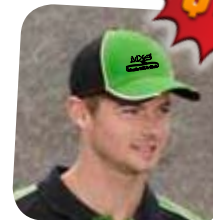
### Colours:

- » 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.]

**\$12**

Cap



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

One size fits all.

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](mailto:merchandise@mx5vic.org.au) ...

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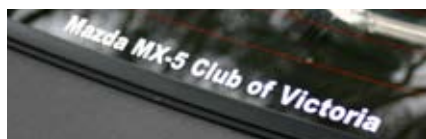




## Club number plate frames



## Club stickers



Help promote the Club with one of our new windscreen stickers.

They measure approx. 300mm wide x 15mm high, and are ideal for front or rear windows. Cost is \$2 + postage.

To get one, please e-mail Steve at [merchandise@mx5vic.org.au](mailto:merchandise@mx5vic.org.au).

Last month we asked for interest from members in purchasing pairs of plastic number plate frames bearing the Club name and web address.

The frames will cost \$10 a pair (plus postage). However, to achieve that price we need to order a minimum of 50 frames (25 pairs).

So far we have orders for only 10 pairs.

The frames will be available in black with white text, and in sizes to fit both standard "large" rego plates and the six-character slimline plates.

You can order one of each size if you have, say, a large rego plate on the back and a slimline on the front.

If you would like to order a pair (or more), please e-mail Murray at [president@mx5vic.org.au](mailto:president@mx5vic.org.au).

## 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)

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# Chapter news ...

## Picnicking in Ross ...

~ 15/5/11 | Hobart Chapter

■ Words: Caz Timbrell ■ Photos: John Waldock & Joan Read

We set off, 13 of us; mostly red (naturally) but there was silver, white, green and black and a very smart 10th Anniversary blue from Victoria no less.

The convoy made its way up the fairly boring Midlands Highway, which was enlivened by the Jaguar convoy imperially weaving itself in and out as we travelled. A Model T had stopped by the roadside to do a big pee! A Porsche overtook us ... OK, so it's quick but I notice it had no friends. A (dodgy little) hatchback seemed to take delight in passing us all, little knowing that we were being very sedate to try to get our group back together.

The turn off to Ross eventually appeared and we slowed as we were interwoven with a convoy of Rovers from the north. Our spot was a nice sloping corner just beside the street and we reversed in, leaving room for another 13 coming from The North.

The Ross picnic is in its third year. It started as the Post Vintage Car Club of Tasmania putting on an informal show, attracting 200 cars. Each year it gets bigger; 600 this year. The layout is still informal with most cars being parked in the main streets (some closed off), on the median strips under massive spreading autumn trees and clustered into vacant blocks. That is not to say there is chaos, far from it. It is easy and relaxing to wander along looking at cars and shops, cafes and food stalls. Brilliant organisation. Best of all it's free! Sadly none of us won the lucky ticket prize.

They didn't quite get the weather to be as relaxing. It was cold, and though some were well prepared others had been too optimistic and there was a bit of clothes borrowing as delusions of glamour were abandoned. However, it stayed dry and calm, and the sun even came out occasionally.

Highlights of the day were the line up of five Rolls Royces, a group of MG TFs looking as cute as a litter of puppies, a bright red 2CV (Dolly) and a '30s Riley that was to die for.

The drive back made up for the sedateness of the trip there. We followed John's *Feisty* from Oatlands via Parattah and Levendale, lucky with the traffic that had turned off before we caught up with it, which allowed us to dodge the rough bits and potholes. The narrow road winds through open paddocks with some wooded gullies and gentle hills. Great fun. No-one broke the speed limit of course. No-one got seriously lost. I just wish I'd packed the metal stuff in my boot with a bit more care.

Dropped in to a café for a final cuppa and chat in Sorell. Another lovely day of fun and friendship. ■







# A series of unfortunate events ...

~ 15/5/11 | North Tassie Chapter

■ Words: Ruth Beaton ■ Photos: John Waldock & Joan Read



We had an early start to the day as we had to meet the northern members at Longford by 9am.

Five cars set off from Devonport hoping for better weather in the south. Arriving at Longford 15 minutes late we grouped to head out in convoy with 13 cars, driving the back roads to Campbelltown before taking the highway to Ross.

At Ross the southern group had already parked their cars along with Ken and Joan Read from Victoria who joined them for the trip up from Hobart.

This gathering of 26 MX-5s was the biggest we have had in Tassie.

The freezing weather was a bonanza for the local shops which sold gloves, beanies, scarfs and warm woollen clothes, and the bakeries did a roaring

trade in hot food. It was hard to believe that this time last year we were in short sleeve tops and sitting on the grass picnicking.

About 2.30 pm we packed it in for the day as the prize draw was over and we left empty-handed. Well, we'll have to try again next year.

Ken Beaton led a small group of MX-5s back to Cressy where we said our farewell. Ken Beaton, Ken Read and Malcolm Eastley planned to drive the back roads to Deloraine. Just outside Cressy, Ken B *did the clutch* in his car and was only able to manage to get into fifth gear (no, not the TV series).

Talk about fun and games! Malcolm, who knows the area very well, directed Ken from the rear on what direction to take as we knew if we stopped the car we would not get it started again. At every giveaway sign we prayed that there was no traffic. Good luck was on our side as we managed to get back on to the highway without stopping and go straight to the BP service station at Deloraine.

Joan, Rita and I left the boys to it as we didn't want to stand around in the cold and went to the *Fifties Diner* for coffee and hot chocolate. Malcolm, a Deloraine local, managed to arrange for a mechanic who works behind the servo to look at our car the next day. Ken Read's MX-5 towed ours *backwards* up an incline to be stored in the yard. The boys later joined us for coffee and a chat before we headed home. How lucky we were to have friends with us. I don't know how we would have managed if we were on a back road on our own.

Many thanks to Malcolm who loaned us his MX-5 to get home and arranged the repair, and to our friends Ken and Joan. Our car was repaired on the Tuesday and we are on the road again. ■





# Chapter news ...

## Molly goes visiting: a trip to Mt Buffalo ...

~ 8/5/11 | North-eastern Victoria Chapter

■ Words: Lockie Story ■ Photos: Ron Gillick

When I saw that the North East Chapter was having a run up into the high country, Tracey and I thought it might be a great chance to meet some new people and see some country we had not seen for some years.

Ron insisted that we stay with he and Marg in Corowa, so on the Saturday morning we packed up *Molly* and headed east. We picked a route away from the major roads, both to shorten the trip and to see some of the countryside.

Throughout the trip there was a haze of smoke hanging over the landscape due to the burning off of stubbles and the fact that there was not even a zephyr of a breeze. We passed a place that advertised "Wicked Virgin Olives". They must have some really ugly olives up that way! We stopped at Shepparton to give *Molly* a tub and tried to remove the millions of miniature livestock that had suicided on her nose cone. Late, as we passed through Rutherglen it occurred to me that bringing wine to Rutherglen was like taking Merino sheep to Hamilton. Still, *have red, will travel*.

Then on to the Murray River and passport control. There is something about the red gums on the Murray that you don't get anywhere else except parts of the Darling. The trees are so big and give a sense that they have been there forever and will still be there long after we are gone.

We arrived at the Gillicks' about 6.30pm, but apparently we had to return to Victoria to get any decent food and we all ended up at the Rutherglen hotel for dinner. We waited for about 90 minutes for our meal, but that passed quickly as we had a lot of catching up to do. Then back to the Gillicks' and perhaps too much talking too late into the night, then off to bed.

The next morning dawned overcast and cold, and after breaky we took off to Yackandandah, picking up Paul and Glenda Gibson on the way. At Yackandandah we had coffee as the group grew slowly to eight cars. The ninth thought we were meeting at Wangaratta so we agreed to meet them elsewhere along the way. Among the group were Ian and Karen Bradshaw, Ian in his customary shorts and thongs. He was quite disappointed when he saw I had longies on. I think this is a first as *Molly* was the only red MX-5 in the convoy.

We travelled through some of the prettiest country in Australia as we headed to Mt Beauty. The trees – liquid amber, maple, claret ash, dessert ash, oak and many others – all had their leaves



turning and exhibited every shade of red, yellow, orange and crimson. Ohh, to be a painter! There were the usual signs such as "Trees Near Road" and "Slippery when Icy" (duh!) and one that said beware of native animals. They must have known that Ian Bradshaw and I were coming. Despite the ongoing war with Eastern Grey kangaroos and *Molly*, they were too afraid to show themselves (thank goodness).

We headed up Mt Beauty and had a pretty clear run to push the cars through the windy and steep roads to the lookout at the top. What a sight. After pics and portraits we steamed down again and headed for Mt Buffalo. Once again we had a great run up the mountain, pushing the car through the curves and hairpins and really having a blast. The temperature dropped dramatically as we rose, arriving at the chalet at 1339m in prompt time. As we neared the top, the landscape took on the look of a *Star Trek* set with large boulders and stands of trees, long dead since the fires there a few years ago.

We lunched on the grounds of the chalet and had a good look around at the amazing views.

We made our way back to Bright and then to Myrtleford to visit the *Red Rama* before eventually drifting off on our separate ways.

I have to say it was one of the most fun runs I have attended, made so much better because Tracey could come along. We stayed in Bright that night, then returned to the *Red Rama* the next morning. This place is amazing. It is a huge place filled with artefacts from China and Mongolia bought from ancient villages that are being dismantled to make way for the new cities being built. It has everything from touristy odds and ends to Buddhas that are hundreds of years old. ■







## Molly gets wet (Lake Eppalock run) ...

~ 22/5/11 | Ballarat & Western Victoria Chapter ■ Words: Lockie Story ■ Photos: John Gleeson

Every Ballarat run has a theme. As we were going to a FULL Lake Eppalock, John and Ian thought of a water theme. In other words, *it rained all day*.

I must preface this article by explaining a couple of difficulties I'm experiencing. First, a seven-week-old kitten sitting on my shoulder trying, with some success, to eat my left ear; second, a sticky space bar and third, eight stitches in my left thumb, compliments of a chain saw.

I awoke early enough to just make the start time outside John's place in Ballarat. Seventeen brave (insane) souls in 11 cars set off on a trek through central Victoria in the rain. I was SO glad I had washed *Molly* for the run! We travelled through many types of rain, from light rain and heavy showers, to heavy rain and light showers. Now, the difference between rain and showers is not the intensity, but the type of cloud they come from. Which is which I have yet to ascertain, save that all skyward precipitation comes from clouds. *Are we all clear?*

**Take Two:** How does a seven-week-old kitten know to hit "Ctrl Alt Delete" at the same time. Now where was I ...?

OK, so we set off in the rain and headed for Malmsbury where we stopped for a hot cuppa which was most welcome. The Malmsbury market consisted of two bedraggled souls trying to sell flowers. It goes without saying business wasn't the best. Not for the last time we used the conveniences (cold, wet days do that to you) and headed off again into the rain for the Lake. The roads were fun and the wet conditions in no way spoil the enjoyment of the drive.

When we arrived at Eppalock, Ian used some incantation and the rain ceased long enough for us to set up for lunch under a rotunda. For myself I had some *Holy Goat* fromage' frey, *Maggie Beer* paté and *Jindy Double Brie* with a little prosciutto and several cups of steaming tea. A meal fit for royalty.

After a shot stop at the spillway, where the water was about a foot below the lip, we headed for the Trentham Potato Festival. By the time we got there they had given up for the day due to the rain and adjourned to the various cafés where

it was warm and dry. We followed suit and spent quite some time in a brilliant café down a side lane just chatting and catching up. As there were new members on the run this gave us a chance to get to know each other.

We had no real plans after that, but some of us decided on a counter tea so we headed off to *Herbal Lore* liqueurs (<http://www.rogermclean.com>) for a tasting and an explanation of how fermented herbs are made and what they can do for you. This is a favourite haunt of the Ballarat Chapter.

We were then led a merry chase through the hills in the darkening evening, arriving at the Queen's Head Hotel just after six. There were seven for dinner and the meal was brilliant. Eventually we drifted off and I stayed with my son in Ballarat before heading home. Total kilometres for the day for me were 715. Those who stayed away for the weather missed a really great run.

Considering the weather and the number who turned up, John and Noellene must be doing something right. Keep 'em coming guys and thanks to Ian for organising the run. ■





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# Zoomy goes hot air ballooning

■ Words & photos: Ros & Rob Eastwood



As the lucky recipients of the door prize at the Mazda MX-5 Club of Victoria's 20th Anniversary dinner in August, we recently took off over Melbourne with *Balloon Sunrise*.

We decided to treat ourselves and stay at the meeting point (Langham Hotel) overnight as we knew we would have to be up very early. To our surprise, even though we booked a special (cheaper) accommodation package through Balloon Sunrise, we were given a lovely room overlooking the Yarra River and the city lights. Soon we were luxuriating in our accommodation whilst *Zoomy* was being treated to concierge private parking.

Next morning we were up at 4.30am and were glad we only had to stagger down to the lobby where we met up with our pilot and fellow "flyers". After being transported to the MCG where our pilot let off a small helium balloon complete with flashing red light to track the wind direction and then consulted by phone with both the Weather Bureau and air traffic control, it was back into the bus and out to Fisherman's Bend where we prepared our big balloon for takeoff.

After much blowing of air with a large industrial fan into the envelope (the important bit that holds the basket in the air!) and several short blasts of heat into it, we were given the command to climb into the basket. This was easier said than done but we managed quite well, especially compared to one passenger who ended up with the ground crew

pushing his foot into the basket for him as he appeared to have one leg in the basket and the other stuck in the foot hold!

Take-off was surprisingly quick and smooth and, almost before anyone realised it, we were floating at around 1,000-1,500 feet and moving along at a not so shabby 30km/h. We had wonderful views of the Bolte Bridge (how close were those

pointy bits?!), Appleton Dock, Vic Market, Flagstaff Gardens, Royal Exhibition Building, Eastern Freeway, Yarra Bend etc.

As it was a good clear morning for flying we were also treated to views of four other balloons which had taken off after us. The city skyscrapers appeared touched by gold as the sun came up.

It was time for "*junior Zoomy*" to make its appearance as we attempted to take photos of an MX-5 ballooning, much to the astonishment and mirth of our fellow passengers. After an hour or so of blissful and peaceful (except when the burners were fired up!) flying we made a very neat and smooth landing on an oval in Bulleen.

Now it was time to work up an appetite for that gourmet champagne breakfast awaiting us back at the Langham. It was all hands on deck as we rolled and compressed the deflated envelope and man-handled it back into its cover – not an easy task. Then the basket was rolled back on to the trailer, quickly followed by the bag of balloon.

Back at the Langham we found we had a table set up for us right at the window overlooking the Yarra and were given free rein at the sumptuous buffet. Everything from bircher muesli, omelettes prepared to order, Danish pastries and even a chocolate fountain! (Yes folks, a chocolate fountain for breakfast – and Ros only tried it because she felt she should!). A glass of champagne each to toast the flight and our pilot and our wonderful experience had come to an end.

Thanks to the committee for funding such a magnificent prize which we and *Zoomy* thoroughly enjoyed. ■



# Fitting a seat heater to an MX-5 ...

■ Words: Don Nicoll ■ Photos: Don Nicoll & John Osmotherly

*First question:*

Why would you bother?

*Second question:*

**What about damaging the seat or setting off the side airbag or mucking up the electrics which control the seat belt warning device?**

But when the co-pilot says she would just *lurve* a seat heater for those runs in the winter months and John Osmotherly (John Oz for short) from Power Technologies offers you a unit at cost, in return for an article about the whole process, what do you say?

"Maybe" came to mind, but John's assurances that all would be well in the cabin eventually changed that to a "yes".

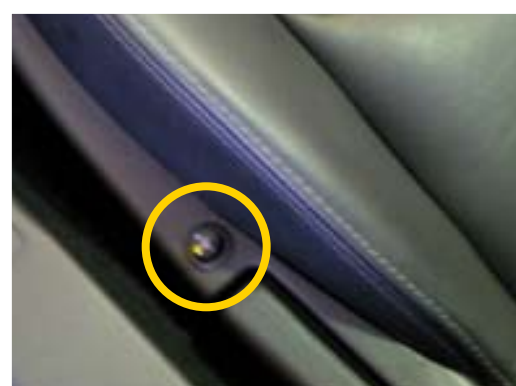
So, back in late April (perfectly timed to come just after our trip to the chilly high country over Easter!) the NC and I rolled up at Trimworld Automotive in Coburg where I was introduced to the owner, Rod Clarke, and finally got to meet John Oz. Cameras were produced to record the event and the guys got to work.

*... any model, but this happens to be an NC*

The seat shape, comfort and feel have not been changed by the addition of the seat heater. Because the foam attached to the back of the leather cover was so thin (Mazda saving weight?), the Trimworld guys added extra foam around the edge of the heater pads so that I cannot feel the outline of the pads.

The airbag never went off, which was a bonus. I learnt that it can't, providing the ignition is turned off while the unit is disconnected from the actuator system. This means the airbag unit and the seat belt warning unit have to be connected when testing that the seat heater works. The seat belt warning device has actually improved! How? Well, now you can rest a Melways on the seat without the former persistent beeping from the unit, but it still tells you when the co-pilot has forgotten to fasten their seat belt.

So, would I recommend it to others? If you like a warm bum in winter or a very happy co-pilot, then definitely yes. All my concerns proved baseless and I thank John Oz for being true to his word and also for being very generous in his

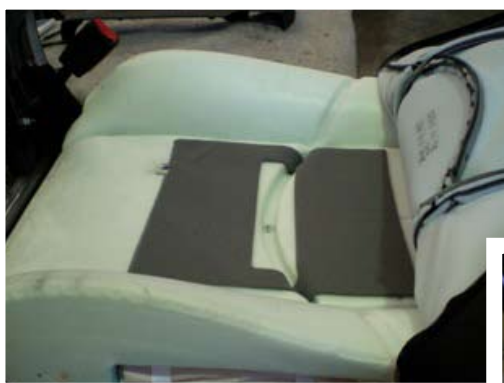


page); the ones here are just a few of the major steps.

Now, I just have to entice the co-pilot out of her seat! ■



The whole procedure was very professional and the finished job was indistinguishable from the original with the exception of a small button which was located on the plastic cowl near the seat rake handle. This button controls the high and low heat setting and can be fitted anywhere in the cabin, but the location chosen involved the least amount of fiddling. It is easy to pick up power from the fuse box in the passenger foot well behind the wheel arch and run wires along the base of the door opening (under the plastic kick plate), to link up with the seat belt warning device and the airbag actuator under the seat.



offer. As you can see on the opposite page John has offered others in the Club a similar deal until the end of August. All the photos we took of the process have been loaded to photo gallery on the Club's website (accessible from the "technical"







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\*All listed prices are per seat.

■ Words & photos: Ron Macdonald

I said in an earlier article that I had two design issues with the standard NB8A: the first was an unprotected radiator; the second is the most pathetic exhaust note I have ever heard on a car of this ilk!

Actually the more correct statement would be a lack of exhaust note. *Gracie*, my Grace Green NB, sounded just like Granny's Mazda 2 ... silent! It was quite evident from the moment I turned her key that one of the very first modifications was going to be an "exhaustectomy". Let's face it, what is the point of having something shiny and sporty-looking if, when driving through town, no-one notices the well-placed downshift? (OK, I do realise at 53 it's time I grew up!)

However, before I went out and spent a squillion dollars I really needed to set out the criteria for the new system.

## My requirements:

- » Deep throaty tone on acceleration
- » Nice bark when downshifting
- » Low noise level at idle
- » No over powering tone in the cockpit at cruising speed
- » Look good

When thinking about what I required I also came to understand what I did not require: basically any extra power. I am not (currently) into the whole motor sport thing so an extra Kw or two was not big on my list of requirements. At the end of the day *Gracie* has more than enough grunt to do the things I require of her.

My first idea was a full stainless system – headers, engine pipe, pong box – the lot. However when I started asking around I realised I could not justify spending something like \$1000 - \$2000 to replace a perfectly serviceable exhaust system!

With this in mind I decided to start at the back and work my way forward until I ended up with the result I was looking for.

I found a stainless sports muffler online from a company in Sydney (N\*POWER) that looked promising:

- » 302 Stainless Steel
- » 2.25" straight flow design
- » 3.5" polished S/S tip
- » A claimed 2.4 HP gain over a conventional muffler (*woo hoo*)



With a price tag of \$200 (+ \$45 shipping) this was worth seriously thinking about and it must have been a full 10 minutes later that I produced my credit card and organised the purchase. I realise it is very much a case of each to his own but I did have a one concern with this muffler – namely, when fitted, will *Gracie* have that high-pitched whine the young guys today seem to like coming from the Milo tin fitted to the back of their Japanese cars? Guess only time will tell on that one.

Two days later a courier arrived at work carrying a large cardboard box with a big shiny thing inside (of course I had to check). Then, within 15 minutes of arriving home that night, I was laying under *Gracie's* butt removing the old muffler (yeah, I know, but it's a guy thing).

Removal of the old muffler and fitting the new muffler was quite a simple task. First, I removed two 17mm nuts and split the muffler from the engine pipe, then slid the muffler off the three rubber hangers. Fitting the new muffler was simply the reverse procedure.



There are a couple of things to consider, however. In removing the standard muffler you will find the pins that hold it into the rubber hangers have a mushroom head on them and, because of this, quite a bit of "jiggling" is required to extract them from their home (though quite achievable).



I guess an easier way out would have been to cut the hangers off and fit new ones, though personally I think it unnecessary.

When fitting the new muffler you must remember to fit the donut-shaped seal between the muffler and engine pipe. This muffler came with a new seal though I opted to refit the original one as



# The MX5 Factory - *sharing your passion*

it was still perfectly serviceable.

Muffler now fitted, I kicked *Gracie* in the guts (*mmm*, nice starting sound) and crawled back underneath to check for leaks. None found, so time for a test drive.

Wheeling out on to the road I took the old girl up through the gears. It definitely seems to fit my acceleration "tone" requirements – deep, throaty and not the slightest hint of that high-pitched sound I was hoping to avoid. Fourth gear, third, second (with the obligatory blip between each gear of course). As I flicked her around the 90° corner I was most impressed ... looks like my punt had paid off.

Unfortunately the time had come to stop playing (it was dark now and the worms were biting) and set course for home. I pulled up at a red light just before a freeway underpass, not five minutes from home. As I waited for the light I considered my purchase: the best \$245 I have ever spent! The light changed and I passed under the freeway with my boot nearly resting on the floor. *DAMN* what a sensational sound as my exhaust bounced around the walls of the tunnel! This is better than sex! (OK, well maybe not better but in the top two 😊). The only downside I could find was the stink now emanating from the hot muffler as it "burnt in" ... one of the downsides of an open car but not a major problem as after one decent run the smell disappeared.

I stated near the start of this article that this solution will not suit everyone, but I am very pleased with it and can say it has ticked every box on my list of requirements.

If any of you are looking to put a bit more *Varoom* in your little friend but are not fussed about the zoom then this might be worth considering. If you want to "check it out" first feel free to give me a yell at the next Club run. ■

*PS: As far as I can tell this company only supplies a muffler to suit the NB model.*



## ■ Club sponsor's advertorial

For over 20 years Dick Richey and his team at *MX5 Factory* have specialised in the Mazda MX-5 and shared your passion for this wonderful vehicle.

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**Oven Baked Enamel Services**, where Dick's business began (before expanding into the adjacent building to house the **MX5 Factory**), is a smash repair specialist with a "lifetime" work guarantee. It offers *free towing* for mechanical breakdown or collision and special rates to Club members.

*Oven Baked Enamel Services and the MX5 Factory and are the Club's longest-standing sponsor and advertiser, having been "on board" for nearly 20 years, and Dick and Carole Richey are generous sponsors of Club events. Please support them like they support the Mazda MX-5 Club of Victoria. All their contact details are in the ad on the back cover of **mxtra** ■*





# 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 1992 Silver NA soft top

- » absolutely pristine condition – *looks and smells like a new car*
- » full service history and all receipts (inc. original purchase receipt)
- » 5-speed manual
- » 20,000 genuine km
- » aftermarket wheels fitted (but price includes the original wheels and tyres which have only travelled 6000km)
- » includes seat covers, burglar alarm, back shelf overnight bag
- » registered to February 2012
- » current RWC

John is only selling because his arthritic back is making it increasingly difficult to enter and exit the car.

See a full write-up on this car in "My Ride" in the April 2010 *mxtra*.

**Asking price: \$20,000**

Contact John (Club member - Yandoit) on 0428 527 346



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To get yours, please e-mail Steve Dunlop, [merchandise@mx5vic.org.au](mailto:merchandise@mx5vic.org.au).

## FOR SALE NA/NB hardtop

- » red in colour
- » heated rear window
- » excellent condition

**Asking price: \$2,500**

Contact Wayne (Club member, Brighton) on (03) 9592 1672

## FOR SALE 2004 Titanium Silver NB SE

- » built August 2004
- » first registered August 2005
- » excellent condition
- » 51,000 "country" kms, no short trips, regular Sunday drives
- » always garaged
- » includes Bucks Diamond grille (new) and spare Racing Hart alloy (new-in-box)



I need to sell "Maximus"; having owned him since new it is a hard thing to do but major house reno's require extra cash.

**Asking price: \$25,500**

Contact Graham (Club member) on 0427 359 165.





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