

THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

## Don't try this at home!



**2012-13 membership  
renewals are now due!**

**In this edition:**

**Upgraded MX-5 launched in Japan  
Doin' DECA**

**How the wheel (and CAMS) came to be**



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Cover image:

Motorkhana in a corner! Mark Szutta puts his car through its paces in the State Motorkhana round, Pakenham Council carpark. Photo: Bob de Bont



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# Murray's Corner ...

■ Murray Finlay – President [president@mx5vic.org.au](mailto:president@mx5vic.org.au)

*G'day all!*

**It's hard to believe that yet another year in the life of the Club has slipped by.**

**We've just entered a new membership year, having finished 2011-2012 with yet another record number of members (541!). Our annual awards presentation is fast approaching, and the AGM is just a few weeks away. Didn't we just have the last one?**

Of course, the record membership doesn't just happen. It's a combination of new members joining our ranks with an ever-increasing number of existing members retaining their links with the Club.

And that has to be due to some fine leadership, on a number of fronts.

Not least of these is the motor sport team, led by **Robert Downes** and **Daniel White**. Our entry fields at the Championship events are very large – often 40, 50 or more! – and the standard of competition is growing ever higher ... resulting this year in a *four-way tie* for Motor Sport Champion!

Then there are the Chapters, which are very ably led by **Ron Gillick** (North-Eastern Victoria), **John Gleeson** (Western Victoria), **Bruce Harvey** (Northern Tasmania), **John Waldock** (Southern Tasmania), **Grant Butler** (Eastern Victoria) and **Ron Macdonald** (Central) and their various assistant captains. Most of the Chapters are very active indeed, and I'm sure their high visibility has led to much of the growth the Club has enjoyed.

And of course, in the middle of it all, trying to hold on to all the strings, are the 12 dedicated Committee members.

From me, I offer heartfelt thanks to all in the Club who so readily give up their time and energy to make this such a fun and inclusive group to be part of.

**Over the last 12 months** we have been doing much to address the future of the Club, which has kept the Committee well and truly on its toes.

The most significant development so far was the introduction in March of the new Club structure, which divested a lot of the day-to-day responsibility for running the Club from the Committee to the Chapters.

But behind the scenes we have been chipping away at other structural elements like a business plan, to identify what the Club wants to be, where we

want to go, and how best to get there.

We're looking at ways to improve our communications, service our members, grow motor sport involvement, as well as at core elements including our corporate governance and financial management.

We're also going to begin looking at additional sources of income, which may include sponsorship, as well as additional benefits we might be able to generate for our members.

For that, though, we need to know more about you – our members. Our plan, for later this year, is to survey all members (voluntarily, of course!) to get a better idea of the number of members in different age and income ranges, interests, other vehicles etc – and what you're looking for. When we have a better idea of who we represent and what interests you, we will have a much clearer idea of who to approach and what to ask for ... and what we can offer in return.

***It's a brave new world for this Club!***

**But back to the present.** As mentioned, the annual general meeting (AGM) is coming up. It will be from 7pm on Wednesday, 8 August at the Albert Sailing Club, Aquatic Drive, Albert Park (followed by the August Committee meeting).

Everyone is welcome to attend, but I would appreciate you letting me know if you're coming so we can provide enough tea and bikkies!

There are no issues to vote on this year, other than the Committee election. One third of the Committee (four people) must stand down each year; four of the current members are re-standing, but any financial member is free to nominate. (Nomination forms must be received by 7 August.)

If you can't make the meeting, you can still register your vote via a proxy form. The Notice of AGM and other forms are included with this month's printed *mxtra* or via this month's e-mail link.

You must be a current 2012-2013 financial member to stand for election and to vote at the AGM or by proxy.

That's it for this month. I hope to see you at the awards presentation on 22 July.

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

*Murray*

*For your diary ...*

**See the full calendar for details**

## July

- 22 *Central: run to Awards lunch*
- 22 *Club: 2012 Awards presentation, Woodend*
- 28-29 *Western: Ballarat to Beechworth & Mansfield run*

## August

- 4 *Central: Trentham run (Saturday)*
- 8 *Club: AGM, Albert Sailing Club*
- 12 *South Tas: Tasman Peninsula run*

## September

- TBA *Central: High country run*
- 9 *South Tas: Coles Bay run*

## October

- TBA *Central: GO Road dawn run*
- 14 *South Tas: Maydena run*
- 21 *Eastern Vic: Gippsland run*
- 22-27 *NSW South Coast week away*

## November

- TBA *Central: CFA run*
- 4 *South Tas: Orford run*
- 25 *Central: Christmas lunch*



**Remember our Club Smartphone calendar**

The smartphone version of the Club's events calendar is at [www.mx5vic.org.au/smartphone/events.html](http://www.mx5vic.org.au/smartphone/events.html)

You can type this URL directly into your device, or you can visit the events calendar page on the Club website and click on the small icon at the top of the page. Once there you can add the above icon to your home screen. Label it something appropriate ...

Just like on the website and the printed calendar, the events are listed month-by-month. Just tap the month you want and the events will cascade out on your screen. Tap the month again to close it.



# Motor Sport Torque

■ Robert Downes – Club Captain - Motor Sport [captain@mx5vic.org.au](mailto:captain@mx5vic.org.au)



*2012-2013 Round 1 and Interstate Challenge: Phillip Island – Saturday, 30 June*

By the time you read this, I am confident that Victoria will have defended the Challenge Trophy against NSW and that the standard of competition and driving has continued into the new season. Details next month.

*"Driving Instructor" Training and "Junior Driving" Training at Winton – Saturday, 4 August*

As mentioned last month, AROCA has organised instructor training and invitations have been extended to six MX-5 Club members. The Alfa Club is investing a considerable amount of money to standardise and lift the quality of its "Racecraft Training" program which I expect to resume in March, 2013. For those interested, the Junior Driver Training will be available as usual under the guidance of our extremely well-credentialed Mr Graham Wilson, ("fighter pilot" of the green MX-2.5 with the 1.3 litre "small block" engine).

*Round 2: Winton – Sunday, 5 August*

Your chance to take on the Winton "long track".

*Phillip Island 6 Hour – Sunday, 5th August*

Despite this event clashing with Round 2 at Winton, five teams of MX-5s are entered (three from NSW and two from Victoria). There is a very strong contingent of drivers from both states and I am sure you join me in wishing them every success in the event. I am confident we will see some impressive results.

*AROCA 6 Hour: Winton – Saturday and Sunday, 13-14 October*

We are currently sorting out teams etc. for another shot at victory and again we will have three teams competing.

*Until next month ... "drive responsibly at all times"*

*Robert #26*

## Motor sport calendar

See the full calendar for details

### 2012-2013 Championship

#### August

- 4 Junior driver training, Winton
- 5 Rd 2: Sprints, Winton
- 4-5 Phillip Island 6-Hour
- 19 Rd 3: Sprints, Sandown

#### October

- 13-14 Winton 6-Hour (non-Championship event)

### Motorkhana 2012-2013

#### July

- 14 Rd 5: Huntly Saleyards, Bendigo (Saturday)

#### August

- 5 Rd 6: Mt Gambier Saleyards

#### September

- 1 Rd 7: Leongatha Saleyards, near Koonwarra (Saturday)

#### October

- 13-14 Australian Championship, Queensland

## Upgraded MX-5 launched in Japan

Mazda Motor Corporation has upgraded the Mazda MX-5 for the Japanese market.

The refreshed design went on sale throughout Japan on 5 July.

The design of the upgraded MX-5 (known in Japan as the Mazda Roadster) distinguishes between the sporty character of the soft top and the refined character of the power retractable hard top (RHT) through the use of co-ordinated black and silver features respectively. The front face of both versions has been redesigned to present a more aggressive look. For the interior, a new luxury tan color is available for the genuine leather seats. In addition, revised characteristics of the throttle and brake booster (power braking device) have improved control of the accelerator in the manual transmission models and the brakes in all models.

The enhancements add polish to the pure driving pleasure which has made the Roadster/MX-5 famous.

In addition, the updated Roadster features an *Active Bonnet* (pedestrian protection system) which raises the rear end of the bonnet in an accident to reduce impact to the head.

There's no word yet on an Australian upgrade. ■





# Membership

Will Campbell – Membership Officer [membership@mx5vic.org.au](mailto:membership@mx5vic.org.au)



membership are now due!

Current membership count:

234

Hello everyone ...

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

We finished 2011-12 with **541 members** (another new record!), and we had over 100 renewals for 2012-13 in the first 24 hours!

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

Please remember that we give only one month's grace for renewing members. If you haven't renewed by the end of July, the July **mxtra** will be the last edition you receive.

I would like to extend a warm welcome to the new members who have joined our ranks:

### Southern Tasmania Chapter

Henry De Cesare	2001 Sunlight Silver NB
Lisa-ann Gershwin	1989 Classic Red NA

### Central Chapter

Colin Warren	1990 Classic Red NA
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### Western Victoria Chapter

Colin Nankervis	1989 Classic Red NA
Chris van Velzen	2001 Black NC

I say this each year: whilst the Club enjoys a particularly high participation rate, there are some members – some of them long-standing – who rarely get along to events.

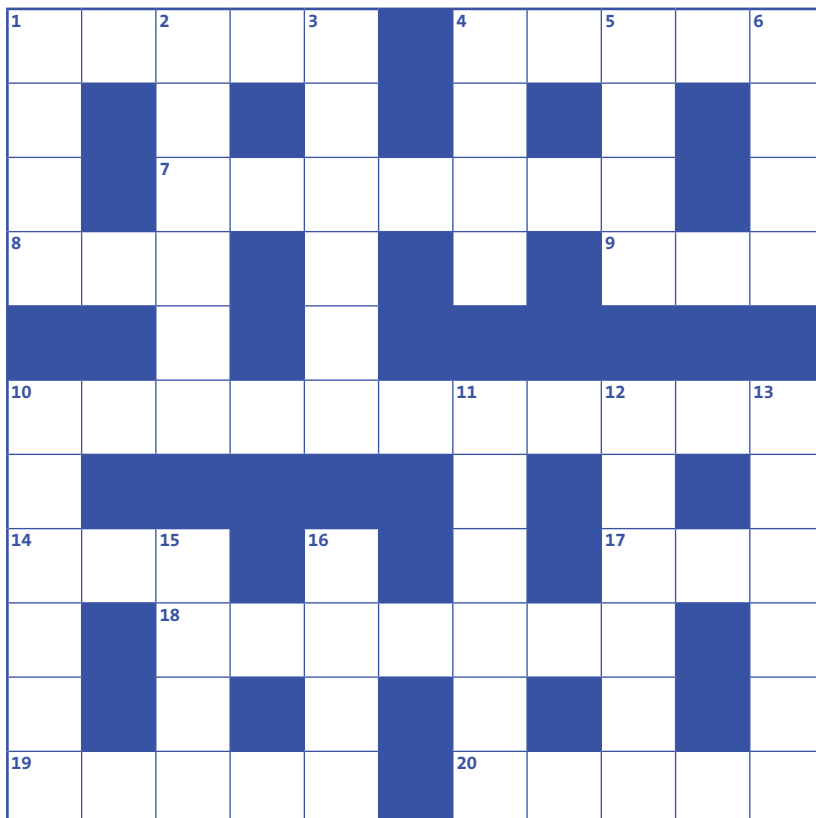
Life can be hectic and timing is everything, but I encourage all members to make full use of your membership and to enjoy the many and varied events that are offered.

Enjoy your MX-5 and I'll see you out and about ...

Will

Alan Bennett's

## MX-5 crossword #4



### Across

- A welcome change in direction for the driver or dancer (5)
- Signposted changes in direction (5)
- Going round and round in an MX5 of course! (7)
- Older than kilos per rectangular centimetre (abbrev.) (3)
- Phone a friend when stuck beside the road (abbrev.) (3)
- Petty, worthless, flimsy and inconsequential – except it aids performance (11)
- Don't brake without it! (3)
- Used in fast gear changing in combination with the heel (3)
- 17 across in a sale to separate (annag.) (7)
- Wait for the car behind (5)
- Kit out before being ment (5)

### Down

- Drive from here to there without stumbling over a computer (4)
- Running while waiting ready to go (6)
- You can follow a cam but there's no place for water and a cat (6)
- As the head says, "This is the other side of the coin" (4)
- An angry combination of the road and a temper (4)
- Toyota with a red bull (4)
- Doing 7 across albeit at least once less than a faster driver (6)
- To close in, just in case (6)
- Can you have it and eat it too? (6)
- With 17 across but without ice protects the foot (3-3)
- Circular graduated measuring instrument (4)
- Yours changes over time but the MX-5's does not unless impacted by force (4)

Answers next month ...

# Scene about ...



■ Photos: John Waldox, Bob de Bont, Kelly Berggren, Karen Bradshaw, Ron Macdonald



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# The MX-5 Club Grill



## Introducing ...

Allan Pryer

Southern Tasmania Chapter

**Name?** Allan Pryer

**Age?** 48

**Born (specifically where)?** Ware! (Herts., UK)

**Current abode?** On the edge of the bush and at the foot of the mountains in Montrose, Hobart

**Profession?** Manager/Supervisor with the Australian Bureau of Statistics in the agriculture area. Prerequisite: counting sheep doesn't put you to sleep!

**Partner?** Married to Stacey

**Pets?** Three cats, eight chooks and numerous itinerant wallabies, possums, cockatoos etc.

**Fave food?** Lamb Rogan Josh

**Can you cook?** Secretly, yes

**Favourite tippie?** Full-bodied red

**First drive?** At 17, "Land crab", aka Austin 1800 (Mk1), called "Myrtle"

**First car?** 1962 Hillman Minx – "Jim", \$240. Loved that car!

**First fender bender?** 1981. The Austin 1800 was T-boned by an ex-school mate when he failed to give way. Poor "Myrtle"!

**Everyday driver?** Hyundai Elantra

**Current MX-5?** '93 NA Classic Red, power steering, needs a name ...

**MX-5 improvements?** "Off the shelf" it's a wonderful package. To get the best out of it, it's mostly the driver that needs the improvement! These help too: Mania cold air intake, KYB AGX adjustable shocks, King springs, Flyin' Miata butterfly brace, headers, hi-flo cat

**MX-5 dislikes?** None

**Why an MX-5?** I thought such a car was out of reach for the average person and they still seem too good to be true. Truly a



credit to Mazda to achieve what they did with this little sports car for the price tag. A dream come true.

**Fluffy dice?** No. No prismatic pendants, no pelvic Presleys on the dash, no frangipanis, and definitely no RMW longhorns on the rear window!

**Passions besides the MX-5?** "CW", the Austin Healey Sprite 'resto'; soccer; playing and recording music; video editing and 3D graphics and I squeeze in the odd bit of cake decorating

**Favourite TV show / movie / book?** Always like a bit of "Top Gear" but historic and science documentaries generally /any movie where character development is at least as important as the effects / just enough time for a classic car mag!

**Dream wheels (money no object)?** 1964 Ferrari 250 GTO, Series 1 E-Type Jaguar Roadster, '60s Ferrari 250 California

**Would you drive a Daewoo or SsangYong?** I drive my daughter's Daewoo Leganza from time to time. Simple answer: NO!

**Favourite other Mazda?** RX-8

**If not a Mazda (gasp!) what?** Jaguar or Boxster

**How long in the Club?** About five years

**How many MX-5 Club runs?** Beyond my digital capacity (ie, more than I have fingers)

**Favourite Club run?** From Hobart up Tassie's east coast to St Helens or across to Strahan, then a good evening with other Club members as part of an overnighter

**Funniest thing seen on a Club run?** Many things, but memorable was running back up a road ½ a km to find the answer to a clue on a car rally then racing back to avoid giving the answer away to others close behind. Still lost ...

**Done DECA?** No, but would like to

**Ford vs Holden?** Ford

**What's playing in your MX-5?** The Church - Singles Collection

**Footy team (AFL/NRL/Soccer)?** Collingwood / Dragons / Melbourne Victory / Derby County

**Final comments?** I'm not sure if it's a function of owning an MX-5 but it does seem strangely coincidental that all of the Club members I have met are great people. Oh, and keep raising those pop-ups or give a wave when you see another MX-5 on the road; they need to know friends and fellow '5' tragics are out there!



# Chapter chatter ...

## The President's Run 27/5/12 | Central

■ Words: Dave Collins ■ Photos: Ron Macdonald (*gracies-place.net*) ■ Run organiser: Murray Finlay

*The "President's run", the last for Murray after six years at the helm, was done in style.*

**We had a huge turnout of 44 MX-5s, the biggest standard run in a long while.**

Gathering us all together for the briefing, Murray took the "podium" (a couple of well-placed rocks).

Starting well, introducing Ben Rounsefell (Mazda Australia's Loyalty Manager), the participating Committee members, Chapter leaders and new members, Murray was quickly drowned out by a couple of large black crows that also wanted to be heard.

Persevering, Murray got through the call, reminded us to set tripmeters to zero and got us underway in two groups. John and Janette Todd "volunteered" to lead the second group. Those of us with radios were amused to hear the chatter between the lead and tail-end Charlie for both groups (with the benefit of hindsight, maybe we should have used different channels!).

Weather threatening and tops down, we hit the Princes Highway ... and traffic lights ... and traffic lights (about 10 sets of them – they breed them down there in Berwick!).

But it wasn't long before we hit the back roads and a few were lost, necessitating our first regroup for the second convoy.

Off again for some beautiful wide and twisty roads, the majority of the 40km wet, leaf- and bark-strewn. After all, we had just had the wettest May day for 17 years ...

We had a couple of slides and another two missed turns before the mid-way loo stop was upon us. Thanks to Coral for standing on the corner of the footy ground to show us the way, as I am sure another missed turn would have been on the cards.

The second half of the run was not without incident. A group in the second convoy missed a turnoff to the right. They were chased and convinced to turn back ... and then missed the turnoff the second time. There is no doubt *rule nine of the convoy rules* was **not** followed today (**WAIT AT THE CORNER UNTIL THE CAR BEHIND CAN SEE YOU**).

Don't get me wrong; we had a lot of fun with a great group of folks, quite a few of



^ The "natural break" at Woori Yallock



^ Pass the platter ...

< A cut-down Mazda3 used for apprentice training



^ the Mazda 600 (1962-1970)



^ the Mazda 1000 (1963-1968)



^ the Mazda 1800 (1976-1983)



the Mazda T600 truck (1959-1971)



^ the Mazda R360 (1960-1966)



whom were on their first run or had not been on a run for some time.

As we were driving back into the 'burbs along High Street Road, heading towards Mazda Australia's head office for a lovely lunch, we bunched up at the lights and we found ourselves in the lead. Another cardinal sin: *don't overtake the leader* ... sorry John and Janette. Luckily only a few kilometres to go.

We all arrived safely at Mazda HQ, where we squeezed into the small car park, most of us double parking (a great sight) until we discovered a multi-story version behind the offices. With all the noise, we set off Mazda's workshop alarms ... but no matter.

Soon we were inside, where a feast for our eyes of many sorts awaited: a great spread of food, fantastic "vintage" Mazdas, the latest CX-5 ... and the 250,000th MX-5, built some 3½ years after the first was released in 1989.

During the proceedings, Murray was surprised and humbled when Mazda's Ben Rounsefell presented him with a silver platter in recognition of his years of service to the Club. Well, almost ... the silver version was, well, not where it was supposed to be, so instead Ben presented Murray with one of the caterer's dinner plates!

Special thanks go to Mazda Australia for their wonderful hospitality, and for opening their showroom and apprentice training centre for us for the day.

**Well done, Murray – a great president's run. ■**



^ The 250,000th Mazda MX-5 produced worldwide (built in 1992)

# Chapter chatter ...

## Dawdling to Eaglehawk Neck ...

10/6/12 | Southern Tasmania

- Words: Allan Pryer
- Photos: John Waldock and Robin Tanner
- Run organisers: John Waldock



^ Arrrrrr ... what a view! Rob & Dianne Tanner's beautiful Titanium NB. Oh, and Pirates Bay!

*Fashionably and annoyingly late once again, I arrived to hear the final passages from Chapter "Capitano" John Waldock before the departure.*

It was a cloudy, cool day with threatening skies but "roofs down" was applied without discussion. My NA is not blessed with wonderful heating and my beanie was nowhere to be seen so, despite numerous layers of clothing, it was with some trepidation I assumed the position in

readiness for departure. John would lead off in his newly-acquired Velocity Red NB SE, having left his beloved NA "Feisty" at home.

A nine-car convoy set off south-east towards the Tasman Peninsula, heading as far as Nubeena and Port Arthur. Along the way it was great to pick up long-time members Nils and Billie in their white NC who themselves are from "the Peninsula". The drive itself bristles with sweeping corners and



^ 15 minutes of ham ... er, fame! Allan and John preach the MX-5 gospel

tighter sections and, although the damp roads introduced some added caution, there was plenty of scope to enjoy the capabilities of our cars. And then there is the scenery ...

A quick stop at the lookout near picturesque Pirates Bay gave us a chance to have a chat and welcome and get to know new members Gary and Maureen. I also managed to find my beanie but the need was reduced by swapping to John's SE whilst he drove my NA. The SE's heating is superior ... and it has a wind-blocker.

Having the power of the turbo made for an interesting stint to Nubeena. It was great to have that extra push of power when pulling up hills and short, sharp overtakes are more possible with a pretty



^ John Waldock's "new" SE ... fellow SE drivers are not happy about the choice of parking spot!



much instant surge. When it came to a series of bends I found myself unsure of applying strong acceleration in case it threw me into the next corner too hard. When discussing afterwards, John talked of similar reticence but more associated with when to apply power on the exit of a corner if wheel-spin is to be avoided, bearing in mind the roads were moist. I'm sure in time all of this will be a forgotten concern and John will be off into the distance! The turbocharged SE is an impressive variation on the MX-5 theme and John will have the envious joy of juggling which experience to have each day. (Note: after further running of the SE I'm finding it much more manageable, though I suspect the current tyres are approaching their time for replacement.)

The car swap also gave John the chance to compare his NA with no suspension modifications (apart from a front-strut brace) to not only the SE, but also my NA with butterfly brace (see last edition of **mxtra**), KYB AGX shocks (set at four) and King springs. I'll leave him to comment on that ...

**John:** "I found the braced NA quite different from my normal NA. It's hard to decide whether or not it's the suspension or the brace that makes the biggest difference, but there is certainly much less body roll and a marked increase in chassis stiffness. I felt the braced NA was like a mini SE in lots of ways and it was fun to drive, feeling very competent in the corners."

Nubeena is the main centre on the Peninsula with a population of around 7,000, but all was quiet as we pulled into the picnic area. Many headed straight for the café to grab a nice warm drink and a bite to eat. When I returned to the gathering there was much discussion regarding the local radio station. Apparently someone had seen our conspicuous group of sports cars and had notified one of the local DJs. He had come

down for a look and, impressed with what he saw, invited one or more of us back to the station for a chat live on air! Being the Captain and very knowledgeable on things MX-5, John W was the obvious choice, bar his quiet retiring nature (!). He took a bit of convincing that it wasn't a hoax and that all would be laughing upon his return from a nice walk up the road but, supported by companions Cliff and me, he made for the radio station.

We were welcomed to *97.7 Community Radio Nubeena* by elderly DJ Dan (or was it Stan?) and his wife. John and I sat down at a microphone each and after a quick song (not from us thankfully!) we were "on air". Dan was comfortable and smooth with his questions as we fumbled our way along. John spoke about the MX-5 and the LWS (lightweight sports car) philosophy, contrasting that with "muscle" cars, and how our cars' natural habitat is twisty roads, not the block between traffic lights. We briefly discussed the heritage of the LWS and the British marques such as MG, Triumph and Austin Healey. When one listener heard of our Sprite he rang in about his. Unlike a bigger operation we couldn't hear

what he was saying and for a moment there was a bizarre conversation with us shouting to the room where his phone call had been taken by Dan's wife and her relaying his response!!

Goodness knows what it sounded like to the listeners.

After a pleasant chat Dan wound us up, thanked us and wished us well for the rest of our run. It was an interesting experience in which we were happy to further the cause of the MX-5 and the LWS ethos and complimented them on the service they provide to the local community in general. When we returned to the group we found that they had been enjoying good food, drink and conversation as usual but also listening in to the radio, as was a local who had passed by shouting "nice Daewoos"!

Eventually we started back and several called into The Blowhole near historic Eaglehawk Neck. It was more of a swell-hole on this calm day and the main threat of getting wet was coming from the clouds above so we headed home after yet another enjoyable event. ■



^ The hardy Southern Tassie Chapter members, waiting for "the off"

# Chapter chatter ...

## Burgers in the ~~snow~~ ... rain!

17/6/12 | Northern Tasmania Chapter ■ Words & photos: Kelly Berggren ■ Run organiser: Kelly Berggren



^ The Abominable Carl-man

*Being Tassie, the weather is one of the first things you worry about when organising a run, especially when the ultimate goal is to have the top down as much as possible.*

I was hoping for snow on the ground but sunny skies – of course we got drizzle instead! The morning started off hopeful, with a beautiful sunrise that lit up our rain-sparkling red NA Mixie, but ended up patchy at best.

We started the run from the Deloraine train park (a train set the scene nicely by chugging past while we waited to get rolling) with six lots of die-hards, keen for a long run through VERY windy roads to Waratah. The first stage was easy to plan – only two options via Mole Creek to Waratah – and we went out through Mole Creek, around the back of Mt Rolland on Olivers Road (has a great lookout over the Tiers and you can see the peaks of the Overland Track on clear days), past Lake Cethana and up through Moina to the Cradle Mountain turn off, then on directly to Waratah from there.

The second thing you worry about when planning a run is rest stops in picturesque places that have toilet facilities. The bad news was that the Moina shop I'd planned to stop at was closed! The good news was they have built a new huge visitor centre for Cradle only a few minutes up from the turn off ... luckily! Next time I'll actually plan that stop in, especially as it's the only public toilet in hundreds of kilometres, (*incidentally, did you know there is a government website JUST listing public toilets all over Australia?!).*

We waited for the few who needed it at the lookout over Lake Lea and the Vale of Belvoir – but we weren't willing to make the short walk up the hill to see this view, the temperature being ripe for snow even if it was technically still drizzle. I think my hubby Carl was being a little over-prepared though, what with the beanie, lower face muffler (brought specially for Tassie MX-5 runs!) and ultra-waterproof ski jacket. 😊

Soon after we arrived at Waratah and our lunch stop at the Bischoff Hotel. Our wonderful hosts Bev and Lou were waiting to greet us into their toasty

warm pub – and so were Ken and Lyn from Sheffield! Ken was a very good sport and graciously welcomed us, even though I'd led him up the garden path just hours before. Originally I'd planned to take the run from Deloraine via Sheffield, through Gunns Plains to Waratah and then home via the back of Rolland and Mole Creek, since the back corner of that road between Mole Creek and Olivers Road is prone to black ice in the early morning. It's much more fun the other way around though, and since we had rain instead of ice, we decided to reverse the run. So when Ken and Lyn decided to join us late, (after the early clouds had held off, at my advice that we would be going through Sheffield around 10.30am), they were left waiting ... waiting ... and we were glad they decided to come on alone and join up with the group in Waratah.



^ Happy birthday, Kelly!

Lunch held up to memory as being the best burger I'd had in a long time – a works burger so huge that you could barely manage to eat it by hand (most used cutlery but I have a big mouth ... ha haa!). We had a good stop, taking our time over lunch even though it was a long run, so we could have a proper chat. Just before heading off Anna surprised me with a huge plate of yummy



^ Four seasons in one day!

chocolate-chip muffins smothered in ice-cream and candles – it just happened to be my 35th birthday, and what better way to celebrate than cruising around the windy roads of Tas!

I scoffed the ice cream and took the muffins with me so we could hit the road, heading down the Ridgley highway. I originally planned to take the Hellyer Gorge road as it's a Targa Tasmania run, but luckily Ken pulled me up by pointing out (correctly!) that the small critical section of road that connects across to the fun 'C' roads behind the coast was GRAVEL! OH NO! Needless to say, we took the other road, which was a nice drive anyway, if a bit straight.

From there I took us on a very windy route via all the curviest 'C' roads on the map! There were some fantastic roads through forestry, paddocks, tiny towns of three houses. One scary moment we were racing up a windy hill with an open drop off to the left, when popping over the top, backlit by clear sky, was a huge tractor! He wasn't taking up the entire road but it felt like it for a few seconds. Bruce behind us

was fixated on our bumper in the hopes of avoiding it, while I was scrabbling around for the radio – I'd lost it under foot while taking pics of Bruce behind us out the window. Being first car has some disadvantages in that no-one can call a "traffic" or "road kill" warning for you!

Soon we arrived at the Gunns Plains valley, which is a narrow long one with a big river running through it and lots of caves, with a wonderful view through to the mountains. The hill down was very steep, curvy and narrow, and blowing a gale of course. We stopped at Gunns Plains Caves (again only public toilet for miles!) for coffee, muffins and a stretch. The sun was just setting over the hill, and with the wind still blowing a gale – but no rain at least – we didn't stay for long. I'd tried to stop at a local winery and a local goat cheese farm, but both were closed ... bummer.

The road out of the valley that we took was VERY curvy (looked great on the map!) and very fun, taking us up through bush, farms, past the vineyard, and over the hill back into the sunlight. The next



^ Bruce & Chez

section between Gunns Plains, Sprent, Paloona to Latrobe and our finish, were more excellent well looked after 'C' roads though beautiful country. It was dark by the time we hit Latrobe, saying a quick goodbye and then everyone was off to re-fill petrol tanks so they could make it home!

Nearly 400km, and over six hours of driving (not including getting to the start or getting home) and a great day had by all on roads not often travelled - since they are so bloody far away from civilization! I think I'll plan a short run next time though... ("yay!" they all say!) ■

^ Louise, Cheryl, Ken, Lyn, Carl



# Chapter chatter ...

## Jingellic run ...

17/6/12 | North-Eastern Victoria

■ **Words:** Stuart James ■ **Photos:** Karen Bradshaw & Mark Gillick ■ **Run organisers:** Ron & Marg Gillick

*"What's that ya' say Ron?  
Lunch at the Jingellic Pub?  
-- Yeah, what a good idea!  
Let's do it!"*

At least that's how I recall it all started ... thought we might get six or so cars for a winter's day run!

So we rocked up to Maccas in Wodonga – next to *Supercheap Auto* – but they don't do coffee ... and lo and behold **18 cars** turned up, including a couple of new members – *welcome!*

Hardy bunch these MX-5ers! Beaming faces more than made up for the less than glorious weather. Fantastic to see so many Western/Central members making the big effort to support our run – we really appreciate everyone's support.

Anyway, off we set – all with roofs down if I recall correctly? But then again that might be just my "no rain, no roof" mantra clouding my recollection. My "navigator" did mumble something along the lines of being reasonable about the roof before we left home, so we did arrive at the start "roof up" – don't think anyone got a photo?!

First leg took us out to the Hume Weir which is near full at the start of winter and very picturesque with the morning light and low cloud that we experienced. Then over the Bethanga Bridge and up to Granya for the great run over the Granya Gap to the Murray Valley Highway.

At this point the advance guard took the short cut to the pub – to secure a seat by the fire I expect! Hook left, and on up to Shelley, the former site of the highest railway station in Victoria when the Wodonga-Cudgewa line was in operation.

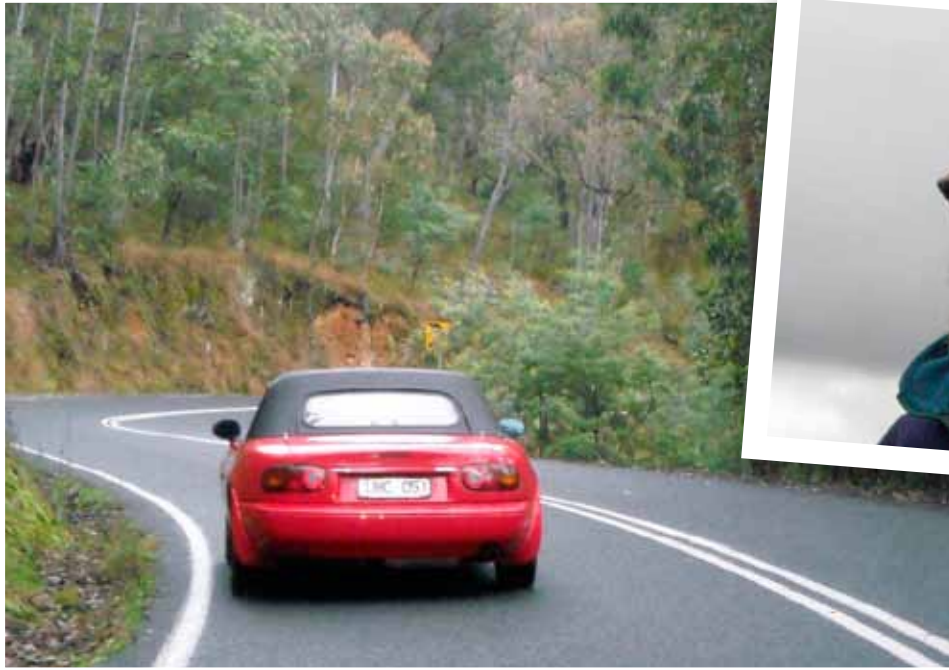
We flashed by the Koetong pub – another good stop when time permits. At this point there is a short cut back to Walwa – on the Victorian side of the Murray from Jingellic. A great run but still unsealed – all things come to those who wait ... *one day.*

Next left to Cudgewa and Tintalra where we again joined the Murray River. A quick stop at Cudgewa (the southern railhead used to cart supplies into the Snowy Scheme during the post-war construction) to regroup and inspect public conveniences, then downstream to Walwa and across into NSW to the Bridge Hotel at Jingellic.



^ Into the Twilight Zone ...





^ Who needs a roof? Stuart James

**What a great pub!** It has a lot of local history but caters well for travellers too. A very leisurely lunch was enjoyed by everyone. The car park did look a bit odd though – 4WDs and MX-5s everywhere. Someone was heard to pass the remark that we looked like a bus load of pensioners out for lunch but had to do a “take two” when we hopped into 18 topless MX-5s and roared off down the river!

A few cars left us at this point to head off in various directions, including the Wymah Ferry – but the road on the other side is unsealed. The rest headed to the Hume dam for a look around the wall and power station. And then it happened – rain! Bugger ... up goes the roof – oh, well, some toughed it out. When you wear shorts and a furry hat all things are possible – I’ll let you work this one out for yourselves. *What happens on the run ...*

No wonder these are such popular roads with the car and bike mobs, but given the weather, few bikes, caravans or trucks were encountered: the North-East is heaven on earth!

Thank you to all the hearty souls that came along and helped to make the day a great success. From the attendance sheet they were Marg and Ron, Karen and Ian, Marge and Andrew, Patrice and Chris, Maria and Noel, Ellen and Gerry, Elaine and Bill, Val and Ian, Cindy and Roger, Neal, Gwenda, Beau, Noellene and John, Sue and Stuart, Dawn and Alan, Bronwyn and Geoff, Brenda and Phil, and Brett.

Special thanks to Marg and Ron for another great day out – their efforts are greatly appreciated by all concerned. ■



^ L-R: Phil Gibson, Val Bruce, Cindy & Roger Valkenburg (potential new members), Ian Bruce, Ellie & Gerry Engwerder.

# Chapter chatter ...

## Run to Jingellic ...

16/6/12 | Western Victoria ■ Words: Noellene Gleeson

*It's Saturday, 16 June, and a few of us Western Chapter members have got together to go and play with our Northern friends.*

Seven shiny cars assembled outside our place all excited and rearing to go. Jeff Woolf had even come to the start to go as far as Kyneton with us as he was unable to get time off from work. Karen and Ian left on Friday and were staying in Beechworth and meeting us in Wodonga on Sunday for the start of the run.

Almost time to go and we notice a nice red NC coming from the Melbourne direction. It's Bronwyn and Geoff Roach who had travelled up to start with us instead of heading up the boring Hume. *How good is that?!*

Off we go, with no pressure; we are just going to take our time and enjoy the day, as dinner was not until 7pm.

We head through Daylesford and on to Kyneton for a coffee break. This is always a good drive and of course all tops were down. I could not believe the good weather after what we had been having. *Get the MX-5 out and the sun shines!* Poor old Jeff leaves us at Kyneton to head back home. We all feel so sorry for him as he would have loved this weekend.

We take our time and have a coffee and a look around the Piper Street shops.

About 45 minutes later and it's back on the road towards Heathcote and Nagambie. Great roads, plenty of bush, bends and turns – totally enjoyable! *What else could you possibly want to do on a Saturday afternoon?* At Nagambie we pull in and have a picnic lunch and a great chat. We have two prospective members on this run and it's a great chance for all to get to know each other.

Another hour gone and off we go again. Out with the map and head to Violet Town. Turn left on to the Dookie-Violet Town Road. Great drive. Then ... **oops!** *Where are we??*

Patrice gets out her tablet ... no luck. Another look at the map; we missed a turn. Off to Goorambat, then to Thoona. What lovely quaint old towns – well worth a second look.

Next it is over the Warby Ranges and into Wangaratta. Great road and beautiful bush. Time for a toilet stop and it is decided, as it is getting late, to head into Wodonga along the highway.

After we settle into our cabins at the *Blazing Stump Motel* we walk to the bistro at the hotel just metres away to have dinner and a great night with some of our Northern hosts.

Sunday is the run and it's fantastic. Stuart report (page 16) will fill you in on that.

We stay at Beechworth on Sunday night. The Trivia Night is on at the hotel again so once again we have a terrific night with lots of laughter and some prizes won.

After breakfast at the Beechworth Bakery and some shopping we head for home about 10am. Calling into the *Cheese Factory* at Milawa and *Brown Brothers Winery*, we all had treats to take home. *Yum yum!!*

Last time up this way we loved the Whitfield-Mansfield Road so we just had to do it again. The weather is not as kind this time – a bit damp and foggy in parts – so we can't enjoy the view. It doesn't matter though ... it's still a great drive.

We arrive home at about 6.30 pm. Everyone is thrilled with our weekend and all had a wonderful time.

If you have never been on a Northern Chapter run, we highly recommend it. They have the best MX-5 roads, wonderful scenery, lakes and rivers including the mighty Murray, and the most hospitable and friendly group of people you could ever wish to be with.

Thank you to Ron and Marg and the rest of your group once again. We'll be back!!

Zoom Zoom ■

## Run to DECA ...

23/6/12 | Western Victoria

■ Words & photos: Lockie Story

*Well ... it's that time again. Time to head to Shepparton and play on the track and skidpan at DECA.*

Because of the distances involved I set my alarm for Saturday morning and, with my recently-acquired second NA "Rose" (a white 1990 NA6), headed north and west.

The idea was to meet up with the rest of the Western Chapter contingent at the bakery in Elmore at 11.30. I was an hour early and they were 45 minutes late! Not a problem ... I sat in the bakery surfing the net and watching the world go by. I have to say that, for a small town, that bakery sure is busy!

When John and Noellene and Laurie and Vergie arrived, we had lunch there and headed on to Shepparton where we visited the new *Shepparton Motor Museum*.

This is one cool place, where they have a constantly rotating collection of privately-owned cars on display. I was particularly pleased that the current theme was Jaguar (*Ed: Lockie is a former president of the Victorian Jaguar Club*) and there were 10 Jaguars on display ranging from a 1947 Mk IV Drop Head Coup, XK 120, 140 and 150 DHC to one of the best early E Types I have ever seen. There was even an HQ Ute with a Jaguar power plant. (*WHY???*)

There were also cars like an early Minerva, a Maxwell, Ford Customline, Alvis DHC and many many others. The collection also included vintage bicycles, including two Penny Farthings, and a very eclectic collection of old and new motorcycles including a 900cc Ducati, a Brough Superior and a Harley Davidson motor scooter. (I can just picture turning up at a Harley rally on a 50cc scooter!!)

After that we went for a wine tasting and a visit to the *Chocolate Factory*. Then on to our motel for drinks then dinner. It had been a big day and we had another planned for Sunday so we were off to bed at a very respectable hour.

Next morning we were up and ready to go by 8am, so we headed out to DECA to find that we were amongst the first to arrive. When all had gathered, we had



*Some of the delights  
at the Shepparton  
Motor Museum*



our drivers' briefing and were split into three groups for the three different trials and off we went. We had the off-camber back track (very tricky if you get it wrong), and two skid pan circuits going at one time. There were a total of six circuits on the skid pan for the day. This is covered elsewhere (page 20) so I won't go into details other than to say we had a steady trickle of visitors from the Western Chapter passing through and even Ron and Marg from the North-East dropped in for a *looky/ou*.

After completing all the circuits I headed off for my five-hour drive home, arriving safely home just in time to fall asleep. Total distance for my trip: 927 kilometres.

**I must say a big thank you to Robert Downes and the Club's Motor Sport Crew who gave up their time to organise, staff and run the event. Without them it would not happen.**

**Anybody who decided not to come, you missed one of the best dates on the calendar. ■**



*◀ That 50cc  
Harley scooter!*



*^ "Rose" shines on a dark day*

# Doin' DECA ...

■ Words: Don Nicoll ■ Photos: Ron Gillick, Karen Bradshaw

*A 5:30am alarm on a Sunday morning, rain on the bedroom window and a hazy mist over the street lights can only mean one thing ... it's time for DECA again.*

Breakfast, followed by a two-hour drive, saw the brain fully awake when Robert Downes asked if I would look after the money from the folks who were paying on the day.

As in previous years we were divided into three groups (A, B and C), each of 15 or so participants and dispatched to Areas A, B or the back track, after it was made very clear what the rules were for the day.

**Group A** were confronted with the "Gate Slalom" while **Group B** were thrown into the "Serpentine", both tests being located on the skid pan. **Group C** departed for the back track where they were to get some instruction on driving lines around the circuit by Club's motor sport specialists **Teruo Delacroix, David Wilken and Noel Heritage.**

Each group had at least two goes in each test before moving on to the next test area. This was a real benefit on the skid pan for those of us who are spatially challenged. It is interesting how a momentary lapse in concentration during a 180°-plus turn can result in an equally momentary panic as you try to work out where you are and where you are headed.

After completing a test in each of the three areas, early lunch was called. This was as much about re-fuelling the body as re-heating the skid pan marshals **Robert Downes, Craig Healy and Brendan Beavis.** The fourth marshal and organiser for the day, **Bob de Bont,** required only food as his thermals were doing a fine job of keeping him warm!

Just like last year, the weather improved and the skid pan and back track started to dry out, which meant a significant improvement in grip during the afternoon tests. Group A tackled the "Cloverleaf" while Group B was challenged by a design called "Q Mothballs" and Group C headed off to the back track to put earlier learning into practice. The complexity on the two skid pan tests had increased sufficiently to



◀ Alex Hailstone



Rob Hampson ▶



◀ Ron Diprose



Dale Fitzgerald ▶



◀ Lockie Story

8



Noellene Gleeson ▶



^ Don Nicoll is a picture of concentration on the skidpan ...  
 < ... and while cleaning up his five-second penalty!  
 v Colin Denman-Jones



ensure that quite a few people were hit with five-second penalties for missing a flag. *No bribes were accepted by the marshals!*

Once all three areas had been completed, the design for the two tests on the skid pan were changed for the last time. Area A had a thing called "Spiro Slalom", which looked easy on paper but proved tricky when trying to do a 180° turn through a narrow gate. Needless to say there was a bit of reversing required on the first run. Area B had a design called "Noughts and Crosses" which required plenty of concentration to make sure you didn't get completely lost.

That completed the official part of the day, but when I left there was still plenty

of activity on the skid pan. It is definitely addictive.

This was my second DECA and once again I learned lots about car control, especially when it was out of control on the wet skid pan. The back track mentoring was also really good (even if I did consistently leave that turn on the back section too late, David!).

One of the really inspiring aspects was watching young drivers doing great runs on the skid pan. It constantly amazes me that learner drivers are not required to do time on a skid pan – as they are in Germany, for example. It was also inspiring to watch people like **Bob de Bont** and **Ben Sale** show us how you can navigate the tests in the minimum

time. I have no particular desire to be as accomplished as these guys but it was great to see how it can be done.

**A huge thank you is due to the Motor Sport Team for their patience, good humour and constant words of encouragement, despite the cold and early wet conditions.**

**If you want to know how to recover control of your car when the back end (or even the front end) has lost adhesion then there is no better place to find out than in the safe and friendly environment of a Club DECA day.**

You don't even need thermals ... the adrenalin highs more than compensate for the cool and wet conditions which seem to prevail at this time of year. ■

# Welcome to Park-enham!

■ Words & photos: Bob de Bont

*The fourth round of the 2012 NGK Victorian Motorkhana Championship was held on 17 June and hosted by the Peugeot Car Club of Victoria.*

We were at Pakenham and it was cold and wet – again – but most of us didn't care, the event was on bitumen at the Pakenham Council offices' car park (*Ed: no truth that they had parking meters in the garages!*).

The day started out wet, nearly dried out with some sun, rained and finished wet.

The change of venue required a lot of organisation effort and credit must be given to those who helped to make it happen: the Pakenham Council for the use of the venue at short notice, CAMS for providing the necessary paperwork at very short notice, the Victorian Motorkhana Advisory Panel for developing and authorising tests to suit the venue, the Peugeot Car Club of Victoria with the help of the Pakenham Auto Club for running the event ... and lastly the competitors who brought a very positive attitude to a cold, wet and challenging event.

There were 51 competitors entered for the day in everything from a stock Honda Accord to a wild old Datsun 1600 rally car, a couple of Austin Healy Sprites, a couple of old Minis and the custom Motorkhana Specials.

The MX-5 Club was represented by five entries with **Alex Hailstone** entering her first motorkhana, along with **Ben Sale** in Ben's NA6, **Troy Heasly** and **Dale Fitzgerald** in Troy's NB8B, and **Bob de Bont** in his NB8B. The **Szutta** tribe had entered in their NB8A and were representing another club.

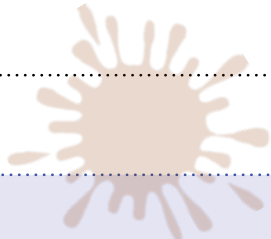
There were a total of eight tests for the day in a very tight and challenging area including an uphill curving carpark on a slope boarded by kerbs. Straight Slalom included the curve and a round-about for the top. Other tests were modified to fit into the area and required some prior planning. I have never seen so many people walking each test before their run ... exercise at a motorsport event! The last couple of tests were newly developed and were a blast to drive.

Pakenham Auto Club put on a great sausage sizzle/BBQ with coffee, tea, burgers etc to keep the people warm and fed during the day.

By about 4pm the day was done and we each packed up and headed home. ■



^ Dale  
v Alex  
v Bob



## Motorkhana results

MX-5s occupied the first three places in Class B with Bob winning the class and also achieving 8th outright and 6th on handicap. Next was Mark Szutta in 2nd followed by Ben in 3rd who also achieved 2nd in Novice. Alex secured an excellent 2nd in Ladies followed by Denise Szutta in 3rd. Alex Szutta was rewarded with 5th in Juniors after a clean and neat day. Troy and Dale had departed early, thus finishing down the field with Dale securing 6th in Novice and Troy with 7th in Juniors.

In the Clubs' Championship we took another hit even with the good individual results posted by Bob, Alex and Ben as the clubs around us all scored well, pushing the MX-5 Club to 5th.

**The next three rounds are all on bitumen:**

**Round 5** on Saturday, 14/7 at Huntly Saleyards, Bendigo.

**Round 6** on Sunday, 5/8 at Mount Gambier Saleyards.

**Round 7** on Saturday, 1/9 at Leongatha Saleyards (near Koonwarra). *Gippsland Chapter members might like to come and support or compete ...*

**More information is available from [www.motorkhanavic.com.au](http://www.motorkhanavic.com.au) or from Bob de Bont on 0402 345 562 ■**

## Mazda returning to Le Mans

Mazda's new Skyactiv-D Clean Diesel engine will be present at the 2013 24 Hours of Le Mans.

Long-time Mazda customer *Dempsey Racing* in Florida, USA, has signed on to run the racing version of the powerplant in the Le Mans Prototype 2 (LMP2) class.

The engine is a 2.2-litre, four-cylinder diesel with dual-stage turbochargers helping provide "outstanding performance and fuel economy coupled with the kind of quality, durability and reliability needed to produce great street cars and win endurance races," according the John Doonan, Mazda North American Operations' Director of Mazda Motorsports.

Mazda is the only Asian carmaker to win the 24 Hours of Le Mans, with the **Mazda 787B** in 1991.

**Source: X15 Magazine** – June 2012 edition [www.x15mag.com](http://www.x15mag.com) ■



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# MX-5 “truck substitute” ...

■ Words & photos: Ron Diprose

*In March the Navigator and I enjoyed a holiday with friends, in the moving chicane, at Porepunkah.*

This is the home of “Club Griffo”, known worldwide as the sponsor of the 1993 and 1996 Large Racing, Vincent sidecar assault on the *Isle of Mann Southern 100*.

As is normal when on holiday, the Navigator bought some drinks at Bright, a small suburb of Porepunkah. A promotion to win the ultimate XXXX Gold esky was running at the time, so we filled in an entry form.

Weeks later, to our great surprise, a registered letter arrived to say we had won the esky! The only problem was that we were home by then ... and we had to claim the prize *in person*, at the Bright Woolworths, 315km away!

After checking out various freight options I decided to join the North-Eastern Victoria Chapter for their 5th Anniversary run through their magnificent country, thinking I would go to Bright after the run to claim the prize and then work out the transport logistics.

I called Ron and Marg Gillick to let them know I intended to join their run. Ron kindly offered to do the transport duties for me on their next trip to Melbourne (*Ed: probably a good job you didn't accept, given the rest of this story*).

Following a 5am start from home, without the Navigator, who had declined my invitation for breakfast at Benalla and coffee at Yackandandah, I enjoyed great company and Ron and Marg's great run, despite the *moving roadblocks*, as reported in May *mxtra*. I'm sure the road builders were thinking of MX-5s when they built the Tawonga Gap and Mt Buffalo roads.

After farewelling the group, I drove through Porepunkah to Bright Woollies and, following the formalities, was presented with a large bright yellow esky on a moveable stand. After some head scratching and a couple of circuits of the esky, I decided that, by removing the base, I could fit the main part into the passenger seat.

After duly ignoring some helpful advice from bystanders, I disassembled the base and loaded it into the boot, then placed the esky on the passenger seat and fitted the seatbelt. On the drive to Myrtleford I found the esky was moving around too much, so a quick stop at the supermarket for some rope soon had things more secure.

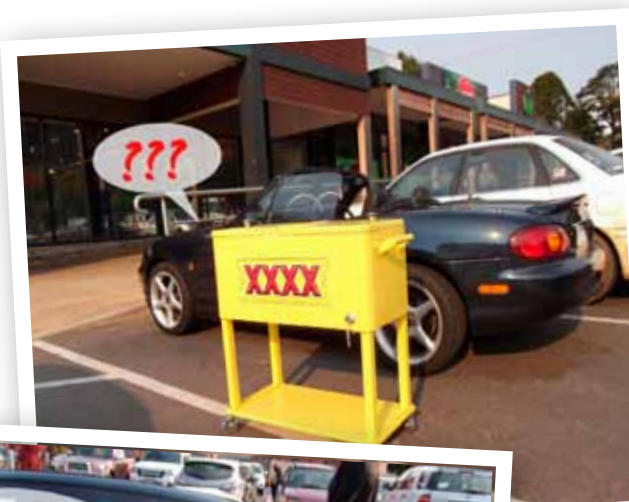
With the soft top down to accommodate the load, I was getting some odd looks on the trip home through Greta, Upper Lurg and Lurg, Benalla, then down the Hume highway.

The diversion to Greta was to see Ned Kelly's home. There is only one house in Greta and it's not Ned's. I have since found out that the Greta of Ned's time is now called West Greta. *I thought they only pulled those tricks in Queensland!*

The weather was kind, fortunately, so with the heater cranked up we (ie, BlueMaxx, esky and I) made it home.

After all that effort, the Navigator was not impressed with the new acquisition ... something about the colour.

*So it has now moved back up the Hume ... to our son's home at Wallan! ■*





# Hot Mazda MX-5 hits Goodwood



■ Words & photos: David Hassall, *John Mellor's Go Auto News* #636

**Mazda is set to produce a hot track-focused version of its iconic MX-5 sports car in limited numbers, but the British-modified car may not come to Australia.**

Presented as the **Mazda MX-5 GT Concept** with a view to assessing customer interest, the modified roadster will debut this weekend at the famed Goodwood Festival of Speed in the UK.

British race engineering company Jota Sport, which regularly races cars at Le Mans, has squeezed another 35kW from the standard MX-5's 2.0-litre four-cylinder petrol engine, taking it from 118kW to some 153kW using lessons learned from its UK race program.

The exhaust note has been enhanced by the fitment of a sports exhaust system with a central twin tailpipe.

Jota Sport has retained the standard six-speed manual gearbox.

Suspension has been updated to improve handling and is adjustable for different track conditions, while aerodynamic

assistance is provided by a carbon-fibre front splitter, a rear diffuser and a boot spoiler.

Racing-style Recaro seats have been fitted to hold the occupants against the extra side forces and the interior also features a number of carbon-fibre enhancements that help reduce weight.

With a view to customers looking to buy such a car for track use, the MX-5 GT Concept is quipped with "road slicks" and body-coloured – orange in the case of the concept car – rollover bars behind the seats. ■



*Agent orange: The track-based MX-5 GT Concept boasts 35kW more power than the standard road car.*



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# How the wheel (and CAMS) came to be...

■ Words & drawings: 1962 CAMS Manual of Motor Sport

*Our Club is one of about 400 affiliated with CAMS – the Confederation of Australian Motor Sport – the governing body for motor sport in Australia.*

*Club members involved with motor sport are very familiar with the CAMS Manual of Motor Sport, which is the annual rule book CAMS publishes to set out the*

*technical regulations governing motor sport in this country.*

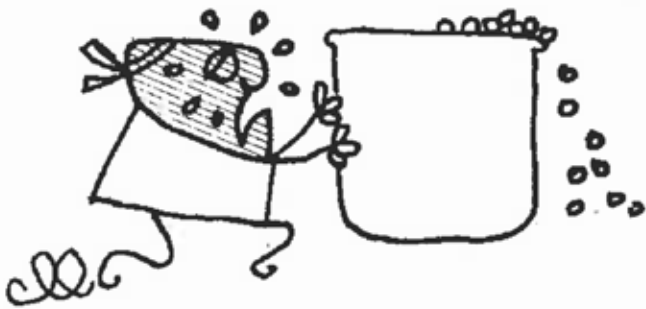
*It's a fairly dry affair.*

*However, recently we came across part of the 1962 edition of the CAMS Manual (just the fourth edition), which could see the fun side of the sport ...*

## Section 1

### The Wheel *A partly apocryphal account of why we are here*

**About 50 centuries ago, in the fertile flood plain between the Euphrates and the Tigris, a sweating peasant named, it is said, *In Jinnah M'Kanik*, was pushing a large wicker basket full of dates from nearby palm trees to his humble tent.**



*In Jinnah*, like most of the human race, was hot, tired and angry. Muttering “*there must be some easier way to do this*”, his eye fell on a section of fallen palm log, and it occurred to him that he might be able to roll his basket along using the log to support the weight and permit forward motion.

The idea worked but, of course, only until the log slid out from under the back of the basket. His wife, *B'aksit Reiva*, suggested that he get two logs, and put one under the front as well. Thus the first front-end suspension was devised, and the phrase “easy as falling off a log” first used.

Down at the oasis that night, a few of the boys got talking, and one of them suggested tying one log in place under the basket, to save constantly replacing the rear one. This *In Jinnah* did, and the idea worked fine. However, as soon as he got into soft sand, he found it took four

camels to move the thing. So he whittled away some of the wood between the sides, and produced a device that looked something like two cones, apex to apex.

The design was soon superseded. *Jinnah's* wife (whose name, *B'aksit Reiva*, meant “*Moonlight over the Palm Trees*”, but soon became corrupted to “*Backseat Driver*”) suggested reducing the weight of the assembly even more, and *Jinnah* hacked away with a bronze fragment he'd picked up in a junk shop in Ur.

Not to be outdone, date carriers all over the district got to work on the idea.

Every new design, sketched out on a handy piece of papyrus, evoked ironic cries of “*Here's another In Jinnah M'Kanik*”, so “*engineer-mechanic*” was eventually the general name for these hopeful artisans.

Urged on by his growing fame, and finding onerous of the labour of carving away all the best part of the log, *In Jinnah* bethought himself of cutting

two sections and fitting through them a strong branch, or “*ek-sul*”, to use the Chaldean phrase.

So the *ek-sul* (or axle) came into being, and at last *In Jinnah* has a workable assembly, which he called “*Ka-at*”, which could be translated as “*useful thing*”, and pronounced “*cart*”.

The only fly remaining to mar *Jinnah's* ointment was the screech made as the discs of wood revolved around the “*ek-sul*”. Dry and gritty, the *Ka-at* progressed over the sands to the accompaniment of first, a dull “*ooo*”, then a sort of shrill squeak – “*eel*”.

“*Ooo-eel, ooo-eel*” it went. So *B'aksit Reiva* called it a “*ooeel*”, and thus there came on to the stage of human history one of the most simple yet far-reaching inventions.

Over the centuries of conquest and trade that followed, the “*wheel*” spread across the known world; by 1600 BC it had reached Egypt and enabled Pharaoh's legions to dash headlong to their own destruction at the hands of Cecil B de Mille in the Red Sea. Possibly the first genuine multiple traffic accident due to excessive speed; it was used by *Ben*





Hur in the record lap of the 1st Latin GP; it carried Caesar and Charlemagne; Boadicea, with a special hub cap, successfully cut her enemies, and even her own careless pedestrians, down to size; upon it Marie Antoinette rolled to the guillotine, Napoleon's guns to Moscow, and the Conestoga wagons to California and television fame in the longest reliability trial thitherto recorded.

Stephenson's "Rocket" gave the wheel new and tremendous significance for, throughout history until his first steam locomotive, the wheel was still the load-bearing and animal-propelled device it had been in the desert east of Eden.

Stephenson made it work for itself. And it was the enunciation of the basic principle of internal combustion that followed the

discovery of petroleum and the inventive drive of the Industrial Revolution in Europe that opened the door to a new age of transport, and allotted to the wheel its functions of driving and steering and, later, braking.

In 1877, Nikolaus Otto, a German engineer, propounded the principle of a reciprocating internal combustion engine with four strokes of the piston to each power propulsion. The "Otto cycle" of induction-compression-power-exhaust (or "suck, push, shove, blow" as it might be called) is still the basis of 90 percent of engines, and these all spring from Gottlieb Daimler's adoption of the four-stroke principle in his gas engine of 1883. Unknown to Daimler, who was a former employee of Otto's, another brilliant German engineer was also working towards the production of a self-propelled vehicle, and in 1886 actually produced an auto-tricycle. This Karl Benz, whose name became linked with Daimler's in after years both as the title of a famous firm

... continued



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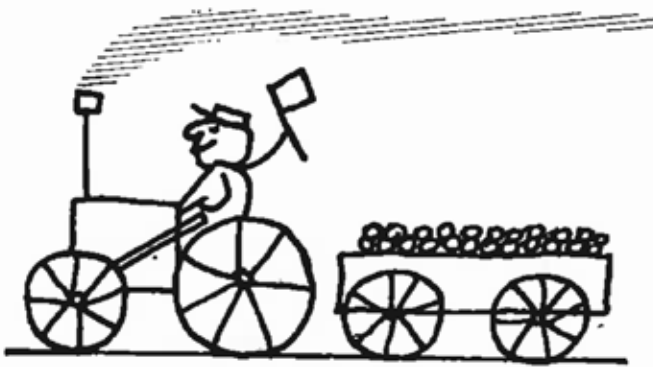
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## How the wheel (and CAMS) came to be ... (cont)

and as fellow inventor.

Later in the same year, 1886, Daimler produced the very first horseless four-wheeler, forerunner to the millions that changed the face of man's society – and its seat, to, for that matter.

Daimler first drove his vehicle through Bad-Cannstatt in Germany in 1886. By 1890, such is the maniacal herd instinct of man, the first national automobile club was formed – in Monaco.



Over the next few years, national clubs were formed in many countries: France 1895; Belgium and Austria 1896; England 1897; Italy, Holland and Switzerland 1898; Germany 1899; Hungary 1900; Ireland, Denmark and South Africa 1901, USA 1902, and Spain, Portugal and Sweden in 1903.

Those were the days of exciting and dangerous road races. Undoubtedly the worst and wildest of these was the “*Race of Death*” scheduled to run from Paris to Madrid, but stopped at Bordeaux, so dreadful was the carnage among drivers and spectators. By a grim coincidence, the winning car was called “*Mors*”, which means “death”. The subsequent public outcry virtually ended open road racing on the Continent, though the Italian Mille Miglia survived until the late 1950s before it, to, resulted in mass tragedy.

To protect their interests and the growing sport of automobilism, the national clubs formed a grand alliance – the “*Association Internationale des Automobile-Clubs Reconnus*” (AIACR). In those high and far-off Edwardian days, Australia was of course a distant part of the Empire, and only recently had achieved partial political independence. So far as the AIACR was concerned, she was part of the “territory of the RAC”, and such motor sport as there was here then was controlled from England.

Upon the formation of the Australian Automobile Association, the RAC delegated certain of its powers to the AAA, and so matters stood till after World War II, by which time the AIACR had changed its title to “*Federation Internationale de l'Automobile*” (FIA).

In 1952 another body was formed in Europe whose interests were solely those pertaining to touring motoring. Upon the AAA becoming affiliated with this group (the “AIT”), naturally it gave up sporting powers, and this is where we came in.

To exercise these powers on behalf of the RAC, the Confederation of Australian Motor Sport was formed by existing sporting enthusiasts in Australia, and its existence dates, therefore,

from March 1st, 1953. In 1958, having completed five years of control, CAMS was granted provisional autonomy on the recommendation of the RAC and, this having been ratified by the General Assembly of the FIA in 1960, in that latter year Australia became a separate and legal partner of the older countries which had seen the very earliest days of the horseless carriage.

Today motor sport in Australia is a great and still-growing source of participation and interest. Racing, of both the highest international standard and on local club tracks, is a year-round thrill. Enormously expensive world-class tracks exist in New South Wales and Victoria, and the famous Bathurst and Longford circuits in NSW and Tasmania comprise closed public roads. Other first-class circuits have been devised and built from wartime airstrips and taxiways in Queensland, West Australia and South Australia. In addition, there is a number of circuits of a mile to a mile-and-a-half long, built on private property in various rural areas. An annual circuit of top-line events, including the Australian Grand Prix; there are at least a score of diversified hillclimbs, innumerable gymkhanas and social meetings are held by the 20,000 club members, and (most popular of all with actual competitors) the characteristic Australian reliability trials and rallies are amongst the longest and hardest in the world.

It is in these latter events that the best and worst crews and cars are found out. Ingenuity, skill, patience, fortitude, good humour – all are tested to the fullest.



Somewhere along a dark and lonely road, on a cold and rainy night far removed in space and time from the hot sands of prehistoric Mesopotamia, it is not unlikely that there can be found a stranded, struggling crew with a wheel deep in mud echoing the words of *In Jinnah* of immortal fame: “*There must be some easier way of doing this.*”

The Wheel, it might almost be said, has turned full circle. ■

~ CAMS Manual of Motor Sport, 4th edition, 1962

# NB muffler



■ Words & photos: Paul Watson



*Hello to all.*

I have been a member of the Mazda MX-5 Club since I bought our little dream car, a 2002 NB Titanium, just over 12 months ago. Unfortunately given our work commitments and living on the Peninsula, I haven't been able to attend any Club runs. I hope to change this in the future.

I read the newsletter on most occasions and find the content very informative.

Some time ago there was an article written about "Gracie" that spoke about exhausts and mufflers. This was of great interest to me as I wanted my MX-5 to have a note. This article talked about N-Power mufflers. I liked the fact it was a cheap solution and that a Club member (Ron Macdonald) was happy with the result.

Along with not being able to source an N-Power muffler for my MX-5, I researched the cost of a full system from one of the advertisers in **mxtra** and found this well beyond my budget.

I then started asking around locally and could not believe the fact that everyone I spoke to pointed me in the direction of one business: Darren's Exhaust, located in Rosebud.

Darren could not have been more accommodating. He made a few phone calls on my behalf and we soon had my MX-5 booked in. The installation took half a day and the workmanship is great.

I stressed to Darren I didn't want the note of the exhaust to be deafening and he certainly understood where I was coming from. I have now taken my MX for its first decent run and I am rapt with the result.

If you are in the market for a new muffler then I can recommend Darren. Only trouble is you have to travel to Rosebud.

Oh, and the cost?

\$260.

All who recommended him to me said he was *too cheap!*

For those interested:

**Darren's Muffler and Exhaust Centre  
Factory 2, 3 Newington Ave  
Rosebud  
Tel: 5981 2299**



# 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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» 1.6 NA    » 1.8 NA    » 1990-2009



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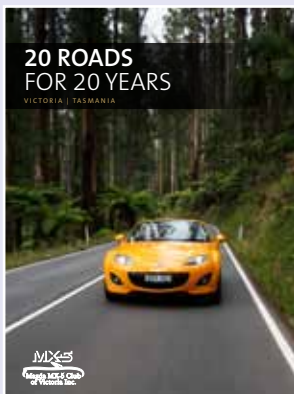
## "20 Roads" book

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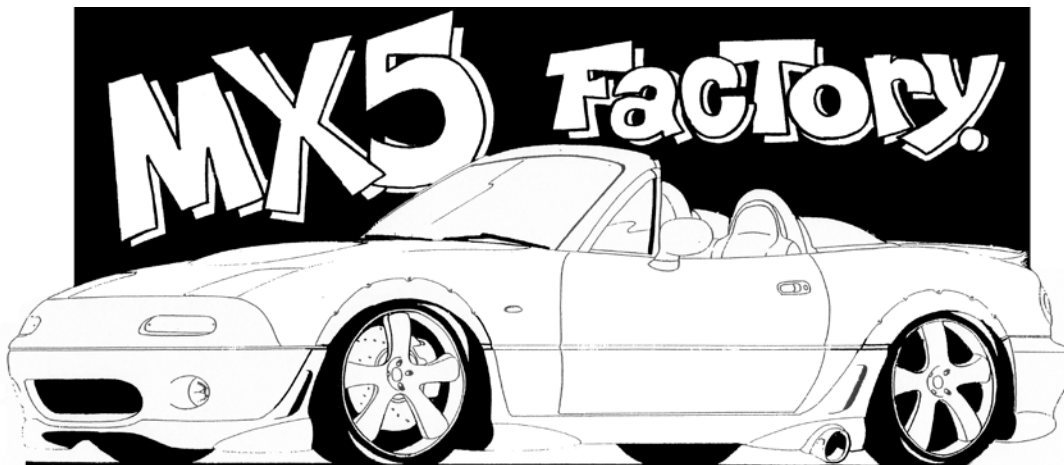
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