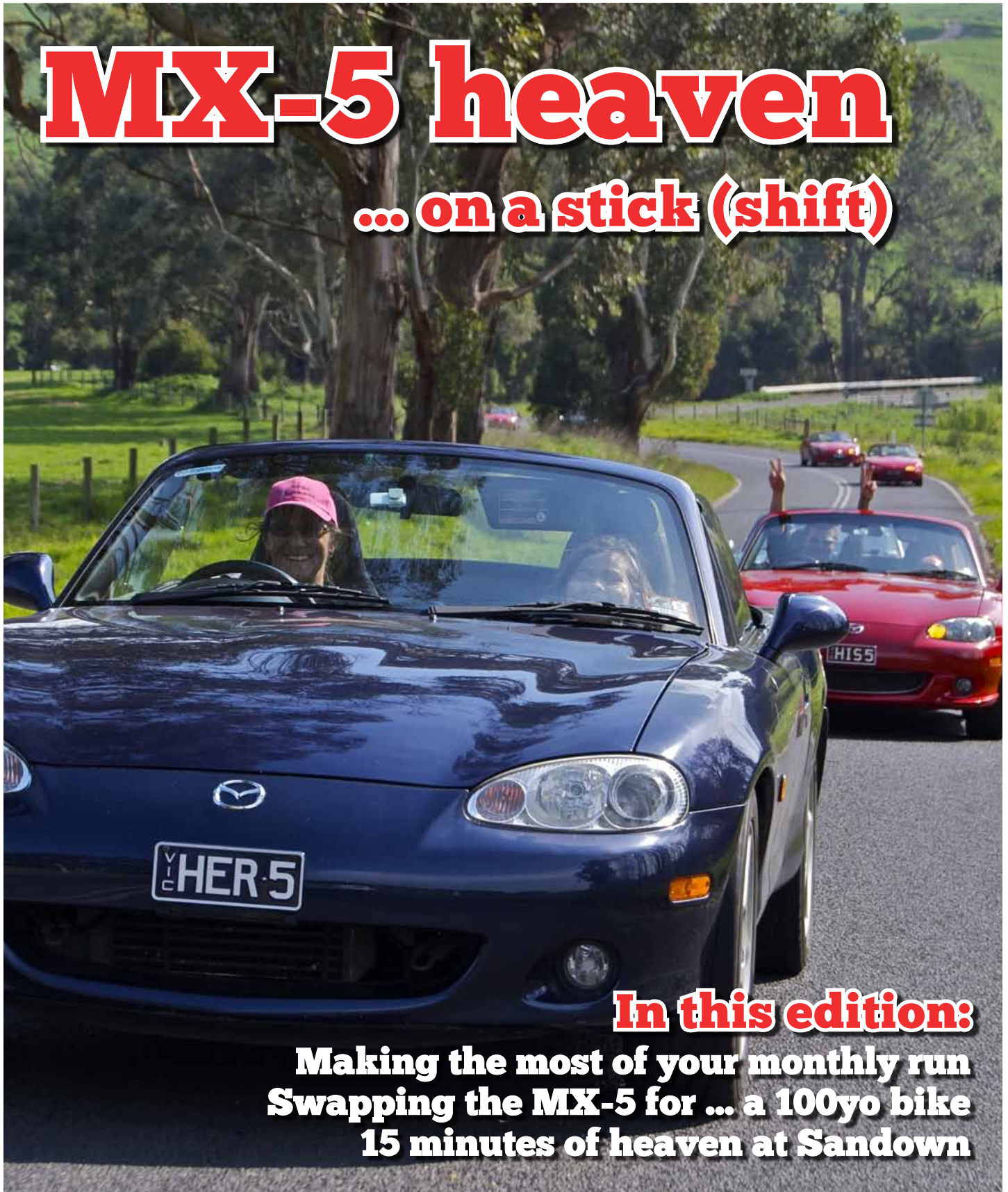


THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA INC.

MX-5 heaven

... on a stick (shift)



In this edition:

**Making the most of your monthly run
Swapping the MX-5 for ... a 100yo bike
15 minutes of heaven at Sandown**



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Cover image:

His'n'hers ... Christine Boak in HER•5 leads husband Owen in HIS•5 on some of those great Gippsland roads Photo: Alex Hailstone



Find us at:
MX-5 Club of Victoria

mxtra is the monthly newsletter of the Mazda MX-5 Club of Victoria Inc (#A0021659A)
PO Box 7438, Beaumaris VIC 3193. Registered for Print Post: PP381712/2306

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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!

For your diary ...

See the full calendar for details

October

23 Ballarat Chapter
> Port Campbell 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)

2012

February

TBA Past Presidents' run

April

6-10 NatMeet 2012, Canberra

C'day all!

I write this having just walked in the door from another fantastic dawn run on the Great Ocean Road – known to its friends, of course, as the "GO Road".

Thanks to Joni and Chris for organising another great event.

Shame the weather wan't better, but the Go Road is absolutely the natural habitat for the Mazda MX-5, and is food for the driver's soul ... it truly embodies the Mazda vision of *Jinba Ittai* – "rider and horse as one".

Thanks Ron!

Welcome to the "Ron Macdonald edition" of *mxtra*. Close observers will know that most recent editions have had some sort of contribution from Ron, be it an article or a sprinkling of photographs.

This edition, however, must set some sort of record for contributions from one member. As well as his usual host of photos we have a general article on enjoying the monthly Club run, another of his frequent "Tech Talk" articles, a couple of interesting yarns about Mazda in the "did you know" section ... and even a crossword!

Ron has only been a member for 12 months, but is a fixture at the monthly Club runs and is a strong supporter of the Club. He won the 2010-2011 New Member Champion award.

Thanks, Ron, for all your support!

Gippsland Chapter kick-off

At the start of the Gippsland run on 4/9 I announced our Gippsland Chapter, under Convenor **Grant Butler**. We're kicking it off with a run and BBQ in Maffra on Sunday, 30/10. **For details, see page 14.**

Another 20-year member

I was very pleased to present **John Douch** with his 20-year membership badge at the start of the GOR run.

John is the sixth Club member to achieve this milestone, but he is significant in that he is the first non-Foundation Member to reach it. And he still has the same Neo Green MX-5 he started with!



Event reminders

» CFA run/show'n'shine

This annual run is on again, this time with the Strath Creek/Reedy Creek fieries judging our cars in a show'n'shine. The Club will be making a donation, but we'll pass the helmet around for personal donations too. Please make an effort to support this run and the CFA.

» 2011 Christmas party

It seems Janette's call last month for early RSVPs has fallen on deaf ears.

At last count, we have just 10 people booked in for Christmas! It should be another fun Club event, but at the moment we could hold it in a phone box. We need to give the venue final numbers by 13 November, so please book asap! All the details are in the enclosed flyer ...

Until next time, look up, stay back!

Murray

The latest episode in the Committee soap ...



Janette (left), with attitude: "What did you do with my attendance sheet?"

Coral (seated), defensively: "I'm not going to tell you – it is for me, after all!"

Andrea (anxious): "If you two are going to argue about it – I'm calling for back up ...!"

PHOTO: RON MACDONALD



Motor Sport Torque



■ Robert Downes – Club Captain - Motor Sport

Round 3 – Sandown, 18 September

We had a good turnout of competitors despite some regulars being absent. Please refer to the separate article from Randy Stagno Navarro about this event.

The day was significantly affected by a competitor in a Lotus Europa who continued driving on the track after his engine had “blown up” and which left leaking engine oil over parts of the track. Despite the efforts of 40 volunteers using brooms and absorbent material, approximately 1.5 hours of track racing time was lost.

Nevertheless, many competitors completed over 40 laps for the day. Full results are available at www.natsoft.com.au and photos taken by Paul Murphy’s wife, Jess, are available to view and/or purchase at www.mx5pics.com.au.

Randy and Princey set new Class lap records in Standard NC and Clubman respectively. Well done (again), boys.

New Members Night – “The Garage Café” – 22 September

It was great to see some new members expressing interest in doing motor sport and thanks to those of you who attended and answered their queries.



AROCA Winton 6-Hour – 15-16 October

We have three teams entered in this event. Full report, results and photos next month.

Round 4 – Interstate Challenge (Wakefield Park), 23 October

This is an eagerly anticipated event and the NSW Club has a new Class structure in place that closely resembles ours. It should be a very hotly-contested event with a full write up in next month’s magazine.

Max Lloyd injured ... in a bike accident

News came through last month that “young” Max had suffered a serious shoulder injury whilst bicycling near his home. On enquiring about his good health, Max let slip that he was “spooked” by swooping magpies.

Our best wishes go to Max for a fast and full recovery.

2011 Rotax Go Kart Nationals

In September, Dean Monik (son of Ray) competed in the National Go Kart Championships at Geelong Raceway. Dean (#70) qualified 10th in a full field of the best young drivers in the country. In the final he was only about 50 metres behind the winner, after 30 laps of competition. Well done, Dean!

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

Robert #26

Motor sport calendar

See the full calendar for details

October 2011-2012 season

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

December

11 Rd 5: Sprints, Phillip Island

2012 events TBA

2011 Motorkhana Championship

Rd 8: 23 October > Avalon

Rd 9: 13 November > Werribee

Free motor sport magazine subscription!

321...Ignition Magazine is offering Club members a free subscription to each bi-monthly edition in its online format.

The magazine includes articles on a range of cars and competitors within Australian motor sport that are often missed by the mainstream media – from V8 Supercars to drag racing, speedway to V8 Superboats and just about everything in between.

You can check out the current electronic version at www.321ignitionmag.com/online-magazine.php

If you then want to subscribe, send your details to the magazine’s e-mail address, info@321ignitionmag.com.

For more information contact Damon Hill (yes, that’s right!) on 0409 669 910 or damon@signatureseries.com.au.





Membership

■ Will Campbell – Membership Officer

G'day all ...

I'm back at my membership desk and it's obvious that things were hectic during my absence.

Thanks to President Murray for taking on my role and for increasing our membership so dramatically!

Our numbers continue to flourish with the count now at 439.

This compares with 380 at the same time last year. At this rate, we could pass 500 members for the first time!

On your behalf, I would like to extend a hearty welcome to another 14 new members who joined in the last month:

See you out and about ...

Will

Current membership count:

439


Barry Barnett	2000 Classic Red NB
Tarryn Billings	2010 Black NC
Jamie Coleman	1999 Brilliant Black NB
Andrew Glinka	1990 Neo Green NA
David Kay	1992 Classic Red NA
Lucas Jacob	1996 White Clubman NA
Rodney McDonald	2006 Galaxy Grey NC
Tobias Redlich	1992 White NA
Fabian, Rina and Sebastian Mastronardi	1999 Innocent Blue NB
Kerry Rodgers	2011 White Mica Pearl NC
Les Rose	1991 White NA
Andrew Strike	2001 Sunlight Silver NB

Oops!



In the Committee profiles last month we forgot to update the titles for **Judy Searl** and **Janette Todd**.

Judy (top) is our new **Club Captain - Social**, having swapped the **Assistant** role this year with Janette.



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Making the most of a Club run



■ **Words & photo:** Ron Macdonald, 2010-2011 New Member Champion

Owning an MX-5 and participating in Club activities means different things to different people.

Keeping that in mind, you can make your day out with the Club far more enjoyable for yourself by considering a few options.

The first consideration is what YOU want to achieve by attending a Club run.

For some it is the social interaction with other Club members, for others it is a leisurely drive along some nice winding roads simply appreciating the joy of “the wind in your hair” (for those of us that still have it). At the other end of the scale are those who (in company with like minded people) like to take the MX-5’s brilliant handling capabilities to its limits.

The second consideration is your own capabilities and comfort zone.

The capabilities of the car go without saying; in fact, it would be reasonable to say that the car’s handling performance is better than most of us will ever get to know. So what is needed here is a decision on what you are comfortable doing.

Having decided what you want to achieve and what you are comfortable with, you can then make an informed choice on how best to enjoy *your* day.

Nothing can ruin a day out more quickly than finding another MX-5 close to your rear bumper on every corner and feeling pressured to take things beyond a point where you are comfortable. By the same token nothing can be more frustrating than attempting to do some high speed (within the speed limit) cornering only to find the car in front doing 40kmh in a 100kmh zone.

On the surface there might seem to be a major conflict of interest here, but in reality there is not.

Picking your place in the convoy is the key to everyone enjoying the run as they want. The simple solution to what seems to be an issue is that if you want to go for a “fang” (as Murray recently put it), position yourself in the first half of the convoy. If on the other hand you are more comfortable cornering at a much slower pace, position yourself in the second half of the convoy. We all start out at the same place, follow the same roads and finish at the same place so it does not really matter if you are the second car or second last car in the convoy (except for the reasons noted above).

The secret to having a great day out is to find the most comfortable place in the convoy for YOU (if in doubt start at the back and work your way forward) then you can enjoy your day out driving the greatest roadster ever built. ■



Scene about ...

■ Photos: Ron Macdonald, Geoff Roche, Alex Hailstone



Other My Ride ...



■ Words & photos: Darrell Jeffries

... a 100-year-old BSA motorcycle

Forty-one years ago my brother and I were invited out to Uncle Arthur's farm, south of Bordertown, to pick up the "very old motorbike" he was giving us to tinker with.

It took a couple of hours traipsing all over the farm to gather all the bits – from the workshop, a thatched-roof shed, under the barn and even the dam bank. You would be amazed at the number of ways a farmer can recycle motorcycle parts.

We assembled it at home and did some minor repairs and some preservation work but, as we couldn't find any information or anyone with a similar bike, it was all too hard to assemble the jigsaw and it got pushed to the back of the shed.

Thirty-six years later (when our children finally left home) I suggested to my bother that we should restore the BSA before its 100th birthday. As he was still busy with a high-pressure job and young children he said "Go for it, it's all yours" and relinquished his share in the bike.

With e-mail it was possible quickly to communicate with other enthusiasts. A friend in Adelaide was able to find the bike was re-registered in Bordertown in March of 1918. The internet made it possible to acquire the "BSA Replacement Parts Catalogue 1911-1913" which has an illustration of every component in the bike!

Every effort has been made to restore the bike to the condition in which it left the factory on 2.2.11 – the despatch date stamped on the engine. Restoration has taken four years so far and there are still a few small details to finish off.

The bike starts easily and performs well, but stopping is an event that you need to plan well ahead. The standard "Model A" has direct drive from the engine to the back wheel. To stop the bike in traffic the engine has to be stopped and then the bike is re-started by a "running mount". I am so pleased that this bike was fitted with the delightful aftermarket clutch in 1911. The engine has amazing low-speed torque and pulls relentlessly when it is almost slow enough to count. Although the engine actually fires once every yard, the belt drive is an effective "cush drive" that smooths out the power pulses.

> Now that's a hat!

A similar (or the same?) 1911 BSA shown off by one Les Ray in Albert Park, c.1912 ...



I think it is an absolute joy to ride, but ask me again next year after I ride it from Perth to Sydney with 46 other "passionate enthusiasts" from seven countries. ■

See the other entrants online:
www.vccansw.org/2012/vcca_2012_entrants.htm



^ The muffler has both town and country positions ...



< Priming cup to reduce oil viscosity for ease of starting



^ Long-life reusable air filter catches rocks and small rodents ...



Fifteen minutes of heaven!

■ Words: Randy Stagno Navarra, Xitan 77 ■ Photos: Jess Murphy*



Writing this, for me, is actually scarier than turning into turn one at Phillip Island at 190+kmh ... *but here goes!*

It all starts for me with a text, e-mail or a phone call from *Speedy 1* (Russell Garner) saying 'Hey *Speedy 2*, can't wait for the weekend. We are racing.'

It's from that point that the mind games start. I think about the track, where I should be braking at every corner and I set myself a goal of that time I'd like to achieve on the day. It is important for me that I reach that goal.

Sunday dawns ... racing weather. An absolutely perfect day, a little cool, great for performance, but warm enough to get heat into the tyres which results in maximum grip. Which is what we always want. So after my morning ritual – ice coffee *Big M* from the local service station – it is roof down and a casual drive to Sandown.

It's great arriving in the pits. So many familiar faces. All smiling, all keen, all

out to have fun. It's great catching up with everyone, and it's fantastic to see all the new faces that join us at each event. These 'newbies' are always welcome and it's always fun giving them advice or going out on the track with them for the first time and seeing the smiles on their faces once they come back all excited and ready to share what happened out on the track.

Now with scrutineering and drivers' briefing out of the way it's time to line up for practice. This is when it hits me: time to put everything that has been in my mind the last few days into practice. As it turns out it's a pretty uneventful session. Car is behaving brilliantly. So time to wait for our first run in anger ... and we wait ... and wait ... and wait some more.

The cause of this? A Lotus Europa has decided to hit the self-destruct button

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2011-12 Championship | Round 3 Sandown Sprints ~ 18 September, 2011



■ * Club member Jessica Murphy has a website dedicated to Club photos, MX5pics.com.au
Please contact Jess via the website if you'd like a copy of anything she's taken.



and drop oil everywhere!!! Thanks to this chap's brilliant driving he dropped oil from turn six through to turn 12. *Not good!*

This is now when it shows what a great club AROCA (the Alfa Romeo Owners' Club of Australia) are. Within minutes they had 40 volunteers out there cleaning up the spill. Ninety minutes later we were all set to go. Great job lads.

Go!!! ... waved off by the marshal and it's time to have some fun.

Fifteen minutes of heaven. Out there with various cars. Teaching a certain blue race-spec V6 Alfa GTV (which was ignoring blue flags and was not punished by the clerk of the course) that an MX-5 will always have the edge through corners. It's great to see their reaction once they realise that they can't compete with a road-going MX-5, even though they've thrown so much money at their race car.

The rest of the sessions are a blur! I simply have memories of certain events. Such as going down the back straight, three abreast into the sweeper; tucking in behind the quicker car then taking him under brakes at Dandenong Road end; being right behind a Skyline GTR, hounding him through turns one to four and then watching in amazement as he uses his power

advantage to blast down the back straight.

Awesome. So many fun moments.

In between sessions it's the banter in the pits that always puts a smile on your face. We are like fighter pilots using our hands to demonstrate a certain move we made. Giving tips to the newbies and getting feedback from them. Seeing Robert Downes and Noel Heritage giving each other grief as they try to outdo each other as they share the same car. It's all this that makes the day so much fun: racing, old friends and new friends.

What more could you ask for?

I also got a chance to meet a hero of mine, an Australian racing legend. I got to shake his hand and chat to him for a few minutes, a true gentleman. Plus seeing him out on the track, so smooth and still fast was a real thrill.

So at the end of the day it's roof down again and a sedate cruise home. Tired but content. As for my goals for the weekend ... mission accomplished. Now, to wait for that text, e-mail or phone call from *Speedy 1* on Monday to relive it all.

Form is temporary. Class is permanent. ■



Fifteen minutes of heaven ...

■ Photos: Jess Murphy



Results - Round 3	1st		2nd		3rd	
Standard NA	Robert Downes	» 1:37.969	Noel Heritage	» 1:38.258	Nelson Zea	» 1:43.308
Standard NB	Stephen Downes	» 1:36.436				
Standard NC	Randy Stagno Navarra	» 1:32.351 ¹	Lindy Anderson	» 1:45.310		
Clubman	Peter Phillips	» 1:35.132 ¹	David Wilken	» 1:35.753	Tim Emery	» 1:40.609
Modified	Russell Garner	» 1:32.072	Robert Parr	» 1:33:801	Craig Healy	» 1:34.693
Restricted Open	Paul Ledwith	» 1:32.788	David Bruce	» 1:34.738	Daniel White	» 1:35.464
Open	Christine Boak	» 1:32.333				

¹ New Club motor sport group lap record

Championship standings after Round 3 - Sandown Sprints, 18 September, 2011

(corrected points)	1st		2nd		3rd	
Overall Champion	= Robert Downes / Stephen Downes / Peter Phillips » 30					
Standard NA	Robert Downes	» 30	Noel Heritage	» 21	Nelson Zea	» 18
Standard NB	Stephen Downes	» 30	John Downes	» 7	Patrick Hamakers	» 6
Standard NC	Lindy Anderson	» 18	Randy Stagno Navarra	» 16	Colin Denman-Jones	» 15
Clubman	Peter Phillips	» 30	David Wilken	» 14	Max Lloyd	» 13
Modified	Russell Garner	» 24	Craig Healy	» 16	Phil Munnings	» 14
Restricted Open	Daniel White	» 23	Brendan Beavis	» 18	Teruo Delacroix	» 16
Open	Christine Boak	» 17	= Owen Boak / Steven Cook	» 10		

The MX-5 Club Grill



Introducing ...

Barry Hollands

13-year Member

Name? Barry Gene Hollands

Age? 62

Born? London, England

Current abode? Sunbury (Emu Bottom)

Profession? Sales Manager, Mercedes-Benz

Partner? Marietta, my wife of 34 years

Pets? Dog, Shamps (short for champagne) and cat, Bella

Fave food? Shepherd's pie, just like Mum made

Can you cook? Can't cook to save myself ... average only on the barbecue

Favourite tippie? Red for winter, fine white for summer

First drive? 14 years old when I drove Dad's car into the back yard to give it a tub

First car? Holden Special EJ, 1962

First fender bender? So long ago I can't remember but I have a pretty good record considering the amount of time I spend on the road



Everyday driver? Mercedes-Benz C55 1995

Current MX-5? Red 1991 NA with options too many to list

MX-5 improvements or changes? Major ones include SVO turbo (8 pounds of boost), 6-speed gearbox and LSD, full leather interior, Koni adjustable shocks and Eibach springs

MX-5 dislikes? No dislikes at all but a preference for early cars

Why an MX-5? What else would you buy for the money?

Fluffy dice? (or any dangly things), don't like them

Passions besides the MX-5? Early muscle cars from sixties and seventies

Favourite TV show / movie / book? Movie: World's Fastest Indian

Dream wheels (money no object)? XY GT or early Camaro

Would you drive a Daewoo or SsangYong? If that's all I had

Favourite other Mazda? RX-7 Mk II

If not a Mazda (gasp!) what? Boxster S

How long in the Club? 13 years

How many MX-5 Club runs? Very few Club runs as I work every Saturday and maintain a three-acre property

Favourite Club run?

Run through Geelong to St Leonards

Done DECA? No, I have not done DECA with the Club however I have experienced a lot of drive days through my work ... including Bathurst!

Ford vs Holden? Love them both ... we also have Ford and Holden franchises

What's playing in your MX-5? Not big into tunes – save that for the limo

Footy team (AFL/NRL/Soccer)? Happy to watch any AFL game but I don't follow any particular team

Final comments? I have enjoyed the ownership experience of my MX-5 ... I can't recall any time of regret



Free to a good home ...

Barry has a Loch Stewart cold air box a set of Jackson racing extractors and a standard muffler ... all free to a good home. Please contact Barry at work on (03) 8848 1266 if you are interested or want more details.

A scenic Strzelecki sortie ...

■ Words: Travis McInnes ■ Photos: Travis McInnes, Alex Hailstone, Peter Ferguson (see many more photos from Mark Fitzgerald & Peter Ferguson)

I didn't have a plan for Father's Day, until my wife's uncle Rob (a Club member) mentioned there was an MX-5 Club run on.

Thanks Rob. I made some phone calls and the family liked the idea. All I had to do was figure out how to get everyone on the run, in an MX-5.

My folks don't own one, so I loaned them my red NA6. My second MX-5 is a stripped-out track toy but I decided to bite the bullet and take it anyway; what a hoot! My brother-in-law Andrew rode with me.

Rob and Mel (also a Club member)

own three but the obvious choice was their recently-acquired SE. My wife Jo drove Rob's second car, a lovely red NA6. Jo's parents Pete (Club member) and Leonne used one of their two red NA6s. Russ and Mini (my brother and sister-in-law) joined the run in their Golf GTi. Sorted!

Do you think we have enough MX-5s in the family?



Trav's family of MX-5s ... and the GTi

Gippsland Chapter "kick-off" at Maffra on Sunday, 30 October ...

At the start of this run President Murray announced the formation of our new Gippsland Chapter, under Convenor **Grant Butler**.

Grant is leading a three-day run over the Melbourne Cup weekend and, on the Sunday (30/10), Gippsland members are welcome to join in that day's run and/or come to a BYO BBQ that evening.

If you want to come on the Sunday run, be at the Maffra Motor Inn, 184 Johnson St, Maffra, by 9.30am for a 10am departure. Lunch at Dargo will cost \$12pp, but you **must** RSVP to Grant by Sunday, 23/10, so he can advise the lunch venue of final numbers. The BBQ will be at the Maffra Motor Inn from 6.30pm (BYO everything).

Grant can be contacted on 5625 4718 or gippsland@mx5vic.org.au. ■

4/9/11



Ferguson on the Club's gallery, www.mx5vic.org.au) ■ Run organiser: Alan Laine



The meeting point was in Yarragon and the run would take us, eventually, just up the road to Trafalgar. I've done that trip plenty of times and it usually takes about 10 minutes – this run took us all day!

The sun was out when we set off with a convoy of about 30 cars. The run meandered through the Strzeleckis, south of the Princes Highway, and consisted almost entirely of winding country roads. We all enjoy driving our cars on windy roads, but this run was particularly enjoyable – the views were breathtaking.

Whilst on the run I was trying to come up with a theme for this article, and it came to me as we rounded yet another perfect bend. *Breathtaking views* was my theme.

When you felt the need to ease off the pace and take a breather, the joy of admiring the view was an equally awesome thrill. The stunning contrast of glistening green paddocks and rusty red potato fields was magnificent. I'm from the area, and even I was impressed. I suspect the rest of the convoy felt the same way.

Here are a few highlights from my day:

- » stunning views;
- » listening to everyone "giving it the beans" out of T-intersections;
- » me "giving it the beans" out of the T-intersections;
- » the perplexed looks from the locals as 30 MX-5s rolled down their deserted country road;
- » the *whoop-de-doo*s in Moe South;
- » Dad's surprise at the speed and agility of my little red beastie;
- » the sound of my noisy new exhaust echoing through the tunnel in Moe;
- » chilling out with my family between sorties.

Alan, well done for selecting what would have to be the best collection of roads in the region.

I love a good rumour, so I'm going to start one ... I look forward to doing that run again soon. *In reverse!* ■

Map: Google Maps



First-class hoon ~ second in class!

■ Words: Mark Fitzgerald ■ Photos: Mark Fitzgerald & Bob de Bont



Being very much the logical type and not so much the creative type, I was very hesitant when Bob de Bont asked me to pen this article for *mxtra*, describing our experience at Round 7 of the Victorian State Motorkhana Championship at Bendigo.

By the end of the day it had become apparent that I owed it to all involved in the day to put a short story together. They all deserve some recognition for helping provide a great, fun day.

After several weeks of discussions with Bob, the day was finally here. Preparations during the week had been frantic as I was away with work for three days. My son, Dale, and I were both entered in the event so there were two cars to get ready and Dale's clutch slave cylinder had failed on the weekend before, so I had to find some time in the two days before the event to change that.

As we were taking two cars and due to the fact that we had experienced recent mechanical issues, I decided to trailer one car as an insurance policy. This turned out to be unnecessary as both cars performed faultlessly all day.

It was an early start, leaving just prior to 5am (it's a long way from the Mornington Peninsula to Bendigo). One small detour on the western side of the city to pick up our pit crew/grid girl, Katie, and we were off. As planned, we met the rest of the crew at Macca's at Calder Park at 7am. Bob was already there and Ben Sale turned up soon afterwards. After a feed and

coffee we were on our way. I was in the Landcruiser with trailer and waved goodbye to the threesome of MX-5s as we headed. Well done Dale for putting the roof down for the trip. I finally caught up to the guys not far from Bendigo and we all arrived in convoy at the Bendigo cattle yards.

After we unloaded, prepared the cars and caught up with the others, we all wandered up for driver registration and scrutineering. Fortunately Dale entered Class B while I entered Class N, as my enthusiasm would later cost me dearly.

I immediately felt the friendliness of the group as we were clearly new and there

was no end of assistance if required. Drivers' briefing was then held after which Bob took the time to *properly* explain how the day would be run, gave some instructions on what to do and then took us for a walk around a couple of the tests to simulate how to get around.

There were nine tests to be run and, unlike DECA, you only get one chance at each of them. These are run three at a time and once everyone has had their turn they are reset and it's time to go again. Each driver is given a number and this is your order so there is no need to make a long "conga line". I was amazed how well this worked and how efficiently the cars got



through each test.

Being on bitumen I didn't think the car would be easily pushed past its level of grip. I very quickly found this to be a poor assumption and on the very first test managed to loop the car around a flag. Suddenly the brain flicked to "Ken Block" mode and I continued the "donut" around the flag again and powered out to finish the test. Coming off the test, feeling like I had only dropped a bit of time *but looked impressive* I was happy ... only to be informed that going around a flag twice is classed as a *WD* (wrong direction) and the penalty – slowest time of the day plus five seconds! Needless to say, Dale was pretty happy.

While my style was aggressive, Dale had taken the steady consistent approach, which at

the end of the day was going to reward him well. The next two tests were completed and it was lunch ... or so we thought. The canteen was not yet open so I took a run into Bendigo to pick up some food. On my return I found the tests had continued. I raced to my test (at a blistering 10kmh) to find I was well down the order and lucky to have made it at all. With about 10 seconds to study the test I was away and this was the same for the next two tests. As if I wasn't nervous enough as it was?

After these three tests were completed we had another break which allowed us to socialise with a few more of the MX-5 crew who had turned up late (*you know who you are*) and also some who came to spectate. It's a credit to the Club that no matter what the

event, people always turn up to support it.

After lunch we finished off the last three tests. I was very happy with the way I had improved throughout the day and "nailed" a couple of nice runs with some good handbrake turns and just the right amount of wheelspin.

By the end of the day I had been unable to claw back the lead that I gave up to Dale in the first test, so he was a very happy young man. Dale ended up with a respectable fourth place in Class B and I am pretty sure stole some valuable championship points away from some of the lead contenders. Although my time wasn't as good as Dale's, I was running in Class N and walked away with second place in class. I also believe I will be known around the Victorian

Motorkhana scene as "The Hoon" from now on.

Special thanks go to Ben Sale who spent the whole day with us filming our fun. I can't wait to see the results of his work.

After some more socialising we packed up, changed the wheels on Bob's car (great team effort, guys), said our goodbyes and all headed home. Thanks Bob for convincing us to come along and for all your help on the day. We had an absolute ball. ■

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.

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Ron Macdonald's

MX-5 crossword

No. 1

Here's a chance to win \$500, just for getting an insurance quote

...

Club sponsor, Lumley Special Vehicles insurance, is running an online competition, in which anyone who requests a quote during September and October is eligible to win a \$500 cash prize.

The competition runs until 12am AEST 30 October 2011.

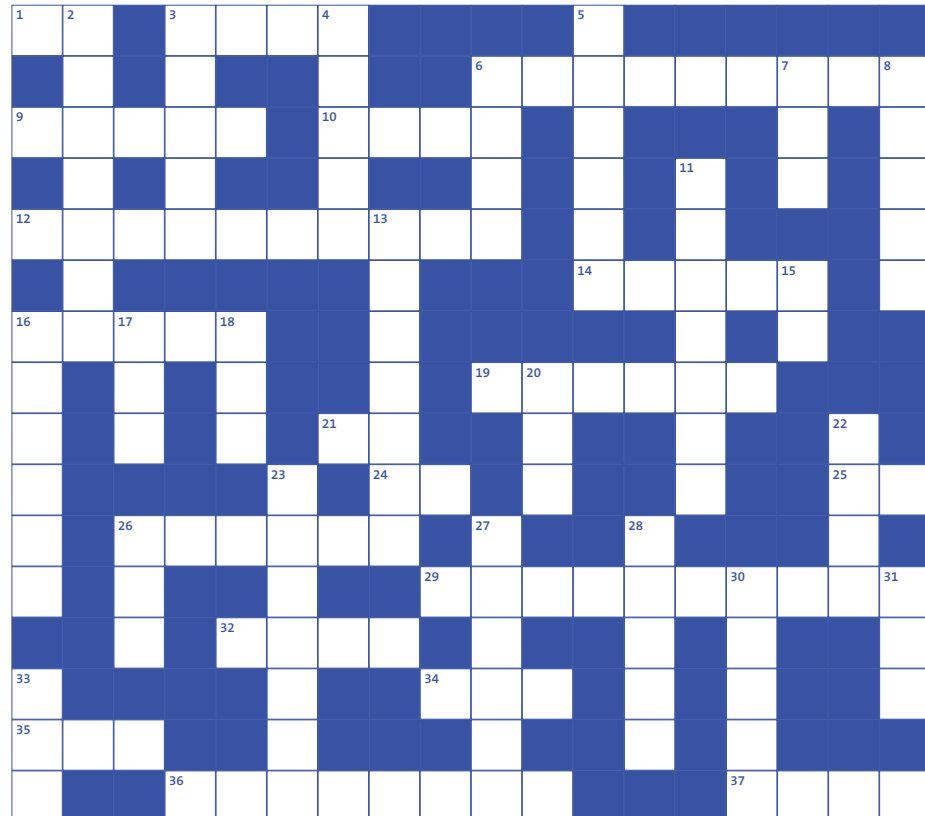
The draw will take place at 12 noon on 31 October at Lumley House, 309 Kent Street, Sydney NSW 2000 and the winner announced via website and e-mail.

The competition is open only to people who request a quote for a Lumley Special Vehicles motor insurance policy using the online request quote tool located on the LSV website: www.lsvinsurance.com.au.

Only valid entries will go in the draw. For an entry to be valid, all fields in the request quote must be completed and the quote request submitted within the competition period.

Only one valid entry is permitted per quoted vehicle.

Check it out ...



Across

- 1 Third generation
- 3 Which are the drive wheels on an MX-5?
- 6 In which city are all MX-5's born?
- 9 An American MX-5
- 10 Our Club has a of conduct
- 12 Mada's special vehicle division
- 14 Which brand was the NA was sold under in Japan?
- 16 The make of car said to have inspired the MX-5
- 19 The country Mazda chose for the NC2 launch in 2008
- 21 First generation
- 24 Second generation
- 25 Limited Edition
- 26 What does MIATA mean?
- 29 What does the "X" in MX-5 stand for?
- 32 Quist, Head of Mazda Australia's national public relations department 1990-2001
- 34 Vehicle Identification Number
- 35 *Jinba Ittai* means "Horse and rider as ..."
- 36 What style of vehicle is the MX-5?
- 37 In which region of the world are MX-5's manufactured?

Down

- 2 In which city was the NA first launched?
- 3 The MX-5 is as the world's top-selling roadster
- 4 What tyre should you NEVER fit to an MX-5?
- 5 My "little girl's" name?
- 6 Top part of the engine
- 7 Paint code 22L: ... Blue
- 8 Our usual motor sport "partners"? (acronym)
- 11 First name of the Mazda director in 1989?
- 13 In which country was the MX-5 prototype first driven?
- 15 Model designation for the turbo MX-5?
- 16 The NC2 is the model of MX-5
- 17 The first of the anniversary models was produced after how many years?
- 18 ... Ransom, 2IC to Mr Quist
- 20 What does the Club generally hold of the first Sunday of the month?
- 22 A british car model that is said to have inspired the NA.
- 23 Which Mazda model "donated" most of the mechanical parts for the MX-5 prototype?
- 26 When the MX-5 was launched in Australia it was available in white or ... only
- 27 Driving an MX-5 at speed around corners is enough to anyone!
- 28 In which end of the MX-5 is the engine situated?
- 30 The manufacturer of the MX-5
- 31 How many seats in an MX-5?
- 33 The NC2 is available in either hard or soft ...?

Solution: page 26

Chapter news ...

East Coast getaway ...

~ 10-11/9/11 | Hobart Chapter

- Words & photos: John Waldock
- Run organisers: John Waldock & John Hadrill



Above, L-R: Mike, Allan, Stacey, Liz, John, Michelle, Laurence





September, being the month of spring and sunshine, seemed to provide the ideal time for the Hobart Chapter to get away for an overnight trip.

Despite being spring, we decided to take the warmer opportunities the East Coast normally provides and travel northwards to Coles Bay for an overnight trip.

Alas, the weather gods were not on the same page, and so as we met at the airport roundabout on Saturday we were accompanied by dark skies and drizzle.

Being the first to arrive, the Waldocks (on time for a change!) “de-carred” and within a minute were joined by John and Lawrence who were only just behind us. Moments later Mike and Liz arrived, and after a few words of greeting we made our way up the road to meet up with the Pryers (Allan and Stacey).

Imagine our surprise to pass Allan, who was heading in the opposite direction as we approached our meeting point in

Sorell. The rest of the group continued to the meeting place, while Allan proceeded to get some go juice. Once the group was together, we headed off ... the sun beginning to peek through the clouds cheering us up a little as the open road beckoned.

The drive north was very pleasant, with happily only a light smattering of traffic to slow our progress. We had some nice lunch at Swansea before continuing to Coles Bay.

We had all agreed to prepare part of the meal, and so out came the slow cooker (no, that’s not me) and a lovely chicken and rice dish, followed by ice cream and yummy fruit salad.

The evening’s entertainment was supplied by a Lego board game called *Creationary*, where players had to construct objects from Lego while other players guessed what they were building (*we certainly know how to have a good time in the Hobart Chapter!*).

Despite a very sore tooth, young Pryer

amazed the other Chapter members with his Lego sculptures and ability to make Lego look like everyday objects, a skill I am yet to master. All too soon it was getting late, and we all headed off for a good night’s sleep.

The next morning Mike and Liz treated us to a superb breakfast of bacon and eggs (and some funny things called vegetables which I don’t recommend).

Before leaving for our return journey, we visited the nearby Cape Tourville lighthouse. It was spectacular to look out on the easterly set, blowing the spray high on the rocks just off the coast.

We departed, making our way back to Hobart, after a relaxing and enjoyable weekend away. ■

Chapter news ...

The Mystery Tour ... ~ 25/9/11 | North-East Victorian Chapter

■ Words & photos: Ron Gillick ■ Run organisers: Ron Gillick

As the name of the run suggests, our latest run consisted of a small amount of planning and a large amount of just going where we felt like on the day, albeit keeping mainly to the areas and roads for which we had obtained our CAMS permit.

This lack of planning was brought about by the fact that Marg and I had been away for several weeks and we had only returned a week before the run.

The run was in the area around Milawa, Myrtleford, Yackandandah and Beechworth that we love so much for it's beauty and spend so much time in, so we knew the area, just not where we were going in advance.

As it turned out that wasn't a bad way to do it.



We set off from our meeting point in Wangaratta at 10am and made our first stop for our coffee break at the Myrtleford Bakery. Over coffee and cakes we decided that we would head out to Lake Buffalo for the next part of the run.

The lake is about 25 km from Myrtleford and, when full as it almost is at the moment, is a very picturesque place to visit. After a brief stop we retraced our steps back to Myrtleford and then on to Beechworth via Mudgegonga and Yackandandah.

Mudgegonga, and a large part of the country around it, was severely

affected by fire on the same day that Kinglake, Marysville and so many other areas were devastated but is not as well known. The bush is slowly recovering but because of the severity of the fire it will be many years before it is back to the way it was before the fires.

After consuming our picnic lunch sitting in the warm sunshine in one of Beechworth's parks it was decided that that we would do a quick run up to Stanley. It's only a 10-minute run but one section of the road makes it a worthwhile diversion, and the best part is that you turn around at Stanley and do the run back down the hill into Beechworth.

To finish our day we headed out to Woolshed Falls and the run down the hill through the tight, twisting corners gave us our last bit of fun for the day. After viewing the falls and having another chat it was time to call it a day and head off home.

All in all, it was another great day with the Mazda MX-5 Club. The weather behaved itself and, as usual, the company was excellent. ■



Halls Gap run ...

~ 25/9/11 | Ballarat Chapter

■ Words: Jeff Woolf ■ Photos: Karen Bradshaw
■ Run organisers: Gleesons, Bradshaws & Everetts



I had just cleaned the MX-5 and, having learnt not to apply sun block in the car (due to embarrassing spillage on the trousers at a past run), I decided this time to apply it *next to the car...*

... but the tube again exploded, white cream hitting the side of the car and the seats.

I quickly despatched the tube up into the air, accidentally landing it on the house roof. I cleaned up and was only reminded about the missing tube when it blocked the downpipe with this week's downpour!

So, to the run ... seven magnificent machines lined up, tail-in outside Sebas High, all keen for the long-awaited Grampians run. The weather was cloudy and cool but forecast to improve.

I bravely went topless and encouraged the others. Some wanted to stay but succumbed to peer pressure, and down came all tops (except for Brian with his hardtop).

John gave us a briefing, announcing apologies and adding advice on the run and two pickups on the way. Knowing our Chapter we knew this was going to be a crackerjack run, with well-earned local experience and arguably some of the best MX-5 roads with minimal traffic in the country. [See the MX-5 Club's "20 Roads for 20 Years" book, page 10 The Grampians by our own living legend Lachlan Story.]

We quickly choofed off west out of town on to the winding and scenic roads towards Dunkeld picking up two others at Linton and Skipton. [This avoids unnecessary back-tracking for members out west, as the Chapter extends to the SA border!] There were unconfirmed reports

of excited banter on channel 24 and warning blasts from air horns to avoid any collisions.

First stop was at Lake Bolac for a cuppa, chat and perusal of fine machinery. We finally finished at Lachlan's "kanga-car", grateful for no more wildlife collisions, but – alas – Molly had been backed into by a lowlife hit-and-run touch parker when in Melbourne [I was thinking this illegitimate nong would benefit from some severe counselling]. I guess Molly's off to the panel beater for a nose and grill job (again). Poor Lockie will have to chop some more wood and cut back on the lamb shanks.

As we drove towards the dark blue Grampians range jutting skywards from the flat landscape, the roads started twisting and undulating. Our group had the more enthusiastic drivers leading with the scenic cruisers following, all enjoying MX-5 fun at its best ... there was minimal traffic at this stage to spoil things.

Then it was on to the centre of the Grampians, Halls Gap just coming good after some disastrous floods where most of the town and surrounds were severely affected, some roads only just being opened again. Lunch was enjoyed at various spots, but when Laurie removed his shirt he was invited to dance on the table as there were no dancing poles!

It felt good to be supporting the town in a small way and it would be a great weekend getaway for MX-5 enthusiasts. (Ed: the Club has enjoyed many weekends in the Halls Gap area over the years.)

John received an urgent call from Noelene and Karen ... they both needed rescuing. "Yeah, right," we thought ... "from shopping!" But no, they had locked themselves in a toilet block at the swimming area, and when rescued it was not only the toilet that looked flushed!



The problem, would you believe, was a child latch on the door !

Gwenda had to leave for work, so we all reassembled for stage two of the run over some more top roads through Elmhurst and on to the Amphitheatre Rd to Beaufort for a chinwag about future runs, and the foolishness of a few who intend on missing the GOR run to watch Bathurst on TV.

A couple more headed to home while the rest decided to try the \$15 carvery at the golf club and meet up with families. Lockie could not resist the lamb shanks (which didn't agree with him ... but he quickly recovered after cleansing his system with adequate medicinal reds).

What a day with a fun bunch of people in fantastic cars and belonging to a great Club. I'm looking forward to the GOR run and plan to write some articles on personalising an MX-5 and my solution to safely removing and storing the hardtop single-handedly in five minutes.

And maybe one about the safe handling of a tube of sunscreen ... ■

Just a little bit fancy ...

■ Words & photos: Ron Macdonald



Gracie, my Grace Green NB8A, had her 12th birthday in November 2010

and, although I think she does pretty well for her age, there are a few little bits and pieces that are showing some signs of wear and tear.

One of these items is her gear shift boot; the OEM material for this boot was vinyl and many gear changes later it has a small hole and a section where the vinyl is coming adrift from the backing. If I was going to go to the effort of replacing this item I thought I may as well "lash out" and fit a leather replacement.



My search took me to a company in the UK called JF Boots Ltd which advertises soft Italian leather boots with matching or contrasting stitching. I decided to go with a black boot with green contrasting stitching (it will match a future project). I also purchased a matching handbrake boot to replace the nasty plastic thing that is standard.

Seven days later a small package arrived from England (*woo hoo*). Within 15 minutes of opening the envelope I had the tools out and was ready to go.



First thing was the handbrake: one screw removed from the passenger side and,

with a bit of a wrestle, the plastic cover is removed. Fitting of the new leather handbrake boot is even easier than removal of the old cover – simply slip it over the handbrake handle, job done.

The shift boot replacement was a tad more involved, but not a lot more. First thing to do here is remove the console as set out next. If you open the "console box" section you will see two screws; remove them and set them aside.



Next, remove the ashtray and you will see one more screw in there, again remove and set aside.



Next pop out the electric window switch and "unplug" the wires, then remove the shift knob.



Finally on the side of the console (level with the shift lever) you will see two plastic buttons (one each side); pop the buttons open (they are hinged) and remove the screws (one each side).



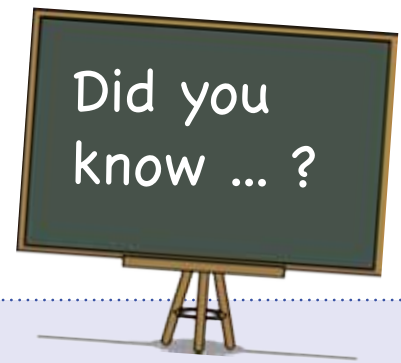
The console is now detached and the only thing holding the console is the wiring for the electric windows.



You will see a plastic clip holding that loom to the ashtray area; pop the loom off the console and it is ready to remove. Lift the console from the front clear of the shift lever, and position the boot release and fuel door release levers level with the wider section of the slot they are in and slide the console forward.



With the console out of the car, turn it over and you will see four Phillips head screws holding a black surround; remove those screws and the surround and you can now remove the shift boot.



■ **Words & research:** Ron Macdonald NB8A
ron@gracies-place.net /
www.gracies-place.net



The shift boot is held on to its frame by little black metal clips (spikes?). Remove the old boot from the spikes then fit the new boot's pre-cut slots to the spikes.



To refit the console, simply work backwards through these instructions.



At the end of the day this was quite an easy upgrade, nothing scary and it only took about 20 minutes. Total cost for the shift boot, handbrake boot and postage was \$22.15 (damn cheap I thought).

This job could easily be undertaken by anyone with a very basic understanding of hand tools (you need one Phillips head screwdriver for the entire job).

Please note: this work was done on an NB8A and, although I am sure the other models are very similar, the above instructions are only valid for the early NB cars. If anyone would like further information feel free to "collar" me at one of the Club runs or e-mail me: ron@gracies-place.net

Why Mazda?

Mazda is a name we all know very well of course, however do you know what it means?

I personally had assumed there was a Mr Mazda somewhere along the line or it was Japanese for shyte hot cars. The reality however is quite different.

Mazda is an abbreviation of Ahura Mazda, who was an ancient Persian God, the highest deity of worship in Zoroastrianism. Ahura Mazda's name translates to intelligence or wisdom and was said to be wise, benevolent and good.

Further investigation however shows that my first hunch was half right ... Mazda say the second reason this name was chosen was because their founder's name was Jujiro Matsuda.

When Toyo Kogyo Co moved from manufacturing machine tools to manufacturing vehicles in 1931 they marketed them as Mazda (first model was the *Mazda-Go*), however it was not until 1984 that the company formally adopted the Mazda name!

ZOOM-ZOOM

To zoom or not to zoom, that is the question ...

I don't think there would be a club member who is not aware of Mazda's Zoom, Zoom, Zoom promotion, however did you know that the original song doesn't actually say zoom, zoom, zoom?

The song *Zum Zum Zum* was taken from the soundtrack of the 1994 movie "Only the Strong" and is performed by the Brazilian group Serapis Bey. It is a *capoeira* song that was originally sung in Portuguese, the native language of Brazil.

Capoeira is a form of martial arts dancing created by the African slaves in Brazil during the 16th Century as a "sly" way to train to fight, however these days it is simply a dance technique and no longer used for fighting.

The lyrics to the song (and there are not many) are:

Portuguese

(4X)
Zum zum zum
Capoeira mata um

(4X)
Onde tem marimbondo
E zum zum zum

(4X)
Oh ah oh ah yeh
Quero ver bater quero ver cair

Repeat

English

(4X)
Zum Zum Zum
Capoeira can kill one (someone)

(4X)
Where there are wasps
It's Zum Zum Zum

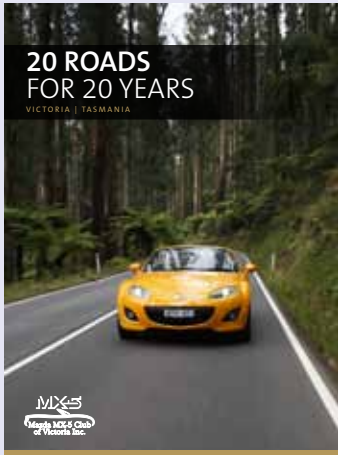
(4X)
Oh ah oh ah yeh
I want to see it hit, I want to see it fall

Repeat

If you would like to hear the original song I have used it as a soundtrack to this video: http://youtube/CO_kxU_OA9c

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.



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Crossword solution (from page 19)

N	C		R	E	A	R				G										
	H		A			E			H	I	R	O	S	H	I	M	A			
M	I	A	T	A		C	O	D	E		A				C			R		
	C		E			A			A		C		K		E			O		
M	A	Z	D	A	S	P	E	E	D		I		E						C	
	G								N				E	U	N	O	S		A	
L	O	T	U	S					G						I		P			
A		E		U					L		F	R	A	N	C	E				
T		N		E					N	A			U			H			E	
E						F			N	B			N			I			L	E
S		R	E	W	A	R	D		E				F						A	
T		E				M				E	X	P	E	R	I	M	E	N	T	
			D			M	I	K	E		C				O		A			W
T						L				V	I	N			N		Z			O
O	N	E				I					T				T		D			
P						R	O	A	D	S	T	E	R				A	S	I	A

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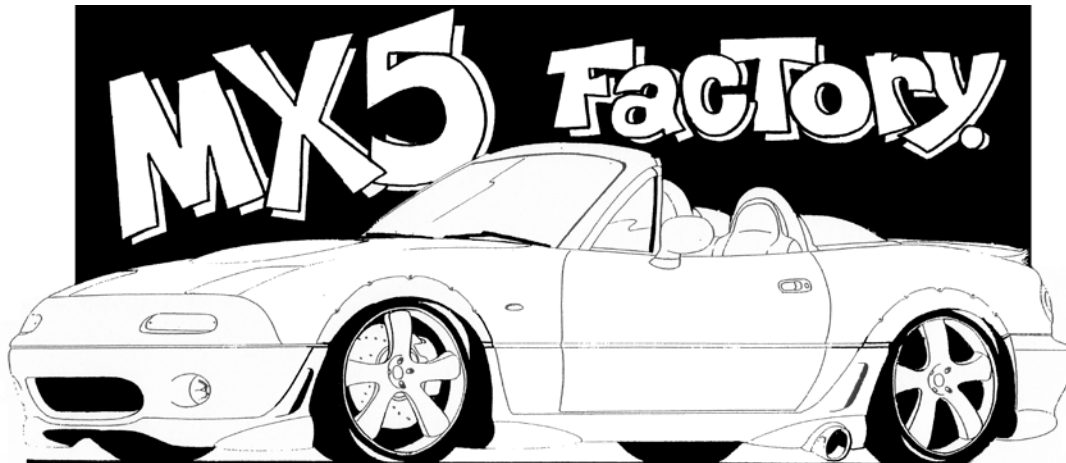
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