

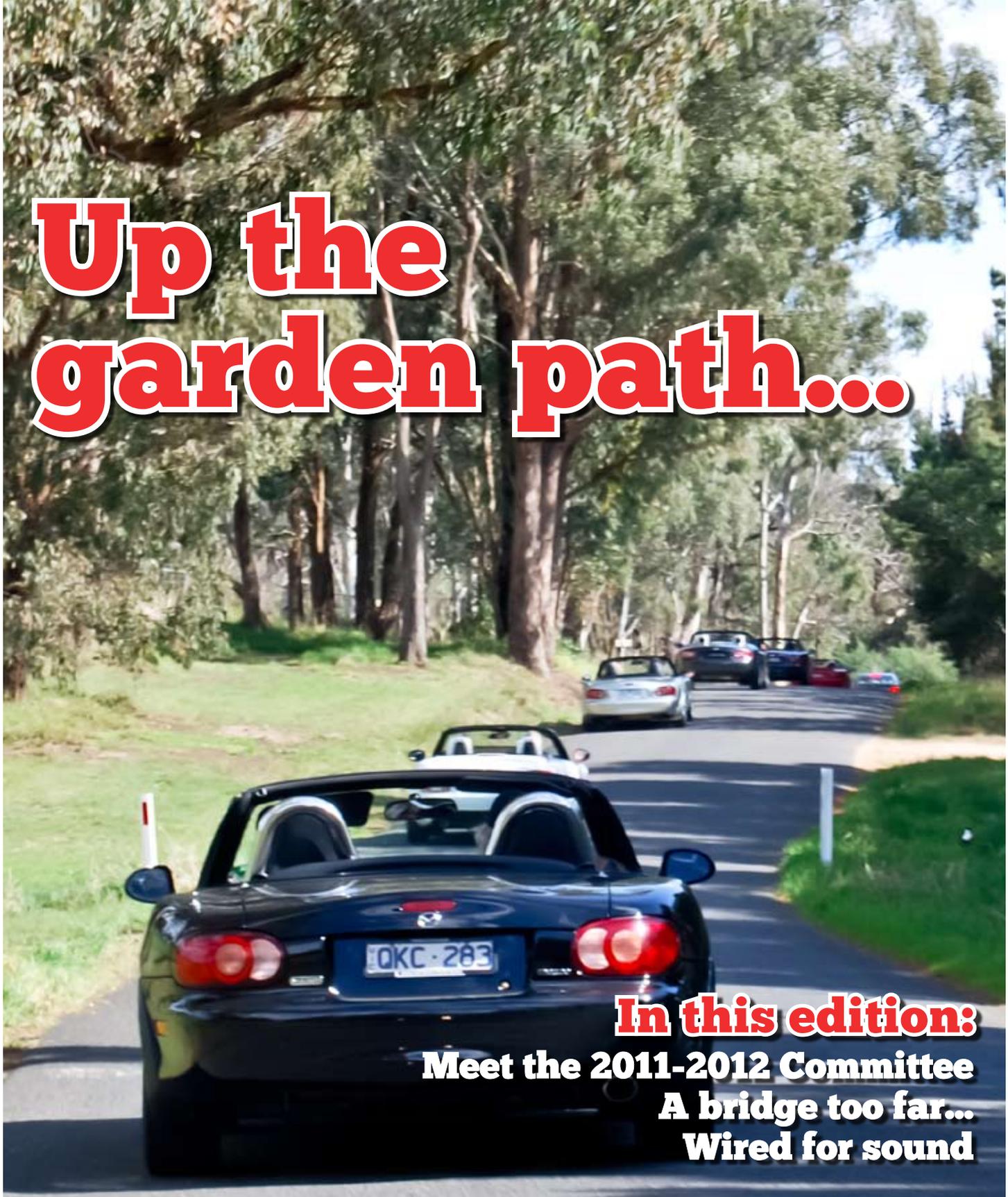
mxtra

9/2011

www.mx5vic.org.au

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

Up the garden path...



In this edition:

Meet the 2011-2012 Committee

A bridge too far..

Wired for sound



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image:**

*A magnificent day in the spring sunshine
on the Kinglake run in August*

Photo: Wendy Clark



Find us at:
**MX-5 Club of
Victoria**

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Murray's Corner ...

■ Murray Finlay – President

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 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!

The committee for 2011-2012 was confirmed at the AGM last month. Everyone is back for another year, and the subsequent committee meeting confirmed most back in their previous positions.

The differences for the new year are Judy Searl and Janette Todd, who have swapped roles as Club Captain - Social and Assistant respectively, and Daniel White who joined the committee as Assistant Club Captain – Motor Sport.

Meet the committee from page 14 ... Copies of the AGM reports are available on request.

Country membership

The proposal to abolish Country membership at the AGM was withdrawn so that further thought could be given to how the issue of the comparative value of country and full membership of the Club can be addressed. Our financial sub-committee has taken it back on board and will come back to the Chapter Convenors with ideas for discussion later this year.

Are you "legal"?

On the subject of Country membership, I must reinforce that our "Statement of Purposes and Rules" (aka our constitution) states that, to qualify for Country membership, you must **reside or have your principal place of business situated 100km or more from the Melbourne GPO.**

I have noticed in the course of reviewing membership renewals this year that some members (at least three) are claiming the discounted Country membership when they in fact live well within the 100km limit.

I have changed the membership category for those I have spotted to "Full" membership, so that when these people come to renew next year they will get a gentle prod to choose the correct category.

The 100km limit has been in place since the Country membership category was introduced in 1998, so come on folks, play fair ...

Apart from any other considerations, it's not fair on the other Club members who do the right thing.

New members' night

Our second new members' night for 2011 is coming up on 22 September (full details opposite). It would be great to see as many new members along as possible, as well as a lot of old hands along to greet them.

New Gippsland Chapter

With the growth of Club membership east of Melbourne, the Committee has decided to set up a trial Gippsland Chapter, under the stewardship of Life Member Grant Butler in Drouin.

We now have around 20 memberships located between about Pakenham and Loch Sport, with a small "hot spot" around Traralgon, so it's felt we have a critical mass there now to sustain a least a few independent activities each year. Of course we hope increased activity will lead to increasing membership in the region, as has happened with the Club's other four Chapters.

The Chapter will have an informal kick-off at Maffra on 30 October. *More details next month.*

We've also just signed up our first Mildura member, so *who knows ...*

Until next time, look up, stay back!

Murray

For your diary ...

See the full calendar for details

September

- 22 New Members' Night 2011 #2
- 25 Ballarat Chapter > Halls Gap run
- NE-Vic Chapter > Beechworth run

October

- 2 Ladies' Day
- 2 North Tassie > Skidpan Day
- 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)

December

- 11 Christmas party (Ballarat)

Finishing Things:

I am passing this on because it definitely worked for me today, and we all could probably use more calm in our lives.

Some doctor on TV this morning said the way to achieve inner peace is to finish all the things you have started.

So I looked around my house to see things I'd started and hadn't finished.

I have managed to finish off a bottle of Merlot, a bottle of Chardonnay, a bottle of Baileys, a bottle of wum, a package of Prungles, the remainder of bot Prozac and Valiumun scriptins, the res of the chesescke an a box a chocletz.

Yu haf no idr how bludy fablus I feel rite now.

Plaese sned dhis orn to dem yu fee ar in ned ov iennr pisss.

An telum u blody luvum!!



Motor Sport Torque

■ Robert Downes – Club Captain - Motor Sport

Driver Training – Saturday, 6 August ... and Round 2 – Sunday, 7 August at Winton

We had a great turn up for Racecraft Training on the Saturday. Thank you to the Club members who were instructors on the day.

These Racecraft Training days are an ideal opportunity to improve your skills ready for the track. The next one will probably be around March next year.

Also, three members attended the Junior Driver Training sessions. See separate reports from Matthew Heritage and Jeremy Fredersdorff on pages 10 and 11.

On the Sunday, a wet or damp track affected lap times all day with the best times posted in the last 45 minutes. At this stage, some competitors had elected to leave early, whilst a small "Gang of 5" from Group 1 "failed a colour blind test" earlier in the day and were sent packing by the Clerk of the Course ... which led to some surprises in the results for the day.

For new competitors or those interested, full event timing is available at www.natsoft.com.au.

Round 3 – Sandown on Sunday, 18 September

Entries are open and as usual all members are welcome to come to the track to see the MX-5s in action. Enter the circuit off the Dandenong Road overpass.

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

We have three teams entered this year. Helpers welcome. More news next month.

Round 4 – Sunday, 23 October at Wakefield Park, NSW (Vic-NSW Interstate Challenge)

Entries are now open. The NSW Club has reviewed its class structure and approved the use of Dunlop Z1 tyres for Standard and Clubman Classes. Whatever you drive, there is a Class for you!

Motor sport calendar

See the full calendar for details

September 2011-2012 season

18 Rd 3: Sprints, Sandown

October

15-16 Winton 6-Hour, Winton

23 Rd 4/Interstate Challenge
v NSW: Wakefield Park, NSW

December

11 Rd 5: Sprints, Phillip Island

2011 Motorkhana Championship

Rd 8: 23 October > Avalon

Rd 9: 13 November > Werribee

Other news ...

» Last week Peter Phillips phoned me with news that his son's fiancée, Sally, had been very seriously injured in a head-on collision at Anderson, near Phillip Island. Sally is in the Alfred Hospital and has undergone multiple lengthy surgical procedures to address her injuries and faces a very lengthy period of treatment and recovery.

I am sure you will join me in wishing Sally a full and speedy recovery and our thoughts and best wishes go out to not only her, but to Brendan and the Phillips family at this most difficult time.

» News also came through from David and Narelle Wilken of the safe arrival of baby Zara, a sister for Christian. Congratulations and best wishes to you all.

Until next month ...

"... drive responsibly at all times"

Robert #26



New Members' Night #2

There is no doubt about it – mix together like-minded people, their great little cars, good conversation and some tasty food and *voila!* You have another Mazda MX-5 Club event.



Each month in **mxtra** Will Campbell keeps us well informed of the current membership count as he welcomes the many new MX-5 enthusiasts who choose to join our ranks.

In an effort to introduce these folk to what the Mazda MX-5 Club Victoria is all about we hold an Annual New Members' Night. This event is normally conducted in March each year – which is a long time to wait for some!

For this reason, the Committee has decided to hold the New Members' Night not just once but *twice* this year ...

Set aside **Thursday, 22 September** in your diary for another opportunity to get together with both new and long-time members to chat about all things MX-5. It is also a great opportunity for everyone to check out the range of Club merchandise that Steve Dunlop looks after.

We will once again gather at **The Garage Café**, 221 Berkeley Street, Carlton, from 6:30pm. Dinner and drinks, for those who wish, will be at your own cost. (Check out their website: www.garagecafe.com.au)

Please call Janette on 0448 833 321 to let her know you will be attending.



Social-lights

■ Janette Todd – Assistant Club Captain - Social

“Getting In / Opting Out” - Events Admission & Cancellation

It’s that time of year when all the festive invitations start to arrive and by now you would have found your personal invitation to the Mazda MX-5 Club 2011 annual Christmas party in this issue of *mxtra*.

Now that you have the flyer in your hot little hand (and the date hopefully in your diary) it could be timely for both new and long-time members alike to speak about our *Cancellation Policy* and the introduction of an *Events Admission Policy*.

The Awards Presentation luncheon/dinner and the Christmas get-together are the two major events that the Club holds on an annual basis, both attracting large numbers. I am sure you will appreciate that there is a lot of background planning for these events that starts fairly early into the new calendar year and continues until the day of the event itself.

In an effort to make them more affordable invitations, the Committee has for the last few years agreed that the Club will subsidise the cost of the meal(s) for current financial members. A proportionate subsidy is also offered to the individual Chapters for their major events such as Christmas lunches.

Because of this financial commitment our Cancellation Policy states “For events that require payment (for entry, meals etc), if you cancel less than one week before the event, or do not turn up at an event for which you have booked a spot, you may be charged in full for that event.”

Once we give final numbers to the venue, we are locked in to that number of meals. If you don’t show, the Club still has to pay for your meal, and it’s only fair that you cover that cost. You cannot expect the Club (ie, your fellow members) to pay for you because you could not make it – for any reason – and you will be asked to pay the advertised cost.

You should also understand that your registration for an event is of equal importance. When booking an outside provider/venue for our events the Social Captain or their Assistant signs a contractual obligation on behalf of the Club. Part of the Club’s obligation under that contract is to provide *final* numbers to the venue (generally) two weeks prior to the event date. Hence we advertise an all-important RSVP date that we have to adhere to strictly.

To this end we have documented in Club Committee minutes a new Events Admission Policy that reads: “For any event with an RSVP date, no person can be accepted for that event after the RSVP date.” Please be aware that “no person” means exactly that, regardless of status: ie, Committee or Life member, long-time member or new – if you don’t RSVP in time, unfortunately we have to say “sorry, too late”.

The Committee also agreed that “the event is the event”; for example, if our awards presentation includes a sit-down meal, attendance will be all or nothing. It’s not fair on members who pay for the whole event, including the meal, if others just walk in for the presentation.

It is also important that you only communicate with or RSVP to the person listed on the flyer or via IMG Payment online – responses to Committee members other than the person organising that event – usually the Social Captain and/or Assistant Captain – or by posting on the Club’s Facebook page are not acceptable. We’re all volunteers



Membership

■ Will Campbell – Membership Officer

Today all ...

Current membership count:

415

Will is away overseas, so no graphs or pie charts this month ...

However, can you believe the numbers?? Last membership year we finished (30 June) with a new record of 479 members ... we’re just a couple of months into the new year, and already the 400 mark is well in the rear view mirror!

We normally have an “attrition” of 20-25% or so each year of current members who, for all sorts of reasons, don’t renew their membership, but it seems this year that a high number are sticking with us. To everyone who has renewed – thank you and a big welcome back!

But the new members continue to come in as well. Please extend a warm welcome to *another 15 new members* who have joined in the last month:

David Crouch	2011 Aluminium NC
Rob Gilbert	2000 Black NB
Kent Hibberd, Deborah Hogan, Danielle Hibberd, Rydge Hogan	2008 True Red NC
Barrie Mansell	1999 Silver NB
Ray Morley	1996 Green NA
Bronwyn Roche	2006 True Red NC
Murray Seymour	2005 Copper Red NC
Callum Smith	2001 Green NB
David Tingey	1994 Classic Red NA
Ian Vogue	2010 True Red NC
Jason Wright & Liam Wright	1990 Classic Red NA

See you out and about ...

Murray

and, to make our jobs a bit less time-consuming, we need members to help us out in little ways like these.

One quick point to finish up ... prior to the recent Awards Presentation luncheon I had two or three members tell me: “I didn’t bother responding earlier because I thought it might be cancelled due to low numbers” ... !!

If you want to come along, please don’t leave it until the last minute to RSVP because *your* non-response could be the one that makes us fall short of the required numbers and prompts us to cancel the event!!

Now I’ve put the whip away ... I look forward to seeing as many members as possible at our Christmas lunch at Kingswood Golf Club on 27 November! Please give me a call on 0448 833 321 or e-mail social2@mx5vic.org.au to register.

It’s a date: ink it in! ...

Janette

New members’ night coming up ... see page 5

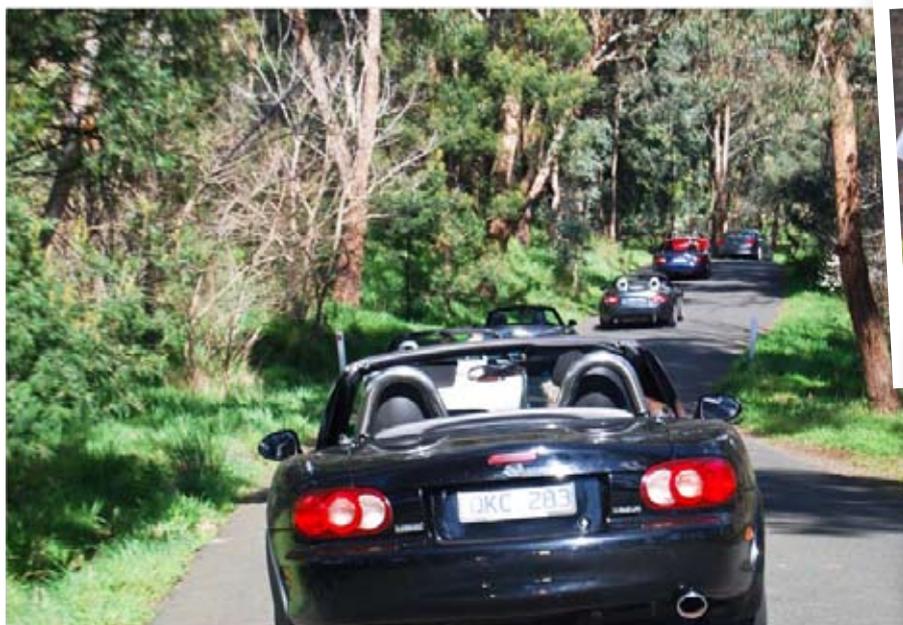
Scene about ...



A bridge too far ...

■ **Words:** Judy Searl ■ **Photos:** Ron Macdonald* & Wendy Clark, Rob Eastwood

■ **Run organisers:** Ros & Rob Eastwood



It was hard to believe it was August when we saw what a beautiful day it was for our run to Kinglake with Ros and Rob Eastwood.

Jeff and I arrived at the car park behind *Sofia's* in Croydon to the sight of an array of MX-5s and their drivers waiting to start the run. In the end 33 MX-5s gathered for the drive, which is a credit to the strength of the Club.

Rob and Ros called us all together just before 9.30 to give us the traditional briefing. It was great to see that members of our Ballarat Chapter had made the journey to join us. We also had a couple of new members, Don and Kerry and Pam and David, coming on their first run with the Club.

The run started in an orderly fashion with a stop in Yarra Road to ensure everyone was together in the convoy. It certainly is a fabulous sight to see 33 gleaming MX-5s strung out along a country road with their tops down. The first part of the run took us over some wonderful roads with great curves and beautiful scenery. Rob had warned us at the briefing that we might encounter cyclists but most of the run proceeded smoothly until we hit the Heidelberg-Kinglake Road. This is an uphill stretch of winding road passing through some of the areas hit by the fires of Black Saturday. Having been on this road with another run six months after

the fires and being amazed at the devastation it was great to see the regrowth and lush green outlook.

This road is also popular with cyclists (one day someone must explain to me the joys of slogging up a steep hill on a pushbike??). The road was so narrow and winding that cars had to wait behind the bikes until they had a clear stretch of road to pass, meanwhile being aware of the bikes whizzing down the hill at speed on the opposite side. At one point Ros announced on the radios that there was road kill on the road and someone quipped back, "Was it wearing lycra?"

On arriving in Kinglake we parked and dispersed to the various cafes and gift shops to have a coffee and catch up with the other drivers and their passengers.

Kinglake still looks like a work in progress and I have the feeling they are still not getting a lot of tourists, which is sad for the town. Ros had recommended looking at a new gift shop that had opened and giving them our support. I'm not sure John Todd was too happy when Janette appeared with a bulky parcel and the excited statement that she had bought a concrete snail (apparently she collects snails – each to his/her own!). I saw a couple of nice things in the shop but knew what Jeff would say if I bought them as they were definitely not going to fit in the boot of an MX-5 and he would have probably had them on his lap for the rest of the day!



*Ed> We can recommend some entertaining videos of this run on Ron Macdonald's gallery, <<http://gracies-place.net/kinglake.php>>

21/8/11



We then started on the second part of the drive heading towards Whittlesea. At one stage I was being followed by a car towing a race car and spare tyres. He seemed to be a bit impatient with the speed of our convoy and kept getting very close to my bumper bar. After going through a roundabout, the car in front of me decided to pull into the service station so I had to stop. I then saw this car behind me skid and pull to the side trying to avoid hitting me as he had been sitting so close. Thankfully we were not going too fast or my rear end was not going to be pretty any more (no smart comments from anyone, thank you!). The drive continued with concise instructions on the run sheet until we got to our second single-lane bridge. I said to Jeff, who was navigating, "You didn't mention another single-lane bridge." He replied that was because there was not one mentioned on the run sheet. I thought that strange

and was puzzling over this as we kept on going into Hurstbridge (also not mentioned in the run notes) following the other cars in the run. Suddenly a message came over the radios that a few cars had missed a right turn and we were all merrily going the wrong way.

At this point I think it is important to reiterate the instructions given at the beginning of every run that if you can't see the MX-5 behind you when you make a turn stop somewhere visible until they have seen you.

This obviously hadn't happened and people had continued on following the car in front without making the turn. Fortunately we were all able to get back on the right track and soon pulled up at the Cielo Blue cafe car park.

We all went inside to the area set aside for lunch and were just settling down when someone came in and said one of the cars had rolled backwards into another car. Luckily the renegade MX-5

had only hit the rear tyre of the innocent "victim", so there wasn't too much damage. We settled in to a lovely lunch and chat, which is always such a pleasant end to a good drive.

One of our new members, David, was at our table and he put forward some interesting suggestions for future events. Whilst we didn't feel all his ideas were feasible, we are always interested in hearing ideas from members on what they would like to see the Club doing for social events and certainly appreciated David's enthusiasm.

Thanks to Ros and Rob for organising a great day and a lovely drive through some beautiful countryside. ■

New run leaders

Congratulations to Ros and Rob Eastwood and to Alan Laine on hosting their first runs for the Club, around Kinglake and Gippsland respectively, in the last month. Both runs were very well attended and very successful.

If you have a run you'd like to lead us on (even if it's a recycled run from our website ... we haven't done those for a while, so you don't have to reinvent the wheel), please get in touch with Judy Searl <social@mx5vic.org.au> and let her know.



Map: Google Maps

Lamingtons, lines, and learning to drive!

■ Words: Matthew Heritage

The AROCA Winton weekend included not only a driver training session for the motor sport participants on the Saturday, but also a junior driver training component. One of our junior members, Matt Heritage (aged 16) participated and told *mxtra* what it was like ...

After an early start on Saturday, 6 August, the juniors arrived at Winton for the driver training day.

We all sat down for a quick briefing, where we were all shown some scary statistics relating to deaths of drivers with limited experience. Everyone brainstormed a list of how drivers can prevent accidents.

Our first driving session was to practice the 'jump out in front of you' scenario, involving emergency stops and sudden swerving to avoid something on the road. The rain didn't make avoiding sliding any easier!

After downing some lamingtons at the morning tea stand, we were briefed for the next exercise, sharp turning and stopping simultaneously, which involved learning about ABS and how drivers of non-ABS cars can prevent lock up. Everyone had a go but the wet track resulted in a few cones being collected.

We were taught correct race line and speed control and got to have a practice around the short circuit on two occasions.

All the juniors would like to thank Dino and the team from the Alfa Club [AROCA] for doing a great job of running the event. We all appreciated that they were willing to stand out in the rain while we kept dry in the cars. ■



Matthew Heritage ... before and after his Club driver training at Winton



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■ Words: Jeremy Fredersdorff ■ Photos: Jeremy Fredersdorff, Teruo Delacroix



Paris Hilton called ... she wants her car back!

After weeks of preparations and a lifetime of anticipation my day had finally come.

It would have come a month earlier at Phillip Island if I'd read the instructions properly, but I didn't and the result was a very lonely party for one at the gates of Phillip Island at 7am on a Sunday morning (the race was on the Saturday).

The 5.30am drive from Melbourne to Winton was very, very wet. We arrived and drove straight into a preparation bay where I was greeted by Sam Gumina who was to be my instructor for the Saturday circuit training session.

With the obligatory safety briefing and the classroom sessions behind us, we all ran, coats over heads, to our cars to get ready to hit the track.

Sam Gumina has won six MX-5 Club motor sport championships and has a reputation at the Club for being very smooth and very fast. He's also a good bloke and a great teacher who provided me with relaxed, concise instructions despite my propensity to push too hard and spin out on the grass!

"Roll the wheel, don't jerk it." "Feed the power on, don't stab it."
"Squeeze the brakes, don't slam them."

As my driving improved through the day I had a true epiphany – the MX-5 can be driven within 5% of its full capabilities in the wet, lap after lap after lap.

With expert tuition you soon find the cornering sweet spot where you are going fast enough that the car is on the cusp of understeer, but where you're able to tune the understeer using the throttle to keep the car exactly where you want it on the track. I was genuinely shocked by how fast the car can be driven on a drenched track. *Does that sound a bit trite given it was my first ever track day?* Not really. I've owned a number of sports cars including a Peugeot 205 GTI and a Subaru WRX, but neither are as composed or as flat as the MX-5 through a fast corner.

I literally couldn't wipe the smile off my face and Sam and I had numerous uncontrollable giggling sessions when I got it wrong and we ended up in the grass. Addictive? *Words wouldn't do it justice!*

We finished up for the day and, after checking in to our motels, headed out for a meal with the other drivers to compare notes.

A good night's sleep and a bacon sandwich later I was again preparing my car for scrutineering in anticipation of my first timed session on the track. Amongst the usual suspects were a replica Cobra, some hot-looking Alfas, a couple of Boxsters and a 911.

Winton 7.8.11 (cont)

So there I am, sitting in the dummy grid with my helmet on, engine started: *the moment of truth*. Beep goes the Blackberry and the message from my mate reads: '*Paris Hilton called – she wants her car back*'.

I blocked the thought out and headed out to focus on all of the things I'd learned the day before. Thankfully it all came back to me as though Sam was still in the passenger seat and my laps got faster – lap after lap. In fact I managed to be the fastest of my group in each of the timed sessions, which isn't too surprising given mine was the latest model in the group and there weren't any seriously quick cars in the group, but I still thoroughly enjoyed making my way past every car on the track!

Thank you to everyone who made the day possible. Special thanks to Sam Gumina, whose tuition will stay with me for the rest of my days and also to the Porsche drivers for making the rest of us look so good in atrocious weather conditions!

As for Paris Hilton ... she can get stuffed!

This is my MX-5 and I'm not giving it back!

See you all next time.

Jeremy, No #34



Results - Round 2	1st		2nd		3rd	
Standard NA	Robert Downes	» 1:50.587	Noel Heritage	» 1:53.163	Nelson Zea	» 1:55.925
Standard NB	Stephen Downes	» 1:48.548	John Downes	» 1:57.970	Patrick Hamakers	» 2:02.108
Standard NC	Robert Hart	» 1:50.127	Jeremy Fredersdorff	» 1:53.647	Randy Stagno Navarra	» 1:53.806
Clubman	Peter Phillips	» 1:46.924	David Wilken	» 1:48.406	Max Lloyd	» 1:51.591
Modified	Craig Healy	» 1:46.225	Phil Munnings	» 1:48:811	Ray Monik	» 1:50.141
Restricted Open	Teruo Delacroix	» 1:49.949	Daniel White	» 1:51.410	Brendan Beavis	» 1:59.036
Open	Steven Cook	» 1:45.024				

¹ New Club motor sport group lap record

Championship standings after Round 2 - Winton Sprints, 7 August, 2011

(corrected points)	1st		2nd		3rd	
Overall Champion	too early!					
Standard NA	Robert Downes	» 20	Noel Heritage	» 14	Nelson Zea	» 12
Standard NB	Stephen Downes	» 20	John Downes	» 7	Patrick Hamakers	» 6
Standard NC	Colin Denman-Jones	» 15	Lindy Anderson	» 11	Robert Hart	» 10
Clubman	Peter Phillips	» 20	Max Lloyd	» 13	Paul Murphy	» 7
Modified	= Russell Garner / Phil Munnings	» 14			Dean Monik	» 11
Restricted Open	Daniel White	» 17	Teruo Delacroix	» 16	Brendan Beavis	» 13
Open	= Owen Boak / Steven Cook	» 10			Andrew Hardeman	» 7

The MX-5 Club Grill



Introducing ...

Peter Corkran

10-year Member

Name? Peter Corkran

Age? 63

Born? Nagambie, Victoria

Current abode? East Geelong

Profession? Semi-retired Quality Assurance and Risk Management Consultant

Partner? Divorced

Pets? Proud owner of a couple of Shetland Sheepdogs, absolutely beautiful dogs and amazing companions

Fave food? Vietnamese

Can you cook? Yes, not surprisingly after being on my own for years! I like to entertain and get by OK ...

Favourite tippie? Brown Hill (Margaret River, WA) Shiraz

First drive? About 12 in a 1927 Austin 12

First car? 1954 VW Beetle, oval window and single exhaust, probably a collector's car now, but nearly killed me a couple of times!

First fender bender? In that Beetle as an impoverished, uninsured Uni student in Royal Parade, Parkville. Master cylinder on the brakes failed and I ran up the rear of a Zephyr Zodiac ... luckily the elderly woman driver readjusted her mal-aligned hat with a huge pin in it and apologised profusely for stopping so abruptly!!!

My Beetle's bonnet had a PMG post box type slit in it from her towbar but otherwise we escaped unscathed ...

Everyday driver? Renault Laguna 111 turbo diesel

Current MX-5? 1996 LE mods covered in May 2010 edition of **mxtra** article

MX-5 improvements? See that article for details, but heaps! Exhaust, CAI, ECU gearbox. Diff, suspension and more

MX-5 dislikes? Cannot understand why in Australia we get horrible tall gearing from NB8B on, when we have such low speed limits. Have changed to 3.9 diff with 6-speed in my LE, and went from 3.7 to 4.1 in my NC and they both came alive. Wonderful handling but the chassis really deserves a better engine.

Why an MX-5? Because despite the above nothing comes anywhere near it for the



price and driver involvement. I smile every time I drive. I'm just a bit frustrated that they could be so much better. However, availability of bits and pieces to allow improvements is a plus.

Fluffy dice? No way! Hate them and GPSs that are in your normal line of vision.

Passions besides the MX-5? Daughter, dogs, motoring and anything done well, sport to theatre.

Favourite TV show / movie / book? Love British TV shows: "Heartbeat", "Doc Martin", "Fawlty Towers" ...

Dream wheels? Renault Alpine A110

Would you drive a Daewoo or SsangYong? Not if there was pushbike with at least one pumped up tyre available ...

Favourite other Mazda? None!

If not a Mazda (gasp!) what? Renault Megane RS250, Lexus IS250

How long in the Club? 10 years

How many MX-5 Club runs? Heaps, but not many of late.

Have had a motor sport career (forest rallying), and I'm pleased to see that motor sport is expanding in the Club but it's not of interest to me at the moment and I am looking for some challenging runs

Favourite Club run? The great, spirited runs that Tyrone used to organise through Gippsland: great roads, sensible leadership and some real driving experiences

Funniest thing seen on a Club run? Cars arriving at the same time from all points on a roundabout

Done DECA? Yes; a great experience and one that all Club members would benefit from

If yes, how many times? Once as a participant, once as a "helper". Good ratio to consider really!

Ford vs Holden? Who cares?!

What's playing in your MX-5? The most wonderful melody you can have, induction noise, tuned exhaust. I have never used the CD!

Footy team (AFL/NRL/Soccer)? Brisbane Lions (old Fitzroy boy). Geelong member because I like AFL.

Final comments? Really enjoyed my run with the Ballarat Chapter down through Cobden and the GOR where there was a great combination of driving with a few well chosen stops.

I think the Club needs to set some long-term objectives including financial reserves related to those plans.

mxtra is easily the best magazine of any club I have been associated with and those involved in its production should feel proud of their efforts and have my continued admiration.

It would be great to see all new members photos on events featured where possible.

Meet the 2011-2012 committee ...

Coral Campbell *

*Championship Points
2005 Galaxy Grey NC
& 1991 White NA*



As my father was a motor mechanic, I have always had an interest in cars, seeing them as more than just means of transport.

Although in my early days of driving I could not afford anything much more than a Hillman Minx and a Ford Cortina, it was when I purchased a Mazda 1800 sedan that I started to realise the fun of driving.

Back in 1998, Will and I bought our first 1989 white MX-5 and joined the Club.

We have never looked back. We have had many hours of great fun, meeting new friends, travelling to parts of Victoria previously unseen (and Tasmania, South Australia, New South Wales, Queensland, New Zealand and the US and Canada!) and generally becoming involved in a fantastic club.

Over the years we have participated in car rallies, social events, motor sport events, driver education and a host of other activities. Although our MX5s seem to come and go a bit, currently we own three – an NA, an NB and an NC.

I have held various positions on the committee over the years, but my current role is that of Points recorder.

Will Campbell * †

*Membership
2005 Galaxy Grey NC
& 1999 Innocent Blue 10AE*



I have been a sports car fanatic since my youth, my first car being a Triumph Spitfire.

However, all good things must come to an end, and so the Triumph was traded for a more family-friendly vehicle when my first child arrived.

It was to be another 25 years before I was able to again entertain the thought of a sports car when my wife, Coral, and I purchased a 1989 White NA advertised in our local paper.

Buying the car was one of the best decisions we have made, although it has since been replaced and we now have three MX-5s – an NA, an NB and an NC! We enjoy driving all three although the oldest, our '91 NA, is the daily drive.

I joined the committee in 2000 and after serving a three-year stint as President, I now look after Membership. I thoroughly enjoy my involvement with the Club and hope it continues for many years to come.

Peter Dannock

*Secretary
1990 White NA*



Hi, I am Peter Dannock and the Secretary of the Mazda MX-5 Club of Victoria.

I have been a Club member for four years and am now embarking on my third year as Secretary.

As a member of the Club, I enjoy all of the drives, social activities and friendships that the Club provides. My wife (Jane) and two daughters (Melanie and Georgia) are now members of the Club through our family membership.

Approaching my mid-life is by no means a crisis but, having purchased my 1991 NA in 2007, it has really allowed me to fulfill a long-term wish to own one. Though it is only a weekend roadster for me, I always enjoy driving it with the roof off – it's terrific.

I encourage everyone to make the most of what the Club has to offer.

Contact details for all committee members are listed on page 3 of each edition of mxtra.

* Club Life Member † Past President



Robert Downes

*Club Captain – Motor Sport
2001 Classic Red NB*



- 2005/2006 “Standard Class” Winner
- 2006/2007 “Clubman Class” Winner
& Joint “Motor Sport
Champion”
- 2009/2010 Joint “Standard NA Class”
Winner
- 2010/2011 “Standard Class” winner

I have a fetish for “red” MX-5s having owned three since 2002. Motor sport is the primary focus of my interest in both the MX-5 car and the Club.

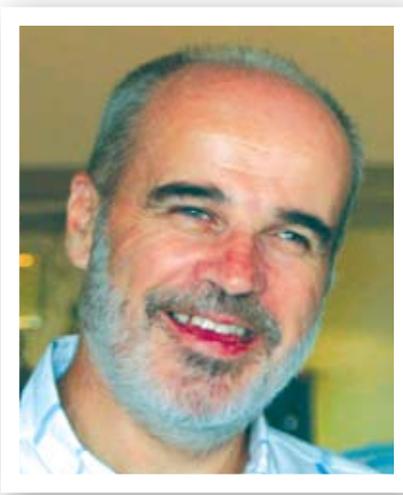
Since 2004 I have participated in the Club’s motor sport program and have been fortunate in developing a wide circle of friends. The quality of the competition is always improving and the number of participants continues to grow each year.

I encourage each Club member who likes to explore the performance capability of their car on public roads to take up the opportunity to do this in the relative safety of the racetrack, which offers a much more controlled environment and enables each person to benchmark their own performance against a similar car and to measure their improved driving against the stopwatch.

Take the first step and come along to our next track day as a spectator and meet the MX-5 Club Motor Sport Team - see the smiles on the faces of the drivers. Beware ... it is addictive!

Steve Dunlop

*Merchandise
2002 Grace Green NB SP*



I joined this fantastic club about five years ago, soon after my shameless, self-indulgent purchase of my Grace Green MX-5 SP. I haven’t stopped smiling since and continue to do so each day I drive it.

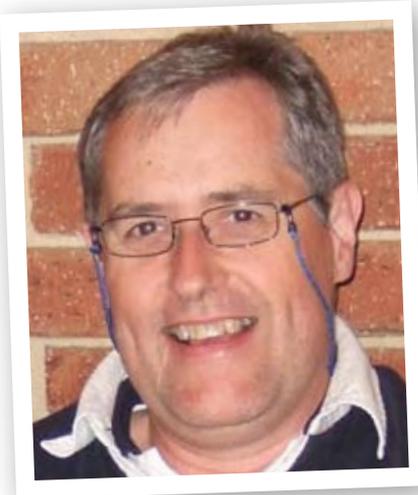
In that period, I have participated in the wide variety of events offered by our Club including social runs, DECA, motor sport events as a spectator and flaggie, detailing days, car displays and other social events and I have also been involved in organising a few events.

I think that is one of the great benefits of this club of ours; the broad range of activities offered has something for just about everyone. For the past two years I have been looking after the merchandise portfolio and will continue on in this capacity for the 2011-2012 term.

So I’m your man to help you out with that Club merchandise to go with your favourite sports car!

Murray Finlay *

*President, Website
2005 Velocity Red SE*



I’ve been in this fantastic Club for all of its 21 years, and it just keeps getting better!

Participation at both our social runs and motor sport continues to boggle the brain ... it’s just amazing what a positive impact this simple little sports car has had on so many lives.

I’m back for my sixth year as President, and I continue to help produce **mxtra** and look after the Club website. I also serve as the national liaison person with Mazda Australia on behalf of the five state clubs. *And in my spare time ...*

My Velocity Red NB SE is my second MX-5, which I bought six years ago to replace the Classic Red NA I bought in March 1990 and drove almost every day over 15 years and about 240,000km.

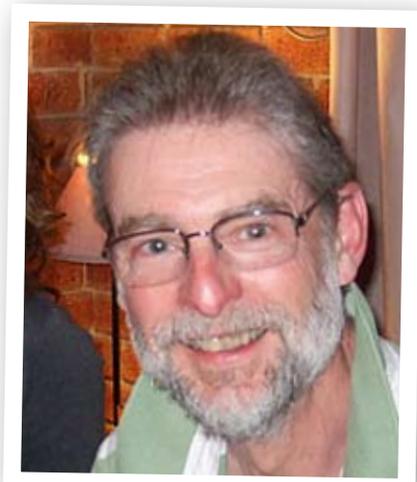
I love being involved with this Club and the committee, and I’m fortunate my wonderful wife Alyssa gives me the freedom to stay so deeply involved. My motivation is always to try to make this the sort of club that I would like to join and participate in at any time. I hope that we on the committee achieve that goal, and I think the constantly-growing numbers and high membership retention suggest that we are doing most things right.

We have a great Club, led by an outstanding committee. Hopefully you get as much out of the Club as we do but, if there’s anything you’d like to add or comment on, please don’t hesitate to put your hand up.

Your 2011-2012 Committee (continued)

Don Nicoll

Vice President / *mxtra* Editor
2010 Crystal White Pearl NC



My membership of this great Club started in July 2007, just before I picked up a brand new Galaxy Grey series 1 NC with a folding hard top. After three years the car was traded on a soft top series 2 NC in Crystal White Pearl.

Both cars have provided Linda and me with a huge amount of fun as well as membership of the Club. Somewhere along the way I ended up on the committee and then found myself as the editor of this magazine. To add to my sins I also collected the VP gong.

It has been a wonderful journey with the Club, meeting some great people and enjoying some fantastic roads. Being on the committee gives you an appreciation for the diversity of people and their interests around this fascinating little car. When you have an enthusiastic bunch of committee members, as we do, it is hard to think of this as unpaid work; it's more like contributing to the upkeep of the family.

But, committee thoughts aside, as soon as you fire up the engine and the wind starts to buffet your hair (what bit I have left), you know that there are a lot of people out there missing out on some very inexpensive fun!

Ben Sale

Department of Youth / Facebook
1990 White NA



I've been a proud member of the Mazda MX-5 Club of Victoria since I've been old enough to hold a driver's licence ...

That being said, as my car and I share the same birth date in April 1990, I've not been a member for that long ... in fact I'm only a week or so older than the Club itself! I feel that over my 3½ years as a member I've been lucky enough to get a lot out of the Club and am thankful for the opportunity to give a little back too.

My MX-5 is, to me, almost an extension of my own body. I've had many great times with it on Club runs, track days and even just working on it. I truly feel there are very few cars out there that can offer the thrills and fun of an MX-5 with so few vices.

In many ways the best aspect of owning an MX-5 is the great community that is associated with the car, a community and a club I'm proud to be a part of. I'm honoured to be on the 2011-2012 committee and I hope to continue to be able to offer a youthful voice and represent the ever-growing number of young people who are discovering the MX-5 and joining this fine Club!

Daniel White

Assistant Club Captain – Motor Sport
1993 Classic Red NA Clubman (x2)



I originally joined the Club in 1998 whilst working as a salesman for Bendigo Mazda. I went to the MX-5 release night in Melbourne and was instantly hooked.

And so began my MX-5 addiction.

My first MX-5 was a new 1998 NB in twilight blue. I had this car for five years and highlights were a day at DECA, a road trip from Bendigo to Hervey Bay and many laps of Queensland raceway.

Ten years on, my next MX-5 purchase was a 1993 NA8 Clubman, which I used for six rounds in the Club Motor Sport Championship in Clubman Class and then decided the car was too good for the track, so retired it as my road car.

In 2010 I added another 1993 Clubman to my *fleet* to use as a dedicated track car and have been competing in this since June 2010 in Restricted Open Class.

My initial motivation for joining the Club was to have a go at the odd track day and have a bit of fun – boy did I underestimate that one. Since I began participating in the motor sport events I have only missed one round since 2009 and finished sixth in the 2010 Winton 6-Hour. I have enjoyed great camaraderie from everyone involved and have made many great friends and enjoyed the learning experience.

I have now joined the Committee to help ensure the motor sport area remains a welcoming fun environment for anyone to have a go at motor sport and enjoy their MX-5.



Judy Searl

Assistant Club Captain – Social
2006 Copper Red NC



Hi everyone. I have been a member of the Club since the moment I bought my first MX-5 nine years ago (an NB which I replaced with an NC after five years).

I had dreamed of owning a sports car since I was a teenager and the MX-5 ticked all the boxes. Our two children were grown up and it was time to expand our lives and become involved in something new.

My time in the Club so far has included the joy of meeting interesting and fun new people who all share a common passion, and visiting parts of our lovely state that I have never been to before.

Being on the committee gives me the chance to give back something to the Club that has given me so much.

I hope that in my time on the committee, and in my role as Social Captain, I can fulfil this aim.

Janette Todd

Club Captain – Social
2003 Cerrion Silver NB
& 1998 Grace Green NB



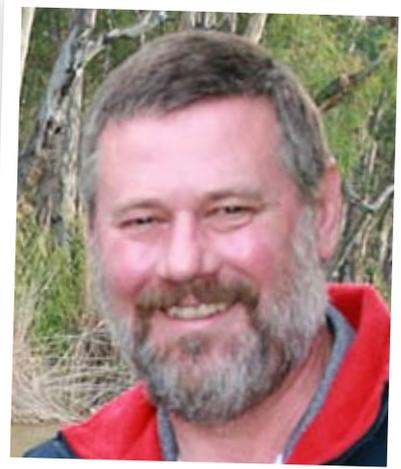
There is a slight change of the guard this year as I hand over the Social Captain's badge to Judy Searl. I thoroughly enjoyed my 3yr term as Captain but having been re-elected to the Committee again this year I decided to step back (a little, at least!) and become Assistant Social Captain.

John and I manage to get to most of the Melbourne-based runs but equally love joining in with the North-East and Ballarat & Western Victoria Chapter events whenever we can – we have certainly been on a few since we first joined the Club in August 2002 and it was a very proud moment for us both when we accepted the Teams Champion Award in July this year.

Join in any of the social events throughout the coming year and you are bound to spot our 2003 NB "Cerrion" somewhere in the convoy! I am sure you will get as much enjoyment out of the drives as we do.

John Todd

Treasurer
2003 Cerrion Silver NB
& 1998 Grace Green NB



I must be doing something right as I've been re-elected to the Committee of our fine Club and for the fourth year have accepted the role of Treasurer; or maybe it is because no-one else wants the job! Okay, so it doesn't pay well – in fact, like all the other portfolios on the Committee, it *doesn't* pay – but I believe it is a privilege to serve the Club and give something back from what I have gained in my almost 10 years of membership.

At the July Awards Presentation I was once again left speechless when Janette and I won the Teams Champion Trophy and we had only just gotten back to our seats when Murray announced that I was the inaugural *Mike Quist (Club Champion)* winner – what an honour!

The trophy sits quite proudly on my desk ...might have to build a "pool room"!

See you out and about at a Club event in the future.

Chapter Convenors



North-eastern Victoria
Ron Gillick
2002 Sunlight Silver NB



Ballarat & Western Victoria
John Gleeson
2001 Supreme Blue NB



Gippsland
Grant Butler
2006 Copper Red NC



Hobart
John Hadrill
1999 Grace Green NB



John Waldock
1990 Classic Red NA



Northern Tasmania
Ken Beaton
1990 Classic Red NA



Bruce Harvey
2009 Sunset Gold NC

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Chapter news ...

Running on the East Coast ...

~ 14/8/11 | Hobart Chapter

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

Well, it's August in the sunny isle and the organisers decided to lead the Chapter up the east coast to Swansea.

The group assembled as ever at Salamanca, for a caffeine fix and chat before the off. It is great to have a few newish members along, like Steve and Julie in their NC and young Dave in his NB SP.

It was a smallish turnout, but an enthusiastic one as we left Hobart towards Sorell and onwards. The road along the East Coast features some sections that are pretty nice to drive, and luckily at this time of year we haven't got too many tourists with their caravans going slowly along and frustrating some of us (particularly one red NA owner!). We stopped at Orford, at the start of the East Coast Hwy, for a drink, nibble and chat. Some of the Chapter were very pleased to be seeing the sun, as lately it has been unseasonably cold and wet down here in Tassie.

After admiring our cars we headed off again, enjoying the open highway and the scenery as it flashed past. The run northwards was really enjoyable; we were able to keep up our momentum as there was only light traffic on the road. We stopped at the Spikey Bridge, for a bit of a look around and for a few photos, we just can't keep John Hadrill away from the camera lens.

Leaving the Spikey Bridge, we drove the few remaining kilometres to Swansea, where we had a break and lunched in the park near the beach. It was also the opportunity to present John Hadrill with his 5 year member's badge, well earned as John has been one of the stalwarts of the Chapter and one of the early Chapter members.

After lunch, we made our way back to Hobart via the same route, having enjoyed a lovely day out. ■



Hobart Chapter co-convenors John Hadrill (left) and John Waldock ... John H received his 5-year membership pin and John W was dubbed 2010-2011 Chapter Champion and mxtra Award winner.



Tim & Dot's devilish drive ...

~ 31/7/11 | North Tassie Chapter ■ Words & photos: Kelly Berggren ■ Run organisers: Tim & Dot Manion

It's dark out with frost on the ground, mist overhead and rain threatening, but you still fill a thermos and pack a picnic lunch before walking out the door.

You know that you're a true car nut when you do all that in anticipation of *Tim and Dot's Devilish Drive* on 31 July and then jump into a sexy red NA, drop the top down and *zoom zoom* down the hill to meet up with a bunch of other truly mad car enthusiasts! We had a great turn out with some new faces as well.

What better way to spend a misty day (rain still holding off thankfully) than snug in a thick jacket, buffeted by warm heaters, while touring Tassie's primeval forests in an MX-5 with the top down? Through the mist, tall gum trees festooned in moss and climbers loomed over us while man ferns encroached both sides of the road.

Flashes of white and red light cut through the fog as 13 "mixxies" wound their way from Launceston to Legerwood. The outlook for predominately twisty roads, a high probability of hair-pin curves and sweeping flowing corners was well and truly delivered ... and were immensely enjoyed by all. I wouldn't have been surprised to see a Tassie devil or two watching us cruise by ... or, for that matter, elves and trolls! We broke out of the mist at the top of the climb, past the tiny town of Targa, at a beautiful lookout and picnic ground with views to the north. Coffee, cinnamon scones and savoury toast hit the spot after such an early breakfast.



Onward through the emerald countryside to Scottsdale, then out again and off to Legerwood. It was a pleasure to drive through Legerwood (known for its marvellous sculptures – chainsaw-carved from old pine tree stumps), as the road twists between patchwork fields across a flat valley, which gives you a great view of the other cars – four or five doglegs ahead and behind. From there it was a short drive to Derby, where we had our picnic lunch on the edge of the river. Derby used to be a thriving tin mining town in the late 19th Century.

After much happy chatter, hot tea and coffee, we set off via the Derby Back Road to wind our way across country to Bridport. From Bridport we took the nicely twisting back roads through northern Tassie's wine region (Pipers Brook, Bay of Fires, Dalrymple Estate etc) to the Turners March turnoff, where half of us headed back towards Launceston and the rest towards Devonport. It was a great run – many thanks to Tim and Dot for organising it! ■





Turning old into new ...

Words & photos: John Waldock and Allan Pryer, Hobart Chapter

It's now late August and about six months since *mxtra* featured the article about *CW*, the Mark 2A Austin-Healey Sprite that we both purchased late last year.

In February we had the engine and gearbox out, as we wanted to check the head gasket (bad oil leak/overheating) and gearbox (grey "soup" coming out of the gear selector). Well, *where do we start?*

Removing the head revealed the pistons were very carbonised, but more of concern was the scoring damage on the cylinders.

We spoke to a knowledgeable friend (fellow Club member Mike Williams) and consulted the books of words (we now have a veritable library of Sprite repair and restoration guides) and came to the conclusion that a previous owner had perhaps erred in their rebuild of the engine.

It seemed likely that new piston rings had not been correctly "gapped", and the rebuild not free of detritus – both of which conspired to damage the cylinders, bearings and camshaft. There was also wear in the crankshaft, and the head needed shaving. Somehow water had entered the top of the gear selector, combined with the oil there and made a lovely emulsified mixture. So apart came the gear box, where we found – luckily – that there appeared to be little or no damage.



It was at this point that we decided to consult further, and found that about 2km down the road existed a mechanical workshop that specialised in '60s and 7'0s Minis, some of which have the same BMC "A-Series" engine as our Sprite and share many other components. The short story is, we decided after much agonising to have the motor rebuilt professionally. They have:

- » opened up the inlet manifold,
- » reground the valve seats and enlarged them significantly and fitted new, larger valves,
- » fitted a new, slightly more "aggressive" camshaft,
- » rebored the block and
- » replaced the pistons.

The gearbox is fine, but the selector for first needed machining, as it was sticking a little and causing the box to jump out of first gear.

We also had the body panels checked out, and happily most of *CW* is in really good condition. We had to have a small amount of rust cut out on the sill near the driver's side wheel arch, but otherwise there seems to be very little corrosion.

Due to oil leaks we have also had to remove the rear axle half-shafts and are in the middle of replacing the bearings,

seals, drum brake pads and wheel cylinders, as well as a few other sundry things near the diff. We have tightened the steering where it connects to the rack and will be giving the engine bay and interior a spruce up soon. The seats will have to come out and we will be cleaning underneath them and repainting areas as necessary.

We also have to send off the oil pressure/water temp. gauge to be repaired etc, as these are pretty essential to avoiding engine damage. The system for the water temperature involves an ether filled capillary tube which, once breached, needs recharging.

Lastly, *CW* will have to have some paint repair, as there are a few places where his finish is damaged or a little tired.

As you can see from the images, we are having lots of fun and hoping that, by early November we will have him back on the road to enjoy again. We are both experiencing a little "Sprite fever", as we want to hear the engine running, revving and we can't wait to take him out on a winding road. ■



Far left: the rebuilt engine. Left: the rear left axle stripdown.

That's dedication!



■ Words & photos: Bob de Bont #632



*Victorian Motorkhana
Championship
Round 6 - 7/8/11*

Round 6 of the Victorian Motorkhana Championship for 2011 was held on 7 August. It was hosted by the South Eastern Auto Club of South Australia and staged at the Mount Gambier Saleyards in Glenburnie, South Australia.

This round was always going to test the resolve of the competitors, with a 900km round trip over the weekend complete with the competition day on Sunday followed by the drive home. To sweeten the deal the entry fee was dropped to \$22; even so entries were a little low with 17 from Vic, 15 from the host club and one from NSW.

The Mazda MX-5 Club was represented by Bob de Bont in his Crystal Blue NB.

A couple of the Melbourne competitors met up at the BP service centre near Little River on Saturday for the trip across. The drive was excellent with the weather dry and some excellent scenery of lush green countryside.

Arriving at Mount Gambier and booked into the motel for the night. Cleaned and refreshed, we headed down to a local pub for dinner and social chat with the rest of the Melbourne crowd and some of the locals, then early to bed.

Sunday morning was foggy and cool but soon cleared to a fine sunny day as we headed out to the saleyards. Vehicles were prepped and sign in completed, then the mandatory drivers' briefing

and explanation of the running order. Winners from a previous VMC round were presented their class trophies.

In total we completed 13 tests for the day on a smooth, grippy bitumen surface with a quick break for lunch and a passing shower of rain which had everyone scattering for shelter.

Bob again achieved second in Class and retains his lead in Class B. The Mazda MX-5 Club also retains fourth position in the Club Championship.

We packed up and commenced the trek home by 4pm, reached Melbourne by 10:30pm with a stop for dinner in Hamilton and a break at Avalon before facing the city traffic.

All up it was a 900km round trip, with the mighty MX-5 not skipping a beat.

Round 8 is at Avalon on Sunday, 23 October subject to the weather.

More information is available from <http://motorkhana1.webs.com>.

Or contact Bob de Bont on 0402 345 562. ■



Wired For Sound ...

■ Words & photos: Ron Macdonald, 2010-11 New Member Champion



Being a relatively new kid on the block (yet to complete my first year) I am still very much learning the ropes regarding our monthly Club runs (though I haven't missed one as yet).

One thing that I had been considering for several months was the purchase of a UHF citizen band radio, which several of the Club members use to keep in contact during the run.

Now my thought on this was that it would add that extra little bit to the day, listening to (and maybe joining in on) the banter as we tootle along. However, my first "wired" run proved to be much more than I had expected.

It is true that there was some light-hearted banter (*though not from those two truck drivers on the Short and Sweet Saturday Arvo run in early May!*), however I also found that quite a deal of very valuable information was also being passed.

Not only did the radio chat make me fully aware of where the lead car, middle car and "tail end Charlie" car were (comparing the radio traffic to the run notes), the lead car was also calling out possible hazards such as oncoming traffic, loose gravel and cyclists on narrow roads.

I feel that this fairly inexpensive purchase has added dramatically to my enjoyment of the day and would suggest to those that are regular run attendees to consider availing themselves of this handy little piece of kit.

My personal installation consists of a 40-channel (5W) Oricom in-dash unit connected to a ground-independent whip antenna mounted on *Gracie's* tail. The CB fits perfectly into the dash just below my AM/FM radio – requiring NO extra holes – and it was easy to pick up a live wire and earth from the AM/FM radio's wiring. The antenna co-ax was run through existing holes in the boot and routed along the underside of the centre console (simply poked under the lip).

The antenna was even easier; in deciding to fit this unit I had also decided that I did not want any new holes, so I simply unscrewed the chrome hardtop "Frankenstein" mounts (NA and NB models), slid a "Z" bracket underneath and retightened the screws. Being the tosser that I am, I did paint the "Z" bracket Grace Green but, if you discount that, the entire installation took maybe an hour.

All up cost was \$199.00 ... not a lot of money in the scheme of things, though you could easily use a hand held unit and reduce the outlay considerably.

The Club does have hand-held "loaners" available on most runs, so if you are considering this path see Murray or Janette (or the convenors of the various Chapters) at the start of your next run and get an idea of what you are missing before you invest.

There's no obligation to talk; just listen in and be part of the fun. ■



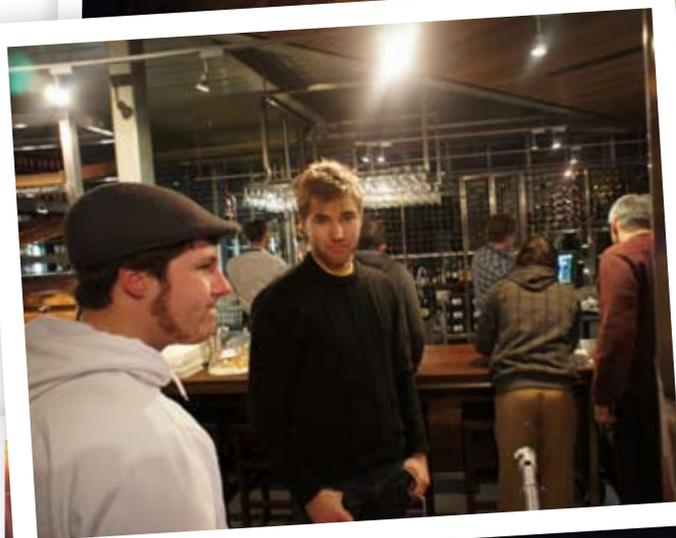
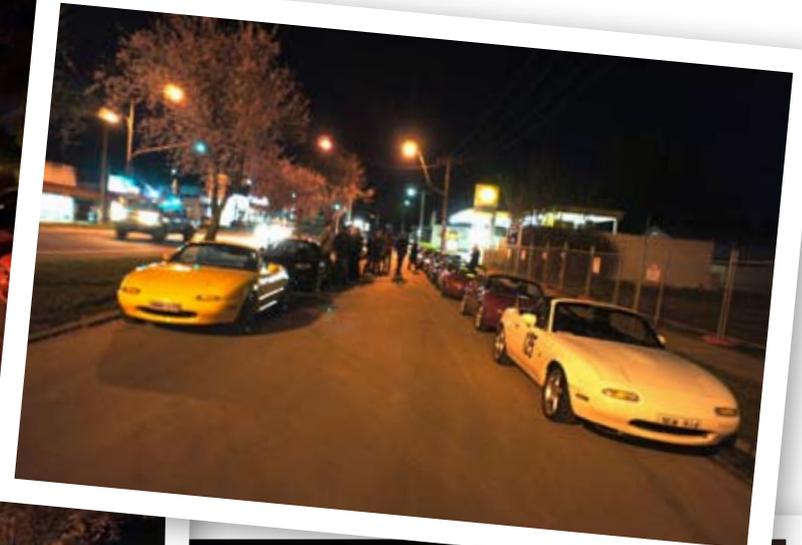
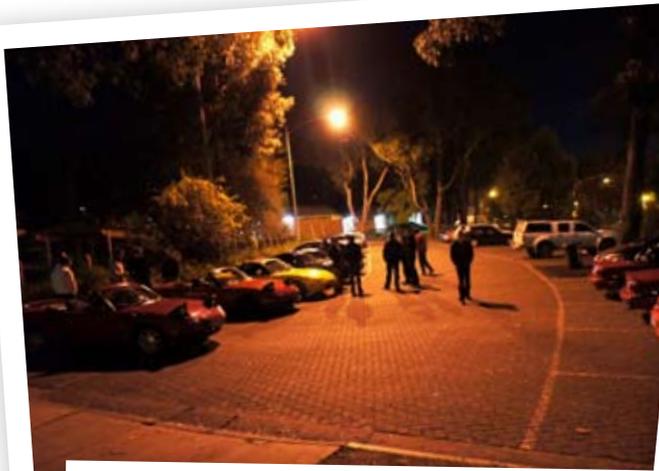
*Top: the in-dash installation ... fits like a glove.
Above: the aerial.*

Ben's "no frills" run ...

11/8/11



■ Words: Club Facebook friends ■ Photos: Ben Sale



- “ It was ... wow awesome night thanks Ben for organising this and keep everyone feel welcome =) ~ David Chuang
- “ Great fun to get the SP out, thanks for organising Ben ~ Chris Boak
- “ Great night for a cruise and a feed! thanks for organising Ben! ~ Craig Laing
- “ Awesome evening Ben, it was great to see so many people cone along! We must do these more regularly. ~ Cheyne Toomey
- “ Fantastic turn out Ben! Was a blast, we GOTTA do this more often. ~ Josh Waite
- “ Ben, you're a legend for organising this. It was great fun! ~ Nick Forster
- “ Thanx for a great night, run was fun, company and food great too ~ Owen Boak

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 1995 Classic Red NA soft top

- » Much-loved car, recently painted (since these photos were taken)
- » new clutch, new rear calipers, new brake pads front and rear
- » bodywork is perfect – no scratches, no dents, no marks
- » 1.8 litre engine, 5-speed manual
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- » registered to August 2012



Asking price: \$10,950

Contact Rob (non-Club member - Rowville) on (03) 9758 7514 (BH).



Club library ...

Books



Workshop Manuals:

- » 1.6 NA
- » 1.8 NA
- » 1990-2009



Miata Mazda MX-5

- » original 1989 2-book set

To arrange a short-term loan, please contact president@mx5vic.org.au

Tools



Random orbital polisher, ideal for machine polishing your car. Consumables available (at your own cost) through the Club.

Contact merchandise@mx5vic.org.au



Bushing tool, for servicing or replacing your suspension bushes.

Contact president@mx5vic.org.au

Club number plate frames



- » 6-digit Slimline or Standard size
- » White text on black plastic
- » Cost is \$10/pair (\$17.30 posted)

Ask at your next Club run or contact Murray Finlay, president@mx5vic.org.au.

"20 Roads"



The perfect companion for the MX-5 glove box.

Put together by Club members for Club members to celebrate our 20th anniversary, this book profiles some

great drivers' roads in Victoria and Tasmania.

» Cost is \$20 + postage. Contact Steve Dunlop, merchandise@mx5vic.org.au.

Club stickers



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

- » 300mm wide x 15mm high
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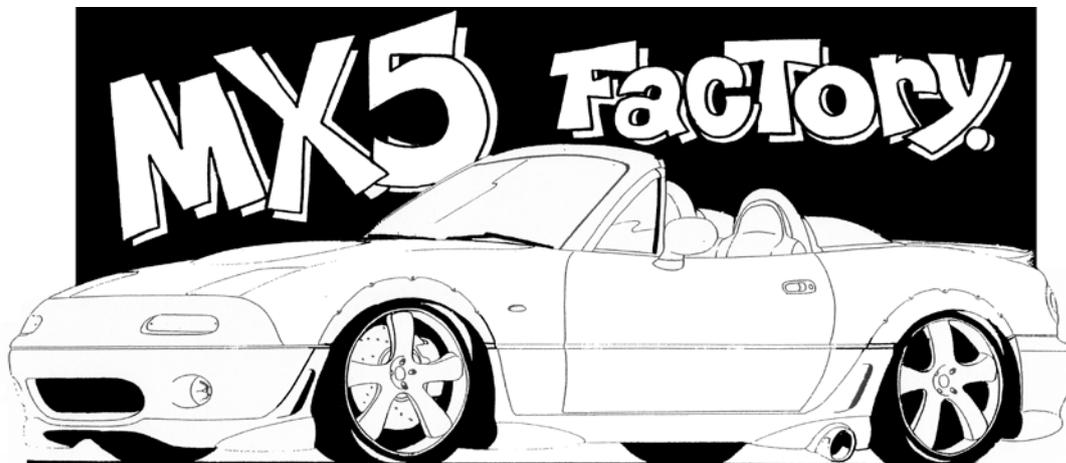
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- ◆ Contact Dick to discuss your mechanical needs



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