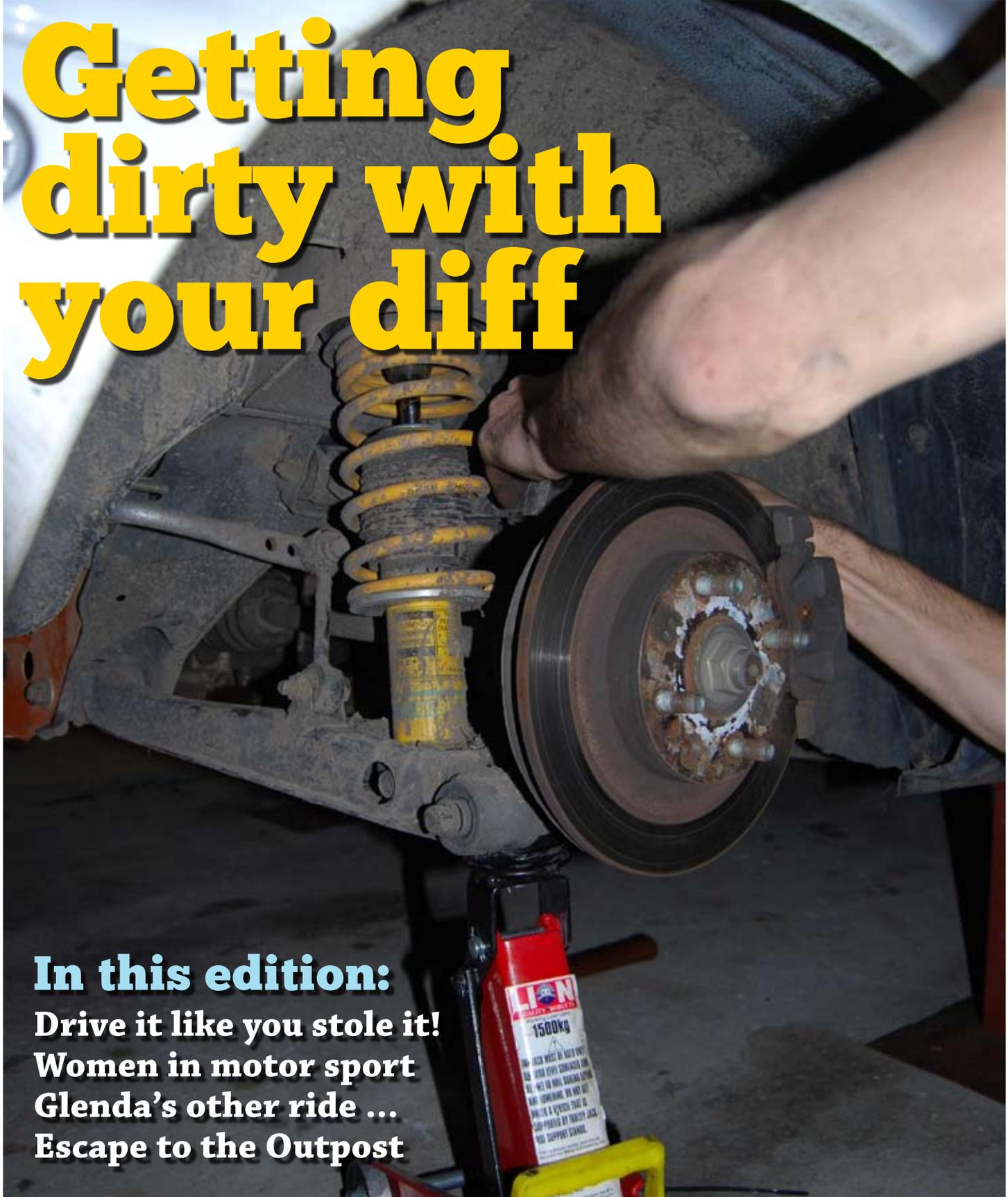


THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA INC.

Getting dirty with your diff



In this edition:
Drive it like you stole it!
Women in motor sport
Glenda's other ride ...
Escape to the Outpost



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contents



features

- 8 Escape to the Outpost
- 10 Drive it like you stole it! ... *a first timer at DECA*
- 12 Molly goes skating ... *another look at DECA*
- 13 WAMS ... *thank you, ma'am!*
- 19 My Other Ride ... *Glenda's Nullarbor adventure*
- 21 Sunday at Sandown : *2010-2011 season finale*
- 23 Tech Talk ... *replacing your NA/NB diff*

Chapter news:

- 16 Hobart: *The shortest day*
- 18 North Tassie: *A vigorous 3-hour run*
- 19 North-Eastern Victoria: *The Whitfield run*

regulars

- 4 President's corner
- 5 Motor Sport Torque
- 6 Membership
- 14 Merchandise
- 7 Scene About ... *what we've been up to*
- 13 MX-5 Club Grill ... *meet Lockie Story*
- 26 Market Place ... *buy, swap & sell*

Cover image:

What's the diff? Ben Sale gets down and dirty repalcing the differential on his NA. Full story in Tech Talk ... Photo: Ben Sale



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Murray's Corner ...

■ Murray Finlay – President

International Motor Show

Hopefully you managed to collect a couple of the tickets that Mazda had on offer and made your way along to the motor show. There was wonderful machinery on display, but (and I'm biased of course) for me the new Mazda concept car, the stunning *Shinari* four-door coupe, stole the show.



Prior to the show, Alyssa and I were privileged to be invited to a dress rehearsal for the pre-show media launch.

Here, Mazda's chief designer Ikuo Maeda unveiled the *Shinari* and the compact SUV *Minagi* (which will become next year's new CX-5) and talked through Mazda's new "design language", *Kodo*, which will underpin the next generation of Mazda's design philosophy.

Kodo is Japanese for "soul of motion", and the design language strives to capture the essence of a wild animal's movement ... tension and rhythm combined. Indeed, when standing still, the *Shinari* looks like it's about to pounce!

The highlight of the presentation was when Maeda-san took us through a live on-screen transformation of the MX-5, applying the new "design language" to the current NC to produce a truly stunning new MX-5 (which bore no resemblance to the "next MX-5" we all got excited about a few months back).

A true touch of class from Mazda at the motor show was the free coffee spot for Mazda owners on its stand – that was most welcome!

Awards lunch – 31/7

Thanks to everyone who booked their spot for this event; it promises to be another great day.

Peter Dannock is leading a convoy run to the venue; the flyer available through the online calendar has all the details.

I look forward to seeing you there.



NatMeet 2012

The next national gathering of MX-5 Club members is in

Canberra over Easter next year.

Anyone who has been to a NatMeet before knows how much fun it is and will be keen to get along to this one.

A highlight will be a gala dinner inside the Australian War Memorial, under the giant Lancaster bomber ... a truly memorable event.

If you haven't been to one of these events before, please consider this one. Being in Canberra, it's almost a "home event" for Victorian Club members!

NatMeet is five days of fun and frivolity, and a perfect chance to spend time with like-minded enthusiasts who share your love of the wonderful Mazda MX-5. Being involved is an experience you will never forget.

Full details can be found via the host NSW Club's website at www.mx5.com.au/nsw.

Registrations and deposits are due now!

AGM – 10/8

The 2010-2011 Annual General Meeting is coming up next month, at the Albert Sailing Club on Wednesday, 10 August.

Your Notice of AGM, nomination form and proxy voting form are included with this *mxtra* (hard copy), or were e-mailed with your online copy.

There is also an important change to our Statement of Purposes and Rules affecting Country membership from next year. Details are included with the AGM papers.

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 (as outlined in last month's *mxtra*).

For your diary ...

See the full calendar for details

July

31 Annual awards lunch, Creswick

August

10 2010-11 AGM, Albert Park

21 Kinglake run

September

4 Father's Day

4 Gippsland run

10-11 Hobart overnight run

October

2 Ladies' Day

2 North Tassie Skidpan Dat

8 North Tassie navigation run

9 Great Ocean Road dawn run

29-31 Cup weekend 3-day event

November

6 Annual CFA run/show & shine

12-13 N-E Vic Chapter Snowy Mountains run

27 Christmas party (Melbourne)

If you wish to stand for the committee you will need to get a signed and seconded nomination form in asap. If you can't make it to the meeting but still want your vote counted, return the proxy voting form by the due date.

To help with organising a light supper for the event, please RSVP to Social Captain Janette Todd (social@mx5vic.org.au or 0448 833 321) by Sunday, 7 August.

Please try to make it along. It won't be a long meeting, but it's a great chance to give your input into the running of our Club.

Until next time, look up, stay back!

Murray



Motor Sport Torque

■ Robert Downes – Club Captain - Motor Sport



Sandown – 12 June

The final round of the 2010/2011 Championship was held as usual with the Alfa Club and unfortunately racing was delayed some 40 minutes from the intended starting time due to heavy fog. Nevertheless, it turned out a glorious day and many competitors completed over 30 laps, several over 40 and in one case, over 60 laps. Despite some regulars electing to miss this final round, there were several new competitors who thoroughly enjoyed themselves.

There were plenty of “MX-5 supporters” present in the form of family and friends as well as other Club members. Colin Denman-Jones established a new “Standard NC” lap record whilst Peter Phillips (Princey) missed the “Clubman” lap record by 2/1000s of a second.

2010/2011 Motor Sport Championship Results

The presentation of the motor sport awards will take place on Sunday, 31 July, at Creswick.

The 2010/2011 Club Motor Sport Champion is Russell Garner. For Russell, it is “back to back” wins following his success last year in what was his debut year of motor racing with the Club. There are some people who say “nice guys never win” but gladly this is definitely not the case with Russ. I am sure all Club members join me in congratulating Russell on his success.

Congratulations to each of the Class winners on your success this year.

I will have more to say about these results at the Awards Presentation, when I will also announce the winner of the “Captain’s Award”.

The Class winners are:

Open	Steven Cook
Restricted Open	Randy Stagno Navarra
Modified	Russell Garner
Clubman	Peter Phillips
Standard NC	Colin Denman-Jones
Standard NB	Max Lloyd
Standard NA	Robert Downes
Rookie of the Year	Bob de Bont

DECA – 19 June

There are separate articles in the magazine about this event but I cannot miss this opportunity to thank those who assisted on the day, with special thanks to Sam Gumina, who prepared the training notes, delivered the “theory” presentation and processed the results (which are on the Club website). I have received only positive feedback about the day and the Club Committee will probably make the DECA day an annual event on the Club calendar.

Fastest on the day was Graham Smith in a beautifully restored and modified Morris Cooper S. Gary Prescott was best MX-5 with Pam Phillips in “CUPKAK” best of the ladies. Jessica Healy was the best of the Juniors. It was pleasing that the Alfa Club’s Competition Secretary, Neil Choi and his son, Callum, could join us on the day.

Round 2, 2011/2012 Championship – Winton, Sunday, 7 August

Entries are now open and available from the AROCA Victoria website for both the racing on Sunday, 7 August, and the “Racecraft” training Saturday, 6 August, 2011.

A “junior” driver training program is also available on that Saturday.

Motor sport calendar

See the full calendar for details

August 2011-2012 season

- 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

Winton 6-Hour – Saturday & Sunday, 15-16 October

The Club has three teams entered, comprising 16 drivers. The line-up includes some of our most experienced drivers, as well as some good drivers tackling the event for the first time. More than 40 cars will be on the track at all times and the event presents new challenges for each competitor, differing from our usual competition format.

Until next month ...

“... drive responsibly at all times”

Robert #26





Membership

Current membership count:

247

■ Will Campbell – Membership Officer

G'day all ...

Another membership year has come to an end, but with the new year now a couple of weeks old, renewals (and new memberships!) are pouring in.

We finished 2010/2011 with 479 members which is again a record for our Club.

Reminders for this year were emailed or posted to members mid-June. If you missed out, or if you require assistance, please give me a call on 5261 4816 or send me an email at membership@mx5vic.org.au.

I would like to extend a warm welcome to 13 new members, including one junior, who recently joined our ranks:

Kelly and Carl Berggren	1990 Classic Red NA
Robin Coffey	1990 Classic Red NA
Lisa Dudley	2005 Winning Blue NC
Dale Fitzgerald	1990 White NA
George Fury	2001 Blue NB
Matthew Heritage	1997 Classic Red NB
Chris Hummer	2004 Platinum NC
Ken Jackson	2010 Aluminium NC
David Rayner	2002 Silver NB
Trevor Simm	2000 Black NB
Rod Tomlinson	1995 Montego Blue NB
Xin Zhao	2009 Blue NC

I've had one or two enquiries about our new plastic membership card / name tag concerning the image of a red NA. At this stage, all badges will carry this image, although in the future we may offer other options.

The Club enjoys a particularly high participation rate, but there are some members, some of them long-standing, who rarely get along to events. Life can be hectic and timing is everything, but I encourage all of you to make full use of your membership and to enjoy the many and varied events that are offered.

See you out and about ...

Will

Code of Conduct

Our Club Code of Conduct was first published in November 2010. For those who have joined the Club since then, or who may have missed that edition, it's published here again for your interest:

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

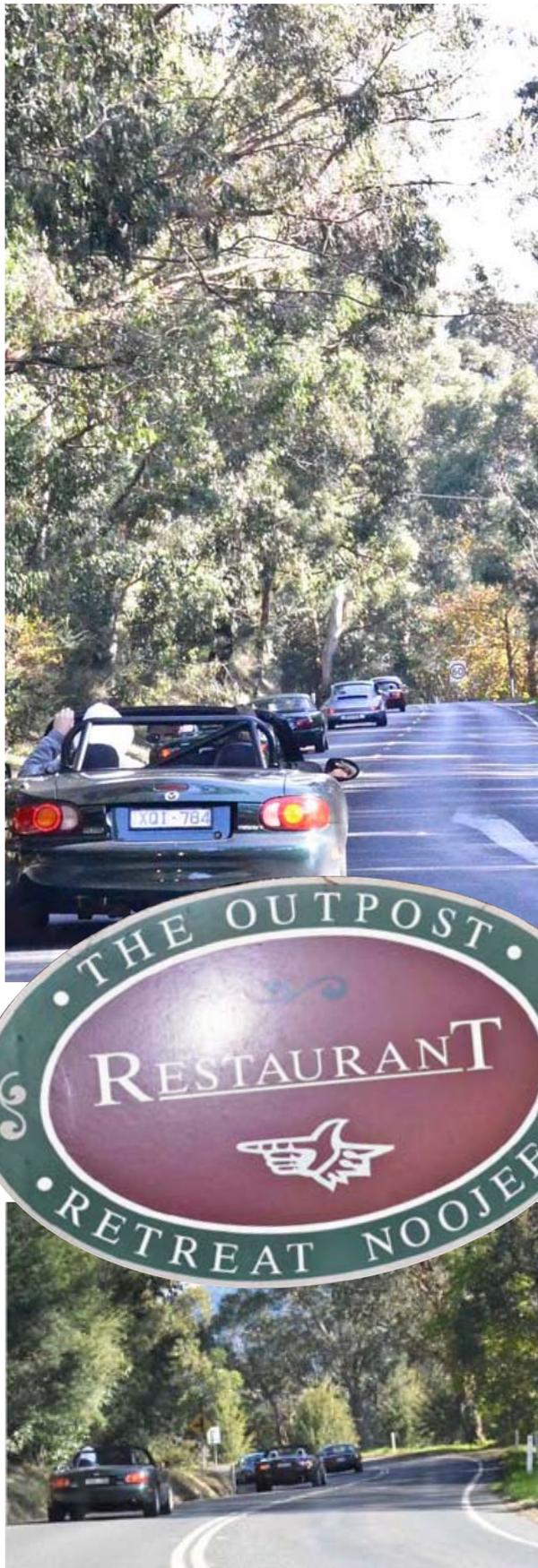
Mazda MX-5 Club of Victoria - Code of Conduct	
Honesty and integrity	A Club member must behave honestly and with integrity in the course of Club activities.
Care and diligence	A Club member must act with care and diligence in the course of Club activities.
Respect and courtesy	A Club member, when acting in the course of Club activities, must treat everyone with respect and courtesy, and without harassment.
Lawful compliance	A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.
Directive compliance	A Club member must comply with any lawful and reasonable direction given by someone in the member's organisation who has authority to give the direction.
Confidentiality	A Club member must maintain appropriate confidentiality about dealings that the member has with any sensitive matter that relates to the Club.
Conflict of interest	A Club member must disclose, and take reasonable steps to avoid, any conflict of interest (real or apparent) in connection with Club activities.
Proper use of resources	A Club member must use the Club's resources in a proper manner.
Undue advantage	A Club member must not make improper use of: – inside information, or – the member's duties, status, power or authority, in order to gain, or seek to gain, a benefit or advantage for the member or for any other person.
Behaviour – general	A Club member must, at all times, behave in a way that upholds the Club's values, integrity and good reputation.

Scene about ...



Escape to the Outpost ...

■ Words & photos: Ron Macdonald and Wendy Clark ■ Run organisers: Jeff & Judy Searl



The morning started out VERY crisp, with several ominous black clouds hovering about, but we decided to tempt the weather Gods by leaving home topless anyway.

It was a pleasant cruise along Eastlink then the Eastern to some LOUD '80s rock which provided a nice start to the morning, that is until I realised we had driven straight past the Blackburn Road turn off (too much singing, not enough looking)! A quick U-turn and we were soon back on track, making a grand entrance with "Bad to the Bone" blasting from the rock box.

The usual "meet and greet" followed until Jeff called us all together for the briefing which was given by Judy. No Murray today so Judy called for a "tail end Charlie"; that one was quickly sorted, then the call went out for an author for the run report ... (insert cricket noises here) ... the silence was deafening! Judy again called for someone to do the run report advising we could not start until this was organised. Having scanned those assembled (and wanting to get under weigh) we stepped into the breach, so unfortunately you are stuck with our drivel again!

With new members

welcomed and rules of engagement posted, John and Janette then advised of the passing of Mike Quist who was integral to the formation of the Club we all now enjoy. Vale Mike.

Soon 24 eager little cars (nice number of greens today) including a blue German pretend MX-5 (Carrera 2) were headed down Reynolds Road with Judy at the wheel of the lead car (it is HERMX5 after all). The traffic lights not working in our favour led to a quick regroup before the Stintons Road turnoff to get the convoy back on an even keel. We were soon off again however and it wasn't long before the city streets made way to some picturesque rural views including acres of grape vines (seem to be grown everywhere these days). Then a right into McIntyre Lane, which offered an awesome view across the ranges, although the large black clouds capping them did give a few concerns.

Photo opportunities were a little scarce today as we always seemed to have a good number of "ring ins" both ahead and astern of us each time we tried, but stuff happens. The next hurdle was a VERY long black stretch which slowed our progress; Jeff advised over the radio that at first he had thought it was a hearse, to which I replied "yes, one for really tall people". The stretch turned left at the Melba Highway and we turned



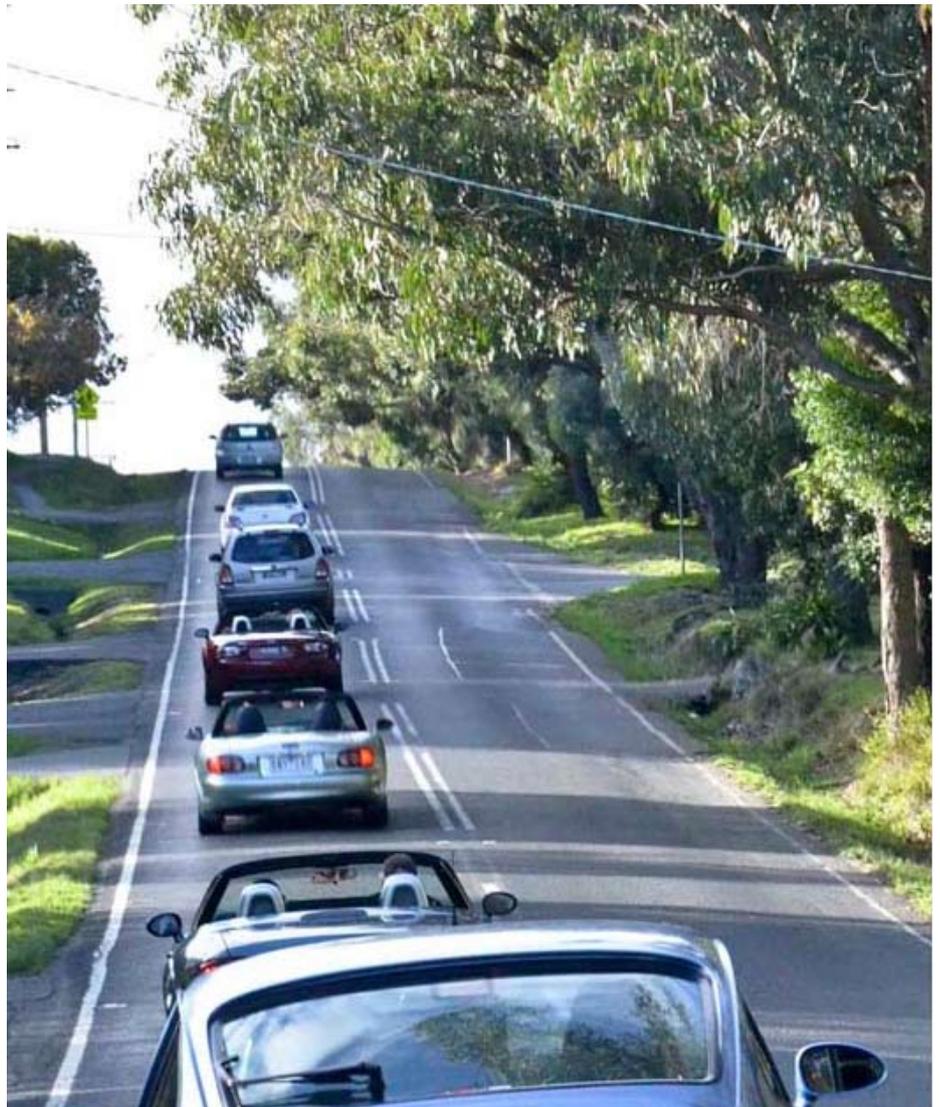
5/6/11



right enabling the convoy to “stretch its legs”. We cruised past Yerring Farm (*wonder what yerring tastes like*) and into Killara Road. Tail end Charlie was having a few radio issues so a re-group was organised outside Stones Winery while that was sorted out.

Off again until our progress was impeded by a tractor on the road. Having a two-way in Gracie we were fortunately forewarned of this by a call from the lead car. It is definitely well worthwhile having a radio on board (*someone should write an article on that 😊*). Leaving the tractor behind us we enjoyed cruising along the gently winding roads, soaking up the warm sunshine (when it poked its head out) and taking in the scenery. Right turn into Dalry Road coming up, (blip) 4th, (blip) 3rd, (blip) 2nd, turn, power on. Umm ... maybe a tad too much power as Gracie waved her tail at the following NB (*maybe she was just being friendly?*).

Through Launching Place and along the “Warby”, eventually pulling up in Warburton near the visitors’ centre which many visited to “spend a penny” – well actually it was a gold coin donation, but that’s inflation for you. Feed bag on, a drink (and the obligatory puff) then 30 minutes later we were all winding back down the hill towards the highway (well most, John and Janette waited back to help a member with their car), with Jeff now at the wheel of the lead car and Judy’s dulcet tones calling out the turns. Into the winding Tarango Road (like the bendy bits 😊) having fun with the corners, dodging the crap (sorry, forest litter) on the road and some very serious potholes, seems one can easily make an



excuse for having to weave around a little on the straight stretches.

We had been lucky so far with the weather, a cool run but nothing the 5’s heater couldn’t easily handle. However as we went through Neerim the wind picked up and big black clouds started rolling in. One last regroup before the turn into the Neerim North-Noojee (not Nookie, Dave 😊) road and 6km of delicious winding narrow

road. Shortly thereafter our destination was reached and we had managed to beat the rain. The Outpost was a pleasant restaurant with lovely, very reasonably priced meals. I might also add that the portions were huge; several opted for the *chicken in pyjamas*, though it looked more like half an emu by the size of it!

The worms fed, it was time to say our goodbyes and make our way home, this of course was via the aforementioned 6km of winding road. There was of course a shorter route but Gracie had a need, so what is a man to do?

Thanks go to Jeff and Judy for the opportunity of another very pleasant day’s motoring, meal and good company. ■



“Drive it like you stole it!”

■ Words: Bruce Harvey, North Tassie Chapter ■ Photos: Mark Fitzgerald, Dale Fitzgerald, Murray Finlay

At 3.30am on a Sunday I had no idea that the advice “*Drive it like you stole it*” would make a day at the DECA driver training centre in Shepparton so enjoyable.

Pack the lunch eskie and start the day with a 50-minute drive to Launceston airport to catch the flight to Melbourne. Planes were flying (due to a gap in the ash cloud) and I was in Melbourne and in the passenger seat of my “stolen” MX-5 by 7:15.

The run up the Hume Hwy and then on to the Goulburn Valley Hwy was uneventful apart from some thick fog and, amazingly, we were only a few minutes late for the drivers’ briefing.

Understeer, oversteer and balance were explained in simple, easy-to-understand language but, more importantly, the concept of weight transfer was also dealt with in the same easy to comprehend way (thanks, Sam!). With my head full of theory we were sent off to join one of the three groups we had been assigned to for the day.

Two groups were on the skid pan and one group was on the back track for one-on-one tuition from an experienced instructor. My first challenge was the “serpentine”, a series of left, right, left, right turns until you reached the top and then back to the start. Early morning rain had made the “low-grip” concrete skid pan the “no-grip” skid pan, so it was time to be smooth and try to use some of the theory I had just absorbed. We got two runs at each discipline before moving on to the next. Each attempt was timed and at the end of the first run Coral gave me my time and said I should be able to knock two seconds off the next run. Run number two, after watching carefully everyone else’s approach to the challenge, and wonder of wonders I was more than two seconds quicker, probably due to the fact that some of the water had been dispersed from the course.

The next stop for our group was the back track where an instructor in the passenger seat was able to give immediate feedback and advice on where the car should be, when to brake, or accelerate and how to get a car around the circuit as smoothly (read fast) as possible. Speeds were limited to 80 km/h (probably an average in some cases) but the difference between a lap where I was smooth and had the car positioned



on the track to hit the apex of a corner and an “ordinary” attempt was huge. The nine-odd laps I was able to do were the highlight of the day for me and the basic skills I learned will make me a better driver on the road.

After lunch the now dry skid pan was laid out with new patterns of cones slightly more challenging than the morning session. One in particular proved challenging for this K1W1 Tasmanian. I was unable in both runs to go around the right cones in the right order and incurred a two-second time penalty each time. After the second attempt at this cloverleaf my mind drifted back to my youth watching jet sprints on the Waimakariri River where very small boats with very large V8 engines in about six inches of water tried to navigate a complex course in the fastest time. The passenger’s arms would be flailing around wildly in an attempt to give the driver an idea of what direction to go next. Perhaps this is what

I needed although nobody else seemed to have any problems with working out where to go!!

The day finished with a knock-out competition – two cars well separated competing in an up-and-back slalom course. I was eliminated in my second run against a car with a racing number on the door (read “better driver”) and have now spent several hours searching the web for a video on how to perform “handbrake” turns. This event was immensely entertaining and taken very seriously by the drivers and the spectators alike.

I would like to thank everyone who made this possible and would urge anyone who has not done this to take advantage of the next time our Club organises a day at DECA. It is not only huge fun but you really do gain valuable skills in a safe and controlled environment. ■

DECA - 19/6/11



■ Words & photos: Lockie Story, , Mockinya (Where the Gods go for holidays!)

DECA. What wonderful memories!



This was the first time for Molly at DECA. I drove from Horsham to DECA (five hours) and had dinner with a great bunch of people, most of whom I had never met before.

We headed out to the “proving ground” early the next morning and the weather had provided the slipperiest skid pan you could ever hope for.

We divided into three groups and rotated around the different courses, trying to achieve good times without killing the little old ladies (witches’ hats). Unfortunately there were a number of witches’ hat fatalities but ... *such is life*.

It is amazing how much fun you can have in first and second gear. You don’t hurt the car but get the rush just the same.

There were plenty of experienced drivers there to guide and advise on all aspects of track work and I don’t care how much training you have had in the past, there is always more you can learn about your car and driving in general.

I for one finally understood the concept of weight distribution in a car in a corner and how feathering the throttle can give you quicker and safer cornering. I have always “known” this but to have someone in the car talking you through it makes the world of difference.

The day concluded with a sudden-death competition with two cars at a time driving identical parallel courses, the winner of each heat going into the next round and the loser dropping out.

All without exceeding 30km/h!

Eventually I headed off and stayed with daughter Emma in Ballarat then home the next day. Total kilometres for my trip: **1526.**

With nearly 60 people participating, I think the day was a huge success and I hope it will be run again soon. ■





■ Words & photos: Lindy Anderson



Lindy (in black to differentiate her from her red NC) with the ladies of the WAMS organising committee

The launch of a new initiative took place in a Richmond hotel on 7 May, 2011.

Over 100 people gathered to celebrate and recognise the establishment of the Women of Australian Motor Sport (WAMS) network.

With much excitement I represented the Mazda MX-5 Club of Victoria to show our support regarding the issues facing women in motor sport. As many of you know, I have been an enthusiastic advocate for women to take their MX-5s on to the track.

Guests and those on the WAMS committee represented many areas of motor sport including drivers, pit crews, engineers, mechanics, service crews, media personnel, administrators and officials. Disciplines included rally/off road, club activities (sprints, hillclimb, motorkhana and autocross), speedway, drifting, circuit, karts and drag racing ... and all of them women!!!!

WAMS was formed in 2010 to act as a conduit between the newly-created FIA Women & Motor Sport Commission, CAMS (the Confederation of Australian Motor Sport) and women who are or want to be involved in motor sport in Australia. The WAMS committee is made up of 11 women who are passionate about motor sport (such as Leanne Tander, Sue Evans, Samantha Reid and others) and are actively involved on a regular basis. Each member holds a portfolio and is the central contact for all enquiries regarding their area of expertise.

WAMS aims to increase and retain the number of women within the sport and to increase acceptance of women within the industry and society as a whole. Future plans include increasing the number of women in the higher ranks of motor sport administration as well as promoting equal treatment and opportunities for women in the sport.

WAMS' purpose and mission:

- **To support** by providing advice, leadership, guidance and mentoring
- **To promote** by campaigning actively to help raise the profile of women in motor sport, and to raise awareness and recognition of women's achievements
- **To develop** by facilitating workshops, seminars, events, camps and programs aimed at growing and developing women's participation in motor sport

You can contact WAMS on:

- » **Facebook** www.facebook.com/WAMSpage
- » **Email:** womenandmotorsport@gmail.com
- » **Twitter and Website** (coming soon)

It was a night of socialising, networking and fun with raffles, games and prizes-such as a full HD camcorder valued at \$2000!! No, sorry, I didn't win a thing for our Club. However I did come away having had a great night, meeting many remarkable women who are keen to encourage more females to enjoy motor sport to the full. ■

Editorial comment:

We all know that Lindy is very passionate about her motor sport. On this occasion she has been very reserved and not made a plea for more ladies to join herself, Christine Boak, Joan Read and Pam Phillips in giving Club motor sport a go. So we'll do it for her – come on ladies, it's safer on the track than trying to test your limits on the open road.



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.

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.

\$30

Polos

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

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Chapter news ...

The shortest day ...

~ 19/6/11 | Hobart Chapter



It was a case of tops folded down and heaters turned up as we set off for our midwinter run. It was nippingly cold but the forecast rain had failed to put in an appearance and the sun was even shining.

We headed off in a colourful convoy where all the reds were interspersed with other colours. Jo's immaculate "moonshine" grey SE had some competition from new member (welcome David) and his exquisite SP of the same colour. Turbos are taking over ... help!

We made it over the Tasman Bridge and swarmed amongst the heavy airport traffic on our way to Midway Point, bearing in mind John's briefing about convoy rules and not trying to lose each other until we got to the outskirts of the city, at least. I think he was worried the turbos might want to show off a little bit.

The cold started to bite as we turned on to the Penna Road, snowy Mount Wellington towered and chilly lambs huddled. I could see a variety of stylish and not so stylish hats, keeping heads from turning to ice. My feet were roasting thanks to the amazing MX-5 heating, but hands and neck were wishing I had one of those windbreaker things behind the seats. Perhaps one with flashing lights as we saw on an MX-5 at Ross last outing.

We had travelled this road in the opposite direction returning from Ross, but this time it seemed very different. John, in *Feisty*, did a great job of zooming us through the curves, avoiding some road damage from recent rain and easing through slippery wet patches under trees that might still have been frosty.

For some reason all the grumpy drivers were out in force today. One dived off the road (well nearly) in mock protest, another tailgated until we let him past – a huge 4WD wagon (manufacturer not recorded!) going far over the speed limit. When we stopped to let John W. catch up after his "pit stop" a nameless saloon roared past within inches (if not millimetres) of our wing mirrors. The scene had been set early in the piece when a grumpy old man (I'm guessing here) in a beat-up ute signalled to turn



■ Run organiser: John Waldock
■ Words: Caz Timbrell ■ Photos: John Waldock



left (collective groan, as that was our route too) then must have looked in his rear view mirror and, in shock, turned right instead ... collective cheer.

Onward, through scenic villages and green rolling hills, lush bushland, picturesque valleys (Tasmania being what it is) into what the English would call low cloud and we call mist, which became thicker as we passed Mount Seymour. Today it would have been better named: Mount Unseen, perhaps! Now we were in what we English call "fog". Visibility was very limited but it made for a different view of the convoy. We emerged from the gloom, all present and correct and turned south at the Ross junction.

A short burst down the Midlands Highway brought us to the start of the Mud Walls section; weather always damages this road so the challenge was to go fast enough to terrify your passenger but accurately enough to avoid the rough bits. Jo brought a new meaning to "chicanery". Things soon smoothed out and we cruised through Colebrook and Campania. A U-turn saw us to go back and use the "facilities" at Campania and for the turbos to compare engines, before we turned off for a detour via Orielton, thus avoiding a gaggle of fluorescent cyclists, leadership offering us another little pirouette at the wrong turning and so, into Richmond. There we enjoyed good company and fine food as we surveyed our parked MX-5s and speculated on what the collective noun for MX-5s might be. Any suggestions? (*Ed. Plenty, how about a mix, a zoom or a mania of MX-5s to name but a few!*)

Another fabulous day out in the best little cars in the world. Thank you John and Michelle and we hope you had a good day with us David. ■





A vigorous 3-hour run (MX-5 style) ...

~ 12/6/11 | North Tassie Chapter

■ Organisers, Words & photos: Cheryl Murray & Bruce Harvey



Meeting at the civilised time of 11am at the aptly named Tranquillity Gardens overlooking the Tamar River we had the opportunity to be at one with ourselves, our car and, in most cases, with our stomach.

A glorious Tasmanian winter morning, with the sun reflecting from the snow-covered peaks and not a breath of wind, boded well for an exhilarating drive after lunch.

Leaving slightly later than the planned midday start the convoy followed the back roads through Bridgenorth and Rosevale, eventually crossing under the main highway to pass through Longford and Cressy to a much-requested pit stop at Poatina Village.

Poatina itself was built in the mid-1960s to house workers for the new Waddamana power station, Tasmania's first underground hydro-electricity generator with the water travelling for 7km under the Western Tiers. The name Poatina means *cavern* in the language of Tasmanian Aborigines. The town is now a tourist stop for people fishing or exploring the area.

The road up the hill we were going on next had been closed a few days before due to snow from a southerly front that had crossed Tasmania, bringing not only snow but howling winds and torrential rain. With a warning to be very careful about road conditions, the convoy set off up the hill.

It was not long before we were in the snow but it had all been pushed to the side of the road and, apart from the odd shady corner, the road was dry and offered no hazard at all. The sound of a convoy of MX-5s accelerating up the hill and changing gears was and is magnificent.

When the road levelled out at the top we found a safe place to stop and have some fun in the snow with some well-aimed, well-packed snow balls.

We left the snow descending quickly to sea level at which time Rob and Trish took over to lead us back to Westbury and the well-known Andy's Bakery for some coffee and the odd sweet cake. The run was promoted as lunch followed by three hours' vigorous exercise for the cars and judging by the talk at Westbury this was a day enjoyed by all. ■

Chapter news ...

The Whitfield run ...

~ 26/6/11 | North-eastern Victoria Chapter

■ Words: Ron Gillick ■ Photos: Marg Gillick

On a cold winter's morning five cars assembled at our usual meeting point in Wangaratta. Joining us for their first run were Greg and Feifei, new members from Shepparton.

After the usual greetings and catching up with those we hadn't seen since our last run, it was into our cars and off for a short run out to Milawa Cheese Factory for coffee and cake.

After more chatting and getting to know Greg and Feifei a little more, some of the ladies decided to check out the art gallery while the men stood around and talked about things that men talk about while waiting for ladies. During this chatting it was decided that, even though it was a little on the cool side, it was good enough to do the run with the tops down. So after putting on coats, gloves and warm hats we departed for the rest of our run.

Our route took us through Glenrowan then down the back road to Winton. From there we went along roads which none of us had been on before, and while the quality of the roads left something to be desired, the scenery didn't. The first place, or to be more precise "area", that we went through was Lurg. Now, even though there is nothing at Lurg apart from a sign which says "Lurg", there is also a sign post to "Upper Lurg" and most of us were left wondering if there is anything there either. Not bothering to solve that mystery we pressed on over more questionable roads through more beautiful scenery. To be fair, the roads had been badly affected by heavy rains earlier this year and are slowly being repaired.

Our next point of interest was Myrree, which is a bit more developed than Lurg, with a few buildings and even a school. Having made sure at our briefing earlier that morning that no-one minded taking their car over a gravel road, we turned off at Myrree for a 6km stretch of gravel road which winds its way uphill and into the range that forms one side of the King Valley.

Since Marg and I had driven along it a few weeks earlier to prepare the run notes, it had developed a few corrugations in places but, in general, was in good condition. The reward for taking this road was that it brought us out on to the Mansfield-Whitfield Road for the 7km winding, downhill run into Whitfield.



Arriving in Whitfield we then turned towards Cheshunt, from where we took the road out to Lake William Hovell. This is normally an enjoyable road to drive as it winds its way alongside the King River. However, it also was severely damaged by the rains and is still being repaired in a couple of places. Arriving at the lake and seeing the obligatory kangaroos we spent a little time there enjoying the scenery. It really is a very pretty spot.

Retracing our steps we headed back into Whitfield for a most enjoyable lunch at the Mountain View Hotel to end our run. ■



My other ride ... literally!



■ Words & photos: Glenda Wise

At DECA **mxtra** met two Club members who have a passion for crossing the Nullarbor by bike.

Glenda Wise has already made her trip and Darrell Jeffries plans his for next year. Glenda is an artist/illustrator who teaches painting and drawing in her studio in Belgrave Heights, and has been working for the last three years on creating the characters and illustrating the books for Fairy Green (hence the 'FAIRYG' number plate on her MX-5).

You can check it out on the website www.thegreathallofdreams.com

But this is the story of Glenda's "Ride" ...

Glenda never learned to ride a bike as a child.

Five years ago she booked to do a 500km bike ride through the Tiger Leaping Gorge in China, then bought a bike, then learned how to ride.

The following year she did another 600km ride through China and then trekked Nepal in 2009. Last year, supported by Frank Hands, a 94-year-old friend, she rode 3000km across the Nullarbor from Port Augusta to Norseman, Esperance, Albany, Perth, Kalgoorlie, Norseman, back to Port Augusta and finished in Shepparton.

The support vehicle was Frank's 1959 Mercedes Benz van, which has been a work in progress for 50 years, and is fitted out like Lord Nelson's ship! Glenda said "It was a great privilege to have the chance to make this epic journey with him, and a wonderful experience of 'freedom' on the bike." Along the way she raised several hundred dollars for the Royal Children's Hospital and the Starlight Children's Foundation.

Day after day for six weeks from 8 May to 21 June, riding up to 10 hours at an average of 120km per day (depending on hills and headwinds), her cycling fitness built while Frank watched a lot of ants! Mornings were sometimes down to a chilly 4° below zero, when the ice had to be cracked off the bike cover before 'blast off'. The days were mostly clear and sunny. The hearty food at the end of each long day's ride was terrific at the road houses along the way.

The roads were sublime for the road bike, with the exception of a few areas from Esperance to Albany and Kalgoorlie to Norseman, where it was too narrow for safety alongside the road trains. The road train and tanker drivers mostly gave her a wide berth, but she had one close encounter. Glenda kept an ear out for vehicles during her ride, but on one occasion found herself in a dip with a road train coming towards her as two approached from behind. She slammed on the brakes and her light racing bike almost went over the top of her. She thought she was going to be minced meat and had 'jelly legs' for a few days afterwards.

There were several people doing other, similar adventures – many travelling around Australia (unsupported) and one guy (inset, right) circumnavigating the earth and, along the way,



climbing six summits in six continents, including Mt Kilimanjaro, Mt Kosciuszko, Mt McKinley in Alaska, Mt Everest and two others. By the time he met up with Glenda and they'd ridden 80km together, *he had completed 28,000km*. You may still be able to follow his progress by looking at www.around-n-over.org

The tragic loss of her brother, Steve, was the reason Glenda took to the road, and the 3000th kilometre was turned over as she peddled in to Shepparton on a clear night where one bright star shone in the sky on the second anniversary of his death. The weather from that moment was thick pea soup fog, impossible for riding any further.

The legacy Glenda received from her brother is the little MX-5 she now drives. ■



Glenda's creed: THERE IS NO ROAD TO PEACE - PEACE IS THE ROAD!

Sunday at Sandown...

■ Photos: Ben Sale ■ Words: see Robert Downes' *Motor Sport Torque* on page 5 for details



Results - Round 8	1st		2nd		3rd
Standard NA	Noel Heritage	» 1:38.006	Robert Downes	» 1:39.052	---
Standard NB	Stephen Downes	» 1:37.100	Max Lloyd	» 1:38.604	---
Standard NC	Colin Denman-Jones	» 1:35.836 ¹			---
Clubman	Peter Phillips	» 1:35.174	Ken Read	» 1:43.007	---
Modified	Dean Monik	» 1:34.338	Ray Monik	» 1:36.213	---
Open	Owen Boak	» 1:26.603	Andrew Hardeman	» 1:28.381	Christine Boak » 1:31.379

¹ New Club motor sport group lap record

Championship standings after Round 8 - Sandown Sprints, 12 June, 2011

(corrected points)	1st		2nd		3rd	
Overall Champion	Russell Garner	» 60	Steven Cook	» 57		
			Peter Phillips	» 57		
Standard NA	Robert Downes	» 54	Noel Heritage	» 51	Brendan Beavis	» 35
Standard NB	Max Lloyd	» 54	Robert De Bont	» 48	John Downes	» 33
Standard NC	Colin Denman-Jones	» 60	Lindy Anderson	» 13	Mark Davies	» 7
Clubman	Peter Phillips	» 57	Sam Gumina	» 47	Teruo Delacroix	» 42
Modified	Russell Garner	» 60	Craig Healy	» 33	Dean Monik	» 22
Restricted Open	Randy Stagno Navarra	» 60	Daniel White	» 44	Kim Cole	» 7
Open	Steven Cook	» 57	Christine Boak	» 19	Owen Boak	» 17

**2010-11 Championship | Round 8
Sandown Sprints ~ 12 June, 2011**



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The MX-5 Club Grill



Introducing ...

Lockie Story

*Mockinya, in wesgtern Victoria,
where the Gods go for their holidays!*

Name? Lachlan John Story

Age? 53 (I think)

Born? Ararat, Victoria

Current abode? Mockinya, Victoria

Profession? It varies ... anything to do with wood

Partner? Tracey

Pets? Two Koolie Dogs, two cats and a Cockatiel. Dottie Dog is my best girl (dog)

Fave food? Almost anything Indian

Can you cook? I LOVE to cook, any chance I get. Not so keen on the mess afterwards though

Favourite tippie? Single Malt or a good heavy red

First drive? Dad's work cars in the paddocks

First car? First car I wanted was a Jag ... got a 1966 Hillman Gazelle

First fender bender? Going for my licence in the instructor's car! As I reacted before either the instructor or tester, I still got my licence. First big prang: I flipped the police car I was driving (not the same as in the Dukes of Hazard!)



Everyday driver? 1986 Landcruiser Ute for work, otherwise my MX-5 or my Jaguar XJR

Current MX-5? 1996 NA8, named "Molly"

MX-5 improvements? How can you improve on perfection?

MX-5 dislikes? Other people wanting to drive it

Why an MX-5? Saw one in 1989 and fell in lust. Everything a sports car should be. No more no less. I wanted anything but a red one, and rang a dealer mate ... who sold me a red one!

Fluffy dice? Travelling Budda

Passions besides the MX-5? Jaguar XJR, wood turning, food, wine, getting away to in the desert with just the dogs for a few days, writing poetry

Favourite TV show / movie / book?

TV show: Star Trek (original series).

Movie: Star Trek (the latest one). **Book:** HMS Ulysses by Alistair MacLean

Dream wheels (money no object)? Tough one ... Jaguar XKR convertible

Would you drive a Daewoo or SsangYong? No. And if I did I wouldn't admit it anyway ...

Favourite other Mazda? RX-3

If not a Mazda (gasp!) what? Jaguar

How long in the Club?

Two years

How many MX-5 Club runs? 17 (I think)

Favourite Club run? North-East Chapter trip to Mt Beauty and Mt Buffalo

Funniest thing seen on a Club run?

Laurie in the rain with his roof off and an umbrella up

Done DECA? Yes

If yes, how many times? First time with the Club last month (see page 12) but not the last!

Ford vs Holden? Nah ...

What's playing in your MX-5? Audio book by Tom Clancy: "The Sum of All Fears"

Footy team (AFL/NRL/Soccer)? Doggies, Matildas

Final comments? In the two years I have had Molly, I have driven nearly 100,000km.

I look for any excuse to drop the top and drive. I really do have the two cars I want – my MX-5 and my XJR.

As you can tell I love the Club, the cars and the people or, as my daughter puts it, "All that MX-5ish thingy". ■





Words & photos: Ben Sale



Here is my guide to swapping a diff out of a NA6 MX-5.

This guide focuses on swapping a NA6 diff for another NA6 diff, however I see no reason why this guide isn't applicable to all NA and NB series MX-5s as the differentials are interchangeable.

I apologise in advance and am a little embarrassed by the amount of mud on components in the photos ... the joys of a motorkhana in a muddy field!

After having done the swap once by myself and swearing never again, this time I was lucky enough to have fellow Club member Cheyne Toomey drop by to give me a hand. Aside from turning up to my house with coffee and taking a lot of the photos it was fantastic to have him helping, especially when it came to putting the diff back in the car and in saving me from getting out from under the car ... much easier than doing it alone, thanks so much mate!

1. The first step is pretty simple: get the car jacked up. You want to do this properly as you're going to be working under there for a long time. I had wheel chocks at the front, jacked the car up by the diff and then had stands on each side. This is really the *minimum* requirement for this job. Before you jack the car up, crack off the wheel nuts as you'll need to remove them later.

2. Remove the exhaust. As my mid pipe and muffler can be separated this is quite easy to do on my car without removing the chassis bracing. If you have an OEM exhaust and factory or aftermarket bracing you'll probably have to remove that too. If the exhaust hasn't been removed on your car before, using silicone spray on the rubber hangers works wonders.

3. Start the epic un-bolting process. There are four bolts connecting the diff and tail shaft on each side and another four connecting the half shafts. You have to have the handbrake engaged to loosen the half shaft nuts. You can't access all of them at once so you have to take the handbrake off to rotate the shaft to allow access to the other nuts. Similarly to undo the tail shaft nuts you have to have the car in gear, but to access all of them you have to put the car into neutral to rotate the shaft. Having a second person saves



1. Jack up the car



2. Remove the exhaust



3. The unbolting process ...



a lot of time here as you don't have to get out from under the car six times.

4. Remove the half-shaft from the diff. Remove the rear wheels. The trick to doing this is by unbolting the top mounting bolt for the hub and loosening the bottom one which allows the hub to sit at a 45° angle. This pulls the half shaft far enough back that they are easy to remove from the diff. You might find the bolt holding the hub in place a bit hard to remove; I just tapped it out with a punch which was quite easy. Once you've removed the shafts from the diff it helps if you move the half shafts out of the way. I got Cheyne to cable tie them to the upper control arm.

5. Remove the bolts which connect the diff to the power plant frame (PPF). They have a 17mm head and are extremely long and can be hard to remove if they've been there a while. You'll also notice two 14mm bolt heads on a little block connected to the diff and the PPF. Unbolt these too as otherwise you won't be able to pull the diff out of the PPF.

6. Remove the bolts which actually hold the diff cradle to the car. Before you do this you should make sure the trolley jack is under the diff to support it when you undo these bolts. The diff will still be held in place by the PPF too, but you don't want to put all the weight of it on the PPF. An extension bar is handy for this step. As well as the two main bolts you'll also have to remove two 12mm nuts which hold the bush in place. The second photo is the carrier with the bolt and bush removed.

7. Get the damn thing out of the car ... I hate this step. Basically you need to lower the diff and then slide it backwards out of the PPF. It's easier said than done and will take a bit of fiddling as it doesn't want to come out (the diff is practically fused to the spacer in the PPF). I found sliding each side backwards and forwards, easing it out of the gap worked best. Be mindful that when you do get it free of the PPF it will drop and it is heavy, so be careful. When it's out you can smile ... !

8. Remove the spacer in the PPF which will have stayed there when you removed the diff. It has two holes which the long bolts go through and the hole towards the front of the car has a press fitting which holds the block to the PPF. The only way I could think to remove this was with a hammer... Clarkson would be so proud..! Basically I tapped the rear of it to pivot

4. Remove the half-shaft



5. Remove the diff bolts



6. Remove the diff cradle bolts



8. Remove the spacer in the PPF



9. Fit the spacer to the diff

it around and then tapped it up until I popped the spacer out of the press fitting. Then I hammered the press hitting down enough so that it was sitting flush with the PPF, but not enough to remove it. In the photos the first photo shows the spacer and the second shows the PPF without the spacer. In both you see the press fitting sitting as it should after you hammer it flush.

9. Fit the spacer to the diff you are installing and fasten with the bolts you removed from the old diff earlier. I then drained the diff oil out of the diff I was putting in as I wanted to use fresh oil and to make it lighter to lift. One trick when doing this is to undo the filler plug before you undo the drain plug as you don't want to drain all the oil out if you can't put any back in because of a seized bolt!

10. Putting the diff back in is a simple matter of sliding it back into the PPF. Sounds easy ... not really. This where it really helps to have a second person to assist in getting the location and angle of the diff correct in order to slide it into position. Once you have it in place get the trolley jack to support the diff and save your arms. I first put the bolts back into the PPF and then tapped the press fitting back in. Next was to bolt up the chassis mounts at the top of the cradle. When those bolts are in you can remove the trolley jack.

11. Re-attaching the hub is quite easy, the trick is to raise the whole assembly up by the LCA with the trolley jack and then bolt it back together.

From here you simply re-attach the half shafts and the tail shaft and fit all the nuts and bolts. Installation is the reverse of removal. (I have developed a habit with my car, after having numerous issues with seized bolts, that everything I take apart gets put back together with a good coating of copper grease. Works wonders.)



10/11. Putting it all back



12. Put some oil in the new diff



12. Remember to put some oil in the diff. It's quite easy to forget, I nearly did and I know of one case where a club member destroyed a diff because they forgot. Fill until oil starts to dribble out of the filler hole.

Then you are ready to remove the axle stands and take the car for a test drive. ■



12. And you're there!

Market place ...

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"Personalised"

Victorian rego plates



Iain (non-member, Tasmania) recently bought a 10th Anniversary edition NB from Victoria, plates and all.

He has re-registered the car in Tassie, so the plates are up for sale.

- » slimline plates
- » white on blue background
- » "MX-510" ... ideal for a "10th anniversary" MX-5

Asking price: \$400 neg.

Contact Iain (Hobart) on 0437 440 474 if you're interested.

FOR SALE 2004 NB SE

174rwkw 2004 SE for sale with \$15,000 worth of all the right enhancements for the same price as a standard SE.

I won't take up heaps of space here by listing what's on the car. Instead please go to carsales.com.au and key the rego "BARMY" into the keywords search box.

Your equally-competitively priced NA8 with or without modifications or a Golf Tdi DSG might be considered in trade.

Contact Dave (Club member - Mt Martha) on 0423 236 301 or davekeithmoore@bigpond.com



FOR SALE NA/NB hardtop

- » Neo Green (off a 1990 Limited Edition)
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Contact Alan (Club member - Traralgon) on 5195 5375.



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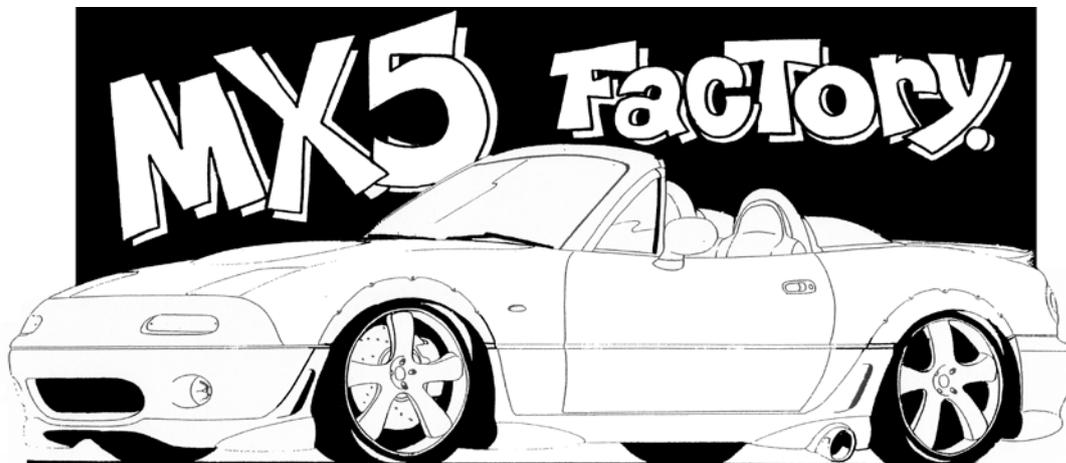
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