

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

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mxtra??
It will be,
if you haven't
renewed!



In this edition:
All the news from another active month
Motorkhana - preparing your car
Rim rash - how to fix it



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MX-5

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7/2013

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Cover image: MX-5s depart Lake Glenmaggie across Lanigans Bridge on the Eastern Victoria Chapter's June run. Photo: Karen Bradshaw



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!

Welcome to the July edition of *mxtra*.

As usual, Murray has managed to collect another smorgasboard of information for your reading pleasure.

Last month in our **Tech Talk** section titled "Oils ain't oils" Ron Macdonald talked about his experience and shock when Freddie, at *MX5 Factory*, emptied his gearbox oil to discover that the box was being lubricated by a black water-like substance. The Mazda handbook for the NC states that the gearbox oil should be changed at 100,000k, but Freddie had commented to Ron that he would recommend every 50,000k. It just so happened that *IZAMX-5* was coming up for 50,000k and I wondered if it would be worth a look at the oil in the gearbox and rear diff. Rather than take the car to my usual service location, Max Kirwan (apologies Alistair), I decided to go to *MX5 Factory* as Freddie would be able to compare my oil with that which came out of Ron's car.

Thank Ron that I did. I had the same experience. 2.1 litres of black stuff came out of the gearbox which, to quote Ron, had the lubricating properties of water. The oil was replaced with some synthetic Castrol stuff which will last at least 50,000k. I was a little concerned that the magnet on the drain plug had quite a collection of iron filings. I don't know if I'm a crappy gear changer or if this was the result of the gearbox water. I guess I'll find out in 50,000km time when I change it again. I'm pleased to say that the rear diff oil was not as bad, but it was well worth replacing. There was one added bonus. Those of us with NCs will know that they are notorious for their drive train rattle (or at least both of mine have been). I don't have any rattle since the oil changes, perhaps the thick limited slip oil used in the rear diff has something to do with it. Only time will tell.

By now everyone should have received a link to our second club survey or a hard copy of the questionnaire. At last count we had just over 100 responses but we seem to have plateaued. If you haven't answered the survey, please do – it is our only way of finding out what you expect from this Club and the membership fees you pay.

You will also have noticed that the new rules for the coming *City Mazda MX-5 Sprints Championship* have been released on the website. Craig Healy's sub-committee reported to the last Committee meeting in mid-June and we now have the new rule enforcement and grievance procedure enshrined in the rules. This was a great effort by the Motor Sport team and I thank you all for your dedication to having the new rules in place before the start of the 2013-14 season.

If you haven't visited the Club's new website yet, then let me encourage you to take a look. We would also appreciate your feedback on what you like about the site and what leaves you scratching your head. You can use any of the email addresses for the committee on page 3 to express your impressions.

Finally a few comments on the Committee. Last month I thanked John Todd and Robert Downes for their service. This month I must also thank Steve Dunlop who has advised that circumstances prevent him from giving the merchandise role the time and energy that he believes it deserves. Steve has done a wonderful job trying to meet the needs of our members with his many innovative ideas. The move to the new web-based merchandise system has reduced the workload for the role, an important consideration in our increasingly busy lives.

We now have vacancies on the 2013-14 Committee for three positions. If anyone is interested in joining our happy band, you can be sure of a warm welcome. We meet on the second Wednesday of the month at the Albert Sailing Club in Albert Park. Rumours about the Committee containing renegades with names like "Firey", "Grumpy", "The Enforcer", "All in favour" and "Mr President" are just that, rumours. To find if there is any substance to these rumours, there is really only one course of action ... join us and help guide this great Club of ours. Nomination forms will be circulated with the Notice of AGM or you can give me a call if you would like to discuss joining the team.

Got to go ... the driver's seat is getting cold!

Remember ... **Safety first!**

Don

For your diary ...

See the full calendar for details

July

- 20 *Motorkhana – Bendigo*
- 21 *North Tassie: Roland Circuits*
- 21 *Sprints: Rd 2 – Broadford*
- 28 *Central: Run to the awards lunch*
- 28 *Club: Annual awards lunch, Mazda Australia, Mt Waverley*

August

- 4 *North-east Vic: "No Idea" run*
- 4 *Sprints: Rd 3 – Winton*
- 11 *Sprints: Sandown (non-champ)*
- 17 *Sprints: Sandown (non-champ)*
- 18 *Central: Trafalgar run*
- 18 *Eastern: Social day out*
- 18 *Motorkhana – Sandown*
- 24-25 *Western Vic: Eildon overnight*

September

- 8 *Central: Joint run with Alfa Club*
- 21 *Sprints: Rd 4 – Calder*

October

- 5-6 *Eastern: overnight to Bright*
- 5-6 *Australian Motorkhana Championship, Mt Gambier*
- 6 *Central: Ocean Road dawn run*
- 18-20 *NSW Club 3-day weekend*
- 19-20 *Motor Sport: Winton 6 Hour*
- TBA *Central: New members' night*

November

- 2-3 *Sprints: Rd 5 & NSW/Vic Interstate Challenge – Wakefield Park*
- 9-10 *NSW Club Canberra Chapter weekend – all welcome*
- 10 *Central: annual CFA run*
- 17 *Sprints: Rd 6 – Phillip Island*
- 30 *Sprints: Rd 7 – Broadford*

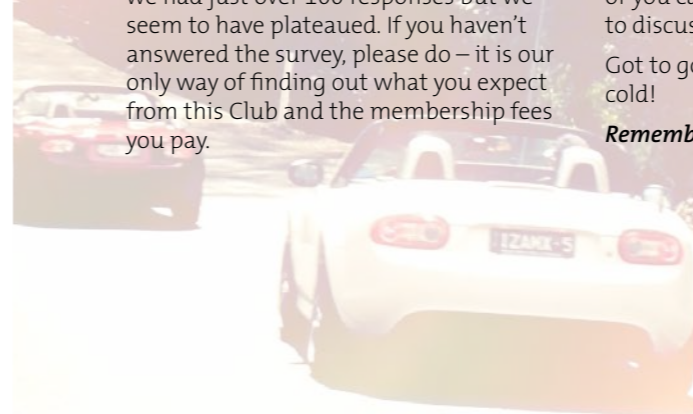
December

- 15 *Central: Christmas run*
- 15 *Western Vic: Christmas run*

2014

April

- 12-15 *NatMeet XI – Caloundra, Qld*





Membership

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

Hello everyone ...

Another membership year has come to an end. We finished with another new record of 554, up on last year's record of 540.

With the new year now a couple of weeks old, renewals (and quite a few new memberships) are flowing in.

We had over 100 renewals in the first 24 hours! Our current number of almost 300 compares with 234 at this time last year.

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

I extend a hearty welcome to:

Central Chapter

John Burt	1998 Classic Red NB
Adam Freeman	1990 Silver NA
Dean Hasnat	2001 Silver NB
Arthur Howie	2001 Black NB
Jenna Perks	1989 Classic Red NA
Bill Roder	2005 Silver NB

Eastern Victoria Chapter

Kevin Parry	2004 Red NB
-------------	-------------

2013-14 renewals membership are now due!

Current membership count:

298

and growing!

North Eastern Victoria Chapter

Ian Huggins	2005 Sunlight Silver NB SE
-------------	----------------------------

Western Victoria Chapter

Michael Wickerson	1990 Red NA
-------------------	-------------

Northern Tasmania Chapter

Michael, Karin, Bec & Alex Stosh	2007 True Red NC
----------------------------------	------------------

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

Will



Full Throttle!

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



New Rules & Compliance

As I mentioned in my last month's *Full Throttle*, there was a great amount of work going on behind the scenes to ensure the new version of the Sprints Championship Rules were finalised before the start of our new season.

We made it!!! At our last Club Committee meeting held on 12 June, Craig Healy presented the Compliance Sub-Committee's report and recommendations. The Club Committee accepted the recommendations and these have now been built into the new Sprints Championship Rules.

The 2013-2014 rules are now on the Club's website, as are Competitor Declaration forms for all the Classes and the new Complaint/Sportsmanship review form.

This was a tremendous effort by everyone involved in the process. We are a volunteer-based organisation, and we are very lucky to have such passionate and multi-skilled people within, who are prepared to invest their personal time and effort into improving the Club for everyone's benefit.

Thank you all.



City Mazda MX-5 Sprints Championship'

Round 1 of the **City Mazda MX-5 Sprints Championship** kicks off at Phillip Island on Saturday, 6 July. Although, by the time you read this, we will have been and come home again, we are looking forward to a great start to the season, with 31 Mazda MX-5 Club members competing in a variety of models. With some vehicles double-entered for the day, we will have 28 MX-5s on circuit. Stay tuned for some pics and the results in the next issue.

The report on the final round (Rd 8) of the 2012-13 Championship is on page 24.

Sponsorship

As Tim Emery might have mentioned to you at our annual Motor Sport meeting held in May, over the coming months, we will be delivering back some benefits to our competitors and our sponsors.

We are planning things like technical information evenings, the purchase of a Club loan GoPro camera for competitors to share at sprint rounds, and we will be purchasing a supply of useful spare parts for NA, NB and NC. Competitors will be able to buy parts from this at the track if required.

In providing back to our sponsors we will also be looking for your support with things like *YouTube* clips, photos and *mxtra* reports.

Most importantly, please support those who support us – our sponsors.

Daniel #146

"Racing – converting money into noise!"

Alan Bennett's

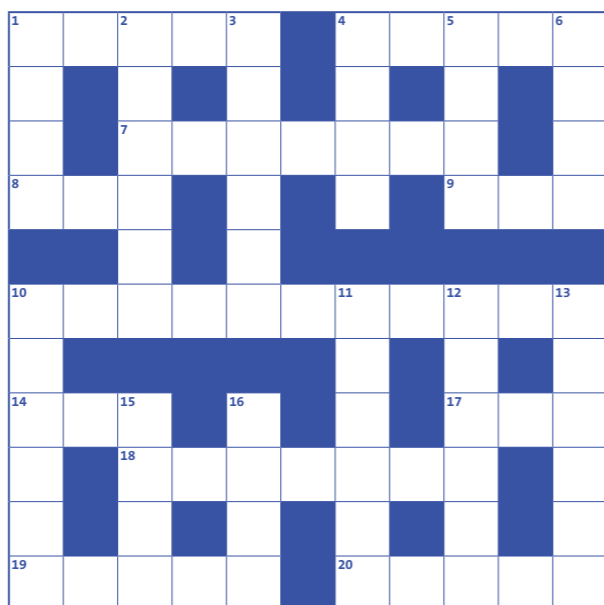
MX-5 crossword #10

Across

- and 4 across. Fitting over door threshold to prevent damage (5-5)
- see 1 across
- Nice little earner for a beginner? (7)
- Body count when fully seated in your MX-5 (3)
- Shout less and it's not in! (3)
- Wave to confirm accuracy (11)
- Under the outer and getting tired? (3)
- Best gear for very steep hills (3)
- Insulate or set apart (7)
- Mud rejecter to the defence (5)
- Give way (5)

Down

- Support for the driver or the passenger (4)
- A single press required to gain access (6)
- Ridiculous failure (6)
- As tough as glass, sounds like it is being a nuisance (4)
- Morgan has one with curves (4)
- It's way out! (4)
- Safety in numbers but hidden - then in your face when deployed (6)
- A gift of Subaru property (6)
- Undo (6)
- To encircle or drive around and around (6)
- Flaky paint that changes colour (4)
- A violent criminal that is used when it rains (4)



MX-5 crossword #9

June 2013 (theme: fuel) – answers

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

Answers next month ...

Motorkhana - Sandown revisited

Round 5 of the 2013 NGK Victorian Motorkhana Championship was at Sandown Racecourse on 23 June, hosted by the Peugeot Car Club of Victoria.

A total of 49 competitors were greeted by a clear, sunny, but cold Melbourne day. After scrutiny, drivers briefing and thawing out, the competitors were presented with a total of 9 tests on a coarse bitumen surface with some loose stones to add to the challenge.

Class B had 10 entries with eight driving MX-5s. Our Club was represented by Troy and Tony Heasley in their Titanium NB8B, Brian Marks in his Titanium NB8B, Ben Sale in his NA6, Bruce Telfer in his NA6 and Bob de Bont in his NB8B.

Results:

Bob returned to his winning ways in Class B, Tony placed 3rd with Troy 4.5 seconds back in 4th, Ben and Mark had a challenging day with Ben setting fast times on three tests, only to undo his good work by getting lost on another three.

Troy won the Junior Category with Bruce placing 2nd in Novice. The Club Championship received a healthy injection

of points.

Next motorkhana events:

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

Read Bob de Bont's hints and tips for preparing a car for motorkhana on page 28.

More information on getting involved in motorkhana is available from Bob at debounce60-mx5@yahoo.com.au or 0402 345 562

Information on the NGK Victorian Motorkhana Championship is at www.motorkhanavic.com.au

NatMeet 2014 - bookings open now!



Every two years, the Mazda MX-5 clubs of Australia get together for "NatMeet" - our national gathering.

The next one, the eleventh to be held since the inaugural event in South Australia in 1994, will be in Caloundra on the Sunshine Coast in Queensland in 2014.

It's planned for 12-15 April - which means that, for the first time it, will not be held over the Easter weekend. And that means less-congested roads, better access to accommodation and venues and a more cost-effective event.

NatMeet is five days of fun and frivolity, and a perfect chance to spend time with like-minded enthusiasts who share your love of



the wonderful Mazda MX-5. Being involved is an experience you will never forget.

If you have been to a NatMeet before, you'll know how much fun it is and will be keen to get along to this one.

And if you haven't, please consider the 2014 event. There's the full gamut of favourite MX-5 activities, from social to motor sport. You should get to at least one NatMeet in your life ... it's a great chance to get together with MX-5 friends, old and new.

Registration, accommodation booking and other details are on the Queensland Club website now, mx5clubqld.com.au



Scene about

Photos: Ron Macdonald, Karen Bradshaw, Jenna Perks, Marg Gillick, John Waldock



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The MX-5 Club Grill

Introducing ... *Craig Healy*

~ Club Motor Sport competitor

Name? Craig Healy

Age? 45

Born? Rosebery, Tasmania

Current abode? Montmorency

Profession? State Manager, Angove Family Winemakers

Partner? Colleen

Pets? No

Fave food? Many - fine dining

Can you cook? Yes

Favourite tippie? A nice little Pinot from Tasmania would be good

First drive? VB Commodore

First car? Fiat 128 3P

First fender bender? Ran into a pole reversing the Fiat

Everyday driver? Mazda 6 MPS

How many MX-5s have you owned? One

Current MX-5? NA8A

MX-5 improvements? FCM coil over suspension, 7.5" rims with R Specs, NB8A motor, LSD, 2.25" exhaust with hi-flow cat and SP Motorsport muffler, Intake

MX-5 dislikes? Squeaks from the hard top

Why an MX-5? Drove a friend's car and was hooked – ripper handling and great value

Fluffy dice? Only in fancy dress mode!

Passions besides the MX-5? Wine, travel, family, racing my MX-5

Favourite TV show / movie / book? Rockwiz

Dream wheels (money no object)? An old Porsche Spider or a Ferrari Dino

Would you drive a Daewoo or SsangYong? I have driven a Daewoo ... recommend you don't

Favourite other Mazda? None of the current crop ... always like driving an RX-8

If not a Mazda (gasp!) what? I like driving the Renault Megane Cup

How long in the Club? Nine years

How many MX-5 Club runs or track events? Too many to recall

Favourite Club run/track? Love the run through Kinglake and Yarra Valley but track is Philip Island

Funniest thing seen at a Club event? It's all been fun but generally not funny

Done DECA? Many times



Ford vs Holden? Toss a coin ... this week Ford

What's playing in your MX-5? Loud exhaust music and Dave Grohl's Sound City album

Footy team (AFL/NRL/Soccer)? Hawks!

Final comments? This is a great club of which to be a member. The opportunity to meet some great people and also compete in a motor sport program that consists of a bunch of welcoming, friendly and helpful people is beyond compare with all clubs that I have enjoyed previously.

I cannot recommend strongly enough that if you have any wish to develop your driving skills, the track is the best place for that.

The road is a very dangerous place to practice extreme driving skills - play safe!



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Chapter chatter ...

16.6.13 | Southern Tasmania ■ Words: John Waldock ■ Photos: Rob Tanner ■ Organiser: John Waldock

It is now a firmly-established tradition in the Southern Tassie chapter to celebrate the passing of the Winter Solstice with an Ausmas lunch.

This year we decided to inspect the Birchs Bay Sculpture Trail and afterwards lunch at Fleurty's Cafe.

We started off from our usual meeting place, a spot of rain giving us a little concern but generally all in good cheer.

We drove through Hobart, past Ferntree, admiring the view of Mt Wellington and on to Longley before entering the Huon Highway. We were making good time, so the leader (me) decided we might take a short side trip to Ranelagh. Of course, the best laid plans etc, we made a wrong turn and I managed to end up on a no through road. Luckily we didn't end up on dirt, or Jo would have demanded I wash her car.

We stopped for a quick break at Huonville, where we chatted about cars and looked under each others bonnets (as if we had never seen an engine before!).

After rounding everyone up we headed off, into slight drizzle and Birchs Bay, and a walk around the sculpture trail.

As you can see in the photos, lots of interesting things to see, and some sculptures too. The drizzle was refreshing, and helped us build up a big appetite as we arrived at the cafe for lunch. Yummy food soon appeared, and wine too, I'm not a drinker usually but Carla Long insisted Michelle and I try some of the wine she had bought.

We had a relaxing afternoon, the food was lovely and the chance to relax and talk to good friends made for a terrific afternoon all round. ■

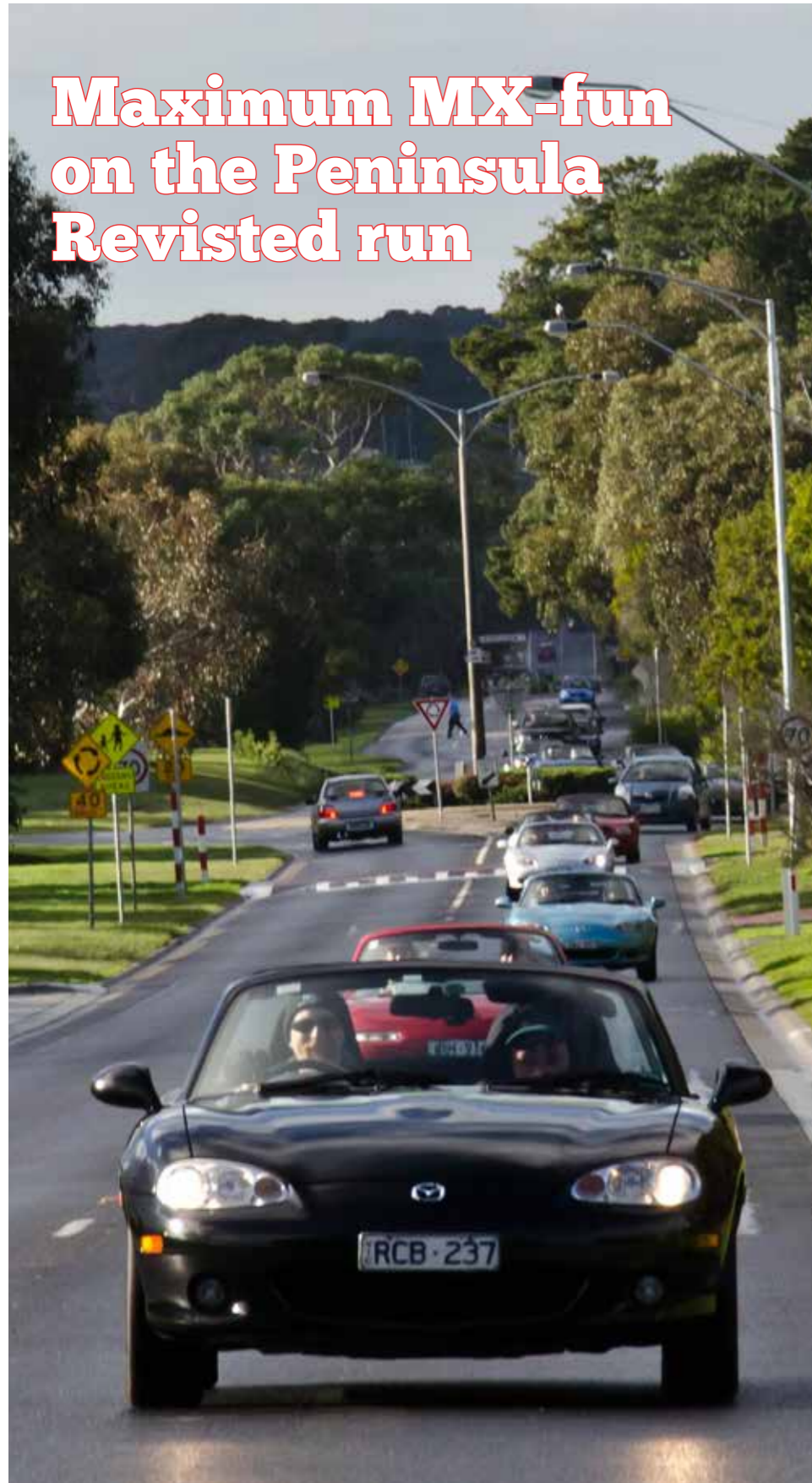


*Winter
wonderland*

Chapter chatter ...

16.6.13 | Central ■ Words: Kerry Power ■ Photos: Wendy Clark & Ron Macdonald ■ Organisers: Ron & Wendy

Maximum MX-fun on the Peninsula Revisted run



^ Arthur Howie having a bit too much fun!

After a wet and wild week, Sunday dawned bright, brisk and sunny adding to the anticipation and excitement of our first MX-5 Club run down to the Peninsula.

Fourteen well-polished MX-5s and one much-loved Mini lined up outside Ballam Park outside Frankston well before our 9.30 departure time and our organisers, Ron and Wendy, were quite impressed.

We took off and cruised without incident southwards on the *Peninsula Revisted Run*, all managing to stay relatively closely together, although we did spy a couple of cars bustin' some revs on Benton Road.

As we headed out on to the Esplanade at Mount Martha we passed a bike rider who had a look of pure joy watching us all pass by. As we drove on through the dips and curves, glorious ocean views burst through showing a horizon like a mill pond ... not a breath of wind.

No time for dawdling though; 100 percent concentration was needed to get us through Mt Martha and Safety Beach on to gorgeous cypress groves and verdant pastures. Vineyards as far as the eye could see! Who else spotted those delightful black-faced sheep?

What a fabulous car museum: a truly amazing collection of all things collectable and even some great vehicles. A few chuckles were heard at our rookie error of not putting the roof up in case of rain whilst in the museum. We had the last laugh though, not a drop fell.

Back in our cars, we headed to Rosebud for a spot of lunch and a well-earned coffee. Cary and his family generously provided refreshments back at their place off Jetty Road ... thanks for the offer.

All in all, a morning of rally driving conditions, wet roads, hair-pin bends and treacherous descents.

Thanks go to Ron and Wendy for organising a great event, and to all who took part in it. ■



> At Charlie's Arthurs Seat auto museum



^ Alyssa & Murray Finlay in an impressive convoy

Chapter chatter ...

Finding the perfect MX-5 road ...

Ian and I had been looking forward to this run from the moment it was announced as we were keen to go on the Licola road after driving it once 18 months before.

Thus it was three Western Victoria Chapter couples who stayed in Moe on Saturday night to participate in this fabulous run – the Everetts, Gleasons and Bradshaws.

We were on our way at 9.30am (after buying lunch and filling up on fuel) to Traralgon. We ran into a little fog on the way; thank goodness it cleared before we got to Traralgon. Just as we went through the lights to McDonald's three cars (not MX-5s!) had a bingle – we hoped it wasn't going to set the proceedings for the day.

As we drove into the car park at McDonald's there was Jeff Woolf, another Western Vic Club member waiting for us. Woolfie had left Ballarat at 6am to join the run – how's that for enthusiasm?!

Gradually everyone else arrived and we all enjoyed a catch up with old friends and were introduced to some new members as well. Alan Laine pointed out to me Mel's car with the purple valve caps, compliments from her husband Rob. Apparently Rob likes to "pink up" Mel's car as he has struck before ... buying her personalised number plates with pink lettering! *Mel, I think you'd better hide your car from Rob before he finds some pink fluffy dice!!*

Another car that got a lot of attention from the male contingent was Miles' car. He has put it on gas so not only was the bonnet up – so was the boot. *Not much room for much of anything in the boot!* The paint work was different too – multi-coloured – white with pink with light blue and purple racing stripes and the motif "Martini", certainly an eye-catching car.

Alan and son Jason had to sort out their camera so after they did that we had our pep talk, which filled in the time until a late comer turned up – Dave Collins. We had to wait; you just can't leave the Club Social Captain behind! There were a few red cars on this run and some were parked next to each other and when it was time to leave, Bronwyn just couldn't decide which one she was going to get into as she walked past their car until Geoff called her back, asking where she thought she was going?

Thus we headed off with 15 eager-beaver MX-5s stopping briefly in Glengarry for Tail End Charlie to pick up Mrs Tail End Charlie. Then it was on to Cowwarr – the place with the 44 gallon cows, Toongabbie, turning off at Heyfield to Glenmaggie and Licola. Once through Glenmaggie we found the perfect MX-5 road with many, many sharp bends and curves around the mountains, just a terrific run to challenge us all – **ZOOM ZOOM!!**

23.6.13 | Eastern Victoria ■ Words: Karen Bradshaw

■ Photos: Karen Bradshaw & Wendy Clark ■ Organiser: Alan Laine

But we did have to slow down a bit for the keen pushbikers; we were lucky all the 4WDs were heading the other way too. For those of us who could look around a bit, the scenery was fantastic looking down on the Macallister River, which we followed to Licola.

Lunch at Licola was fabulous, the weather was superb and the company even better. The picnic area was next to the river and it was a very relaxing pretty spot. We had an informative conversation with Geoff and Bronwyn Roche and heard about their recent adventures in China – particularly the bullet train that averages around 306km/h!

All too soon Alan was calling us together to head back. We decided that we would travel down the mountain a little slower (well some of us!) to check out the scenery and the impact of the February bushfires that devastated much of the surrounding bush of Licola. Some mountain sides were left with not much other than burnt tree trunks and stumps.

On a brighter note, most trees were sprouting new growth up their trunks. We stopped at the cemetery just out of Glenmaggie for a regroup. Then it was off to see the Glenmaggie Weir and afternoon tea – although most of us were still full from lunch, we still made room for Bronwyn's beautiful poppy seed and lemon cake – thank you Bronwyn.

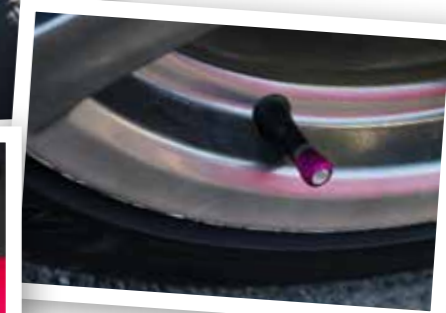
The Lake was down a fair bit and was muddy looking – a result of the rubbish being washed into it after the fires. After more chinwagging it was back in the cars and on the road again heading back to Traralgon. At Glengarry, Woolfie, David Ralph, the Roches, Gleasons, Everetts and Bradshaws left the convoy to head back to Moe where we refuelled before heading to Melbourne and some of us to Ballarat.

Many, many thanks to Alan Laine for organising yet another great run on great MX-5 roads and for turning the great weather on for us as well. This was a fantastic run to show off and experience the superb handling of the MX-5 and what a fun car it is. Just can't wait for the next adventure. ■



◀ Alan & Jason set the camera

✓ Mel's purple valve caps

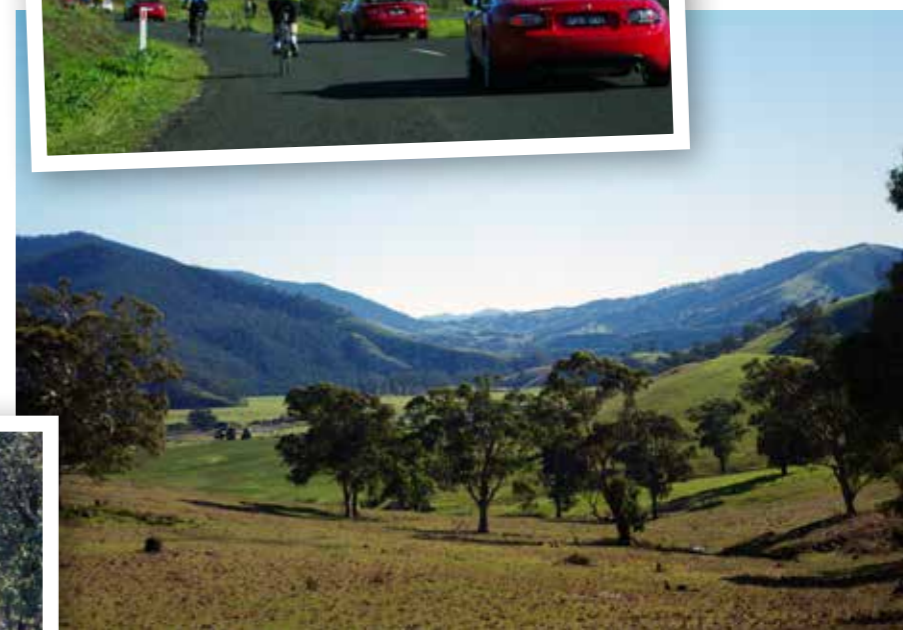
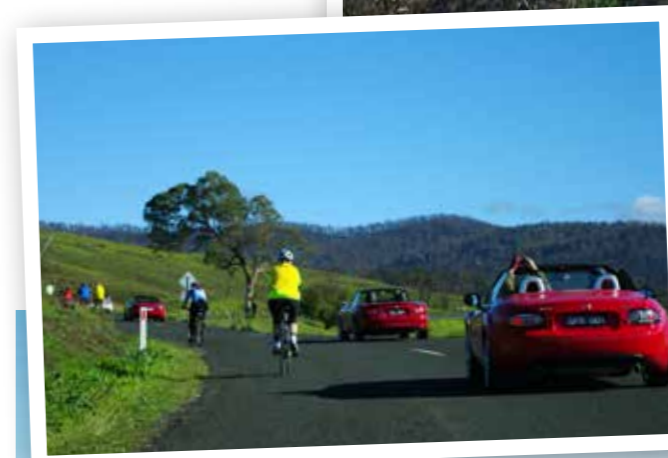


^ It's a gas ... but no room for anything else!

➤ Scarred Mountain



◀ Sharing the road ...



^ On the road to Licola



Chapter chatter ...

26.5.13 | Eastern Victoria ■ Words & photos: Jenna Perks ■ Organiser: Alan Laine



So I'd really like to know your secret Alan! How on earth do you choose such perfect weather for all of your runs!?!

We started the day out at Moe McDonald's (high profile us lot) with dark clouds pressing in with the promise of storm conditions.

My day was not going so well. I arrived at Maccas an hour early, due to my stupid morning brain, but much worse, I arrived there in my Toyota Hilux – please stop throwing the rotten tomatoes this way, I have an excuse! My usual seat had been stolen by my five-year-old daughter, Alyssa, further proving that the fruit rarely falls far from the tree!

Thanks goodness for Mel and Rob (our husband and wife team, each with their own car) having available seats. Poor Rob drew the short straw and found himself stuck with my little chatterbox mouth for the day! I fear he may be sick or bring industrial ear muffs to the next run!

So while I worked on sending Rob deaf with subjects like 'Pimping Mel's Ride', he drove the lovely 74km winding path to Erica. As usual we were on, Alan's tried and tested, beautiful roads surrounded by wonderful views. Once again the driver's reaction skills were challenged by the many pot holes – some of them threatening to bottom out our cute little cars.

We were also lucky with the wildlife! Plenty of wombats were on the side of the road, sad but rather happy that they were not hit by one of us. OMG, has anyone noticed how BIG they are when you see them from

an MX-5? Happy to not see any of those crossing the road when we're around. A bit of adrenaline was experienced by two of our drivers when they came upon a 'prize bull' sized deer crossing the road ahead! Perhaps the pot holes are good training after all!!

Stopping at Erica was a hit in the face. No, literally ... smacked in the face with a wind straight off the snow caps – winter has arrived! The crew split for lunch heading to both the Erica General Store and the Erica Pub. This was a good break that allowed many of the crew to catch up properly with Ian and Karen Bradshaw (Western Victoria Chapter) who had joined us for the day – thank you for once again joining one of our runs, guys!

While we ate, the heavens opened up and the rain began to pour down and looked like setting in. Now, Alan, I am concerned that you are doing deals with the Devil –

Dial "p" for perfect weather ... or timing

perhaps that's why you almost didn't get your lunch – because as we started to get ready for the second stage of the day the rain cleared up completely!! Whatever you're doing, keep it up!

Back on the road for a glorious 50km trip back to Moe with not a drop of rain. I couldn't resist putting Rob through some of my typical 'in-car photography shenanigans'. Note to self: trying to twist and turn, while the car is doing the same, on LEATHER seats is near impossible! The photos turned out fantastically well, though. A huge part of this was due to the awesome LED lights on Mel and Ferg's cars! As I always say, I think it should be compulsory to have your lights on in convoy – even if it is only for the photos!

We arrived back at McDonald's and had just reinstated all of the soft tops when the rain began to fall again! Am I the only one amazed by this?!

Many of us were able to stay back for a coffee and chat after the run. I was so proud to hear that my daughter had a fantastic day, chatted her Pa's ear off (like mother, like daughter) and has decided that she should come on every run from now on!

Be scared Rob, be very scared – ear muffs, to match the Red Riding boots, for Christmas I suspect!!

Thanks again for all who attended this run and for making it another fun event – see you all next time and feel free to bring new people or teams from other Chapters!!

Drive safe. ■



^ Alyssa snaffles the prized seat with her Pa ...
 < The logo on Alan's car?



14.6.13 | Eastern Victoria ■ Words & photos: Jenna Perks ■ Organiser: Alan Laine

We met up at 'Out Of India' in Morwell for a beautiful meal (had almost forgotten about Indian food! Be back on my table again real soon!!).

Alan, Jason, Rohan, Grant, Saeko, Mel, Rob, Dianne, Rob K, Leonne, Pete, Katt, Tahlia and myself made up the dinner party – not really much to report though for the table was silent as we dug into the food with a passion ... lol!

I will however mention that next time someone tries to get me to try the dried hundreds-and-thousands-looking herbs at the bar, I will politely say NO! Don't know what that stuff was but it tasted a bit like toothpaste and licorice – not a combination I was really on the lookout for!!

Grant and Saeko parted from the team after dinner but Chris joined us at the bowling alley. Yep, you heard it right, bowling alley! How much fun is bowling?! What an awesome idea that was – well it was until we found a couple of sharks in our midst!!

First Leonne turned up with her own shoes and ball, then in the second game Dianne got five strikes in a row, taking a win with a score of 174!! Mind you, Leonne and Chris were both clocking around the 150 mark too! Bunch of sharks ... not playing with them again outside the car any time soon!

All and all it was a fantastic night and provided us all with the chance to have a good 'natter' for longer than a 'pit stop'!!

Thanks Alan - another success! 😊 ■



^ From left: Rohan, Mel, Rob, Saeko, Grant, Jason, Alan, Jenna (with Tahlia), Peter, Leonne, Di & Rob.



< Rob Krygsman's classic style

Favourite recipe: Decadent Tiramisu

■ Recipe: Dave Collins

Being a Pom I have been brought up on all the good things in life: rice pud, tapioca and, of course, sherry trifle.

I did not know you could get anything better. Then I visited Italy in the early '90s and tried this dessert with coffee and coffee liqueur that was just heaven. Tiramisu, so light with a fantastic coffee flavour that just melts away.

Over the years I have tried many a version, from it being a cake to a soft pudding. Only a very few have been to the same mouth-watering quality as Gail's version. This recipe says it is good for six serves, but given the decadent nature, I think you could happily serve eight.

Enjoy, and it's definitely one of those desserts that, if there are leftovers in the fridge, you will want to raid it and have a spoon or two.

When you make it give me a call, I would love to share; you can never get enough of this!



Ingredients:

- » 500ml / 2 cups strong black coffee – cooled
- » 60ml / ¼ cup Marsala or coffee flavoured liqueur
- » 2 eggs separated
- » 60g / ¼ cup caster sugar – superfine
- » 250g mascarpone cheese
- » 250ml / 1 cup pouring/whipping cream
- » 16 large Savoiardi / lady / sponge finger biscuits
- » 2 tblsp dark unsweetened cocoa powder

Method:

Combine the coffee and Marsala in a bowl and set aside. Beat the egg yolks and the sugar for three minutes or until thick and pale. Add the mascarpone and mix until just combined. Transfer to a large bowl. Beat the cream in a separate bowl, until soft peaks form, and then fold into the mascarpone mixture.

Place the egg whites in a clean, dry bowl until soft peaks form. Fold quickly and lightly into the cream mixture.

Dip enough of the biscuits into the coffee mixture to form a layer in the base of a 2.5 litre/10 cup ceramic or glass serving dish. Drain off any excess and arrange. Spread some of the cream mixture over the biscuits. ■

Chapter chatter ...

23.6.13 | North-Eastern Victoria ■ Words: Gerry Engwerda ■ Photos: Marg Gillick ■ Organiser: Ron Gillick

Another happy valley ...

It was a small affair – Marg and Ron, Ellie and Gerry, Brian and Maree, Ian and Val ... just four cars but that didn't matter. We were all just glad to be able to put the top down, the heater on and head for the hills.

We started at Apex Park in Wangaratta around 10 o'clock, and 10 minutes later we were thoroughly exhausted and ready for a coffee stop at the Milawa Cheese factory.

And that set the tone of the day! *Drive, stop, drink coffee, eat and then drive some more.*

Each took the lead for a leg on what turned out to be a surprisingly warmish winter day.

The first leg saw us then from the Milawa Cheese factory to Beechworth via Everton and Tarrawingee. From Beechworth to Stanley and then via the newly-sealed road to the Dederang Road, the Gap road, Dederang itself (is there a longer main street anywhere in Australia?) and then on to the Happy Valley road to Bright.

A great day: rolling countryside, the sort of green hills that you thought you would only ever see in England and not a single Camry to get in our way. What more could anyone want? (Apart from even fewer Camrys!)

After a very satisfying lunch at Bright's Alpine Hotel we headed back to Myrtleford for another sit down with coffee and cake at the Cafe Fez at the legendary Red Ramia, purveyor of all fine things from Morocco, India and China. This place is a must-see if you are travelling through Myrtleford. *By the way can you see a theme developing here?*

It was a thoroughly enjoyable way to spend a Sunday with people we have come to know well.

It was a pity that more cars were not able to come on the day but hopefully they will be able to make it to the "No idea where we are going" run on 4 August starting from Yackandandah. Mark it on the calendar – you will have a great day out with an equally great bunch of people. ■

Chapter chatter ...

16.6.13 | Western Victoria ■ Photos: Karen Bradshaw ■ Organiser: John Gleeson

■ Words: Noellene Gleeson

It's gam when the first cars start arriving. After such bad weather for the week we are thrilled it is not raining. Quite cool but not raining.

After a catch up as people arrive, it's time for John to give his usual starting speech. We have 18 shiny MX-5s of all colours heading out of town towards Daylesford.

At the Daylesford roundabout we turn left, through Hepburn Springs and on to Sheppard's Flat on a narrow but windy road with terrific scenery.

At Guildford it's left again and into Newstead for our coffee break and pick up another five cars including two prospective owners on their first run with the club. Twenty-five minutes and much talk later we are on the road again towards Castlemaine.

We had made arrangements to call into Rod Hadfield's Shed at the quaint little town of Chewton, which is now almost a suburb of Castlemaine, also known as the Hot Rod Capital of Australia.

Just out of Chewton we turn into Rod's property and see the very large green shed that seems to go on forever. *Every man's dream place.*

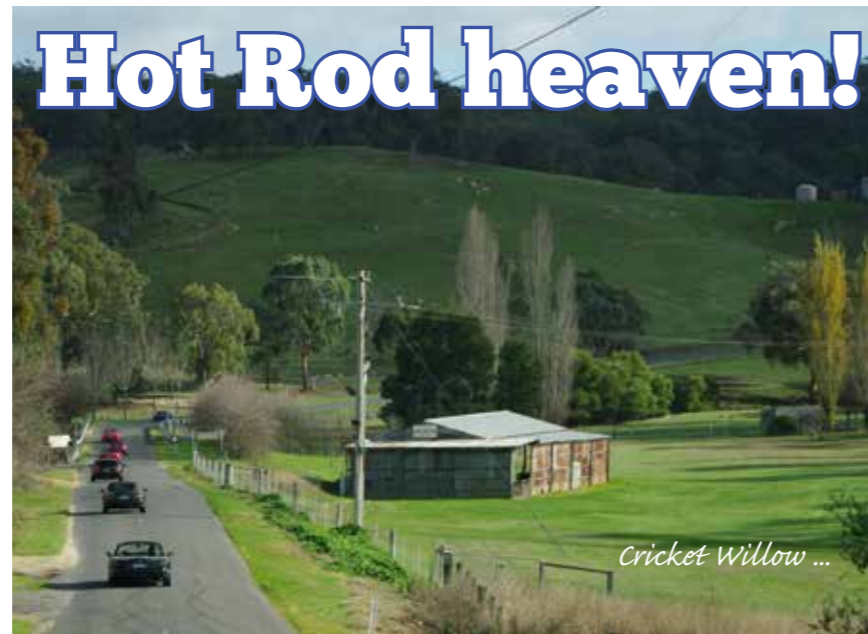
Rod is out the front to greet us and comments on all the different wheels on the 23 cars.

Once inside male and female alike are in absolute awe of what we see. One of the best private collections you could ever have the pleasure of viewing. Rod was the most interesting person to listen to when telling us about his treasures and his wonderful life involving all of his cars.

Like when he took his 1928 'A' Ford Pickup to the USA for 10 months and drove it 7000 miles, the trip of a lifetime, and knocked off the Americans at their own game. He won five very prestigious awards and was also featured in the top hot rod magazine in the US.

We all wandered around the two sections of the shed admiring Rod's work including the 1970 MK III Ford Lincoln Continental Lowrider, and a very rare 1937 Relox Aussie Ford Ute, etc etc. There was a drag car and even a beautifully-restored hearse among many others. The walls of the shed were covered in memorabilia and there was showcase after showcase of awards.

John thanked Rod for opening his shed up for us and sharing such a terrific part of his life with us. ■



Cricket Willow ...



^ *A stylish ride for that last journey ...*



> *Rod's wall of bling ...*



< *Picnic at Vaughan Springs*



< *"Hot" Rod Hadfield*

> *The 1928 'A' Ford Pickup that Rod and his wife took to the USA*



> *Rod's \$750,000 Warman*



■ Words: Karen Bradshaw

What a fantastic car collection that Rod Hadfield has! All cars lovingly restored and all with a story to tell.

I do believe that a poster of a naked lady attracted a lot of attention from the male members but *none could tell me what type of car she was standing next to!*

After our farewell to Rod, with his extreme dry humour and his very friendly boxer dog who lapped up all the attention given by her master's visitors, it was on the road again.

As we left Rod's, the 23 MX-5s were very much like a jelly bean parade with all of the jelly bean colours represented. We travelled on to Vaughn Springs for our lunch stop and for the usual chit chat. Vaughn Springs is a lovely picnic area with lots of autumn trees dropping their leaves. But this time there was no-one willing to slide down the big slide – we needed Chris but alas he wasn't with us this time.

We were lucky enough to be entertained by a Blue Wren and his flock of hens flitting around after our lunch crumbs. It was a perfect time to catch up with old friends and to make new ones as we had a couple of new and prospective members on the run and, of course, to discuss the magnificent hot rods at Rod's.

After a lingering lunch stop in the lovely autumn sunshine, we headed off for the trip back to Ballarat. Ian and I went tail-end Charlie so we missed the Gleesons' little indiscretion. The road had a sharp left-hand corner which John missed and went straight ahead on to a gravel road! It is the only time Noellene was glad to be on a gravel road! Alas they were not the only ones who missed the corner; our friend Neil also followed John. The following convoy members were a bit worried seeing their leader coming towards them!

Oh well, John, never mind; it's not a Western Vic run unless we have a U-turn or two!

After this off road adventure it was through to Hepburn Springs, Daylesford and Spargo Creek Road – what great MX-5 roads these were. After a few more turns we were suddenly going past Kryal Castle. We arrived back to our starting point in Victoria Street for a cuppa and to reminisce the day's events before our usual dinner destination at the Ballarat Golf Club. Just another perfect MX-5 day!

John thanked Rod for opening his shed up for us and sharing such a terrific part of his life with us. ■

Chapter chatter ...

23.6.13 | Northern Tasmania

■ Words: Alana Page & Trevor Simm ■ Photos: Kelly Berggren ■ Organisers: Alana Page & Trevor Simm

On a frosty winter's morning 10 shiny MX-5s lined up at the Auto Museum not really knowing what or where they were heading.

First we had to pose for a photo by fellow Club visitors from the Big Island who were just casually walking around when they saw us all lined up ready to go.

Instructions in hand, maps at the ready, everyone was sent off at five-minute intervals. Each car had a list of 20 cryptic questions that would see them driving around some of the most popular spots of Launceston ... if they followed our instructions it meant they would have no problems at all but as all good plans always come unstuck not everyone read them properly.

While we waited at the last clue, thinking it should of taken 60-90 minutes, no-one was turning up. Little did we know of the antics that were going on: we have a wonderful street called *the Zigzag* which winds its way uphill near the Cataract Gorge. The question was: *What is the number on the power pole on the 5th corner?*

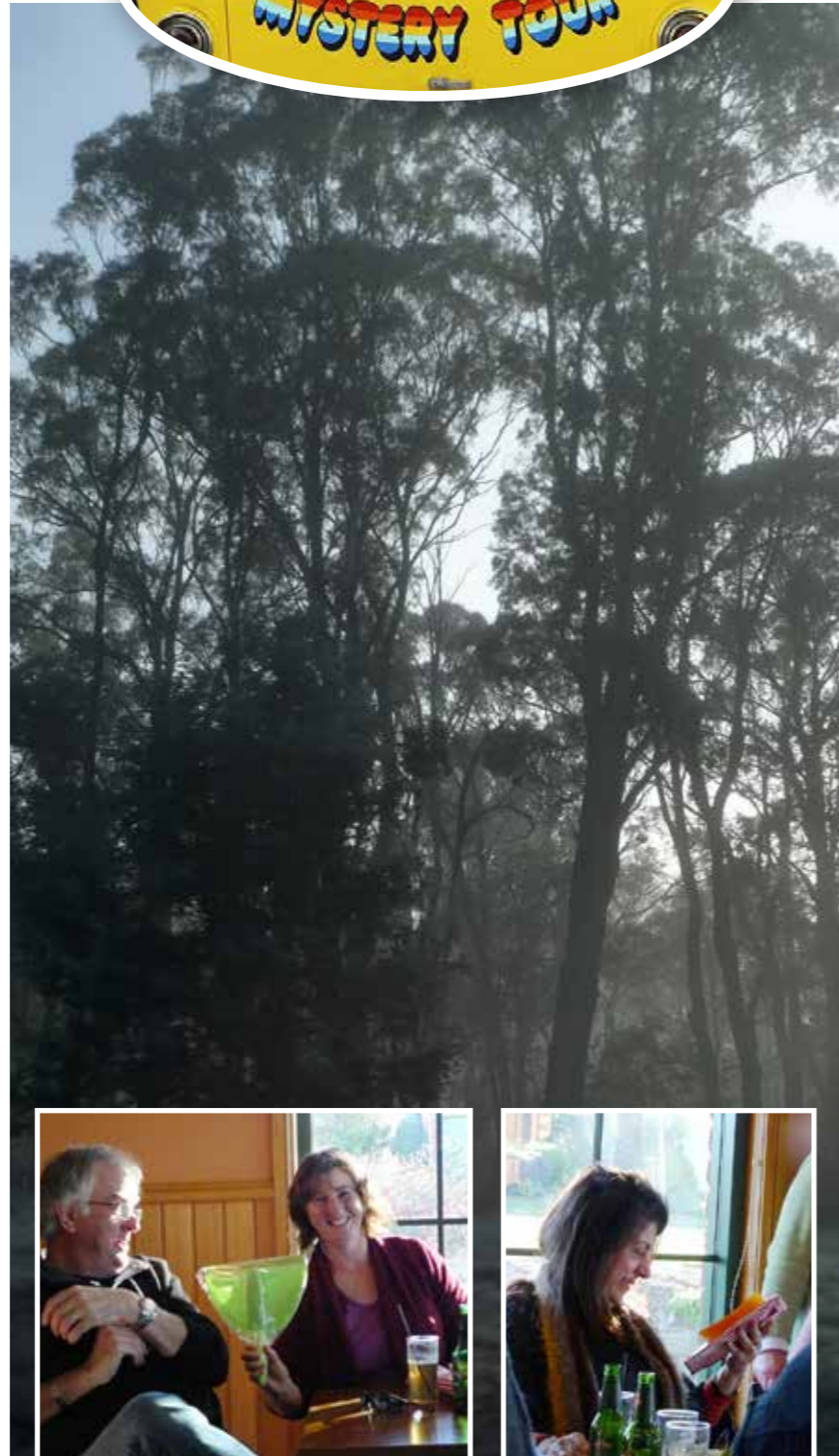
Problem here was we also have a walking track with the same name; one couple thought they had to walk the walking track to find the answer ... they finally realised they were on the wrong track. Another slight hiccup in our instructions was that the horse outside Horseland wasn't there but over the four weekends that we wrote the questions he WAS! We also forgot to add our phone numbers to the run sheets – *oops!*

Eventually cars started arriving at a place where you had to race your tail (Tailrace Park) where another challenge was set for our drivers and navigators. One challenge was a time trial in the children's maze; Kelly and Carl blitzed this while Anna had to be rescued or we would have missed out on our wonderful lunch at the Legana Tavern!

Congratulations go to our prospective new (now joined) members Michael and Karin who made a clean sweep of the day, winning a dust pan and broom! Some of the other prize winners received a ball of yarn for the best yarn of the day and coat hangers for those who made us hang around waiting for them.

Thanks everyone for being such good sports and hopefully all the divorce papers have since been torn up.

Till the next one. ■



^ Michael & Karin with their "clean sweep" award



^ Anna won the "lost in the maze" award (a torch)

My favourite MX-5 road ...



■ Words: John Gleeson, Western Victoria Chapter Captain ■ Photo: Karen Bradshaw

The Forrest - Apollo Bay road ...

It is very hard to pick a favourite MX-5 road because we have many.

When deciding on a Western Chapter run a couple of years ago, we chose to travel from Ballarat to Apollo Bay.

To do this we have quite a few kilometres to drive through a mix of lovely bush and farmland to reach the township of Forrest, which is on the northern edge of the Great Otway National Park.

From Forrest to Apollo Bay is a magnificent drive in the MX-5, approximately 40km of twists and turns that seem endless under the canopy of tall eucalypt forest and huge tree ferns. We enjoy wonderful scented air and the sounds of wild birdlife, interspersed with occasional glimpses of sweeping valleys.

On a summer's day with the roof down you tend to hope it will go on forever.

As we enter Skenes Creek on the Great Ocean Road the great view of the waters of Bass Strait are in complete



contrast to what we have just driven through.

We do this run every year, so keep watch on the calendar and come and join us next time. I know you will agree it is a road well worth travelling in your MX-5. ■



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 \$16 + postage from our online shop. See the merchandise page on our website. Perfect for a glove box near you!



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Banter beats bluster at Broadford ...

Words: **Tim Emery** Photos: **Vanessa Macaulay**, Red Book Photography 0414 457 431 www.redbookphotography.com.au

The final round of the 2012-2013 MX5 Club Motor Sport Championship saw a reduced number of the motor sport group head up to the Broadford Motorsport Complex to tackle the tricky little circuit.

With rave reviews coming from competitors in a previous non-championship round, I for one was looking forward to the challenge of learning a new circuit and it only being one and a half hours from home!

Leaving Melbourne at 5.45am on a 'crisp' June Sunday, the motor sport traffic on the Hume seemed to be in a continuous convoy of trailers and 'real' track dayers driving to the circuit.

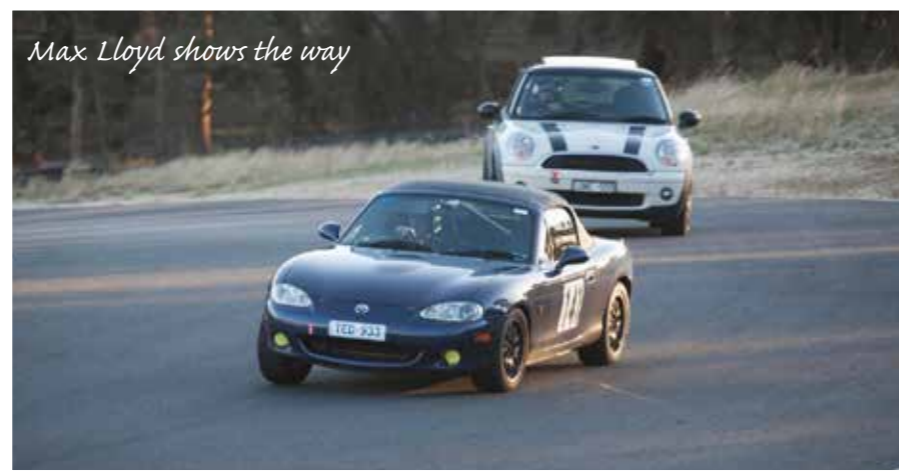
Despite the limit of entries allowed the Club still presented 23 real MX-5s, plus Dave Moore in his 1979 metallic brown Mazda 323. Due to the circuit being designed predominately for motorcycles, there are restrictions on the number of cars on the circuit at any one time. Passing is restricted to designated sectors of the track (a bit like DRS zones in F1!) which were clearly pointed out during the drivers' briefing.

Being the first 'Championship' round at this circuit there was plenty of chat around the pits about the ability to set lap records.

After a thorough drivers' briefing from AROCA's new-look officials team, it was made clear that the first session should be treated very much as a familiarisation to the track.

The circuit has a unique layout, cut into the side of a hill, and the elevation of the track is what strikes you first. Standing in the pits, the highest point of the track is about 120 meters above you! With a number of corners with blind exits, some with blind apexes and exits, it is definitely a 'thinking' track. We were all reminded of the words of the Clerk of the Course after the first session, with an Alfa going off at a fast part of the track and rolling three times.

The talk of lap records clearly had a number of the front-runners of classes out for some glory, with the successful



Max Lloyd shows the way



Tim Emery

ones being:

Modified:	Dave Wilkins
Open:	Brendon Beavis
Standard NC:	Robert Hart
Restricted Open:	Paul Murphy
Clubman:	Peter Phillips
Standard NA:	Noel Heritage
Standard NB:	Leon Bogers

Such is the nature of the track, each session saw all times coming down as competitors tested braking and turn-in points. Unfortunately due to some timing issues some competitors' times were coming down more than others, but after a little competitive banter and great sportsmanship Broadford will hopefully become a regular part of our Sprints Championship. ■



"Princey" Phillips

2012-13 Championship | Round 9 Broadford Sprints - 16.6.13



Plenty of friendly banter: from left, Teruo Delacroix, Colin Denman-Jones, Robert Hart, Peter "Princey" Phillips and Robert Downes

2012-13 Championship | Round 9 Broadford Sprints - 16.6.13

Results - Round 9	1st	2nd	3rd
Standard NA	Noel Heritage » 1:13.99**	---	---
Standard NB	Leon Bogers » 1:15.28**	---	---
Standard NC	Robert Hart » 1:09.69**	Colin Denman-Jones » 1:11.86	Lindy Anderson » 1:13.17
Clubman	Peter Phillips » 1:12.88**	Tim Emer » 1:13.94	Max Lloyd » 1:14.71
Modified	David Wilken » 1:06.92**	Dean Monik » 1:08.58	Russell Garner » 1:09.16
Restricted Open	Paul Murphy » 1:09.97**	Charlie Tickler » 1:12.37	---
Open	Brendan Beavis » 1:07.14**	Steven Cook » 1:08.84	Mark Fitzgerald » 1:09.40

** New Club lap record

Championship standings after Rd 9 – Broadford Sprints, 16 June, 2013

(corrected points)	1st	2nd	3rd
Overall Champion	= Robert Hart / Stephen Downes / Noel Heritage » 70		
Standard NA	Noel Heritage » 70	Robert Downes » 55	John Stone » 24
Standard NB	Stephen Downes » 70	John Downes » 45	Murray Seymour » 44
Standard NC	Robert Hart » 70	Colin Denman-Jones » 47	Alan Conrad » 40
Clubman	Peter Phillips » 60	Max Lloyd » 58	Fabian Mastronardi » 44
Modified	Russell Garner » 64	Dean Monik » 50	Robert Parr » 42
Restricted Open	Paul Murphy » 47	Daniel White » 27	Charlie Tickler » 24
Open	Mark Fitzgerald » 44	Paul Ledwith » 31	David Wilken » 30

Motorkhana – car preparation, suggestions & tips

Words & photos: Bob de Bont » debounce60-mx5@yahoo.com.au | 0402 345 562

Think Motorkhana might be for you? Come to an event and have a look as a spectator.

Spectators are free and generally can get fairly close to the action. Be warned that it all looks fairly simple from the outside and the quick guys make it look o-so-easy. Events below State Rounds sometimes allow passengers and you may be able to arrange a passenger ride to witness the work rate required to achieve the o-so-easy looking run.

Motorkhana is not all about the drive; planning and mental preparation prior to the run also determines the success and speed of the run.

Motorkhanas cater for all types of vehicles and the MX-5 makes a very capable motorkhana vehicle however there is no requirement to use your MX-5.

Preparation

Like all forms of activities, there is some preparation for you and your car before a motorkhana.

Before the event

Select an event to enter and advise your club representative. Both dirt and bitumen events are available and each has its own benefits and drawbacks. Both are set to the same dimensions. For people starting out, dirt is more fun, produces less strain on the car and as the tests take longer due to less grip you have more time to think and generally there will be a line to follow from previous competitors. The downside is the that car will become very dusty. Bitumen events are not as dusty, but place more strain on the car, increase the tyre wear and, due to the extra grip, are faster and more technical.

Pre-enter the event using the appropriate entry form. This avoids the hassle of filling in forms and finding information on the day. If the event is cancelled or you are unable to attend, your entry fee will be returned. For state rounds a 25% discount is offered for early entry.

Personal Preparation

To compete at any event beyond a simple Club event, you will need an appropriate CAMS licence, for which you need a Club membership (any CAMS-affiliated club will do). CAMS licences are generally available on the day however arranging it prior to the event is desirable.

Wear comfortable clothes appropriate for the conditions as you will spend a large part of the day outside the car socialising with your fellow competitors. Shorts, tee shirt, hat and sunscreen for summer through to boots, thermals and gloves for winter. The only stipulation is you must wear closed shoes.

Prepare the Car

Before the event you need to ensure that your car is ready. Make sure that all your car's bodily fluids are topped up – ie,



coolant, engine, diff and gearbox oils, brake and clutch fluids. Check for and fix any fluid leaks, and check that your air cleaner element is serviceable and correctly fitted. Make sure your battery is secured and doesn't move around. Check that your brake pads still have plenty of material on them and that the tyres are in a roadworthy condition. Remove all the extra stuff that has accumulated in the car and boot which is not required on the day.

Surface-specific requirements

Some events are conducted on dirt and place a greater importance on the air filtration system. I recommend having a spare air cleaner element to replace the dirty one when you get home.

Some events are conducted on bitumen or concrete which places additional strain on the car. It is critical to ensure the engine oil level is full and the tyres will last the day including getting you home safely, approximately 2mm of tread above the tread wear indicators is sufficient.

Your car will undergo a basic scrutineer check before the event.

There is no need to modify a MX-5 to compete at a motorkhana. Stock standard they have proven to be excellent vehicles and can achieve some great results if driven appropriately.

Tips and tricks to may make the day more enjoyable and help with the after effects

- » Locking the handbrake button in is sometimes desirable. Some tape and a 5c piece works fine. Please note, if you have a leather handbrake handle, **don't** use tape as it can remove some of the surface finish.
- » Give the car a good wax to provide some protection from the dirt thrown up by the tyres or if you collect a marker.
- » Keeping the car closed when it is dusty and not opening the door as a dust cloud is drifting past will minimise the interior cleaning.
- » 4WD mud mats are great to collect the dirt and dust; pull them out at the end of the day and the floor is clean.
- » Bring a small poly tarp to place your gear in/under once unloaded from the boot.

If you become hooked on motorkhana as I have, there are a number of further tips and tricks I can give you which will make life easier and ensure your car remains in its pristine state. ■

See Bob's motorkhana report on page 7.

Rim rash ... what's the treatment?

Words & photos: Rob Tanner, Southern Tasmania Chapter



Rim rash is that dreaded disease caused by the occasional rogue gutter which jumps out and savagely attacks our precious rims!

But, help is at hand, with a relatively simple DIY fix for that dreaded edge of rim scrape.

Materials required: A small electric palm sander, some narrow strips of emery cloth, and wet and dry paper, from coarse down to about 800 grit, a grey automotive scourer (available from any auto paint shop), some Brasso, rag, and masking tape.

What to do:

1. Remove the wheel, remove the valve, and pop down to your nearest tyre outlet, and have them break the bead on the front only.
2. Mask off around the damaged area/s with a couple of layers of masking tape.
3. Cut your emery cloth and wet and dry into strips about 25-30mm wide, and fit the coarsest one to one edge of the sander.
4. Carefully sand out the damaged areas, until the worst of the damage is gone (some of this can be done by hand if you wish).
5. Then sand by using progressively finer paper at each stage until you get to the 800 grit (three or four stages are plenty).
6. When you have the repaired area nice and smooth, finish off with the grey scourer, and then some Brasso, to get a nice polished finish.
7. Once complete, return to your tyre outlet and have them reattach the tyre to the rim. Pump up the tyre, and finish off with a coat of tyre gel, re-fit the wheel, and your beautiful MX-5 is looking pristine again!

Note that the wheel used for this article is from an NB SE Turbo, which has a "chrome" silver paint finish. You will see some faint feathering at the painted edges where you did the repair, but it looks 100% better than the rash.

This repair, carried out on silver painted wheels, may require a wheel re-paint, but that is an article for another day.

Thanks to Jo Hurst for the loan of her wheel for this article.

Please note: NB88 wheels have a clear coat and all earlier, non-LE wheels are not painted and have a cast finish. ■



The dreaded rim rash ...



What you need for the job ...



Mask around the damaged area ...



Carefully sand out the damaged areas ...



Sand each stage using progressively finer paper ...



Finish off to a polished surface ...



Beautiful!



Like a bought one!

NA to NB brakes ... correction

Last month our Tech Talk article on swapping NA to NB brakes suggested using a vice to push back the rear brake caliper piston. Member feedback advises that the rear actually has an adjuster you turn with an Allen key to retract the piston. Using a vice damages the adjuster and compromises the efficiency of the rear brakes.

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.

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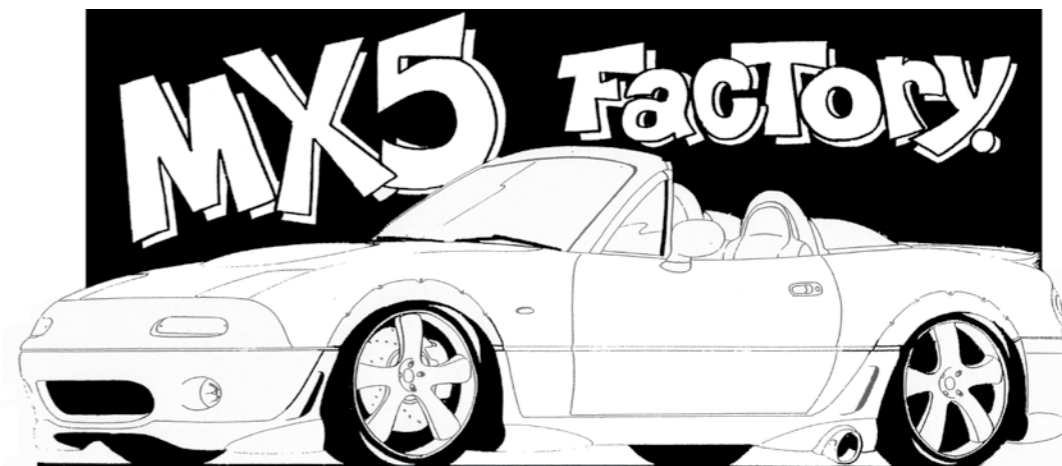
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