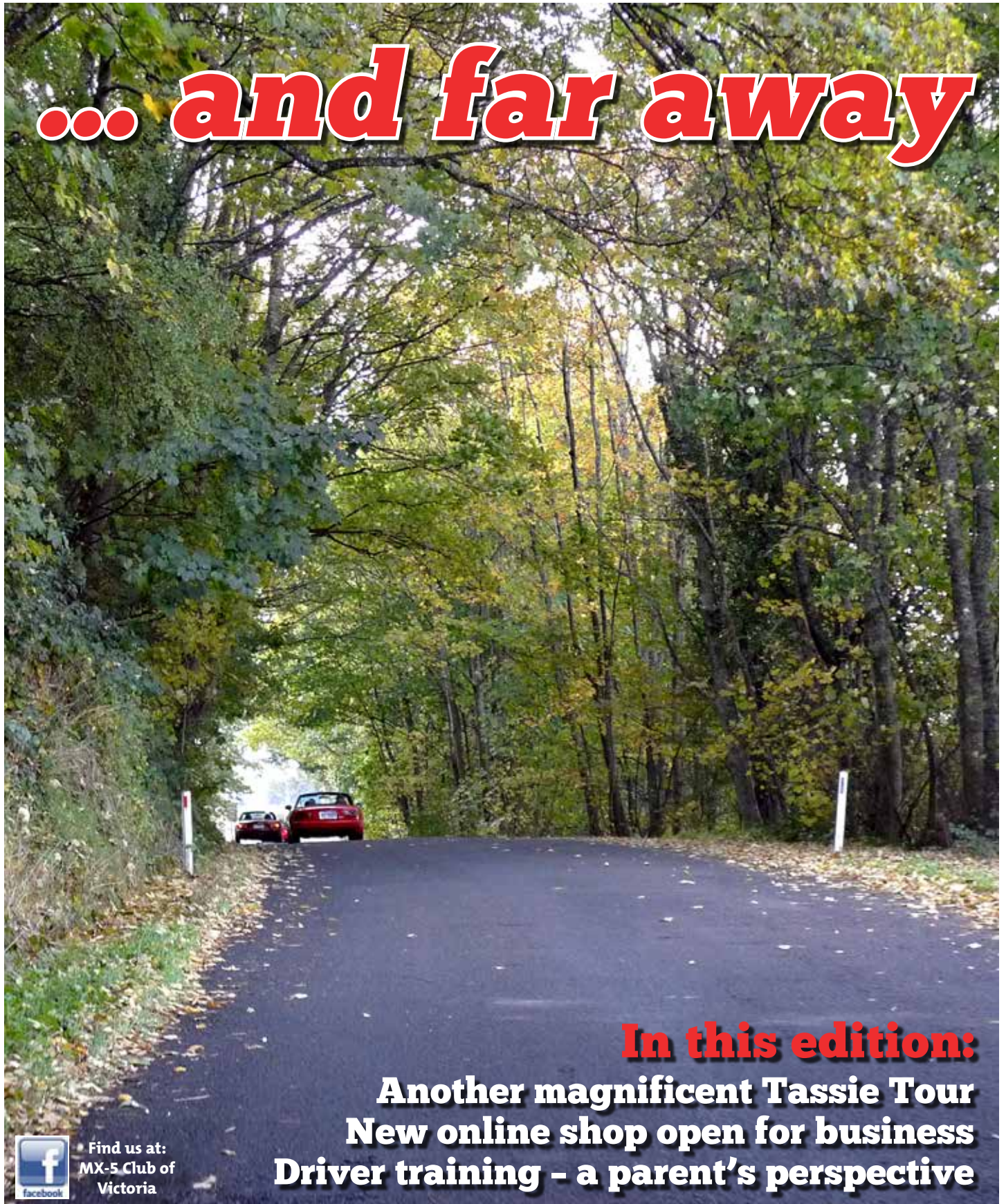


THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

... and far away



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MX-5 Club of
Victoria

In this edition:
Another magnificent Tassie Tour
New online shop open for business
Driver training - a parent's perspective



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5/2013

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Following Northern Tassie's Ken and Ruth Beaton in their Classic Red NA, touring through Deloraine's autumn splendour.
Photo: Kelly Berggren



Find us at:
MX-5 Club of
Victoria

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Don's Drive(l) ...

■ Don Nicoll – President president@mx5vic.org.au



Hi everyone!

The action just keeps coming. This month we'll be launching the new Club website, we'll be sending out the second Club survey and we already have the new merchandise shop on-line so a few comments on each would seem in order.

I have talked on a couple of occasions about the second Club survey. The first survey provided a lot of information which we were able to use in putting together our pitches for sponsorship (which are continuing).

The second survey is much more about you, the Club member. What has been your experience when you joined, what have we done that keeps you coming to events and what can we do better?

These are the sorts of things that we'll be asking. In the last survey we had responses from over 50% of the membership which was just fantastic, and gave us a good handle on what the membership thinks. We urge you to complete the second survey with the same enthusiasm! The bigger the response the more confident we can be of the results.

As we did last time, we'll send out an e-mail towards the end of the month with a link to the survey. We'll also send out hard copies by mail to those who don't have internet access.

The new merchandise site has been launched and thanks go to **Steve Dunlop** for his efforts to improve the way we source and supply Club merchandise. The site is still being developed so please be patient while we iron out a few minor details. New photos of all the Mazda merchandise carrying the Club logo will soon replace the current Mazda images. Samples are also being prepared for people to check out on Club runs.

Sponsorship has been a recurring theme over recent months. I'm delighted to say that, pending Committee approval, **City Mazda** have agreed to be the main sponsor of the Club's motor sport sprint series in 2013/14. We also have an offer from another supporting sponsor, and we are looking for a second supporting sponsor for the motor sport activities.

This will provide a much-needed injection of funds to support the motor sport group and the Club. **Tim Emery** and **Robert Downes** are to be congratulated for their efforts and success.

We are also seeking non-motor sport sponsorship and, after one knockback, we'll be refining our pitch to attract Club sponsors. The new website provides us with some great advertising opportunities to offer potential sponsors.

Talking of the Club website, Murray and Alyssa Finlay have been working flat out to finish the new site. The Committee saw the almost-complete version at our last meeting in April.

The new site is more of a window on the Club and its activities than the old site, and is designed to help attract more members ... and, hopefully, sponsors.

It places greater emphasis on the experience of Club membership, with separate pages for each of the six Chapters, the Motor Sport group and motorkhana. There are also plenty of photos, and a selection of Chapter run and motor sport reports to convey the fun of involvement.

But there's plenty there for current members as well ... a more comprehensive "technical" page, and a new buy, swap and sell "trading post" page, and links to the log-on page for downloading the current and past editions of the **mxtra**.

Going on what I saw of the website at the April committee meeting I think we'll have something which will be a real asset to the Club and the membership. It will be our first step towards the creation of a *virtual Clubroom* for members which, I'm sure you'll agree, is more appropriate than a *real* Clubroom for a Club with six Chapters spread over two states and hundreds of kilometres. It will certainly help to improve member access to Club history and other information no matter where you live in Victoria or Tasmania.

We'll let you know when the new site goes live.

Unlike **Daniel White** (p7), I have the benefit of writing just before publication so I can make a couple of comments on the **annual motor sport meeting** held on Friday, 3 May. I won't steal Daniel's thunder but I would like to thank the motor sport group for some spirited discussion on the path forward for what will now be named the *Sprints Championship*. There are a lot of issues to consider given that we have a growing number of participants, increasing complexity of the rules describing the different classes, and some very different participant expectations. *And all run by volunteers who also have a day job!*

For your diary ...

See the full calendar for details

May

- 16 *Central: new members' night*
- 19 *Tassie (North & South): Ross picnic*
- 26 *Eastern Vic: Moe/Rawson run*

June

- 2 *Eastern Vic: Technical day*
- 9 *Western Vic: Castlemaine run*
- 14 *Eastern Vic: Dinner & bowling*
- 16 *Central: Peninsula revisited*
- 16 *South Tas: Ausmas in Tassie*
- 16 *Motor Sport: Rd 9 – Broadford*
- 23 *Eastern Vic: Licola run*
- 23 *North-east Vic: Happy Valley run*
- 23 *Motorkhana – DECA, Sandown*

July

- 6 *Motor Sport: Rd 1 – Phillip Island*
- 20 *Motorkhana – Bendigo*
- 21 *Motor Sport: Rd 2 – Broadford*
- 28 *Central: Run to the awards lunch*
- 28 *Club: Annual awards lunch, Mazda Australia, Mt Waverley*

August

- 4 *Motor Sport: Rd 3 – Winton*
- 11 *Motor Sport: Sandown*
- 17 *Motor Sport: Sandown*
- 18 *Central: Trafalgar run*

I think Daniel did a great job chairing the meeting and I'd like to thank all the motor sport people who attended for providing some great feedback in a very convivial atmosphere. The next Championship series is shaping up to be a ripper.

Finally, enjoy this month's edition. Once again we have a feast of activities to report and some great photographs. Thanks to everyone who has contributed.

Remember ... Safety first!

Don



Membership

Will Campbell – Membership Officer membership@mx5vic.org.au

Hello everyone ...

Thirteen new members have joined our ranks in the last month, and I wish them a long and fruitful association with our Club. We welcome:

Central Chapter

Rosa Coppola	1996 Grey NB
Paul Hoang	1996 Grace Green NA
Kyp Kassabis	Silver NC
Geoffrey Morris	1990 Classic Red NA
Mark, Petra, Shannon & Ryan Stackpoole	2006 Galaxy Grey NC
Liam Wilkie	2001 Midnight Blue NB

Northern Tasmania Chapter

Roger Lehner	1990 Red NA
--------------	-------------

Southern Tasmania Chapter

Lindsay Bogg	1991 White NA
Laim Cole and Casandra Hoban	2004 Classic Red NB

Since my last report, the Club trip to Tassie has come and gone! It never ceases to amaze me how our Tasmanian brethren continue to come up with roads that we haven't driven previously and which seem purpose-built for MX-5s. At the risk of sounding like an advertisement for the Tasmanian Government, if you haven't been down there, book you and your MX-5 berths on the Spirit and take up the challenge!

See you out and about ...

Will

Alan Bennett's

MX-5 crossword #8

March 2013
– answers

Theme: car makes & models

R	Y	E		A	L	M	A		L	O	N	G	E	R
U		L		V		O		E					L	Y
B		W	O	O	T	O	N	G	V	A	L	E		A
Y	E	O		N		N		V					B	N
		O		D				I		O	V	E	N	S
B	A	D	D	A	G	I	N	N	I	E				
U				L		O		Y					B	R
L	O	R	N	E		N	E	L	S	E		A		I
L	O	H		A				E	I	L	D	O	N	
A	P	S	L	E	Y					T	A			I
		E		I		E		A	C	H	E	R	O	N
N	E	D		G	U	C		E						E
A		A	M	H	E	R	S	T		R	I	A		R
R		L		T		A		A				D		A
C	H	E	L	S	E	A			N	E	W	H	A	M

Current membership count:

536

Mazda back in black



Australia's role important in \$339m profit as Mazda sees strong growth ahead ...

By Barry Park, GoAutoNews*

MAZDA Motor Corporation (MMC) is learning what it can from its Australian subsidiary after singling it out as one of the most successful parts of the global car maker's network.

The Japanese auto giant last week reported its first profit in five years, and used its annual report for the financial year ending on 31 March to identify Australia as one of the few places that added substantially to the bottom line.

MMC has also forecast continued growth in the 2013-14 financial year, with profits projected to more than double "in all profit categories" with forecast net income of ¥70 billion (\$A689 million) on global sales of 1.335 million – up 8% from the previous year and driven largely by a sales increase in its fuel-saving SkyActiv models.

For the 2012-13 financial year just completed, MMC announced it made ¥34.3 billion (\$A339 million) from the sale of 1.23 million vehicles worldwide, compared with a ¥107.7 billion (\$A1.07 billion) loss in the previous year on slightly stronger sales.

However, while the results do not spell out exactly how much contribution Australia has made to Mazda's turnaround despite flat or downward spiralling sales in Europe and the US, it was noted in the results announcement.

"In other areas, retail volume increased by 13.5% year-over-year to 300,000 units through high level of sales maintained in Australia and ASEAN countries," the company's annual report notes.

"In Australia where we have continued strong sales trend, we marked record high sales of 104,000 units and share of 9.3% in 2012, and Mazda3 (called Mazda Axela in Japan) was the best-selling model two years in a row."

Mazda Australia public relations manager Steve Maciver told GoAuto that Australia was one of the most successful mature markets for MMC, so the company was "always interested in what we do here".

"Occasionally people from Mazda will come over here to see what we do in terms of customer services and the dealerships to see what they can learn from us and take back," he said.

* GoAutoNews is a motor industry online newsletter. Subscribe free at www.goautomedia.com



Full Throttle!

Daniel White – Club Captain - Motor Sport captain@mx5vic.org.au

Annual Motor Sport Meeting – Friday 3 May

After another gripping round of the Club's 2012–2013 Motor Sport Championship at Phillip Island on 20 April (read the report on page 10 and you'll get the gag!) the motor sport group's next event was actually the annual Motor Sport meeting.

Held each year it is our opportunity to get together as a group, away from the track, to discuss the past year of competition and plans for the upcoming season.

It was held too close to the deadline for this month's *mxtra*, so I can't report on the proceedings here. There will be a lot more next month.

However, I can say that, as the Club's Motor Sport Championship continues to grow, the meeting looked at a number of new initiatives to ensure its integrity and development.

All of these initiatives are a direct result of the growing numbers and level of competition, so we are treating them very much as 'growing pains' for the Championship. Agenda items for the meeting ranged from implementation of a regulatory compliance process to handle vehicle/class eligibility to safety and sponsorship.

As the meeting also marked my first year's 'stint' as Club Captain – Motor Sport, I am pleased to say that I'm looking forward to the next exciting phase of the motor sport group's activities.

I would also like to welcome Tim Emery into the role of Assistant Club Captain – Motor Sport. Tim will be helping me alongside our other Assistant Captain, Robert Downes, and will take over from Robert following ratification at the AGM.

As you all know, all of the roles within the motor sport group (Captain, Assistant Captain, technical advisors etc) are volunteer-based and carried out by your fellow competitors. Those in these hot-seats do it so that all competitors get the opportunity to compete in a structured, safe and fun club motor sport environment, but above all else we do it because we love it as well!!

Daniel #146

"Racing – converting money into noise!"



To the victors go the spoils ...

Remember that one of our three competing teams recorded a prestigious first-place finish at last year's AROCA 6 Hour regularity trial at Winton?

It was certainly a memorable weekend and, in addition to the triumphal coverage in the November 2012 edition of *mxtra*, the effort has now scored a write-up in the latest edition of Mazda's magazine, *Zoom Zoom*.

I have heard a rumour that the victorious "Flyin' Miata" team would be only to happy to autograph a copy!



zoom zoom
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Football Club is geared up for a triumphant captain Andrew Swallow following a high-altitude US state of Utah. Last year, the club clocked up fourteen wins, nine losses and a draw in the elimination final, finishing the season in eighth place. The team says it's well prepared and ready for its first match against Collingwood on March 31. Having tasted finals footy for the first time in years, the Roos are primed to go the next step and make an impact in the latter stages of September.

MX-5 VICTORIOUS IN VICTORIA

The Mazda MX-5 ended the year in style by winning club motorsport's most prestigious event. Three Mazda MX-5s fought for glory, taking the win and finishing fifth and sixth at the 2012 Winton 6-Hour Regularity Race held in October in regional Victoria.

Competing against more powerful sports cars from the likes of Ford, BMW and Porsche, the Flyin' Miata team was victorious in a 43-car field, thanks to the heroic efforts of Robert and Stephen Downes, Peter Phillips, Noel Henneage and Terun Delacruz. The Winton 6-Hour relay has been running for more than 40 years and has become well established as one of club-motorsport's biggest annual events.

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Zoom-Zoom #8

The MX-5 Club Grill



Introducing ... *Lawrie Hocking* ~ Western Victoria Chapter

Name? Lawrie Hocking

Age? 62

Born? 22/10/1950

Current abode? Sebastopol

Profession? Licenced bus tester (own business statewide)

Partner? Virgie Hocking

Pets? Dog

Fave food? My wife's cooking

Can you cook? Yes, but rarely do these days

Favourite tippie? Calamansi juice (Philippine lemon)

First drive? Various Army trucks

First car? 1954 Austin A40

First fender bender? In 1968 in a 1958 Morris Major

Everyday driver? Mitsubishi Pajero / Ford Ranger XLT 3.2

How many MX-5s have you owned? One

Current MX-5? 1989 Eunos Roadster

MX-5 improvements? Central locking, cruise control, style bar

MX-5 dislikes? None ... they got it right first time

Why an MX-5? This one came into my business freshly imported and still covered in Japanese gunk. I fell in love with it and have owned it since 2005. Wouldn't change it for love nor money

Fluffy dice? Hide the apex of the next corner

Passions besides the MX-5? Building my own supercharged 1960 Fiat 500 Abatrh replica

Favourite TV show / movie / book? Top Gear

Dream wheels (money no object)? Ferrari 246 Dino Spider



Would you drive a Daewoo or SsangYong? Are you kidding?

Favourite other Mazda? I suppose my Ford Ranger is also a BT50

If not a Mazda (gasp!) what? Toyota 86

How long in the Club? Four years

How many MX-5 Club runs? Lost count

Favourite Club run? Great Ocean Road

Funniest thing seen on a Club run? Lockie dodging roos

Done DECA? Yes, twice

Ford vs Holden? Ford

What's playing in your MX-5? The induction and exhaust noise at 7,000 RPM

Footy team (AFL/NRL/Soccer)?

None of the above

Final comments? Virgie and I love getting out on Club runs. The problem is balancing MX-5ing with Classic cars (Fiat 128SL Coupe) and a radio program we do once a month. The MX-5 is certainly the most fun and the people are great friends.

← Lawrie waits in line for his turn at DECA



Scene about ...



■ Photos: Lockie Story, Karen Bradshaw, John Waldoock



Thrills and spins at Phillip Island

■ Words: Alan Conrad ■ Photos: Steve Duggan (SDPICS, www.sdpics.com.au), Robyn Conrad



The good ... Alan gets the line right

Sedate MX-5 driver at most times, my experience with sprints has developed from scratch over the last 20 months with days at Winton, Sandown, Broadford, Wakefield Park and Phillip Island.

The latter is my favourite track and I am one of a growing band of NC owners who are prepared to take their daily drives on to the track. What I really like about the Club is the great camaraderie that exists trackside. Drivers and the partners who attend are quick with a greeting and the occasional helpful suggestion that makes for an enjoyable day.

Club entries are divided into a number of classes, cars range from NA to NC, unmodified to highly modified, and driver skills range from first-timers to highly-skilled drivers who have been sprinting for years. On this Saturday, MX-5 drivers' best times for the day ranged widely from 1:52 through to 2:31. This story focuses on my NC niche.

Our most recent track day was at the famed Phillip Island on Saturday, 20 April for an event hosted by the Alfa club, AROCA. I arrived at 6:30am on a day forecast to be windy but fine to find an intrepid few already waiting for the gate opening time of 7am. With car emptied of everything loose, numbers fitted to the doors and racing harness installed, I was ready for scrutineering, joining the other 34½ MX-5s. Fellow Club member, Dale Fitzgerald gave the car a careful check and it was ready.

Drivers' briefing made the usual references to flags, process and safety and included a warning about the track having been recently resurfaced, being less forgiving and that more cars than usual have come off in recent events – yeah whatever, I've done this plenty of times.

Being fairly new to sprints, I am used to seeing my times decreasing with each event. Last year, I managed a 2:01 and I was confident of joining the leading NC drivers, Robert Hart, Randy Stagno Navarra, Colin Denman-Jones and Paul Murphy. With new tyres fitted, I started the practice session with much less tyre pressure than used previously and found the car's handling very unsettling. In hindsight, instead of making a big change, if I thought lower pressures might be better, I should have progressively reduced the pressure run by run.

Phillip Island presents significant challenges to the driver. There is a segment from the bottom of MG corner, around a long curve at the north of the track and on to the main straight. Leaving MG corner, one plants the foot and holds maximum acceleration continuously. A run starting with a 50 km/h hard right in second at MG develops into fifth at 190 km/h at the end of the main straight before one enters turn one with as much speed as courage allows before braking just the right amount for the turn two/three sweeper.

The opportunities for inglorious track-departing moments are just before entering the main straight, on Turn One then Turn Two. Another NC driver left the track twice at Turn Two during

2012-13 Championship | Round 7 Phillip Island Sprints ~ 20.4.13



*The bad and the ugly ... and the little bit scary:
Alan takes an excursion into the kitty litter*

the day but my thrill came during the first competition run as I entered the main straight too wide. Right-side wheels off the bitumen and on to the grass. Surprise for the driver, braked too hard, back on to the bitumen, spinning wildly.

What was it to be ... hit the concrete wall on the left of the track or slide off on to the grass and stones on the right? Maybe it helped but I remembered the advice to brake hard, lock the wheels and enjoy the ride. Fortunately that took me on to the grass and I sunk immobile in the stones. With a red flag to get the other drivers off the track, the recovery vehicle attended and I was unceremoniously towed back on to the track with no damage and ready for the next run. With some lunchtime advice from Mike Kirby to back off the rear sway bar setting a notch and with more pressure in the tyres my times came down to a 2:03 by the end of the day.

With the new tyres and as the day wore on, it was interesting to get into the situation of needing throttle-induced oversteer to get round the sweeping bends. It's nerve wracking when you feel like you're not going to make it around the corner *to find that throttle is better than brake!*

In review, it was great to attend another track day and contemplate the evolution from wide-eyed exhilaration of the first few events to the mental and technical challenges of gaining those last few seconds of potential the car has to offer. ■

“ What I really like about the Club is the great camaraderie that exists trackside. ”

Results - Round 7	1st		2nd		3rd	
Standard NA	Noel Heritage	» 2:04.360**	Robert Downes	» 2:04.628	---	
Standard NB	John Downes	» 2:05.921	Murray Seymour	» 2:07.029	Jacob Seymour	» 2:15.216
Standard NC	Robert Hart	» 1:59.517	Randy Stagno Navarra	» 1:59.678	Colin Denman-Jones	» 2:00.110
Clubman	Peter Phillips	» 2:02.340**	Max Lloyd	» 2:04.327	Fabian Mastronardi	» 2:05.960
Modified	Russell Garner	» 1:55.553**	Dean Monik	» 1:57.321	Robert Parr	» 1:58:587
Restricted Open	Paul Murphy	» 1:57.563	Daniel White	» 2:01.327	---	
Open	David Wilken	» 1:52.811	Paul Ledwith	» 1:52.868	Steven Cook	» 1:56.797

** New Club motor sport team lap record

Championship standings after Rd 7 – Phillip Island Sprints, 20 April, 2013

(corrected points)	1st		2nd		3rd	
Overall Champion	Robert Hart	» 70	Noel Heritage	» 63	Stephen Downes	» 60
Standard NA	Noel Heritage	» 63	Robert Downes	» 53	John Stone	» 24
Standard NB	Stephen Downes	» 60	John Downes	» 45	Murray Seymour	» 37
Standard NC	Robert Hart	» 70	Colin Denman-Jones	» 44	Alan Conrad	» 39
Clubman	Max Lloyd	» 53	Peter Phillips	» 50	Fabian Mastronardi	» 42
Modified	Russell Garner	» 54	Robert Parr	» 42	Dean Monik	» 36
Restricted Open	Paul Murphy	» 37	= Charlie Tickler / Daniel White » 17			
Open	David Wilken	» 30	Mark Fitzgerald	» 29	Paul Ledwith	» 21

My favourite MX-5 road ...

Words & photo: Ron Macdonald, Central Chapter Captain

Turtons Track ...

Turtons Track (Turtons Road on some maps) runs along the northern edge of the Otway State Forest and is well known for its outstanding tree fern glades, giant messmate and beech trees.

This narrow sealed track links the town of Tanbryn in the east with Beech Forest in the west and while only 12 kilometres long is the most fun you can have with your pants on! To say Turtons has plenty of corners is an understatement – in fact, it is all corners!

As you complete one tight right hand bend you find it is directly linked to the next left hand bend, there is very little on this road that could be described as straight.

The downside to Turtons is that it has a 40km/h speed limit, which of course we all observe ☺ ... but that does not mean it isn't a great MX-5 road.

With the tightness of this road, even at low speed it can be fun powering around the corners which is what the MX-5 was built for. ■

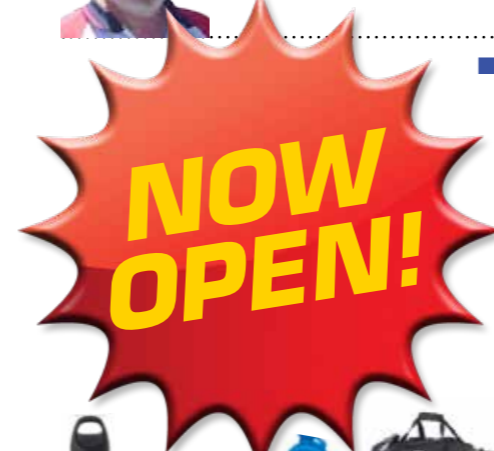
If you have a favourite MX-5 road, you're welcome to submit a short description (150 words) and a photo to <editor@mx5vic.org.au> and share it around!



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!

New online shop ...

Steve Dunlop, Merchandise merchandise@mx5vic.org.au



The Club's new online merchandise shop is up and running and ready for business.

The shop can be found via the "merchandise" page on the Club website, or by visiting www.tpf.com.au/mazdamx5club/index.asp?accesskey=A7C7F511

There you'll find an entirely new range of MX-5 Club merchandise, greater convenience, easier access, smoother transactions **plus:**

- » ready access 24 hours a day, seven days a week online via the Club website
- » an exciting, fresh new range of MX-5 Club and Motor Sport merchandise, many co-branded with the Mazda logo
- » a much broader range of items to choose from, including picnic sets, picnic rugs, coffee mugs, water bottles, mouse mats, cooler bags and much more

- » a detailed item description and image for every item, complete with dynamic inventory counter
- » a streamlined order placement and processing experience
- » two weeks for delivery to your door (under normal circumstances)
- » secure credit card or PayPal payment facilities
- » full-time customer support
- » access for the Club to a huge range of constantly-updated merchandise to enable us to select and incorporate new items into our range for seasonal or special occasions.

A percentage of each sale goes to support the Mazda Foundation, a public charitable trust that assists a broad range of causes throughout Australia.

Happy zoom zoom shopping!



Driver training - a parent's perspective

Words & photo: Alan Laine, Eastern Victoria Chapter Captain

My son Jay got his L-plates on his 16th birthday and was keen to get behind the wheel ... unfortunately he received his first speeding fine in the first week.

His "excessive" 5km/h over the limit was caused by being aware of his surroundings and looking out for hazards while driving past a school, and inadvertently allowing the speed to creep up.

I'm no expert driver but, coming from a motorcycle background, being aware of what's around, potential problems and options if things get ugly is something I've tried to pass on to Jay.

After Jay completed a driver training program at Sandown Raceway on theory and practical, including skid pan, emergency braking and slalom at speeds he was not comfortable with, at the end of the day he felt more "tuned" in to reaction time, different driving conditions, limits of both car and driver and the importance of vision distances – short, immediate surroundings and looking ahead so that if any potential problems or hazards arise you can make a calm planned decision – I hope all this has given him a good attitude grounding.

Where these courses fall short is you need to provide your own car. Everyone that showed up had late-model cars with all the driving aids – ABS, traction and stability control ... why can't they provide a couple of cars from the '80s with no aids so

they can experience "real" dynamics of skidding, oversteer and understeer.

Having completed his 120 hours in 12 months, I feel confident in his ability, and he loves driving the MX-5. And, after moving him around in the seat on my favourite twisty roads, he now occasionally moves me around!

Ah, kids' revenge! ■



A new approach to road safety? A sign Alan saw whilst trekking in Nepal

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Chapter chatter ...

13.4.13 | Eastern Victoria ■ Words & photos: Jenna Perks ■ Run organiser: Travis McInnes



The ups and downs of Club runs!

Well, no big surprises here – yet another fantastic 'Eastern Victoria Chapter' run! Meeting on a Saturday was a little bit of a throwback and I suspect it affected our attendance numbers too, but that was their loss!



Twelve cars in all, meeting at McDonald's Moe to be led for the day by Travis. It was good to see some new faces and once again some of our Central Chapter.

Travis has finally moved his new Enkei wheels from the lounge and put them on his car - they look great but I wonder if he will still be able to kiss them every night!

I was disgusted of course that Mel and her new car were a 'no show' after the write-up I gave her last time! Turns out she was getting ready for the bigger showdown – the Tassie Run – I guess that's a decent excuse! Rob did turn up but wouldn't talk to me about his driving shoes!

We took off from Moe and headed straight to the awesome treat that Travis had arranged for us. Arriving at the Gippsland Car Club Bryant Park hillclimb, we were greeted by the legend himself – John Bryant.

John talked us through some interesting facts about the history of 'hillclimb tracks' and the long journey travelled resulting in the fantastic new track and beautiful pavilion. All the while, their club members were active with a big 'spring clean' morning, 'play time' afternoon – awesome team spirit!

THEEEEEENNNNNNNN we were invited to go play on the track!! Trav, you ROCK! Three times clockwise and three anti-clockwise – doesn't sound like much but ... *OMG, thrilling!* I am a daughter sitting beside my dad, with years of rallying, hillclimbing and



Sunday drivers in low-performance vehicles ...

After a great run to Noojee, including some gravel (great time to decide to re-make a patch of road!), we had a half-hour drink stop at the Tool Shed in Noojee – now I'm not sure even Trav could have prearranged the next few things! As we arrived, so too did a large contingent of the Mini club. It was like a HUGE Tiny Festival! *Even a three-wheel Reliant!* Then to top it all off, a chopper (the helicopter kind, NOT a motor bike!) landed, and eight people poured out of it!



Time for us to hit the road again and do what we do best! Noojee to Baw Baw – who could ask for nicer roads in the back yard? OK, so the pot holes test the suspension and clearance but who even notices that with those corners and awesome surrounds! I couldn't believe we didn't pass one single vehicle the whole way ... pity you never know that stuff ahead of time! None of us even noticed it getting colder, until we stopped at the top – hit us like an instant deep freeze then!!

Beautiful warming lunch at the top (while watching masses of crazy push bike riders do it tough) with the view of controlled burning in the mountains! The view was still amazing; just looked like a morning fog.

racing under his belt, being talked through as he works out the best entrance, exit, apex, throttle, etc.

And yep, I squealed a bit when he started letting the rear end, er, explore the limits of traction! There's no doubt about it, heaven is a racetrack and my dad is my Idol! A huge thanks to John Bryant and Travis for arranging this opportunity, very much appreciated. It seems a really good idea for our Chapter to develop closer ties with the GCC!

Leaving the track was a little interesting, watching everyone trying to remember that they were back on the road and having to behave. The police car a few kilometres down the road certainly helped there – nothing to see here sir, just some

Defrosted, full tummies, coffee buzzed and raring to go again, we hit the down slope of that hill with a passion! Oh gravity, sometimes you add the flare we're after.

We arrived, very staggered, back at the Tool Shed in time to see the chopper take off again! (*Did you plan it all this way Trav!?!?*) We guessed that their afternoon ride must have cost about \$4K! I don't know about you but I would rather put that kind of money towards an MX-5 so I can enjoy MANY MORE Eastern Victoria Chapter runs. Thank you to everyone involved for making it another fantastic memory!

There are two Gippsland runs coming up in the near future - be sure not to miss them! ■

Another magnificent Tassie Tour! 16-25.4.13 | Club



Extended tours have become a regular feature of the Club with trips to various locations around Victoria, as well as to Tasmania and New Zealand. Here are postcards from the 5th Tassie Tour ...

■ Photos: Locky Story, Kelly Berggren, John Waldock ■ Run organisers: Joan & Ken Read, Janette Todd (Vic), Bruce Harvey & Cheryl Murray (North Tas), John Waldock (South Tas).



Tuesday, 16/4

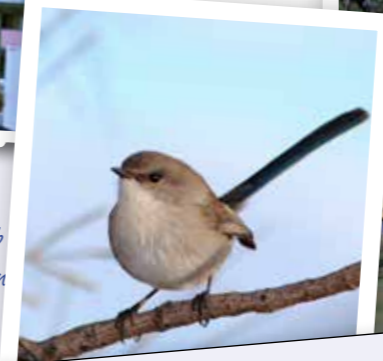
Dear Club members

Here we are at Station Pier. The excitement bubbles over with everyone chattering waiting for the word from our leader to board. Ken & Joan join us to wish us well, sad that they cannot join us, they have more important things to attend to, a new grandchild arriving. We made it on board; over drinks we discover we all received a green card for the dash except Will & Coral. What does this mean? Unloading of car looking for drugs alcohol or fruit? A strip search at customs perhaps? Pills taken, it's off to bed.

Gail & David



"mxtra"
Mazda MX-5 Club
Victoria & Tasman



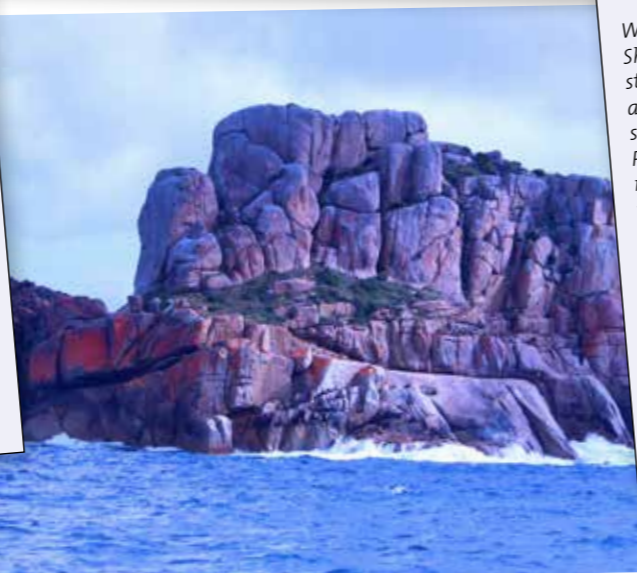
Wednesday, 17/4

Disembarking at Devonport we were greeted by several local club members. Following breakfast we made our way to Moriarity where we viewed a stage of the Targa Tasmania. Then on through the Meander Valley to Elizabeth Town and lunch. Very picturesque scenery ranging from peri-urban to pasture and semi rainforest. The winding roads lined with poplars and hedge rows. On to Poatina where, following a brief stop, our original convoy began the climb up the twisty Mt Blackwood road with its numerous hairpin corners. Lots of fun! Finally arriving at our destination, Miena and the Great Lake Hotel: dinner and a bottle of merlot.

Phil & Christiane



"mxtra"
Mazda MX-5
Club of Vic/Tas



Thursday, 18/4

We set off from Miena and headed south in misty rain. Short stop at the Steppes Reserve Sculptures, a group of stones set "Stonehenge" style with bronze sculptures attached depicting Tasmanian wildlife and early settlement. The closer we got to Strathgordon on Lake Pedder the more magnificent the scenery became, with roads in great condition with enough twists and turns to make the drivers very happy and stunning beauty for the navigators.

Rain forest gave way to rugged mountains. On missing the turn off to our accommodation, we go to the end of the road to Gordon Dam, the highest dam wall in Tasmania. Returning to Lake Pedder Chalet for roaring log fires, great food, and a glass of red; chatting with new friends.

Ah the serenity ...

Rob & Mel



"mxtra"
Mazda MX-5
Club of Victoria



Friday, 19/4

We left the staggeringly beautiful Lake Pedder after posing the cars for a photo shoot. We swooped down topless to experience the best scones and the most relaxing loo in Tasmania – in the Possum Cafe in Westerway alongside a delightful babbling brook; well, we all babbled on about it all day. A short visit in New Norfolk and then into Hobart and on to Mona (Museum of Old and New Art). This was another experience not to be missed, or forgotten. It's in a really interesting building designed by Nonda Katsalidis and contains the art collection of David Walsh. Many of the pieces are confronting but all of the car club members seemed to take it in their stride ... using technical terms such as "rubbish", "whiffy", "different" and "unusual". We finished the day with fish and chips in Salamanca Place. See you soon.

Barbara & Keith



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Mazda MX-5 Club
of Vic/Tas



Saturday, 20/4

Hmmmmmm ... first spare day of the tour, we are on our honeymoon & you want to know what we did, Well ... OK. In the morning we went to the Salamanca markets, bumped into Rob who was proudly showing off his new moccies. In the afternoon we all met up with some of the South Tassie Chapter for a run up to Mt Wellington which was covered in snow, some of the locals thought we were a bit crazy with our tops down. We then went to Huonville via a fun Targa stage & on to Hobart for dinner. We have seen plenty of wild life & some of it was still alive.

Cheers for now!

Chris & Kerry



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Mazda MX-5 Club
of Victoria & Tassie

Magnificent Tassie!

Sunday, 21/4 Hi folks

The day dawned fine & inviting in Hobart South. We left the motel and drove over the Tasman Bridge to Eastlands where we met up with 12 Tasmanian MX-5s and their occupants. 23 MX-5s left the shopping centre, very ably led by John Waldock (15 out of 10 John.) We progressed to Bark Mill where we enjoyed an excellent lunch, then on to Milton Vineyard. The Tasmanians (except Bruce and Cheryl) left us there and we travelled on to Coles Bay. Great scenery all day, oh! ... I almost forgot: fantastic roads again, including a Targa section, which they were closing to all general traffic just after we passed through. Miss you heaps and wish you were here. You would have had an absolute ball in your Reliant Robin.

Pam & Tyrone



"mxtra"
Mazda MX-5 Club of
Victoria & Tasmania



Monday, 22/4

Today everyone took the chance to read, walk, drive, do a crossword or just relax. Four couples took a sea cruise through aqua waters past ancient pink granite outcrops and white sandy beaches to see the magnificent Freycinet National Park coastline and Wineglass Bay. Included in our tour were tastes of Tasmanian cheese, quince paste, freshly shucked oysters all washed down with a couple of glasses of Tasmanian sparkling wine or bottles of local beer. A BBQ for some and a meal at the Coles Bay bistro for the rest finished an exceptional day. PS Watch out for us on TV on House Hunting International as we were extras on a documentary for an English couple who have recently bought a home in Bicheno.

Bruce & Jennifer



"mxtra"
Mazda MX-5
Club of Vic/Tas

Tuesday, 23/4

Ships Log: Stardate 23.4.2013. Continuing exploration of Tasman Nebula. Tasmanians are humanoid with a likable, friendly and generous disposition. They showed us many of their celebrated courses, causing great delight to the crew, including a brilliant drive to breakfast at Elephants Pass (pancakes), St Marys Pass (still more brilliant roads) and a beachside cruise up the East Coast.

Some then went on to George Town and the Pier Hotel for shore leave and dinner and the rest had a lovely drive along the Tamar before the re-joining the others. Unlike home, the day was sunny, and pleasant.

Our Mission continues ... Live Long and Prosper

Lockie & Tracey



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Club of Vic/Tas

Wednesday, 24/4

Dear Don,

We're on the Spirit of Tasmania just about to leave Devonport. After a memorable photo shoot of the cars at the George Town Pier Hotel, ably organised by John "Spielberg" Todd, our last day in Tassie was as good as all the rest.

With Bruce and Cheryl moving to the rear, Club locals, Ken Beaton and Carl Berggren, took us on some incredible "Targa" roads - they have to be driven to be believed! It was then off to "The House of Anvers" for a well-earned chocolate fix and then Devonport for a tour of Home Hill, a timber house once owned by Prime Minister Joseph Lyons and Dame Enid Lyons (and their 12 children!). Ruth Beaton took us on a tour and it was fascinating. She even arranged a Devonshire tea for us - delicious, but will we ever stop eating?

We'll soon be home and we'll catch up then.

Coral & Will



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of Victoria & Tasmania



Thursday, 25/4

How was our return crossing? As smooth as! A great finish to a fantastic trip. Gail and my first trip to Tassie with the Club, it will not be our last.

A very, very big thanks to Bruce & Cheryl Harvey our hosts from North Tassie Chapter. They arranged superb MX-5 roads, great accommodation and of course yummy food at every stop. As always, terrific planning and co-ordination from Janette & John Todd and Joan & Ken Read. Thanks to John Waldock and South Tassie members who doubled our number for the Hobart runs.

With farewells on the garage decks and last salutes on the radio we are on our way home. Can't wait till next time.

Gail & Dave



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of Vic/Tas
PO Box 7438
Beaumaris
VIC 3193



Touring Tassie, southern-style ...

20-21.4.13 | Southern Tasmania ■ Words: John & Michelle Waldock ■ Photos: John Waldock & Rob Tanner

On the weekend of 20-21 April the Victorian Tassie Tour 2013 hit Hobart and joined up with the Southern Tasmania Chapter for some MX-5 mayhem.

The first event was a short drive up Mt Wellington, then on to Huonville and back to Hobart via Oyster Cove.

The mayhem began when the car park usually used as a meeting place was full and on arriving I was faced with cars dispersed all over the shopping centre and many of our visitors lost. We quickly moved to another place and regrouped to say hi and organise ourselves for the day.

We headed off, a pretty large group by our Chapter standards (well over 20 cars) and headed through Hobart and onwards to Mt Wellington. Some of us were amused by the well-meaning offers of advice from passers-by about cold weather and the sanity of having the tops down but we continued on regardless.

The drive up to Mt Wellington is a slow, winding and lovely drive through some alpine forest and we were lucky enough on the day to see lots of snow. A brief stop at the summit was 'invigorating' and we were soon back on the road and off to Huonville via Lower Longley, which is another lovely winding road that allowed us to stretch our cars' legs.

We briefly stopped at Huonville then headed to Oyster Bay via a twisty fun-filled road that was perfect for MX-5s, before returning to Hobart. We were a little ahead of time, so we stopped at Sandy Bay for a quick chat before heading to North Hobart and dinner. Dinner was a relaxed affair, with lots of chat as the Hobartians got to know our Victorian and Northern Tasmanian counterparts a little better.

Sunday dawned clear and fine, and we all met in the same car park as Saturday, the difference being that there were few to no other cars this time, so all 23 cars could find a space together. Sunday's run took us through winding back roads to Richmond, then on to the East Coast Highway through to Orford and then Swansea. The Southern Tasmanians have driven this route many times and it remains one of the Chapter's favourites.

After some tricky negotiation of suburban streets, roundabouts and traffic lights, all cars headed along Grass Tree Hill road together. Targa Tasmania uses this road as the event's final racing stage and the marshals were beginning to set up as we navigated the sharp bends. This road is also very popular with cyclists, but we were lucky not to see any this particular day, which meant no unnecessary slowing down! After a slow loop through Richmond, over the Richmond Bridge and past St John's church, the group made short work of another windy back road to hit the East Coast Highway and enjoyed a clear run to Orford and Swansea.

Now, Michelle writes the next paragraph as a passenger and the official 'ladybrake' of our particular MX-5: As a ladybrake, initially I gasp and hang white-knuckled on to the door handle whenever the car goes too quickly for my liking or hits a sharp bend (which is often). If the initial 'braking' doesn't have the desired effect

I then grab John's leg hard enough to cause bruising. The drive along the Highway through Black Charlie's Opening, Bust-Me-Gall Hill and Paradise River was a vigorous workout for the ladybrake but, judging by the radio chat, was enjoyed immensely by all the drivers.

After this thrilling section, we stopped at Orford for coffee, another chat and an inspection of various features of individual cars. Then it was on to Swansea, past Triabunna and the convict-made Spiky Bridge. This section of the drive has some great scenery, not often seen on postcards and with very few houses to spoil the vistas. Lunch was at The Bark Mill in Swansea, famous for their excellent \$12 lunches and good service. Then it was a little further on up the road to Milton's Vineyard, where some members enjoyed a wine tasting while others stocked up on some great Tassie wines for their cellars.

Our Victorian friends were travelling further up the coast to Coles Bay, but the Southerners retraced our route back to Hobart. Overall, it was a great weekend and we Southerners look forward to hosting our Victorian friends again on the next Tassie Tour. ■

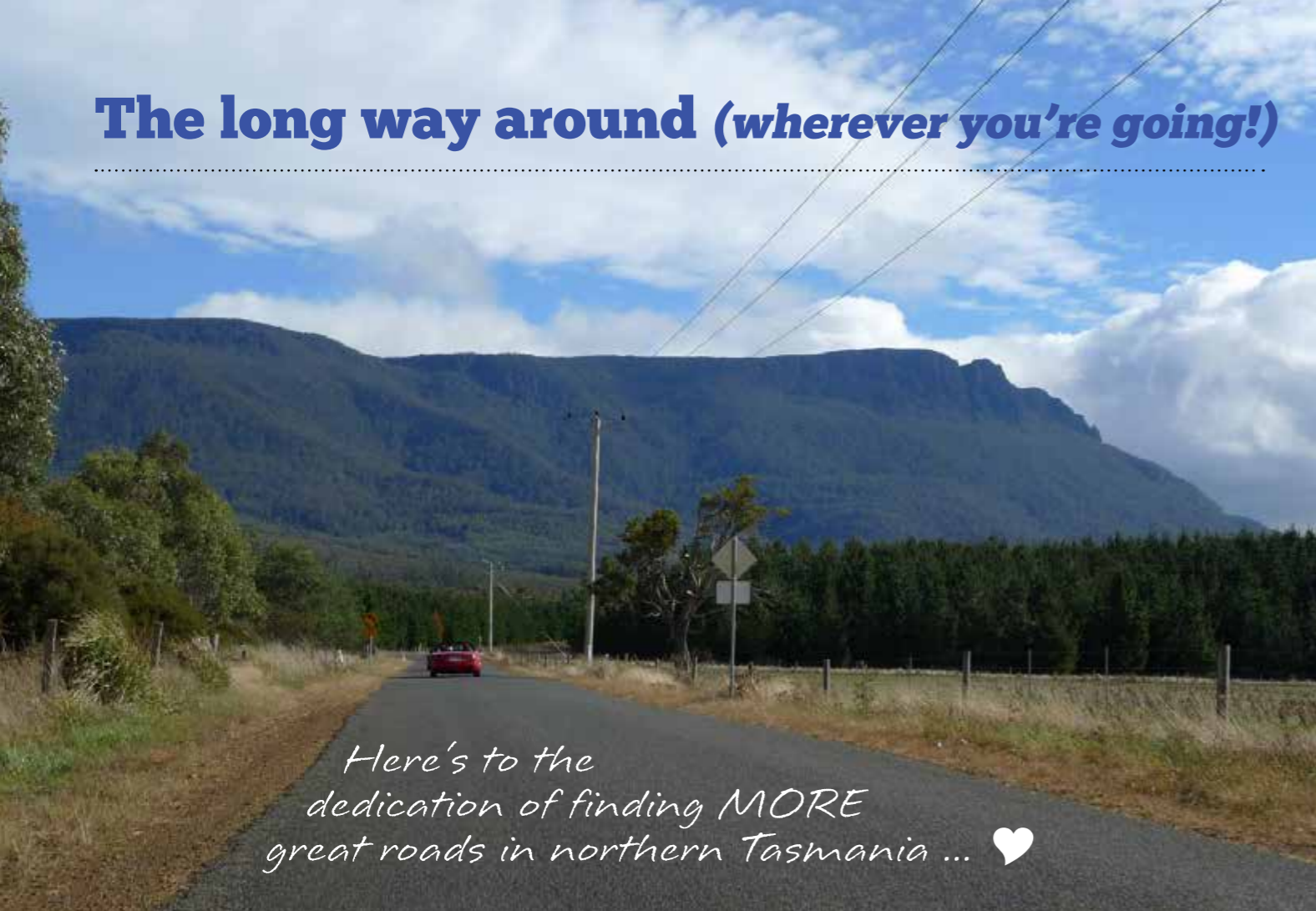
... finger-lickin' good!

■ Event organiser: John Waldock



The Southern Tasmanians host the touring Vics

The long way around (wherever you're going!)



Here's to the dedication of finding MORE great roads in northern Tasmania ... ❤️

I'm always amazed when one of us can find a new section of road amongst those most frequently travelled between Launceston and Devonport – and Bruce did it again this run!

We started at the Blue Barn Café in Frankford (yummy hot chocs!) and had the pleasure of some new and semi-new members joining us (lovely to meet/see you again!).

Then off we set towards Devonport on the Frankford highway, turning off at Harford, passing under the huge Nichols Poultry wind turbine before a short highway-hop to get to Merseylea.

Carl and I have skimmed the Railton side of Merseylea, but today we went around

some great curves I've never driven before. We even had a fun mini-slide on a newly-gravelled sweeping corner!

Cutting past some lush green dairy pasture brought us out at Kimberley and then up the winding hill top to Weegen. Weegen has some seriously fantastic 360° views of Mt Roland, Alum Cliffs, the Western Tiers and Mole Creek, Ben Lomond, then round to Bass Straight and back. Scooting down the other side of the hills, we headed into Elizabeth Town and the ETC Bakery for lunch.

Afterwards, we set off again towards Deloraine via the Weetah back roads, through town, past the train park and picturesque river mill, then out again through a golden arch of autumn leaves. The rest of the afternoon was a tour of the back country towards Bracknell and Cressy before finishing up in Longford at the park with a coffee and a chat.

Lovely ... thanks Bruce! ■

- ⤴ Western Tiers
- ⤵ Merseylea



28.4.13 | Northern Tasmania ■ Words& photos: Kelly Berggren ■ Run organiser: Bruce Harvey



⤴ Weetah



⤴ Frankford Highway

⤴ Peter and Carol, dwarfed by the Nichols Poultry turbine

Chapter chatter ...

Cake, commemoration and corners: the Western

Words & photos: Bronwyn Roche & Karen Bradshaw ■ Run organisers: John & Noellene Gleeson



A four-year-old birthday party may not conjure up the notion of a fun time for many, but when it's an MX-5 Club Chapter birthday it's a whole different matter.

The fourth anniversary run of the MX-5 Western Victoria Chapter swapped fairy bread and cupcakes for corners and curves but kept the friendly party atmosphere and made a fun day out for all.

Whilst Ballarat greeted us with some cool misty weather, run organisers John and Noellene Gleeson warmly welcomed two new Western Chapter couples and one new Central chapter member on their first Club run, before the 17 cars headed off. We had barely travelled one kilometre when the mist lifted and the brilliant autumn colours shone. What a spectacular show ... and it didn't stop in Ballarat.

As we travelled round the undulating countryside every corner revealed yet more brilliant autumn trees: golden poplars lining farm boundaries, scarlet vines clinging to historical gold rush buildings, eye catching avenues of memorial trees, and red, yellow and orange autumn-leaved fruit trees signalling long-abandoned former settlements.

At the coffee stop in Tyldon the gardener's among the group raved about autumn colour while others were focused on checking out the range of cars on the run (three NAs, 11 NBs and three NCs). Jeff Woolf introduced the new young member to the joys of MX-5 bling whilst other similarly-addicted accessory folk agreed. The group nearly had two locals signed up to buy MX-5s as they looked enviously at the cars. They vowed that when their children were older they were going to get an MX-5 and join our ranks.

Back on the run we headed through the eucalyptus forests and into Daylesford with its busy cafés and day trippers and yes more autumn trees!

Then it was around, down and over to Woodend where a small lapse in corner marking gave some members on extra opportunity to enjoy the main street before we commenced the climb up the western approach to Mount Macedon. This mountain features in many great Club runs and the road up and over is a perfect mix of curves, climb and camber.

The group headed to a picnic lunch spot at the top of the mountain, including

our own car park – not sure how John and Noellene swung that one! Lunch was followed by birthday cake complete with a pyrotechnic candle.

At the summit of Mount Macedon is the memorial cross which commemorates Australians who served and fell in the world wars.

The cross was originally established by an early resident as a memorial to his son who had died in WWI. Apart from the Shrine of Remembrance in Melbourne, the 21m high Mount Macedon cross is considered to be the most significant war memorial in Victoria.

Our run was held a few days after Anzac day and the base of the cross contained many moving tributes including 340 roses to mark the 340 Australian soldiers who lost their lives in the Korean War.

Behind the cross virtually the whole southern plain is visible, including the Melbourne skyline 60km away. Those who have attended remembrance services at this location can attest to the power of the setting.

We regrouped to head down over the mountain and through the little township of Macedon. And ... ahem ... did I mention the autumn trees? Mount Macedon is renowned for the cool climate gardens established many years ago by Victorians seeking an escape from the scorching summers on the plains. In autumn it is a popular place and on our Sunday run the tourists were only outnumbered by the overwhelming number of trees at the height of their display.

Whizzing past the Dicksonia Rare Plants Nursery the navigator was keen but the driver only had eyes for the road and those plants remain rare.

A short drive later the three Melbourne cars headed back along the freeway leaving the remaining birthday party crew of 14 cars to wind their way back to Ballarat. ■

Did you hear the one about the farmer who had a broken leg and couldn't wait for the doctor to cut off the plaster? Keen to join the MX-5 run, he took the plaster off himself with the help of an electric saw ... wife reckons it's the neatest home handyman job he's ever done!

Chapter's birthday run 28.4.13 | Western Victoria



With lunch at Mount Macedon over and done, after much chinwagging and catching up with fellow MX-5 enthusiasts, we said goodbye to Geoff and Bronwyn, John, Liam and Ken and Marg who all headed home.



^ A chance to celebrate past lives as well



> Noellene lights the candle



^ Happy birthday to us!

Thank you all for your great company on our run. After being instructed by our noble leaders that we were heading to Trentham, we were back on the road again travelling along the Calder Highway to Woodend, then on to Trentham Road to Trentham. On the way we had five cars who decided to head back to Ballarat via Daylesford. The remaining six cars regrouped at Trentham and then travelled the winding road to Ballan, then through to Mt Edgerton, Yendon and back to where we started – the Gleasons' and their eagerly awaiting dogs, Kirby and Ted.

Patrice and Chris kindly asked us back to their place for a cuppa after which we moseyed on to our regular "after a run" grazing spot – the Ballarat Golf Club to reminisce about how good our MX-5s are and what a great run and day we had had. We also met up with Laurie and Virgie who couldn't join us on the run.

Happy Birthday Western Victoria Chapter! May we have many more!! ■

Motor sport weekend at Deniliquin

Words & photos: Bob de Bont

The third round of the 2013 Victorian Motorkhana Championship on 28 April was hosted by the Deniliquin Sports Car Club (DSCC) and held at their club grounds.

The road trip north started on Saturday morning at 5am and headed to Echuca for breakfast. With reports of roos being in plague proportions, we were relieved to arrive at Echuca without incident. Amazingly, north of the border there were numerous signs of road-kill. We arrived at the Deniliquin track just after 9am, said our hellos to our fellow competitors and prepared for scrutineering.

There was a large assortment of vehicles entered for the Autocross but only one MX-5. We managed four timed runs with Bob achieving a 15th outright and third in class.

At the end of the day the track was opened for untimed runs. This presented an opportunity for Bob to try a very quick, old-style Mini Cooper and the owner of the Mini to sample the MX-5. The camera footage from both cars is hilarious as we each came to terms with driving a car which drives from a different end.

After a fun day it was off to the motel for a quick shower and dinner at the RSL.

Sunday dawned bright and sunny, dressed appropriately in shorts and tee shirt and prepared for the day.

With a total of 31 competitors for the round, Bob was the only MX-5 Club representative. Class B had a total of only three

competitors consisting of two MX-5s, a NA6 and Bob sharing his NB8B with another competitor.

The surface was dry and very dusty. There were eight tests commencing with a number of technical reversing tests. The day didn't start well with Bob collecting three flags on the first test and it didn't improve for the rest of the day. The results show Bob with a disappointing 21st outright, 17th on handicap and second in Class.

With concerns about the roos and travelling home at dusk, the day was wrapped up by 2pm. With a quick spray of water to remove the majority of the dust, we packed our gear and headed home. ■

Next scheduled events are:

- » 23 June at Sandown on bitumen
- » 20 July (Saturday) at Huntly Sale Yards, Bendigo on bitumen (Bendigo Car Club)
- » Australian Motorkhana Championship, 5-6 October at Mount Gambier on bitumen (South Eastern Auto Club).

Come along and check us out!

Further information is available from <http://www.motorkhanavic.com.au/> or contact Bob de Bont on 0402 345 562 or debounce60-mk2012@yahoo.com.au



◀ Dust ... ? Anyone?
Bob de Bont in action at the Deni motorkhana



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(NB: only Peter Rutherford or Hayden Dally are authorised to give Club discounts in-store.)

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Before we begin, we think it's worth saying that any mechanical work on a car should only be undertaken with careful preparation. We have a number of MX-5 manuals and we also check the web for comments and hints that will make any repair easier.

If it's the first time for a repair, we definitely seek out tips from a few other members who have a broad mechanical knowledge. There are always pitfalls when doing a repair yourself and it pays to have done your research beforehand. Also note that I am not trying to write a definitive how to guide on changing pads, but more of a general description of the process. Always consult a good workshop manual and do some research first! Whilst this work is very "do-able" for most, your brakes are the reason you don't run into that car ahead or fly off at that corner so this work is for the capable – *safety first!*

To prepare for this job, you will need to purchase some brake pads. They differ front to rear (the photos show a rear brake disc and caliper) and between models, so be careful to purchase the correct ones. There is a large variety of brake pads and they range in price from around \$100 upwards.

More expensive pads offer better braking performance with less brake fade between heavy braking inputs. There are also racing brake pads, which are high end on performance but might not be the best choice for road use as they can be noisy and the braking can be quite harsh. The factory pads are quite acceptable and give good performance and little brake dust.

This webpage gives an interesting comparison if you are more technically minded:

<http://blog.caranddriver.com/performance-brake-pads-compared-hawk-hps-hawk-hp-plus-ebc-yellowstuff>

To begin, you will need to jack up your car. We strongly recommend (to the point of really insisting) that you use some jack stands. Car jacks are **not** intended to be used to support the car for work of this kind and jack stands are relatively cheap.



Preparing the car stand

Before raising the rear we chocked the front wheels as the handbrake only acts on the rear wheels. Make sure the handbrake is applied when raising the front. Before jacking, loosen the wheel nuts, then jack up each side and place a stand as you can see in the image. Once the car is up remove both wheels as per the images.



Wheel removed, exposing the brake disc and caliper

Once the car is up and the wheels are off, have a look at the pad wear – it should be even on both pads (these ones weren't).



Caliper with worn disc pad



Comparison of new and old brake pad thickness

You will now need to remove one of the slider pins on the caliper. This allows the caliper to rotate upwards for the NA (not sure if it swings downwards for some NBs??), as per the photo.



After removal of the sliding pin, the caliper can be rotated upwards away from the disc so that the old pads can be removed

Once rotated out of the way, you can unclip the pads and remove the old ones. Look at the wear; it should be even on both sides of the disk. Also look at the disk – is it pitted, or heavily worn?



The disc is easily removed before replacing the pads

Use a gauge to check its thickness. Your manual will tell you the minimum thickness allowed. Did you feel vibration when braking? You may need to have the discs machined

or replaced. New discs are around \$100 a pair. Machining is cheaper than this and can be done at your local auto reconditioner.

This is also a good chance to spend some time looking around for any brake fluid leaks and worn or damaged brake hoses. Unless you are experienced or knowledgeable regarding overhauling brake systems repairs to these are best undertaken by a professional.

Assuming the discs are fine, new pads are placed where the old ones were. Remember the clip which keeps the pads separate and holds them in place. Once in place, the gap between the pads will be small, and you might not be able to rotate the caliper back into place. You will need to remove the pads and use a clamp to carefully depress the caliper piston into the caliper (there's something about the pistons needing to rotate as they are pushed in – perhaps not for NA but for NB and NC).

When forcing the piston back in, the brake fluid level will rise in the reservoir in the engine bay, so be sure to check that is not overflowing and remove some if necessary. (**Caution: brake fluid is damaging to you and your paint work so rinse any spills liberally with water!**) This opens up the caliper and allows it and the new pads to slide into place.

It's also worth checking the rubber boots around the sliding pins, and lubricate the pins. Lubrication should not be with normal oil or grease but a special lubricant which may have been included in your pad kit or can be purchased readily from a parts supplier. Make sure all moving parts are very clean before reassembling to avoid damage/disfunction.

Now rotate the caliper back into place, reposition the sliding pin back into place and tighten as specified by the manual (might be a torque wrench setting for this). The caliper should slide along both pins. You may wish to check the brakes by depressing the brake pedal, but do not start the car while it is on jack stands!

If all is well, repeat for the other side, replace the wheels, check the brake fluid reservoir again, topping up if necessary. Use only the correct brake fluid for your car ('dot3' or '4' we think it is – it will be one of these, NOT both) and you are finished.

The brakes need to be bedded in, to maximise the contact between pad and disc and to transfer a small layer of brake material to the disc.

We recommend you do eight to 10 consecutive stops from 60km/h down to 10km/h ... but do this in a quiet area and not a busy highway! ■

Postscript: pad wear

Looking at our photos, you will see very uneven pad wear. This was a warning signal and on further inspection we discovered that the caliper was frozen to one of the sliding pins, resulting in the one pad doing most of the work.

This means less braking power and could result in damage to the disc rotor. We spent quite a lot of time trying to loosen the caliper and pin without success, and so a replacement is being sourced as we write this.



From the top: new pad, outer pad and inside pad. Note the difference in thickness between the old pads. Not good!



Left to right: new pad, old outer pad and inner pad

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 2001 Silver NB

- » immaculate 6-speed
- » 49,000km
- » leather, alarm, new battery, service (water, air filter and oil and filter changed) and roadworthy.



Asking price: \$15,000

Contact: Ron (non-member) 0418 310 368

For sale 1996 Grace Green NB auto

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- » Will need two tyres



Asking price: \$5,500

Contact: Daniel (non-member), Geelong – 0403 624 610

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The Club's online merchandise shop can be found via the "merchandise" page on the Club website, www.mx5vic.org.au

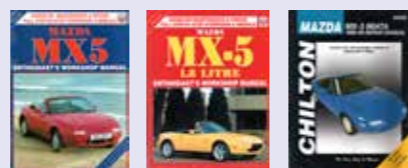
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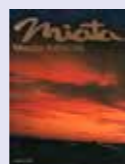
Happy zoom zoom shopping!

Yours to borrow ...

Workshop manuals



» 1.6 NA » 1.8 NA » 1990-2009



Books

Miata Mazda MX-5

- » original 1989 2-book set

To arrange a short-term loan, please contact Murray – editor@mx5vic.org.au

Tools



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

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Bushing tool, for servicing or replacing your suspension bushes.

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Club number plate frames



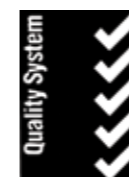
- » 6-digit Slimline or Standard size
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- » Cost is \$10/pair (plus postage)

Check out the online shop via the merchandise page on the Club website.

A new option for the MX-5 owner

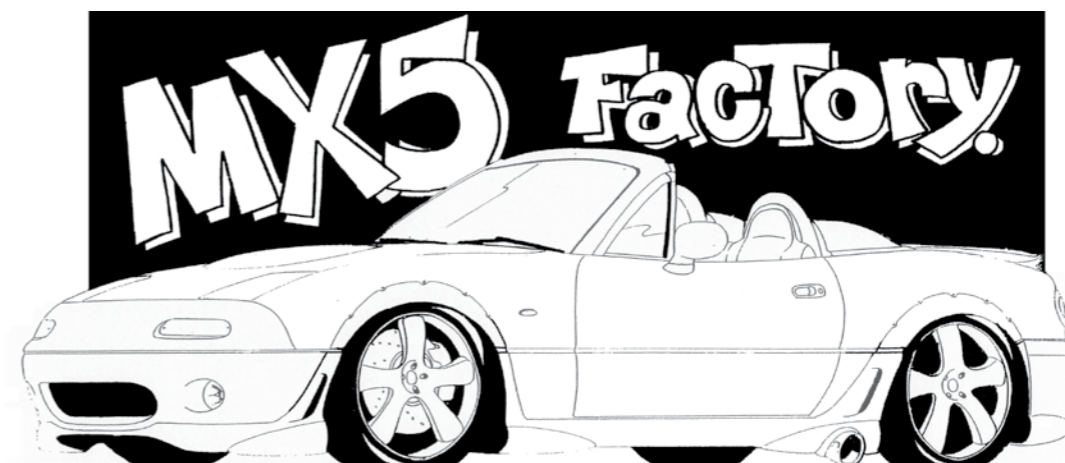
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