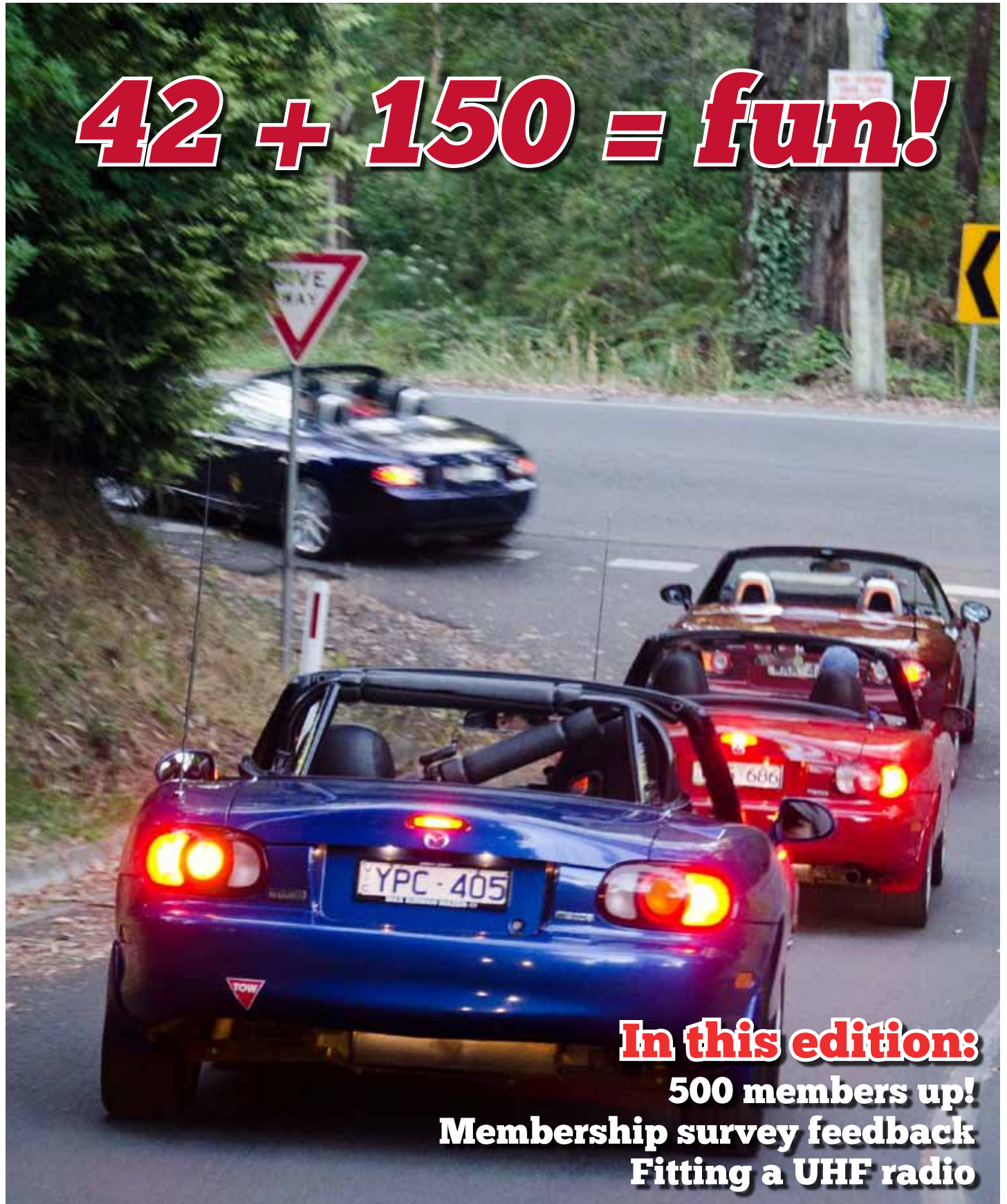


THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

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**In this edition:**  
500 members up!  
Membership survey feedback  
Fitting a UHF radio



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# MX-5

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of Victoria & Tasmania

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2/2013

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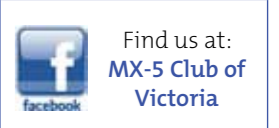
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Cover image: *Wait at the corners!* A simple task when we're in a group, but out on our own, many of us seem to forget and leave those behind to their own devices. Photo: Wendy Clark



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## Don's Drive(l) ...

■ Don Nicoll – President [president@mx5vic.org.au](mailto:president@mx5vic.org.au)



*Hi everyone!*

... and welcome to our March edition of *mxtra*. As always there seems to have been plenty happening in the background so I'll touch on a few topical issues.

In mid-January the Presidents of the five Australian MX-5 Clubs had a hook-up via Skype to discuss what we were all up to and, importantly, talk about NatMeet 2014 in Queensland. There is a feeling amongst the Club Committees that Easter is not the ideal time to hold NatMeet.

One of the biggest concerns has been the cost of accommodation at Easter and the availability of suitable venues, particularly given the competition from the general public at this time of the year. The Queensland Club has agreed to look at this to determine if there may be a better time of year to hold the national get-together in 2014, although it may already be too late for them to change their plans.

However, as Victoria and Tasmania will be hosting the 2016 NatMeet, you can appreciate that this is of great interest to your Committee. Those of you with an opinion are encouraged to let me know at [president@mx5vic.org.au](mailto:president@mx5vic.org.au) if you believe there are strong reasons in favour of, or against holding NatMeet at Easter-time.

We recently had a meeting with Ben Rounsefell from Mazda to discuss more details of our participation at the Australian Grand Prix. Further information will be distributed to those lucky enough to have made it on to the list of Club members who will be driving the celebrities on a parade lap. As we expected, the list of interested drivers was much greater than the number of slots available. So, if you are lucky enough to be on the list but find that you can no longer make the event, please let Murray know at [editor@mx5vic.org.au](mailto:editor@mx5vic.org.au) as we have plenty of people who would just love to take your spot. From the discussions with Ben it sounds like it is going to be a great opportunity to advertise the Club as well as participate in the premier motor sport event of the year.

I need to mention the Todds, or the "Cocks' Corner" as John likes to call it at the moment. Janette stepped down from the Committee at the end of 2012 as we have reported previously. She had an operation on her shoulder on 1 February and at the time of writing she is making good progress. We wish her a speedy return to good health. Not to be outdone, John managed to trap a nerve in his neck in mid-January which meant he lost the use of an arm for quite a while. Fortunately drugs and time are allowing him some relief but he has to see a specialist as this edition goes to press, so fingers crossed that he can be fixed up quickly.

While we are talking about wishing people a speedy recovery, I would like also to send Club member Albert Brogan our best wishes for his daughter's partner, who suffered a terrible accident when cycling in South Australia recently.

Over the years that Murray was President, you will have read his many accolades regarding the hard working Committee members. This is my first opportunity to return the favour and send a bouquet in Murray's direction. This month's edition of the magazine was compiled at two locations: Murray's old address and his new address. Yes, somehow he managed to move house and meet his publishing deadline as well, an amazing effort.

Finally, a word about the Club's efforts to assist those impacted by the fires in southern Tasmania and Gippsland. John Waldock (Chapter Captain – Southern Tasmania) has arranged a run to Dunalley to offer our support to those impacted by the fires. Alan Laine (Chapter Captain – Eastern Victoria) is planning a run to Licola for the same purpose later in the year. As the Eastern Chapter is still relatively small in number, we appeal to members from other Chapters to lend their support to Alan in this worthwhile cause.

*Must go ... the driver's seat is getting cold.*

**Remember ... Safety ~~fast~~ first!**

Don

*For your diary ...*

**See the full calendar for details**

### February

- 16-17 NE Vic: Snowy Mountains run
- 17 North Tassie: Cethana run
- 23: Western Vic: Twilight run
- 24 South Tassie: Southport run
- 24 Central: Kinglake run

### March

- 3 Central: Todds' Tour
- 8-11 Club: Vic/SA weekend, Halls Gap
- 17 Eastern Vic: Licola run – postponed due to fires
- 17 North Tassie: St Patrick's Targa
- 17 NE Vic: Mt Buffalo run

### April

- 14 Eastern Vic: Baw Baw/Icy Creek
- 16-24 Club: Tassie Tour
- TBA Central: Anzac run

### May

- 5 Eastern Vic: Moe/Rawson run

### June

- 2 Eastern Vic: Technical day (TBC)
- 14 Eastern Vic: Social night (TBC)

### July

- 28 Club: Awards lunch, Mazda Australia, Mt Waverley

### August

- 23-25 (TBC): NSW Club 3-day weekend

### November

- 9-10 Eastern Vic: Bright overnighter



# Membership

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

*Hello everyone ...*

A bumper month with 12 new members, one renewal and one transferee from the Mazda MX-5 Club of NSW. We've crossed the 500-member barrier again this year.

I wish the following folk all the very best for a fruitful and enjoyable time in our Club:

Current membership count:

**501**

### Central Chapter

Paul Caraglanis	1999 Innocent Blue NB
Monique Gillett	1990 Classic Red NA
Richard Miles	1993 White NA
Gary O'Connor	1998 Grace Green NB
Jim Pearson	1998 Twilight Blue NB
Jon Pels	1990 Classis Red NA
Roger Phillips	1998 Blue NB

### North-Eastern Victoria Chapter

Brett Maloney	2006 Red NC
Peter Marks	2010 Metropolitan Grey NC

### Northern Tasmania Chapter

Peter and Carol Fisher	2003 Silver NB
------------------------	----------------

### Western Victoria Chapter

Trevor and Joan Baker	1990 Classic Red NA
-----------------------	---------------------

See you out and about ...

*Will*

*Alan Bennett's*

## MX-5 crossword #6

January 2013  
– answers

W	H	I	T	E		P	E	A	R	L
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K		A	M	O	U	N	T	S		L
E		N		L		I		E		O
N	A	K	E	D		K	O	T	O	W



# Full Throttle!

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



*Are you thinking about having a go at one of our motor sport sprint rounds?*

With a break in the Competition Calendar for January, I thought I would take the opportunity to give our current non-competing Club members an insight in to what you would need to do if you are thinking about having a go at one of our motor sport sprint rounds.

If you would like to see for yourself what it is all about, I encourage you to come along as a spectator to one of our rounds and talk to us and see how the day is run.

During last season we had over 80 different Mazda MX-5 owners compete at some stage during the year in our various sprint rounds. Of these, we have approximately 40 regular Championship competitors who enter every round and have been doing so for many years. With such a strong core group there is a wealth of experience, knowledge and assistance for any newcomers to draw on and all of our regular MX-5 competitors are more than happy to help.

If you go to our Club website [www.mx5vic.org.au](http://www.mx5vic.org.au), then click on the "motor sport" tab, you will find all of the detailed information you need to know to get you started and a copy of our Championship Rules. Please take the time to go and check it out.

We look forward to seeing *you* at the track soon.

Photo: Jess Murphy – MX5pics.com.au

Here is a brief overview of some of the basic things you will need to do in preparation.

### Licence

To compete in most (non-race) track events you will need a CAMS Level 2S (*S for Speed*) or higher licence. For a 2S licence you aren't required to pass a written or practical test. To obtain this licence you must also be a current financial member of a CAMS-affiliated car club. Go to [www.cams.com.au](http://www.cams.com.au) and apply online.

### Safety Equipment

For sprints and other track events, you'll need the following items:

- » A helmet meeting AS1698 (or equivalent) standards (eg, a motorcycle helmet).
- » A fire extinguisher meeting AS1841, minimum 900g, securely mounted within reach of the driver (metal bracket, not plastic), no more than three years old.
- » A secondary restraint for the bonnet. This can be a simple strap through the latch hook and tied to the chassis rails, allowing limited bonnet travel. Elastic type cords are prohibited. Bonnet pins or other permanent modifications are not necessary.
- » A 150mm blue triangle (sticker) on the body marking the battery location (these can often be purchased on the day).
- » Non-flammable neck-to-wrist-to-ankle clothing (no flammable synthetics; wool or cotton is fine).
- » Non-flammable, close-fitting footwear (normal runners are fine, thin-soled shoes are ideal).

### Additional safety equipment

Whilst not a mandated requirement by CAMS for Speed events, some event organisers choose to demand roll bars for open cars, four-point safety harnesses, or metal valve caps on the wheels. Certainly these are highly recommended accessories for the regular participant, and can be obtained fairly cheaply from a range of suppliers. Read the event's supplementary regulations carefully to ensure you don't turn up unprepared! Contact the event organiser for further clarification.

### Basic Vehicle Preparation

If you don't normally carry out the mechanical work on your MX-5, or you are unsure about its condition, then it would be a good idea to have your vehicle serviced or inspected by a professional, prior to a track day.

Your car needs to be in sound mechanical condition. As a minimum it must have good tyres, brake pads with plenty of pad material, good steering, a good wheel alignment, coolant, fresh engine oil, no leaks, drive belts and hoses in good condition.

### Attitude

The right attitude is the most important thing you can bring to the track. Staying relaxed, open minded, and willing to learn is the best way to improve your lap times.

### Costs

- » Level 2S CAMS licence: \$110
- » Entry fee per round: \$180 - \$220

Keep an eye on the Club's website calendar for upcoming motor sport events.

Apart from having a ball and improving your car handling skills, you'll mix with a great group of fellow MX-5 Club members!

*Daniel #146*

*"Racing – converting money into noise!"*

### To the Members of the Mazda MX-5 Club of Victoria & Tasmania

As some of you know, last February I underwent bowel surgery to remove two tumors. As I was recovering from that, my in-laws became very ill and I became their full-time carer.

These events precluded me from runs as I was tied to Lance and Dot 24/7. I did get away for one run but pulled out as I was falling asleep at the wheel and returned to my daughter's house where I slept for the rest of the day. As a result of these intense situations I became ill with pneumonia and other related problems.

I am just about back on top and wanted to thank the members of the Club, particularly those from the Western Chapter, for their help and support when it was needed most.

People have been very kind. It is a wonderful club we have!

Thanks again to (you know who you are) ...

*Kindest regards*

*Lockie*

*(Lachlan Story)*

### Club video - spread it around!

We have added a new promotional Club video to the home page of the Club's website.

Inspired by Central Chapter Captain Ron Macdonald and produced by Committeeman Ben Sale of "Otherside Productions", it gives a brief (one minute 40 seconds) insight into the Club's range of activities.

Check it out at [www.mx5vic.org.au](http://www.mx5vic.org.au).



So next time someone asks you, "Just what does the MX-5 Club do?", point them to the home page ... the pictures tell several thousand words!

And, if you're a current member who hasn't been along to any of our events recently, it would be worth you checking it out as well ...

# Club survey feedback ...

■ Words: Don Nicoll, Club President

*Thanks to the fantastic response we received to the Club survey, the experts tell us that the data we have accumulated is highly representative of the feelings of the entire membership. So firstly let me thank all of you who took the time to go through the survey and provide responses.*

**What did we learn?** Well the first thing we learnt was that setting up the questions in the correct way is critical to getting representative answers. With the benefit of hindsight we could have arranged some of the questions and answer options differently.

However, on the positive side we found a couple of people who are familiar with survey methods and who have volunteered their help in any future surveys. So if you had difficulty answering some of the questions, then please understand that we were learning the ropes and promise to do better next time.

Despite the difficulties created by a few of the questions, we learnt some really important information to assist us in seeking Club sponsorship. You will recall that our objective with this first survey was to understand some of the demographics of the membership so that we can present information on who and what we are to potential Club sponsors. In the process we also learnt some interesting things about the people who make this Club what it is. *Maybe we should start with this.*

**Our membership comprises** an almost 50% split between those who have been in the Club three years or fewer and those who have been members for longer. If we make the cut-off point five years' membership, then we find 75% of us fall into this category which means that 25% of the Club comprises members who have been with us for longer than five years. Those with over 10 years of membership represent about 10% of the members. So, we have a large range of membership experience from which to draw.

One of the often-discussed aspects of the Club is **the age of our members**. If you used some of the photos in this magazine as an indicator you could be excused for thinking that the majority of us are middle aged or older. Well, that is not the case. For sure the largest group of people are between 56 and 65, but they are closely followed by the 46 to 55-year-olds and not far behind them the sub-45-year-olds. As I mentioned in last month's magazine, the over 65s are outnumbered by the under 45s. So, not only do we have a broad range of membership experience, we also have good representation in each of the different age groups.

In the questionnaire we asked you to nominate whether you were a student, retired, part-time employed, self-employed or a full-time either professional or trade/skilled worker. *We have members who fit in every category.* Not surprisingly we only have a few students and the largest group of us are full-time professionals, but the other groups are almost equally represented.

Our question about **membership of other Clubs** was one of those which could have been better phrased. However nearly half of us are members of a sporting club (probably AFL or a cricket club) and about 25% of us are members of a community club. We would probably have to ask this question again to be more accurate in determining just how many of us are also members of other car clubs as we forgot to exclude this Club in

the question!!

**We asked about the number of people** over 16 in your household and found that nearly 75% were one- or two-adult families while the remainder had between three and six members. This quite surprised me as I had not expected that so many of our members would have young adults at home given that the car is very much a one- or two-person thing. Perhaps it says more about the "Y Generation" staying at home longer.

**Over one-third of us use the MX-5** as our daily drive. The number of cars not used as a daily drive could be influenced by the number of motor sport responses in the survey, as I could imagine that the majority of these cars will not be used daily. Never the less we have a significant number of members who keep their car tucked away during the working week. Which might explain why you tend to see more MX-5s out and about at the weekend.

**The days of the one- or two-car family have clearly been overtaken.** Nearly two thirds of our households have up to three cars and 10% have more than three.

**We asked how many MX-5s you have owned.** The majority of us have had one or two but we have a group with three or four and several of us with more than five. However when you broaden the question to just Mazdas (ie, including MX-5s) then we find over 50% of us with 1-2 cars and significant numbers in the 3-4 and 5-6 categories. *We even have at least one person with more than 10 Mazdas – I'm sure Mazda would like to meet them!*

We also asked questions about **how much was spent on car maintenance**, who did it and how much we spent on fuel. I won't go into details as there is a lot of information which will be very useful in approaching potential sponsors. Frightening though, and likely to only get worse, is the statistic that about 25% of us spend over \$5000 per year on fuel. About 40% of us are spending between \$2500 and \$5000. It's a good job the MX-5 is not very thirsty; I wonder what the answers would have looked like if we had asked the same question of the RX-8 club or some of the Ford clubs.

Equally confronting is the amount we spend on **home and car insurance**. Just over a quarter of us invest between \$2500 and \$3000 per year in insurance and another quarter spend more than \$3000. The rest of us seem to manage to get the insurance we need for less than \$2500. So, if 50% spend more than \$2500 and 50% spend less, then you could say that \$2500 is about the mid-point. If this is correct and we assume an average membership of 400, the insurance industry collects a cool **\$1 million** from our Club members alone. *There has to be sponsorship potential there!*

Not surprisingly we spend quite a bit on **car care products**. Around 90% spend less than \$1000 in a year but 10% of us spend more. With the benefit of hindsight we could have created more categories in order to get a better idea of how much we as a club spend. Certainly there is opportunity to seek sponsorship from a car care supplier.



# Scene about ...

■ Photos: Karen Bradshaw, Wendy Clark, Bruce Harvey, Ron Macdonald, John Waldock



I commented last month on the number of members participating in Club events and the number of times people participate in a year, so I won't repeat that here. But it is something we need to ask you more about as we try to find the correct mix of activities to suit all tastes.

Finally we asked you about the **things you like doing in your spare time**. I commented on the AFL interest level last month, but it is important to note that our membership has a very broad range of interests. We are also quite evenly spread when it comes to participation in social groups like Rotary, Probus, Lions Club and the Church. We also have members who are part of the Men's Shed movement. There were also a significant number of other clubs and associations which were volunteered in the "others" category. Again this was very valuable in trying to determine where we should look for potential sponsors.

**So, what does all this mean?** Well, the data certainly supports the observation that the MX-5 is attractive to an incredibly diverse range of people with an equally diverse range of interests.

However in regard to how we use this information in seeking Club sponsors, the Committee gratefully acknowledges the help of **Tim Emery** from the Club's motor sport group.

The Committee has agreed to his recommendation that we focus our sponsorship aspirations on three industries: insurance, car care and lifestyle. Our plan is to put together a pitch for each of these industries using the information from our survey to show potential sponsors just who we represent as a target market. We have some ideas on the kind of offers we can make and we have circulated the Chapter Captains with these ideas to get their input as well.

**If after reading this** you feel you have something to contribute, please feel free to send me an email at [president@mx5vic.org.au](mailto:president@mx5vic.org.au).

I should finish on some very sage advice from Tim Emery. Whatever we expect by way of sponsorship we have to start small and work our way up. We have to be able to demonstrate that the sponsorship we attract represents value for the sponsor as well as for the Club. Most importantly, any sponsor has to be comfortable with our values as well as we with theirs.

Our objective is to keep doing the things that work well for the members without having to rely almost totally on membership fees as a way of financing those pursuits. ■

# My favourite MX-5 road ...

Words & photo: Don Nicoll, Central Chapter ... oh, and Club President!

## The Creeky Circuit

I'm not sure that it's possible to have a favourite run in Victoria given all the fantastic MX-5 friendly options, but this is one of my favourites.

It starts at the intersection of the Healesville-Kinglake Road (C724) with the Melba Highway (B100) north of Yarra Glen. Head towards Healesville on the C724 and, after 7.4 km, turn into Myers Creek Road.

For the next 14 km you will have some of the best cambered curves to enjoy. You can do it in third and use the brakes, or exercise the gearbox. Either way you are slung from corner to corner by a road builder who must have had our MX-5s in mind.

Keep going until you hit the Healesville lights, turn right towards Melbourne and right again back on to the C724 to Kinglake. Now you can enjoy another 24km of twisty roads through Chum Creek back to the Melba Highway.

Creeky! ■



If you have a favourite MX-5 road, you're welcome to submit a short description (150 words) and a photo to <editor@mx5vic.org.au> and share it around!

Of course, you can discover the Club's favourite MX-5 roads with your own copy of our book, "20 Roads for 20 years" ... just \$20 + postage from merchandise man Steve Dunlop, merchandise@mx5vic.org.au. Perfect for a glove box near you!



## Club merchandise

Steve Dunlop, Merchandise merchandise@mx5vic.org.au

### Merchandise Update

You may have noticed last month in "Don's Drive(l)" that we are negotiating a deal to supply our club merchandise via the same channel that supply and manage Mazda's official range of merchandise.

I'm really excited about this arrangement which is shaping up very nicely and will include:

- » a completely new "refreshed" range of Club merchandise
- » readily accessible to view online together with a detailed description and dynamic stock availability of sizes, colours etc, etc, plus ...
- » provision for secure payment by most major credit cards or Paypal and ...
- » delivery directly to your door within two weeks ...

... all at your fingertips on your computer!

Watch this space for launch details coming very soon ... and make sure to drop me a line if you've been meaning to order that Club polo shirt or rugby top you always wanted but haven't ordered yet – because stocks of our current range of items (right) will not be replenished once remaining stocks are exhausted. ■



# The MX-5 Club Grill



## Introducing ... Mike Williams

Southern Tassie Chapter

**Name?** Mike Williams

**Age?** 66

**Born?** Launceston, Tasmania

**Current abode?** Howrah (on the sunny side of Hobart)

**Profession?** Semi-retired civil engineer

**Partner?** Liz – fully-retired nurse

**Pets?** None – if you exclude about a dozen cars of various ages

**Fave food?** – Hard to pick: curries perhaps from the time in the '50s and '60s when my family lived in Kuala Lumpur; or that brilliant Tassie seafood, particularly scallops

**Can you cook?** I'm not a great cook – strictly limited to cooking pancakes once Liz has made the batter, rissoles once Liz has made the mixture, and the very occasional curry

**Favourite tippie?** Single malt Scotches, perhaps 16-yo Lagavulin, although some of the Tassie drops are shaping up well

**First drive?** A 1956 Vauxhall Velox up and down the (very short) drive of our home in Kuala Lumpur

**First car?** 1948 Ford Anglia tourer bought in 1965 for about \$24 (12 pounds)

**First fender bender?** None really, although I've had one or two into my rear bumpers

**Everyday driver?** Mazda RX-8

**How many MX-5s have you owned?** One – my current NB owned from new and originally bought as a company car

**Current MX-5?** NB (see above) – now used by Liz as a daily driver. About 140,000 on the clock. Getting a bit tatty around the edges

**MX-5 improvements?** None

**MX-5 dislikes?** None except perhaps that it's rather too heavy (but then again so are most cars these days). It's a just about a perfect realisation of what the designers set out to achieve

**Why an MX-5?** Because I viewed it as a modern realisation of a Lotus Elan for the road rather than the track – utterly reliable and a delight to drive

**Fluffy dice?** The car is absolutely unadorned

**Passions besides the MX-5?** Old cars and their restoration. Among others I own:

- » 1925 Alvis SC 12/50 Ducksback
- » 1934 Rolls Royce 20/25 Park Ward Saloon
- » 1947 TA14 Alvis Saloon (x2)
- » 1948 TA14 Alvis DHC
- » 1951 Daimler Consort
- » 1961 Jaguar Mk 2
- » 1966 Jaguar "S" Type
- » 1969 Alfa Romeo 1750 GTV
- » 1975 (?) Buchanan-bodied, Fiat-engined special sports



**Favourite TV show / movie / book?** The Book Thief

**Dream wheels (money no object)?** Hispano Suiza H6B

**Would you drive a Daewoo or SsangYong?** If I had to – but I wouldn't own one: too many other things to do

**Favourite other Mazda?** RX-8 – an unbelievably good car

**If not a Mazda (gasp!) what?** See list above and on and on ...

**How long in the Club?** Can't recall exactly – about five or six years ...

**How many MX-5 Club runs?** Lots, probably eight or nine a year

**Favourite Club run?** Coles Bay overnighter

**Ford vs Holden?** They're both god-'orrible.

**What's playing in your MX-5?** Usually nothing – if we're on a run we've usually got the roof down and whatever it

Above: Liz & me in classic pose – at the Beamish Museum outside Newcastle in the UK.

The car was lent to us by a friend who was then the Chairman of the Alvis Owners' Club in the UK for use in a fantastic three-week tour around the UK to celebrate the 60th anniversary of the club.

The car is a 1932 SA Speed 20 Alvis with a Van den Plas two-door fastback body – the only one of its type in the world.

is tends to disappear in the wind. House of the Rising Sun played flat out would be a fair start though

**Footy team (AFL/NRL/Soccer)?** Go the mighty Maggies!

**Final comments?** The Southern Tassie Chapter is a terrific little group – no fuss, no pretensions, great roads to drive, food to eat and wine to drink!



Left: The MX-5 in normal livery – scruffy after a drive to Coles Bay on a Club outing. Right: A couple of the cars in my garage – a 1947 Alvis TA14 saloon (Mulliner body) that I've owned since 1966 and which I restored about six years ago after it languished in pieces in my garage for 30-odd years, and a 1949 Alvis TA14 Drop Head Coupe (Carbodies body) that I rebuilt about five years ago.



# Chapter chatter ...

## Twilight in the Trees ... 19/1/13 | Central Chapter

■ Words: Alan Bennett ("Keep calm and carry on driving your MX-5")

■ Photos: Alan Bennett, Wendy Clark, Ron Macdonald ■ Run organisers: Judy & Jeff Searl

*How does 42 cars, 150 corners (a dozen hairpins), twilight and a rare black panther sighting sound?*

The first Central Chapter run of the year got us started on a mild summer's evening from Tecoma's primary school (in Melbourne's SE suburbs not far from the Belgrave Puffing Billy station) with a huge turnout, up a dozen over last year's run, that included a number of new members, prospective members and also members from another Chapter.

After the clipboard briefing from Judy and Jeff Searl we zoomed off into the fast arriving Saturday evening – a left then quick right and a slow crawl up a hill which proved to be the slowest part of the run. Getting going along the twisty and narrow roads with 50, 60 and 70 km/h limits quickly brought smiles to the dials as suddenly the pace quickened.

Although the route was heavily cornered and low on speeds there was no shortage of suburbs as we cornered our way through Belgrave, Sherbrook, Sassafras, Olinda, Kallista, Monbulk, The Patch, The Basin and finally Ferntree Gully.

Even though most of the roads were narrow there was a .05 checkpoint along the way testing the oncoming traffic; as I drove past carefully two cars were waved in but the Mica Paramedics were cheerfully waved on (made mental note of the potential for future disguises).

One thing stressed at the briefing ("... if it's the only thing you do...") was the need to wait for the car behind you. More important on this run than usual as there were no convenient areas to wait and regroup along the way. I know from personal experience what happens when you are left stranded at a potential turn corner – you keep going! This happened to me previously and all the

cars following when I drove without the benefit of a navigator – for this run I put myself in the same sole position and can report only a couple of glitches for my experience of the run. The car in front of me had to innovate at a roundabout where there was nowhere to wait, they just went round and round until I caught up ... well done guys. Not everyone was so fortunate as evidenced by four cars turning up 12 minutes after the rest of us had parked ourselves in Maccas at Ferntree Gully. This is not to say everyone followed the full course – one gentleman (name withheld on special request) felt the urgent need for a pit stop so took a shortcut and was busy eating his takeaways in his car when we filed in. At least one car was spotted maximising the location – in other words, going through the drive-through and ordering dinner for driver and young passenger. One passenger was probably going to pass on any food for a while as she was spotted



^ Never pass a toilet ... or a fast food outlet!



< Judy & Jeff Searl ... "If it's the only thing you do, WAIT AT THE CORNERS!"



^ Starting out slowly ...



< Just 11 hairpins to go!

taking a break on the side of the road while her stomach continued to twist and turn.

Most stayed to chat in the car park whilst some migrated indoors. The keenest arranged to meet at Knox Ozone for something more substantial and I, already fed and watered and still on a high generated by the gentle rollercoaster run, headed home to watch Federer eclipse Tomic on the box.

**So why the huge turnout?** Perhaps this will lead to more Saturday evening drives as not everyone can make the more common Sunday morning drives. Interestingly 27 cars registered their intent to participate and 20 of these were in the 24 hours before departure. Jeff was relieved the event was not even more popular; he printed 45 sets of instructions – that's three already for next year!

Oh, and that black panther (PANTHA) was a black and hard topped Christmas present! The number plate was purchased 12 years ago and preserved for just the right car – see girls, don't hold back from asking your Santa for a new drive this year! Hopefully the newbies have signed up to the club and our visitors took back great memories from the twilight run in the trees ... much more fun than can reasonably be expected from just 62.9km. ■

> Pull over, driver ...



^ When "fast" just isn't fast enough

# Safety Fast!

Words & photos: Tim Emery

## 'Motor Sport is Dangerous'.

We have all probably seen/read this disclaimer hundreds of times whether it was on an entry form, sign or ticket at a motor sport event.

Likewise we probably read and think, "Sure, but that won't happen to me!"

Another great motor sport saying "Only buy a \$20 helmet if you've got a \$20 head" is one we hear a lot and just have a laugh.

Recently I was 'reminded' of these two motor sport anecdotes and thought it was worth sharing my experience and some observations.

After enjoying my first full year of the Mazda MX-5 Club Championship, mid-last year, the final round saw the motor sport group descend on Sandown, one of my favourite tracks. As always I went out in the first practice to warm up and make sure the car felt OK and it was ... actually, it felt great!

THEN, first session, lap two – with increased confidence of how good the car

felt – I backed off that little bit later and turned in an inch further into the corner at the end of the back straight at around 165km/h.

**As soon as the car let go, I knew I had stuffed up.**

At that split second the 'Motor Sport is Dangerous' message (and a few others) flashed before my eyes.

To use another well-used motor sport saying, "I was a passenger", and the combination of terminal speed and wet grass saw me hit the tyre wall on the infield, side-on at probably between 60 and 70km/h.

After a few 'words' with myself I got out and waited for the embarrassment of the arrival of the recovery team. After being checked out by the medical guys and doing the 'walk of shame' down pit lane I had a lot of people say "you were very lucky ..."

**Lesson #1: 'Motor Sport is Dangerous'.**

It is worth remembering that whether you are competing at a track day, a hillclimb or a motorkhana, you are still competing in motor sport and more than likely pushing the normal limits of the car, and your reactions. We have all heard people say, "it's just a track day, it's a bit of fun". Fun yes, but that doesn't mean it's to be taken lightly in a safety sense.

As many of us know the MX-5 makes a fantastic track car, and with some basic additions (tyres, brakes, induction, exhaust) it can become a *great* car to use in motor sport.

I often hear people ask "I want to take my car on a few track days – what should I do? Turbo? Big brakes?"

The MX-5 in its standard form can give some more powerful cars a run for their money on a track; add some decent tyres and you're starting to cut seconds from lap times by braking later and increasing cornering speeds.



Tim back in one piece and in action at the Winton 6 Hour

Sandown Turn 6 + additional confidence = tyre wall

Some further development with brake pads, suspension, and added grunt from exhaust and intake and those tolerances are being pushed further. You need to remember you are still in a 'road car', not a race car!

**Lesson #2: 'Only buy a \$20 helmet, if you've got a \$20 head.'**

When I put together my NA to use as a track car I had a simple mantra: 'Add speed, add safety in equal parts'.

My first couple of outings in a relatively standard car on road tyres I had a standard seat and seat belt. The next step was tyres, suspension, exhaust and brakes but with the addition of a race seat, four-point harness and a roll bar.

These three items were the difference between me "being lucky" and being in an ambulance after my incident at Sandown. In the weeks after my 'off' I had three or four trips to a physiotherapist and he believed having a race seat and harness meant the only physical effects were similar to a minor whip lash.

Based on me impacting the tyre wall at right angles, if I were in a standard seat with a lap-sash belt I would have quite possibly been thrown from the seat and/or at the very least sustained more serious back and neck injuries.

**So what does this all mean?**

Basically, remember when you are competing in any form of motor sport there is an element of risk. I guess that's part of what makes it fun.

Remember when you add performance, handling and grip, terminal and cornering speeds increase so if you are going faster you will have a bigger accident.

So, **add performance – add safety.**

If you can afford sticky tyres and race brake pads, you can afford a race seat and a harness etc. ■



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# Chapter chatter ...

## Summer in southern Tassie | Southern Tasmania

■ Words: John Waldock ■ Photos: John Waldock, Rob Tanne, Rosemary Grubits ■ Run organiser: John Waldock

Over January the Southern Tasmania Chapter ran two twilight runs to take advantage of the longer days and the lovely twilight time.

On Saturday, 19 January, six cars from the Chapter drove south through Ferntree, Lower Longley and Sandfly before returning to Hobart for fish and chips on the wharf. The weather was appropriately sunny, the fish and chips crispy and salty and a relaxed afternoon was had by all.

On 2 February we headed down to Dunalley and Eaglehawk Neck for a more serious drive. As you may know, Dunalley and the Tasman Peninsula experienced a serious fire in early January and our very thoughtful Club committee (let's hear three cheers) contacted the Chapter suggesting that we could donate \$100 on behalf of the Club.

So, we headed off on another very sunny day with a large gaggle (technically, nine cars is a gaggle, I believe) of MX-5s to have afternoon tea and give some support to the local peninsula community.

The drive down is an enjoyable road, but made a little more serious by the sights of burnt forest and paddocks, fences and outbuildings.

On reaching Dunalley it was sobering to see burnt-out houses, cars etc and hard to imagine how scary this must have been for the township's citizens.

We stopped at the local café (the bakery has unfortunately burnt down) and enjoyed afternoon tea. It was especially nice to chat with some of the café staff about their experiences, one lady sharing how her Austin Healey Sprite – something close to my own heart! – was lost in the fire.

As well as donating \$100 from the committee to "Blazeaid", we passed the hat around and were able to add another \$255 to the total.

I'd like to thank those who attended the run for this, as their generosity on the day was most impressive. ■

*The Southern Tassie Chapter gives support amongst the ruins of the Dunalley fire. Right: Caz Timbrell and John Waldock collect the donations for the local Blazeaid*



# Chapter chatter ...

## Does it get any better? 20/1/13 | Northern Tasmania

Words & photos: Bruce Harvey | Run organiser: Bruce Harvey



The Blueberry Barn Café at Frankford is one of our more popular meeting points to start, being roughly the same travel time for all members no matter where they live.

New members Carol and Peter Fisher who had joined us for their first outing were warmly welcomed as the coffees were delivered out on to the deck fortunately shaded from the already intense morning sun. We were also joined by Tim and Dot Manion who are between MX-5s at the moment but were heading to Devonport for the day and stopped in to say hello.

The driving part of the day was more about quality than quantity, so after an hour of chatter we applied the sun screen and set off.

The first section was through the Holwell Gorge which emerges at the town of Beaconsfield, the focus of the nation in April 2006 when the

underground gold mine collapsed, tragically killing one miner and trapping two others.

From Beaconsfield we took the back road to Exeter where, after a comfort stop and a visit to the bakery for some takeaway lunch, we turned on to the Bridgenorth road, eventually coming out at Carrick on the old highway. From Carrick it was a short cruise up the Heritage Highway to Westbury and our lunch.

The village green at the western exit of Westbury is a narrow strip of grass and mature trees with large canopies and provides an idyllic setting for a relaxing picnic. The rugs, picnic chairs and food was soon spread around and everyone settled down in the shade to enjoy their lunch.

Rob and Trish Bryant, having had an earlier commitment, arrived and joined us for the first time in quite a while. There appeared no urgency

with everyone happy to relax and laze about before we knew it the afternoon had disappeared.

With everyone having about an hour's drive to return home cars were loaded around 4pm and a series of small groups set off in the various directions of home having all agreed that it had been a wonderful relaxing day. ■



# Chapter chatter ...

## Back Road Adventure! 20/1/13 | Western Victoria

Words: Lockie Story ■ Photos: Karen Bradshaw ■ Run organisers: Ian & Karen Bradshaw, Alan & Dawn Everett



Well, after 12 months I am back from the half-world I have been living in and finally got to go on a run.

Tracey was on call and my daughter was working so I asked my son-in-law Bobby if he wanted to come. He was quite enthusiastic so I drove down the night before and stayed with Emma and Bobby. The next morning I told him where we were meeting and he directed me there (local knowledge, see) where we ended up with 19 cars for the start. These included people from as far afield as Ron and Marg Gillick from the North-eastern Victoria Chapter, Ian and Jill Edwards from Geelong, the Di Silvas from Melbourne, the Rays from Warrambool, Barry Barnett from Bendigo and another prospective member also from Bendigo.

The weather was specially organised by the Bradshaws and the Everetts (someone has a direct line) and the day was perfect.

We set off following Ian and drove all over the place like a mad woman's custard, driving through Snake Valley and Linton twice from different directions (there aren't that many options for entering and leaving Linton).

*This was probably because the run notes were obsolete, Karen having left them on the table at home!*

We even made it to Cape Clear for an ablutionary break. The pub wasn't open yet, and we only stayed for about 20 minutes. By this time Bobby was connecting with people who played football in the same team as him or were distantly related ...you know how it is in a country town!

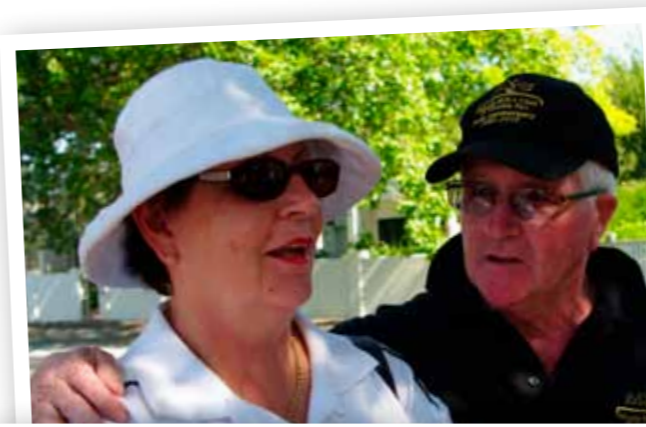
We left Cape Clear and drove around seeing the sights for about 20 minutes then ended up driving back through Cape Clear. This time we didn't stop, but continued on via a series of roads to the Clarksdale Bird Sanctuary for lunch.

I had caught a feed of yabbies the day before and Bobby and I feasted on these while the others looked on with undisguised envy. You can share your car, you can share your chainsaw, you can maybe even share your wife but you NEVER share your yabbies!

We had a talk from the caretaker, Barry Coutts, about the Sanctuary which was most informative:



◀ The painted honeyeater



◀ John Gleeson practices his ventriloquism on Noellene ... How's that working for you?



The origins of the reserve lie in the 1960s with the efforts of Gordon Clarke, a sheep farmer in the Linton district who was a keen birdwatcher and conservationist. He began removing areas of gorse, an invasive weed in the area, to replant one of his paddocks with a wide range of Australian native (though not necessarily locally indigenous) plants in order to attract and protect birds by providing them with food and shelter. This initial 31-hectare (77-acre) block of land, named the "Bird Paddock", had been purchased in 1957 and had never been heavily grazed; it was donated by Clarke to Bird Observation and Conservation Australia (BOCA), then known as the Bird Observers' Club, in 1975 when formal reservation of the land took place.

In 1980 a second block of 13 hectares (32 acres) of land, named "Grantiella" after the generic name of the Painted Honeyeater, was also donated to the Club. During the 1980s Clarke purchased several additional small blocks of adjacent land which he donated to the Trust for Nature to supplement the existing reserve. Clarke died in 1996 at the age of 89, having established and endowed the Gordon Clarke Trust Fund to secure the future of the sanctuary

It's a great place to visit but I think early or late in the day are the best times

After lunch we headed off again and, with the run notes *in absentia*, we were led up a dead end by Gwenda and muddled our way to Lake Learmonth for a break where Karen gave me some valuable lessons in how to drive my camera.

It was great to see water in Learmonth again and the bird life was amazing.

We again tootled off and ended up at Wendouree for a cuppa. Bobby and I left then and picked up Emma and rejoined the others at the golf club for tea. A perfect end to a perfect day.

As always thanks to the organisers who put all the work into planning these runs (and the weather) – in this case Ian and Karen Bradshaw and Alan and Dawn Everett. ■

# The MX-5 burger #2

■ Recipe & photos: Ron Macdonald

When the NB was released in 1998 it was a variation and improvement on the previous model. This burger follows the same theme, many of the ingredients are common to the standard burger but with a healthier twist.

**Ingredients (per burger):**

- » 1 hamburger bun (real ones, not the US-style sugar-filled ones)
- » 1 bun-sized field mushroom
- » 1 egg
- » 1 or 2 slices of tomato (depending on size)
- » shredded lettuce
- » fruit chutney
- » parmesan cheese
- » grated tasty cheese
- » onion rings
- » butter
- » seasoning

**Method:**

Trim the stalk off the mushroom and, if dirty, brush with a pastry brush or a barely-damp cloth. NEVER wash mushrooms – although they have a high water content they also act like blotting paper! Place the trimmed mushroom on a baking tray with the brown section facing up, lightly coat the inside of the mushroom with margarine, season with sea salt, freshly ground pepper, chilli powder (optional) and one teaspoon of grated parmesan cheese.

Place tray in a pre-heated oven (180°C) and bake for 12-15 minutes. Check regularly as all you want to do is warm the mushroom through and soften it a little ... if you over cook it you will end up with a mushy mess.

While the mushroom is cooking, slice your onion, tomato and shred your lettuce (use any kind; I used cos simply "cos" that is what I grow). Five minutes into the baking, place a frying pan on a medium heat with your egg ring (pre-heating the egg ring helps to stop the egg sticking). Next add a knob of butter and your onion rings, seasoning the onion with a pinch of salt (helps release the sugar from the onion).

Then add the egg to the pan (season with salt and freshly-ground pepper), when the egg is nearly cooked turn it over to ensure the yolk is cooked through. Slice your bun in half and place under the griller to lightly toast the cut faces. Remove the onion from the pan and



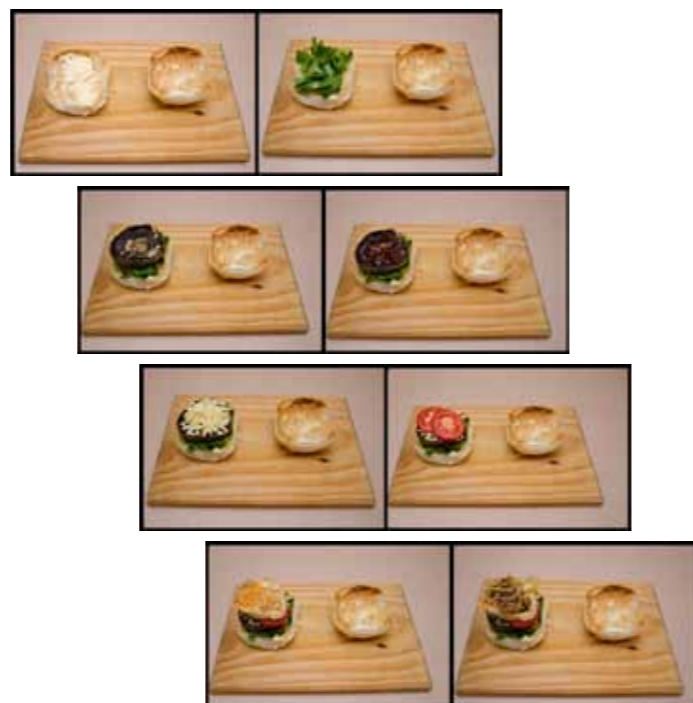
place on kitchen paper to drain. Remove mushroom from oven.

Lightly butter the bottom half of your bun then cover in a layer of lettuce, then place the mushroom on top of that and coat the inside with chutney.

Fill the mushroom with a dessert spoonful of finely-chopped fresh parsley and top with grated tasty cheese.

Next comes the sliced tomato, the fried egg, onion rings and finally the top half of the bun.

There you have it – the NB Veggo Burger ... *bon appetit!*



# I have a little SatNav ...

■ Contributed by John Gleeson

*I have a little SatNav. It sits there in my car.  
A SatNav is a driver's friend, it tells you where you are.  
I have a little SatNav. I've had it all my life.  
It's better than the normal ones. My SatNav is my wife.  
It gives me full instructions, especially how to drive  
"It's thirty miles an hour," it says, "You're doing thirty-five."  
It tells me when to stop and start and when to use the brake,  
And tells me that it's never, ever safe to overtake.  
It tells me when a light is red and when it goes to green.  
It seems to know instinctively just when to intervene.  
It lists the vehicles just in front and all those to the rear  
And taking this into account, it specifies my gear.  
I'm sure no other driver has so helpful a device,  
For when we leave and lock the car, it still gives me advice.  
It fills me up with counselling, each journey's pretty fraught.  
So why don't I exchange it, and get a quieter sort?  
Ah well, you see, it cleans the house, makes sure I'm properly  
fed. It washes all my shirts and things and ... keeps me warm  
in bed!  
Despite all these advantages and my tendency to scoff,  
I really wish that just for once ... I could only turn it off.*



## Mazda and Fiat sign agreement for new Alfa Romeo Roadster

18 January: Further to the joint announcement of 23 May, 2012, Mazda Motor Corporation (Mazda) and Fiat Group Automobiles SpA (Fiat) have announced the signing of the final agreement which will see Mazda produce an open-top two-seater sports car for Fiat's Alfa Romeo brand at its Hiroshima, Japan, plant starting from 2015.

The new Alfa Romeo roadster will be developed for the global market, and will be based on the architecture of the next generation Mazda MX-5. The agreement foresees for both Mazda and Fiat to develop two differentiated, distinctly-styled, iconic and brand-specific roadsters featuring rear-wheel drive. The Mazda and Alfa Romeo variants will each be powered by specific proprietary engines unique to each brand.

Through this contractual agreement, Mazda aims to enhance development and production efficiency and revitalise enthusiasm for open-top two-seater sports cars around the world. For Fiat, this collaboration will permit the company to deliver a modern interpretation of the classic Alfa Romeo roadster utilising the latest technical solutions, helping Alfa Romeo to achieve its stated goals by 2016.

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# Breaker, Breaker – 10/4 good buddy.

Words & photos: Ron Diprose

*Yeek! Except for Smokey and the Bandit fans, thank goodness all that nonsense in the heading is history.*

**So why the weird title? Read on ...**

Navigator and I have always used a hand-held UHF for Club runs, and although it is a low-powered unit it has always provided plenty of listening entertainment. Plus having the ability to throw in some amusing banter on occasion, even if only amusing myself.

Having for years planned to do a huge around-Australia trip with the Navigator, friends and two mobile chicanes and with that trip rapidly approaching, the subject of intra-vehicle communications was raised.

We decided that an in-vehicle unit with an external antenna would be best, giving a far greater range than the hand-held units we currently use. I also wanted to be able to move the radio from the four wheel drive tow car to the MX-5 play car.

Having asked a lot of questions, checked out the internet, and had some liquid-enhanced discussions, both touring parties decided on the smallest 80-channel Uniden or GME units (77 channels, if you wish to be pedantic).

The next challenge was figuring out where to fit the unit, so that it was accessible to both the Navigator and me, was away from prying eyes in the Prado (despite the obvious antenna mount on the bull-bar) and could be heard clearly.

The centre console bin in the Prado works well, using Velcro to mount the unit and the microphone and with a small modification to allow the console lid to remain ajar when needed.

The only issue was found when running the antenna coaxial cable through the engine bay.

Our car has an electric brake controller for the caravan which uses a self-resetting fuse under the bonnet. As I poked the cable past the fuse, I discovered that the exposed contacts show their displeasure at have a metal object touching them by producing some impressive sparks.

Yes ... you should disconnect the battery first!!

A couple of dabs of sealant should stop a repeat of that incident.

**The Mazda presented some different challenges.**

The recommended way to power the radio is directly from the battery; the problem is that if you forget to turn it off and don't use the car for a week or two, eventually you will flatten the battery.

I wanted the UHF to work at the same time as the car radio, when the key is at the accessory position. I found that the cigarette lighter works then, too, which was very helpful.

To make this work I needed a relay, which uses a small electrical current to turn on a much higher current. So I bought a standard 12-volt relay and used a thin wire, running from the centre cigarette lighter contact to do the switching.

I removed the centre console, first removing the gear knob, then the five screws as pictured.



I lifted the console a little and disconnected the electrical connector for

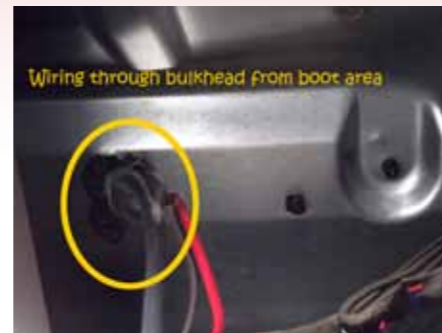
the windows and the harness clip. This allows access to the two screws for the radio surround. With these removed the surround was gently pried off, to access the cigarette lighter.



The control wire was then fed under the centre carpet. Not having Mazda special tool Byz78236 or equivalent I used a trusty coat hanger, suitably bent, to grab the wire.



To allow all the wires to access the battery in the boot I used a hole saw to cut a hole large enough to feed the antenna connector through into the bulkhead behind the driver's seat.



Once the antenna connector was through, the other wires were inserted. And to stop the wires chaffing this hole was sealed once everything else was in place.

The relay was mounted behind the boot lining. I did not want to drill any unnecessary holes, so I used neutral cure

# Kojak with a Kodak ...

silicone sealant to glue the bracket to the boot floor.

Using neutral cure sealant has a lot to do with grease and holidays which I will digress and explain ...

*In the early '70s one of my jobs as an apprentice was to grease the undercarriages of Boeing 707s.*

*Two people were needed to do this – one to pump the grease gun and the other to direct the fitting to the correct spot. This was a long job as, believe me, the 707 had lots of grease points.*

*Then a wonderful thing happened: new pneumatic grease guns appeared. They attached to 20-litre drums and made the job much quicker with only one person.*

*Should a fellow apprentice be foolish enough to go on holiday, they would return to find a grease fitting screwed into their toolbox and the box filled with grease. These new guns made that procedure much better as they could empty the 20-litre drum in seconds.*

*Then another wonderful thing occurred: Silastic brand silicone sealant appeared. This made a lot of sealing jobs easy, and worked very well with aluminium alloy material. We now had something new to play with and soon found that it made an excellent glue. Rather than use grease, we decided that gluing the next holiday maker's spanners together with silicone would be very funny.*

*Unfortunately when the victim returned we discovered the effects of acid cure silastic. Not only were his tools firmly glued, but they were very very rusty. We also had one very very upset holiday maker and a lesson learned.*

**So, back to the radio:** I used a GME MB409B bracket to mount the antenna on to the boot lid.



It clamps on using two grub screws and has rubber pads which sit on the outside. To avoid damaging the paint inside and to provide a good earth, I use a metal strip between the screws and the boot lid. This has a wire attached which goes to the body earth.



The bracket is black to match the antenna, but also comes in stainless steel, if you like bling – part number MB409.

Trusty Velcro was attached to the radio

and to the microphone mount. The rough type sticks to the carpet in the car and allows for varying mounting positions.



I mount the radio between the seats on the rear bulkhead and the microphone on the passenger side of the transmission tunnel.



This works well, although for safety you have to pull over to make any adjustments. This is not a problem as once the channel is set there is no need to change anything when driving.

I have tried the set-up out on a couple of Club runs, and so far the only issue, which is the same for all 80-channel units, is that the transmission is very quiet to 40-channel sets so the person receiving has to turn their volume up to hear.

**The next challenge is to work out how to fit the MX-5 into the caravan because I am sure to miss the fun driving. Big roof racks and some long ramps maybe ???** ■

## Trading Post ...

**Please note:** notices in the Trading Post section are presented as a service to members only. The Mazda MX-5 Club of Victoria Inc. has not tested the products, equipment or services listed and makes no warranties or representations about any of the products or their purported uses.

### For sale *1994 Classic Red NA*

- » Soft top/hard top
- » 1840cc multi-point injected 5-speed manual
- » 119,000km (only 9654 km over last six years)
- » Factory stock engine & aircon
- » Yokohama C Drives 205/45R16 on Auscar RJR Quest rims
- » White-faced instruments
- » RWC
- » Rego plates *not* included



**Asking price: \$10,950 neg.**

Contact: Sandro (former Club member) 0408 75 70 76

### For sale *1990 Classic Red NA*

- » Upgrades include Koni adjustable shocks, King Springs, Momo steering wheel and leather gear knob, fog lights, boot light, central locking, remote boot opener, alarm system, O.Z Racing wheels, x4 GOODYEAR Eagle F1 (205/45 R16) high performance directional tyres in excellent condition. RWC. Original papers.
- » Rego plates (OMX 500) included



**Asking price: \$8,500 neg. with rego to July 2013**

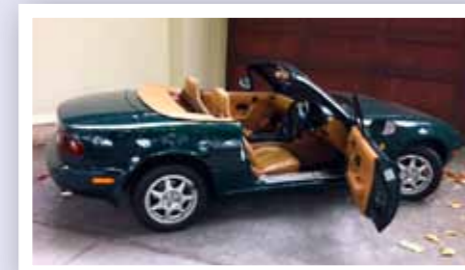
Contact: Mark (non-member), Middle Park 0403 194 572

### For sale *1996 Limited Edition NA*

- » 5-speed manual soft top
- » 128,400 km
- » Grace Green with beige interior leather seats and trim
- » power steering aircon power windows etc.

**Asking price: \$8,500 neg.**

Contact: Ray (non-member), Caulfield South 0419 977 012



### For sale *Rego plates for 1997 NA*



**Asking price: \$250**

Contact: Val (non-member)  
e-mail: valjohn3@bigpond.com



### Burson automotive products at trade prices

Current financial Club members can now purchase automotive parts and accessories at trade prices from Burson Auto Parts stores.

Burson Auto Parts have generously extended their Club discount offer to all financial MX-5 Club members around Australia. Simply ask for your discount when you purchase, and present your current membership card. Quote account number 112558.

Burson Auto Parts have more than 100 outlets on the east coast, offering a complete range of tools, spare parts and car care products. Check out the range at [www.burson.com.au](http://www.burson.com.au)

### For sale

*2001 Silver NB*



- » immaculate 6-speed
- » 48,881 km
- » leather, alarm, new battery, service (water, air filter and oil and filter changed) and roadworthy.

**Asking price: \$18,400 ono.**

Contact: Ron (non-member)  
0418 310 368

THE **MX5** FACTORY

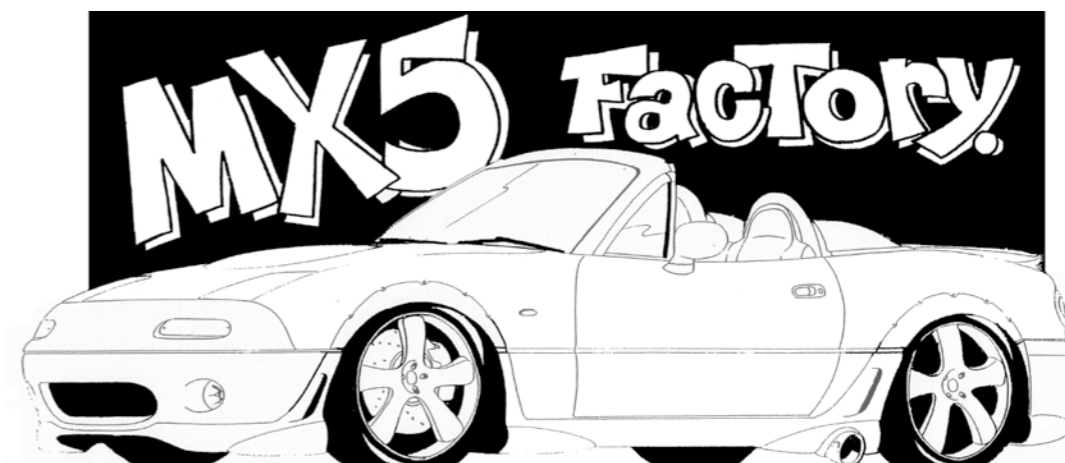
## A new option for the MX-5 owner

**Oven Baked Enamel Services** have taken the next step forward in service for MX-5 Owners, Lovers and Club Members.

We can offer a full mechanical and service department with specialist MX-5 mechanics and accident repairers working to factory specifications.



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- ◆ Competitive rates on all work
- ◆ **FREE** towing for mechanical breakdown and collision
- ◆ Special rates to Club Members - Free loan car available to Members
- ◆ Contact Dick to discuss your mechanical needs



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- ◆ Air conditioning and detailing
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L - R: Service Manager Daniel White, Service Advisor Rita Cimarelli, Service Advisor Adrian Secombe, Courtesy Bus Driver Alfio Bonnano, Assistant Service Manager Vickii Crawford and Service Advisor Jackie Li.

**WHEEL ALIGNMENT**  
REDUCE TYRE WEAR & IMPROVE YOUR VEHICLE'S HANDLING.  
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> NEW TYRES FITTED

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-YOUR LOCAL  
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BOOK ONLINE

### My Schedule BOOKED

8am - 9am	In & out before work	<input checked="" type="checkbox"/>
9am - 10am	You can pop in straight after you drop the kids off to school	<input checked="" type="checkbox"/>
10:30am - 11:30pm	Catch up on the daily headlines while we work on your car	<input checked="" type="checkbox"/>
11:30am - 12:30pm	Book in now and have the car before lunch	<input checked="" type="checkbox"/>
1pm - 2pm	Beat the traffic rush, this could be your spot	<input checked="" type="checkbox"/>
2pm - 3pm	Get the car serviced and pick up the kids in one go	<input checked="" type="checkbox"/>
3pm - 4pm	Grab an afternoon coffee and relax in our lounge	<input checked="" type="checkbox"/>

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\* One hour turnaround time is calculated from the time the customer approves the maintenance at reception to delivery of the serviced vehicle to the customer. The dealership is not liable for delays in vehicle maintenance if the customer does not adhere to their booked appointment time. Priority is given to on-time customers. Available for selected cars and scheduled services only. ^ Limited to 1,000km, 10,000km, 20,000km, 30,000km Scheduled Mazda Book Services. Additional repairs required above service are limited to minor items such as wiper blades and globe replacement.