

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

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upgrade
offer - p27

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In this edition:

Meet the 2013-14 Committee & Chapter Captains

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Praise for MX-5 safety ... Lockie's story



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MX-5

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of Victoria & Tasmania

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9/2013

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Cover
image:

Craig Stackpoole enjoys the early spring weather on the way to Noojee on the Central Chapter's Trafalgar run.
Photo: Ron Macdonald

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NatMeet 2014 - don't miss out!



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



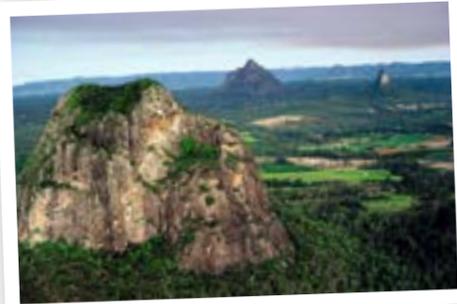
the wonderful Mazda MX-5. Being involved is an experience you will never forget.

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.

The booking deadline has been extended, so you still have time to book for a great time with fellow MX-5 enthusiasts from all around Australia.

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



Don's Drive(l) ...

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

Hi everyone!

Welcome to our September *mxtra*.

At the AGM I had the pleasure of being re-elected President, so you are stuck with me for another year. As I signalled last month we have some changes to the Committee with the departures of John and Janette Todd, Robert Downes and Steve Dunlop. **Cary Warren** has been elected to the Committee as the Club Captain - Social, while Dave Collins has taken over the role of Treasurer from John Todd. **Bruce Gray** has joined the Committee and assumes Steve Dunlop's role of looking after Merchandise. **Tim Emery** also joins the Committee as the Assistant Club Captain - Motor Sport. That leaves us with a vacancy, as the Club constitution allows for 12 Committee members. Anyone interested in joining our happy band only has to let one of the Committee members know and you will be made very welcome.

An addition is required to my comments about the Club Permit scheme, which I mentioned last month in regard to cars nearing the magic age of 25. The 25th anniversary *applies to the date of manufacture* and so, although the car was not released until October 1989, they were in fact manufactured as early as April in that year. Anyone with a car manufactured in April 1989 can relax as we will have our Club policy for permits well in place beforehand.

There have been a couple of questions in recent weeks about the sponsorship secured by the motor sport group. The Club has received an injection of several thousand dollars from **City Mazda, RDA EBC Brakes and ARMA Window Tinting Essendon**. Although the money has gone into Club revenue, the Committee has already agreed that these funds will be used to support the Club's motor sport activities. This may sound perfectly reasonable but it has to be remembered that Club funds are used where they are needed, not necessarily where the funds originate. However, given the increasing participation rates in the Sprints series, the Committee was happy to support the plans proposed by Daniel and Tim for the use of the sponsorship funds. Daniel has already outlined some of these plans in his "Full Throttle" reports in the July and August editions of this magazine.

The motor sport Sprints participants have been asked to carry a windscreen

banner on their cars in recognition of the financial contribution from City Mazda, RDA EBC Brakes and Arma Window Tinting. The Club is not insisting that competitors carry the banner should it conflict with personal advertising arranged by drivers but, where this is not the case, clearly we would like motor sport participants to show the sponsors that we appreciate their financial contribution to the Club.

It is no secret that this Club is very focussed on enjoying the car out on the open road or on the track. It is therefore quite understandable that few of us get motivated by appeals in this magazine for assistance with surveys and the like. **However I am going to have one last attempt to get those of you who have avoided the Club survey so far to lend us 20 minutes of your time to complete the survey.** As a result of last month's appeal in this magazine we got an astounding response of *just two more surveys completed*. We need 50 more!! Here's the link: <https://surveymonkey.com/s/mx5clubactivities> ... so please do it now while you are reading *mxtra* and help the Committee determine what you want from your membership. Thanks.

I have been asked on several occasions what I know about the new MX-5 co-operation with Alfa Romeo. Sifting through the various articles by motoring journalists and Mazda press releases my understanding is that the car will be built for both marques by Mazda in Japan. All but the outer body skin, the cockpit finish, the engine and possibly the drive chain and suspension will be common to both cars. I've read that the drive chain and suspension *will* be Mazda and I've read that it *won't*, so I'm guessing that means that nobody really knows. It does seem fairly certain that the MX-5 variant will weigh less than one tonne and it will have a *SkyActiv* engine, but which one is not clear. I have a few requests that I would like Mazda to consider as possible accessories! How about a turbo version for straight-line performance, it can turn off in the corners if it wants (probably a good safety feature given my driving abilities) and what about some basic electronics like blue tooth, a GPS for the navigationally challenged and some form of sound acknowledgement that you have locked the car? I won't be disappointed if they remove the infernal bleeping if you leave the keys in the ignition when



For your diary ...

See the full calendar for details

September

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

20 NE Vic: Jingellic run

20 Motorkhana: Pakenham

26 Central: High Country run

30 Central: Mid-week Spurs run

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

23-24 NE Vic: Summit to Sea run

24: Motorkhana: Sandown

December

8 NE Vic: Christmas run

15 Central: Christmas run

15 Western Vic: Christmas run

2014

April

12-15 NatMeet XI - Caloundra, Qld



the door is open (essential if you want to listen to the AFL on the radio while cleaning the car). To finish there is one "must have": sun visors which swing to the side window.

Remember ... Safety ~~first~~ first!

Don

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Membership

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

Current membership count:

457

and growing!

Hello everyone ...

After the huge influx of new and renewing members last month, this month has been a little more sedate.

On your behalf of all Club members, I would like to extend a hearty welcome to the following new members:

Central Chapter

Luciano, Linda Lee, Jessica Lee and Matthew Geremia	1989 Classic Red NA
Lakmal Liyanage	1991 White NA
Ross Wilson	2009 Silver NC

Western Victoria Chapter

Alan Griffen	1998 Black NB
--------------	---------------

Northern Tasmania Chapter

Lynne & David Graham	2003 Silver NB
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See you out and about *Will*

The new MX-5 ND?

Things you find on the internet ...

Alan Bennett's

MX-5 crossword #12

Theme: Photography

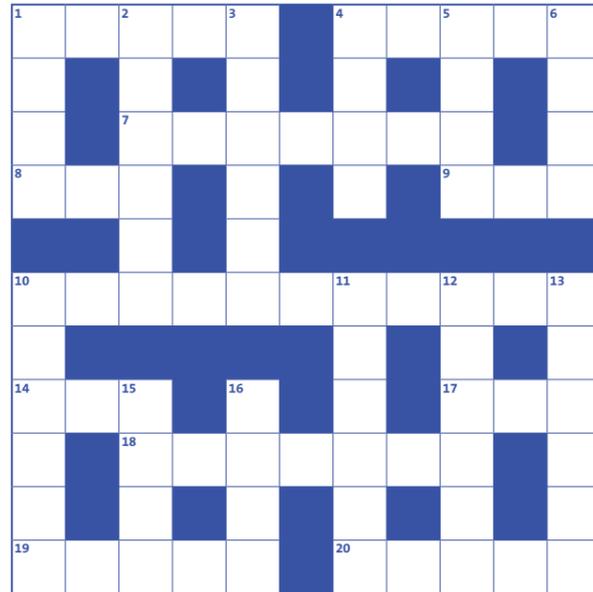
Across

- 1 A simple mode, as easy as ABC is rearranged (anag) (5)
- 4 Several shots taken in a row (5)
- 7 A torn emu, perhaps, puts the lens back on? (anag) (7)
- 8 Colour or shade of colour (3)
- 9 Creates and uses sight! (3)
- 10 MF (6,5)
- 14 A primary colour (3)
- 17 In the shape of a rainbow (3)
- 18 It opens and closes to take the picture (7)
- 19 Runs again (5)
- 20 Sets again in the trees (anag) (5)

Down

- 1 If you can't be bothered you can set the shutter speed plus the aperture (4)
- 2 Used to project movies upon (6)
- 3 A cream used for taking pictures? (anag) (6)
- 4 To remove sharpness (4)
- 5 Speed (4)
- 6 A tint or shade (4)
- 10 The reflector that sees all except when a photo is taken! (6)
- 11 Changes the light (6)
- 12 Diagrams with or without starch (anag) (6)
- 13 Restock and the lens fits into this (6)
- 15 Digital single lens reflex (abbrev) (4)
- 16 Rotate the dial (4)

Answers next month ...



MX-5 crossword #11

August 2013 – Answers

Theme: Palindromes & anagrams

T	E	N	E	T	A	R	A	R	A
O	O	U	L	U	N				
O	R	O	T	A	T	O	R	N	
T	A	T	T	O	A	H	A		
	H	U							
F	I	R	S	T	B	I	D	D	E
E				S	E	E			
A	B	A	C	S	N	O	D		
S	N	A	U	R	U	A	N	D	
T	G	P	E	E	E				
S	T	E	T	S	R	A	D	A	R



Full Throttle!

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



It has been yet another busy month of motor sport.

At the Club's Annual General Meeting on 14 August **Tim Emery** was officially elected to the Club Committee and appointed Assistant Club Captain – Motor Sport. I look forward to working with Tim to continue the development and growth of the motor sport aspect of our Club. Welcome aboard Tim.

Of course Tim's election means that **Robert Downes** has now stepped down from his Committee position and his role of Assistant Club Captain – Motor Sport. I would like to take this opportunity to thank Robert personally, and on behalf of all our motor sport team members and the Club Committee, for his

tremendous contributions and efforts over the past years in building our Motor Sport Championship format and camaraderie amongst members.

I would also like to thank Robert for the strong

support he gave me

as I moved into the Captaincy role. Thanks Robert!!! We all look forward to seeing you on the track in #26.

City Mazda MX-5 Sprint Championship: Rd 3 – Winton, Sunday, 4 August

Another great round with 28 MX-5 Club members competing on the Sunday and a few had also spent the day at the track on the Saturday practising as part of a Yokahama track day. On the Saturday night there was a group dinner for all, at our usual favourite the "North Eastern Hotel Benalla" with around 35 in attendance.

With the weather on Saturday very ordinary, we were lucky to arrive at the track on Sunday to have clear weather all day. However the track was damp in patches for the first few sessions and extremely wet and muddy if you went off the black stuff. As the track dried and grip levels came up, we saw lap records tumble. Well done to **Paul Ledwith, Russell Garner, David Wilken, Peter Phillips, Randy Stagno Navarra** and **Noel Heritage**, who all managed to set new Class lap records. Refer to Russell points table (page 29) for full details.

Round 4 – Calder Park, Saturday, 21 September

It's been three years since we last had a Sprint Round at Calder. For this round we will be joining the WRX Club who are hosting the event. This round is on a Saturday and with entries still open there are already in excess of 20 MX-5s entered, so we are looking forward to a great round and a change of scenery.



Phillip Island Victorian 6 Hour Regularity Relay – 4 August

This year we had one team of MX-5 Club members competing in the Phillip Island Victorian 6 Hour Regularity Relay ... although the team only comprised of one MX-5 this year, with the rest of the team made up of Commodores.

Drivers were **Mark** and **Dale Fitzgerald**, **Tony** and **Troy Heasley** and **Robert Hart**, with support crew of **Kerry Fitzgerald** and **Melanie Hart**.

This is a high-profile event with some serious racing cars competing. Fitzzy's team completed the race and finished in 35th spot out of a field of 50 teams. It's great to see our Club members competing in these events; well done to everyone involved!



Robert Hart at the Phillip Island 6 Hour



ARMA Tinting Essendon Special – just in time for the sunshine!

I was speaking to one of our supporting sponsors, Prem from **ARMA Tinting Essendon**, and he has put forward a special offer to all MX-5 Club members to **save 10% on the price of window tinting**.

The offer is valid to current financial MX-5 Club members only, and you will need to give Prem your Club membership number when booking. **Offer expires 31 December, 2013.**

This offer does not just apply to your MX-5 ... the guys at ARMA Tinting will tint any car in your fleet and they do a fantastic job.

To get a quote and take advantage of the offer please give Prem a call to discuss options on 0417 404 877 or send him an e-mail at armaessendon@gmail.com

Daniel #146

"Racing – converting money into noise!"

The MX-5 Club Grill

Introducing ...

Marg Gillick

North-Eastern Victoria Chapter

Name? Marg Gillick

Age? 64

Born? Kyneton, Victoria

Current abode? Corowa, NSW

Profession? Teacher at Rutherglen High School

Partner? Ron

Pets? None at the moment but we will have a dog when we retire

Fave food? Most (Ron rudely says never get between me and food) ... but I cannot understand why they spoil a good salad with cucumber!

Can you cook? I have not poisoned Ron yet so will keep on trying (to cook that is)

Favourite tippie? Bailey's Irish Cream, and I've grown quite fond of Rutherglen Muscat since moving to the North-East

First drive? Dad's work ute in the back yard

First car? Morris Minor

First fender bender? In the Morris, with the shed!!!

Everyday driver? Mazda CX-5 ... Ron has the MX-5

How many MX-5s have you owned? Only one ...

Current MX-5? NB 2002

MX-5 improvements? About to get some suspension work

MX-5 dislikes? Nowhere to put my water bottle

Why an MX-5? Ron wanted a sports car and an MX-5 seemed ideal. I also have a whole lot more street cred. with the students at school since acquiring an MX-5

Fluffy dice? No way!

Passions besides the MX-5? Golf, squash, singing (maybe Ron as well)

Favourite TV show / movie / book? I like crime and suspense fiction, I enjoy musicals and live theatre and have an eclectic taste in movies

Dream wheels (money no object)? Something sleek and shiny ... but I would be too scared to drive it

Would you drive a Daewoo or SsangYong? Not unless the alternative was a long walk

Favourite other Mazda? I like our (my) CX5 – Ron is not so fond of it.

If not a Mazda (gasp!) what? Maybe a Porsche Cayman if money was no object – a friend of Warwick Gibbon visited with one and it was beautiful

How long in the Club? Eight years

How many MX-5 Club runs or track events? No idea; I have lost count but I have enjoyed every one



Favourite Club run/track? A draw between the run through the Snowy Mountains and the "Summit to Sea"

Funniest thing seen at a Club event? Karen Bradshaw's "dead horse" impersonation at Dead Horse Gap

Have you been to DECA or NatMeet? I have been to DECA twice. I watched Ron slide all over the place and the second time we went to take photos and I hitched a ride with Lockie Story around the track which was an adventure in itself!!

Ford vs Holden? Ford

What's playing in your MX-5? Anything that is on the iPod

Footy team (AFL / NRL / A-League)? AFL – Essendon, NRL – Melbourne Storm

Final comments? I have enjoyed our time in the Club and look forward to many more years zooming around the countryside and meeting more enthusiastic members.

I probably should have a go at driving on some of the runs (or a "walk" in my case) but I would need my own car as Ron enjoys driving so much.



Scene about

Photos: Ron Macdonald, Karen Bradshaw, Keith Tillack, Bronwyn Roche, Marg Gillick

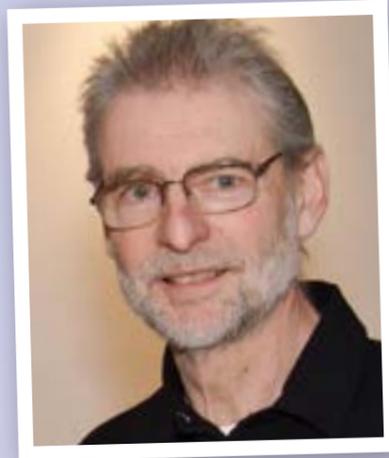


Meet the 2013-2014 Club Committee ...



Don Nicoll

President
2010 Crystal White Pearl NC



I've now clocked up six years with this impressive Club and this will be my second year as President.

My time in the Club has been equally shared between two NCs, a Galaxy Grey Series 1 and a Crystal White Pearl Series 2. I've really enjoyed both cars but the latest one, the Series 2 soft top, gets my vote as the most fun.

I've written many times that there is something about the MX-5 which attracts people who just seem to get on well together, whether that's on Club runs, at social events or on the race track. This Club has been responsible for some great friendships and all because of this iconic little sports car. Long may that be the case.

As the Club grows, I hope we can find ways to satisfy your expectations of membership while, at the same time, retaining that elusive something which makes this car and the people it attracts so special.

Murray Finlay * †

Vice President / Communications
2004 Velocity Red SE



I've been in this fantastic Club for all of its 23 years, and it just keeps getting better!

Participation in our social runs and motor sport continues to boggle the brain ... it's just amazing what a positive impact this simple little sports car has had on so many lives.

This is my third stint as Vice President, with my focus on Club communications – *mxtra* and the website. I also serve as the national liaison person with Mazda Australia on behalf of the five state clubs.

My Velocity Red NB SE is my second MX-5, which I bought eight years ago to replace the Classic Red NA I bought in March 1990 and drove almost every day over 15 years and about 240,000km.

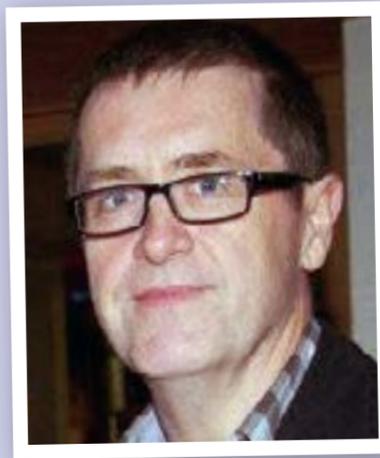
I love being involved with this Club and the Committee, and I'm grateful to my wonderful wife Alyssa (herself a 20-year member) who gives me the freedom to stay so deeply involved.

My motivation is always to try to make this the sort of club that I would like to join and participate in at any time.

I hope that we on the Committee achieve that goal, and I think the constantly-growing numbers and high membership retention suggest that we are doing most things right.

Peter Dannock

Secretary
1991 White NA &
2008 Stormy Blue NC



I have been a Club member for six years and now embarking on my fifth year as Secretary.

As a member of the Club, I enjoy all of the drives, social activities and friendships that the club provides. My wife (Jane) and two daughters (Melanie and Georgia) are also members of the Club through our family membership.

Since purchasing my 1991 White NA6 in 2007, I have thoroughly enjoyed my weekend roadster. I have now added to my MX-5 collection by purchasing a 2008 NC Hardtop as my daily driver.

I now continue to enjoy the terrific experience of driving an MX-5 on a daily basis.

I encourage anyone to make the most of what the club has to offer.

Dave Collins

Treasurer
1999 Grace Green NB &
2010 Metropolitan Grey NC



Having spent 40 years in IT (or *Data Processing* as it was called when I started), I am now in my third year of the unpaid, and over-worked, time of life.

As well as all the jobs on the never-ending list, I do some volunteering. Gail and I love a coffee, movies, local theatre, dining, socialising, flying and being grandparents.

Part of the transition to the unpaid work was the acquisition of first one then two MX-5s, joining the Club and the Committee. That means there's less time to do the jobs on the list!

I am thoroughly enjoying the friendship and enthusiasm of the Committee and the Club members.

I have a new role this year, as Treasurer, I hope to contribute to keeping the club something that we all will enjoy being part of.

Hope to see you out there enjoying the ride!

Cary Warren

Club Captain – Social
1990 Classic Red NA



I bought my first 1990 Classic Red NA in 2011 as my Sunday driver.

Totally loving life in it, I knew there had to be more enthusiasts such as myself who I could share this new passion of mine with ...

Just as a Hollywood classic goes .. the rest is history.

Twelve months on, I found myself assisting with the Committee and recently I have moved into the position of Club Captain – Social.

I am constantly amazed with the dedication of our Club Chapter Captains and members, whether it be from deep down south of Tasmania, or to the top end of Victoria, who don't let any good road or race track hold us back from a social *zoom zoom* ...

My aim? To share this great car club with as many MX-5 owners as possible.

Spread the word ... we guarantee addiction!

Daniel White

Club Captain – Motor Sport
1999 Innocent Blue 10AE NB



This year I begin my third year on the Club Committee and I am pleased to continue in the role of Club Captain – Motor Sport with assistance from Tim Emery as our newly appointed Assistant Club Captain – Motor Sport.

I look forward to the role this year and contributing as much as possible, to maintain and add value to the motor sport aspects of the Club.

Our Club is continually growing in popularity, and with that we are also seeing many new names and faces joining us at the track as competitors in our Sprint Championship.

This is great to see and what makes our Club great is that we provide an enjoyable environment for members to have a go at motorsport, meet some great people, form friendships and enjoy their MX-5.

See you on the track – DW#146

* Club Life Member † Past President

Contact details for all Committee members are listed on page 3 of each edition of *mxtra*.



Tim Emery

Assistant Club Captain – Motor Sport
1989 Classic Red NA



I have been in the Club for only around three years and have been competing in the Motor Sport Championship for probably two and half of those years.

Having competed in many types of motor sport and having been involved in the industry for a long time I was keen to not only get on the track but also get involved in a club that supported and encouraged members to get involved in motor sport in their cars.

Like many clubs it relies on a few passionate members who volunteer their time to contribute behind the scenes and not just arrive at events, attend or compete, and then go home.

I 'put my hand up' to Robert and Daniel almost 18 months ago and have worked on a research project and some sponsorship initiatives.

I am now looking forward to taking on the role of Assistant Club Captain – Motor Sport.

Will Campbell * †

Membership
2005 Galaxy Grey NC
& 1999 Innocent Blue 10AE



I have been a sports car fanatic since my youth, my first car being a Triumph Spitfire.

However, all good things must come to an end, and so the Triumph was traded for a more family-friendly vehicle when my first child arrived.

It was to be 25 years before I was again able to entertain the thought of a sports car when my wife, Coral, and I purchased a 1989 White NA advertised in our local paper.

Buying the car was one of the best decisions we have made, although it has since been replaced and we now have three MX-5s - an NA, an NB and an NC!

We enjoy driving all three although the oldest, our '91 NA is the daily drive.

I joined the Committee in 2000 and after serving a three-year stint as President, I now look after Membership.

I thoroughly enjoy my involvement with the Club and hope it continues for many years to come.

Bruce Gray

Merchandise
2007 Copper Red NC



My wife Jenny and I joined the Club five years ago to enjoy the company of like-minded people and to find out what a sports car was all about (it's our first).

We have been on quite a few Club runs and really enjoy the extended trips such as the Tasmanian tour earlier this year.

Like many people in all sorts of clubs we had left it to others to do all the hard work but have now decided that it's time to make a contribution.

I have been elected to the role of Merchandising Officer and hope to continue the good work done by Steve Dunlop over the past few years.

** Club Life Member † Past President*

Contact details for all Committee members are listed on page 3 of each edition of *mxtra*.

Coral Campbell *

Championship Points
2005 Galaxy Grey NC
& 1991 White NA



Back in 1998, Will and I bought our first 1989 white MX-5 and joined the Club.

We have never looked back. We have attended nearly all the NatMeets since 1999 (seven so far – missed the last one!) and have been on so many Club runs that I have lost count.

We soon traded up to a 1999 limited edition, however, we did regret selling the 'first' we'd owned.

We have had many hours of great fun, meeting new friends, travelling to parts of Victoria previously unseen (and Tasmania, South Australia, New South Wales, Queensland, New Zealand, England & America). In 2005 we upgraded again to the limited edition NC – Galaxy Grey.

Again we regretted having to part with the other vehicle – so much so that we ended up purchasing a 1991 NA for daily driving and another limited Tenth Anniversary edition.

Over the years we have participated in car rallies, social events, motor sport events, driver education and a host of other activities.

I have held various positions on the committee over the years, but my role since 2007 is that of Points recorder.

I look forward to many more years of involvement with our wonderful Club.

Ben Sale

Committee Member
1990 White NA



I think I must be mad ... after three years on the MX-5 Club Committee here I am again, writing a profile piece for you, the dedicated readers of this magazine.

Unlike many of the other members of this Committee I can't say that I've been involved with the Club since day dot (although I was very surprised to be told it's been over five years now!) but in the time I have spent here I am very thankful for the friends I have made and the great opportunities the club has created for me.

These cars are all about fun and the great thing about this club is that the mantra behind the car is the backbone of the club's philosophy. The demographic mix is wide and the people attracted are a eclectic mix.

However, everyone is here for the same reason, to enjoy these great little cars!

So rather than use this little column to crap on about how much I enjoy going on a weekend Club run or belting the little car around a race track for lap after lap I would like to use it to ask everyone reading to take whatever chance you get to become involved where possible, come to the events and have fun ... !

After all, it's what the car, and the Club are made for :)

Your Chapter Captains ...

Ron Macdonald

Central
1998 Grace Green NB



When I purchased "Gracie" on August 30, 2010, there was a card inserted in her handbook (from new in 1998) that extolled the virtues of becoming a member of the Mazda MX-5 Club of Victoria.

So one week after purchasing the car I joined.

Our first run with the Club was "Todds Tour" in November 2010 and I have been on every monthly run since that date. In early 2012 I was approached to be the inaugural Central Chapter Captain and, using the "you get back what you put in" theory I accepted.

It has added an interesting (though sometimes frustrating) facet to being a member of the Club.

Ron Gillick

North-eastern Victoria
2002 Sunlight Silver NB



Marg and I bought our car in December 2004 and joined the Club in January 2005. Living in the country, and before the advent of the Chapters, we never thought that we would have much direct involvement.

I suppose we joined because owning an MX-5 makes you feel part of an "MX-5 fraternity".

Since the formation of the Chapters we have enjoyed the many runs we have been involved in, the fun of the driving but also the social side of the runs and the many new friends we have made within the Club.

We also love the new areas of the country we have discovered because the car makes you seek out the back roads rather than sticking to the highways.

John Gleeson

Western Victoria
2001 Supreme Blue NB



Noellene and I bought our MX-5 in Sydney, so the test drive was back to Ballarat. The car now sports a Town & Country exhaust, cold air intake, clear side markers and tail lights and a style bar.

We joined the Club after attending a day at NatMeet 2008 at Winton, where we were very impressed with the friendly, welcoming nature of the members to we newbies.

I organised the first Ballarat gathering of MX-5s at Lake Wendouree in April '09 which was attended by 18 cars. Since then we have grown very rapidly with one run attracting 30 MX-5s.

I really enjoy being part of this great Club and have made a lot of real friends all with a common interest in the fantastic MX-5.

Alan Laine

Eastern Victoria
2008 Silver NC



I joined the Club in 2008 after giving up the hazardous pastime of motorcycling. My wife Trish found the original MX-5 brochure I had kept for 18 years and suggested I get one (what a sweetheart!).

I found a "91 Limited", then I updated to my current NC around three years ago.

I always liked the idea of joining a car club, but freeway driving to Melbourne for the runs ... ? With Gippsland boasting some of the best MX roads around, I hosted a "Gippsland Run" in September 2011, which attracted 33 cars. It was an auspicious start, with the Club announcing the formation of the Eastern Victoria Chapter at that same event.

The Club has provided friendships, common interests, and the opportunity to share our great Gippsland roads with other members.

Bruce Harvey

Northern Tasmania
2009 Sunlight Yellow NC
(faster than red!)



Cheryl and I purchased our first MX-5 (a Malibu Gold NA) and joined the Club in 2007. With Cheryl I have attended NatMeet 2008 in Beechworth and 2010 in McLaren Vale.

Our current car is a Sunset Yellow NC that is fortunate to have access to the whole of Tasmania's purpose-built road system for sports cars.

Having been Chapter Captain for a couple of years now, and the best part of the position is the pleasure of welcoming like-minded enthusiasts to the Chapter.

The friendships have lasted and the fun and satisfaction from membership is getting stronger with each month.

The car, the club, the roads, the friends – what could be better?

John Waldock

Southern Tasmania
1990 Classic Red NA &
2004 Velocity Red NB SE



I joined the Club because I was keen to find out more about the MX-5 and meet like-minded people who were also passionate about their car.

I most enjoy the feeling of the car, through acceleration, the balance and poise through corners. I love having the top down and the rush of air, smelling the countryside and hearing the exhaust note as I motor along.

I have had such a ball meeting others in the Chapter and more widely within the Club. I have made many friends, learned so much about the mechanicals of the MX-5. It's been great to watch the Chapter in Southern Tasmania grow and become more successful. There are quite a few of us who have been members since the Chapter kicked off and it's terrific to see how friendships have developed while still keeping the relaxed and friendly tone that has always been a part of our social runs.

Chapter chatter ...

18.8.13 | Southern Tasmania ■ Words & photos: John Waldock ■ Organiser: John Waldock

It was one of those days weather-wise in Hobart, unable to decide whether to rain or shine ... so it did both.

Hence numbers for this run were small, but a brave group set out from Rosny with hope in their hearts!

We made our way towards Nubeena, stopping in at Dunalley (and pleased to see how much building is going on after the fires) for a quiet pit stop. The sun was out and the roads drying, giving us a good run through, and we were able to enjoy the corners and the view from the lookout at Eaglehawk Neck.

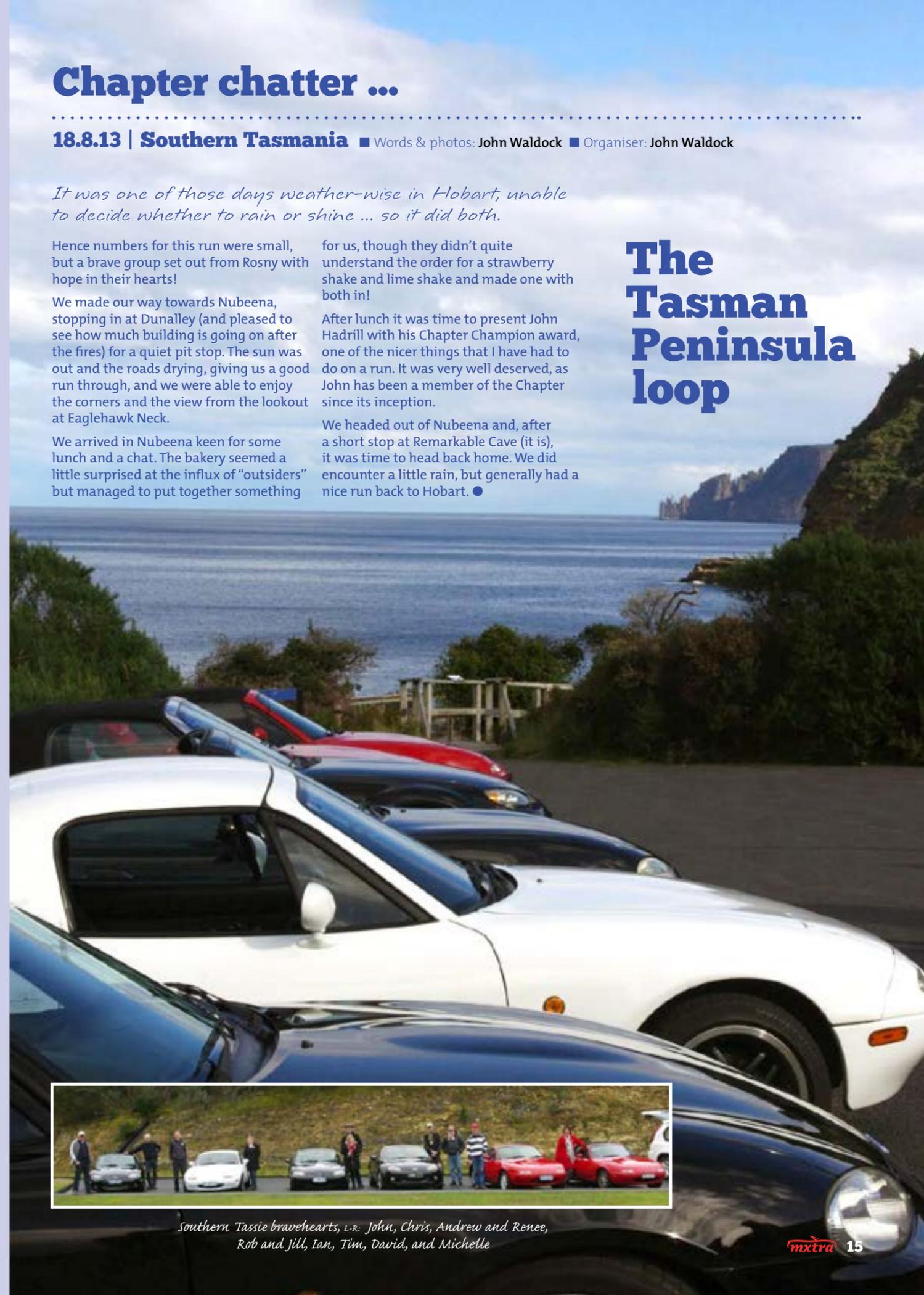
We arrived in Nubeena keen for some lunch and a chat. The bakery seemed a little surprised at the influx of "outsiders" but managed to put together something

for us, though they didn't quite understand the order for a strawberry shake and lime shake and made one with both in!

After lunch it was time to present John Hadrill with his Chapter Champion award, one of the nicer things that I have had to do on a run. It was very well deserved, as John has been a member of the Chapter since its inception.

We headed out of Nubeena and, after a short stop at Remarkable Cave (it is), it was time to head back home. We did encounter a little rain, but generally had a nice run back to Hobart. ●

The Tasman Peninsula loop



Southern Tassie bravehearts, L-R: John, Chris, Andrew and Renee, Rob and Jill, Ian, Tim, David, and Michelle

Chapter chatter ... Eildon/Bonnie Doon weekend

24-25.8.13 | Western Victoria ■ Photos: Karen Bradshaw & Marg Gillick ■ Organisers: John & Noellene Gleeson

The Western Chapter decided to have a weekend away. The destination chosen was Eildon.

Ten cars were up and ready to move off at 9am from Ballarat. The trip was like a school bus run as we picked up another five cars at various towns along the route making a total of 15 MX-5s.

The weather was very kind after the wet week we had just experienced. The roads were terrific, the scenery amazing and of course the company was just the best.

We asked the attendees to share their weekend with you, in two lines each!

~ Noellene Gleeson



Tops down, heaters on, awesome roads. Great location, a really good bunch of people. Weekends away don't get much better.



*Cheers
Tony & Pam*

Mazda MX-5 Club
PO Box 7438

We had a lovely weekend as usual, with 15 cars all up. The weather was good to us again as it always seems to be when we get the little cars out.



Dawn & Alan

Mazda MX-5 Club of Victoria & Tasmania
PO Box 7438
Beaumaris VIC 3193

The "North Easterns" joined in at Broadford and proceeded to eat our way through the rest of the run.



We lunched at Yea, looped at Bonnie Doon then at Eildon trekked to the dam wall. Food and fun was enjoyed at dinner and breakfast, then it was off to the north and home.

Marg & Ron

Mazda MX-5 Club of Vic/Tas
PO Box 7438
Beaumaris VIC 3193

A very good & interesting run with friendly company especially for newbies!



The views from the motel over the weir were excellent where we fed the king parrots from the balcony. The fellowship over the weekend was most enjoyable.

Driving with the roof down for virtually the first time was fun.

*Yours in Zoom Zoom.
Trevor & Joan*

Mazda MX-5 Club of Victoria & Tasmania
PO Box 7438
Beaumaris VIC 3193

*Great roads [including the extra run to Bonnie Doon!].
Great company, great scenery, great weekend as a member of a great club.*



Pam & Tyrone

Mazda MX-5 Club
PO Box 74380
Beaumaris VIC 3193

Today we stopped in Marysville, and visited Bruno's gallery. Absolutely talented man with a great sense of humour. Have the utmost admiration for his talent, and even more for his resilience after losing his gallery and most of the exhibits in the devastating fires. The girl in the boat which is actually on the river was amazing!



Chris & Partrice

Mazda MX-5 Club of Victoria & Tasmania
PO Box 7438
Beaumaris VIC 3193

With everyone having checked into our "home for the night", the afternoon was designated as "free" - what better opportunity to explore? It seems that the weir was a popular choice of destination - how you got there determined whether it was indeed the dam wall or the damn wall! Some intrepid souls thought a good walk was in order but I'm not sure how far they got. Some chose the MX-5 option and having driven in through the out door (a la Prince!) were rewarded with wonderful views and shimmering waters with the weir at 95% capacity. A wander around and photo opportunity before heading back down a well compacted "gravel road" and back to the motel completed a lovely afternoon.



Janette & John

Mazda MX-5 Club of Vic/Tas
PO Box 7438
Beaumaris VIC 3193

Being our first long run with the Club we both had a fantastic time. Very well organised with a good choice of the location for the overnight stay and the route travelled, with great company. Looking forward to the next outing.



Kevin & Jan

Mazda MX-5 Club of Victoria & Tasmania
PO Box 7438
Beaumaris VIC 3193



*HOME SWEET HOME!!
Gwenda & Neil*



(Gwenda was not well on the Sunday and was very glad to get home!)

Mazda MX-5 Club
PO Box 7438
Beaumaris VIC 3193

Chapter chatter ...

18.8.13 | Northern Tasmania ■ Words: Sandra Tillack ■ Photos: Keith Tillack ■ Organisers: Sandra & Keith Tillack



Out of the weather ... L-R, Scott Park, Michael Nolan, Roger Lehman, Peter & Jill Steer, Keith Tillack, Sandra Tillack and Cheryl Murray



^ Michael Nolan receives the 2012-13 Northern Tassie Chapter Champion award from Bruce Harvey



The A to B run

Anvers Chocolate Factory to Boat Harbour

18 August – extreme storms forecast for over a week, rainfalls daily for a month, rivers and premises flooded, gale force winds – six world finalists in the Red Bull World Windsurfing Championship jettied in for the minimum 100km/h winds and 8m seas required to progress their elimination rounds ... and this was the day we chose for our August run!

But we were not daunted ... seven cars with enthusiastic drivers and intrepid passengers met at Anvers Chocolate Factory and Restaurant at Latrobe, anxious for any challenge the day might present.

The continuing deluge of rain meant that coffees and hot chocolates were not rushed in the hope that winds would abate, and we took advantage of our indoor refuge for the presentation of five-year membership badges to Bruce Harvey and Cheryl Murray.

After taste testing Anna's Belgian waffles with chocolate sauce and ice cream, we took the plunge (!) and headed our respective cars west along the coast, but due to flooded roads and storm debris we opted to stick to the safety of the highway for this part of our run.

For the first time in the writer's memory all soft tops were raised firmly into place, there to stay for the remainder of the day! Bruce & Cheryl, with their NC hard top, did brave the elements for a short time, but couldn't induce anyone else to join them! Not silly, us!

After choosing the scenic drive towards Wynyard we took a short stop in the main street, and continuing on we detoured around Tollymore Road which runs

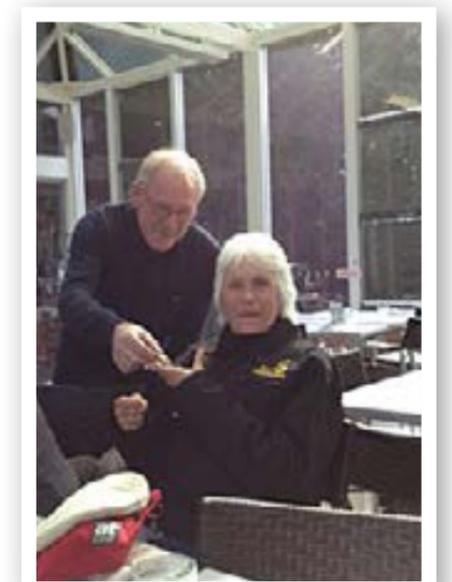
around the spectacular edge of Table Cape with views towards Boat Harbour, Sisters Island and Rocky Cape. We arrived at our luncheon stop at Boat Harbour's Seabreeze Restaurant where we again lingered over good food, tipples of choice and the ongoing and never boring topic of MX-5 motoring.

Much interest was drawn by Roger Lehner's brand new red NC – obviously red MX-5s go faster than any other colour as our Silver NB and Bruce and Cheryl's Sunset Yellow NC were outnumbered by the five classy reds! A Club award for the Northern Tasmania Chapter was presented to Michael Nolan during lunch.

The afternoon showed a slight break in the weather, so we continued west, turning off the Bass Highway and down the narrow winding road to Sisters Beach, a small beach community, and then, on our return, detoured another 2km down the steep curvy road toward the actual Boat Harbour beach – always a fabulous view of a small bay of white sand, sheltered beach and tiers of holiday homes on the hillside. A quick moment to admire our surroundings and then it was time to head homeward again.

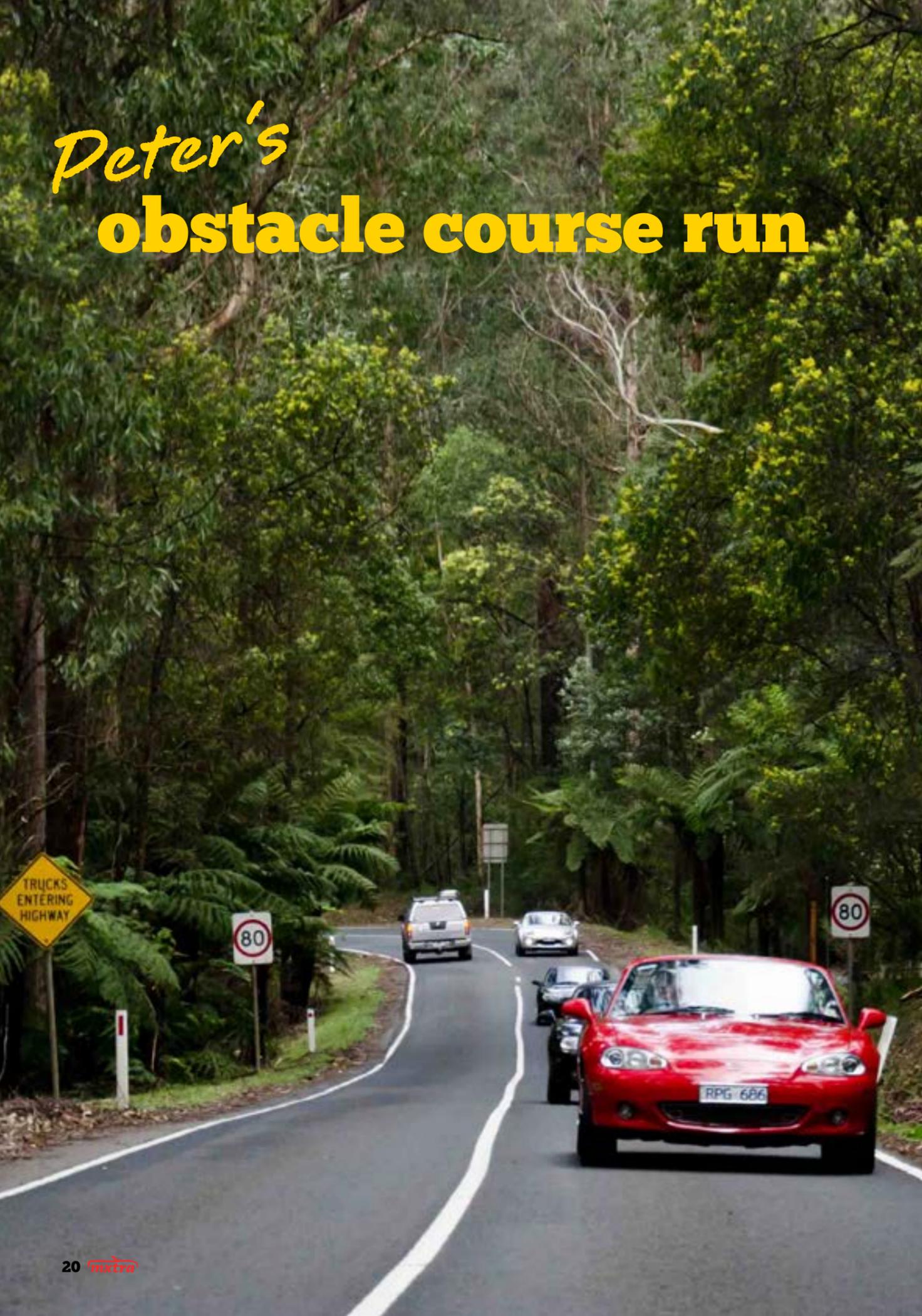
From Wynyard we turned inland, heading south through rural holdings to South

Mount Hicks and enjoyed some good motoring back into Somerset, where we rejoined the Bass Highway. Due to the lateness of the hour and, by now, the extremely cold, grey and drizzly weather, we forfeited other back roads to keep for another drive in kinder conditions. ●



^ Keith presents Cheryl with her 5-year badge

Peter's obstacle course run



Chapter chatter ...



28.7.13 | Central ■ Words & photos: Ron Macdonald ■ Photos: Bronwyn Roche ■ Organiser: Peter Dannock

The weather the previous week had been atrocious so it was with some trepidation I headed down to Yarra Junction for Peter Dannock's Trafalgar run.

While thick black menacing clouds shrouded the mountains behind the starting point, the weather gods seemed to be smiling on us so fingers were crossed for a good top-down run.

Twenty cars gathered for the sprint across the mountains including several new faces who we hope to see again in the near future.

After the usual preamble we set off. With Peter in the lead, me in the "rocking chair" and Dave and Gail Collins bringing up the rear, the convoy of little cars made their way through Powelltown and on to Noojee.

Dave had a particularly busy run chasing down a half dozen cars that missed a crucial turn ... time to reinforce the need to wait at corners for the car following and keep an eye on your trip meter!

With all back on course we set off across the range through perfect MX-5 country, although due to a big blow the previous night, this took a little more skill than normal. This wonderful winding road was strewn with, umm, crap (technical horticultural term) from shoulder to shoulder. This made for some "interesting" driving, not to mention the dozen or so trees that had been blown down and were blocking one half of the road. In the end we all managed safely to negotiate these natural hazards (and the oncoming 4WDs) and headed down into Trafalgar bathed in brilliant sunshine.

Arriving at the finishing point some went looking for a feed while others stood around and discussed all things MX-5 (if you hadn't noticed, I like a chat). At a little over 100km, this was not the longest run, but it was most definitely enjoyable and thanks go to Peter Dannock for a well-thought-out route and well-organised run.●



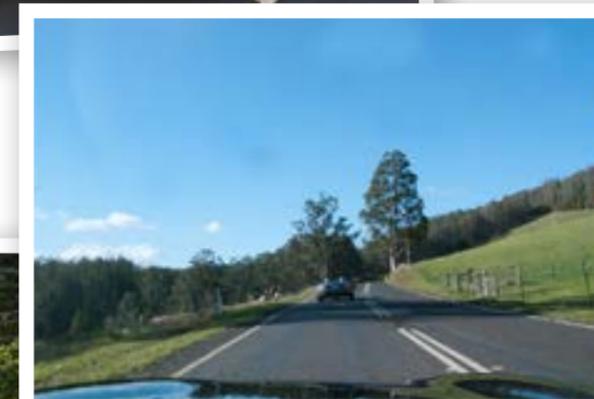
^ Run leader Peter Dannock with Gail & Dave Collins.



Raring to go! >



^ M1L3S of SM1L3S!



^ On the road ... with none of the "technical horticulture" seen elsewhere ...



RIP Milly ... and praise for MX-5 safety

Words & photos: Lockie Story, Mockinya



Whilst writing this, I am sitting here in my recliner, because I am basically stuck here, under the influence of Endone and trapped in a back brace that makes me look like a Ninja Turtle.

This, however, will not interfere with the truth of what I am writing because Tracey proof reads everything anyway.

Late last year I was given the opportunity to drive a late-model NB. Tracey was with me and we fell in love with it. Tracey, "Molly" (our Classic Red NA) and I discussed it, and we decided to start looking for one.

Earlier this year I came across a 2005 NB SE that was in brilliant condition and very much the right price, so we bought her. After conferring with Tracey and Molly, she was christened "Milly" (Molly was not the least bit jealous, in fact she was pleased to have the company! That's an NA for you I guess!)

There were a few minor things that needed doing to her and it wasn't until the Friday afternoon before leaving for the Tassie Trip, that she finally arrived here. Close call.

Therefore her first outing was the Club's Tassie 2013 trip. We had a wonderful time with her in Tasmania, as you will know from previous articles, although it took a

I am most impressed with Mazda and the build quality of their MX-5. The cockpit area is basically intact.

I am also grateful that I had proper rollover bars behind the seats, as these and the seat belts were my saving grace.

while to become accustomed to the turbo and six-speed gearbox.

After Tassie, I resumed my almost weekly trips to Melbourne and Milly was my usual mode of transport. These trips stacked quite a few kms on Milly, but she was a dream to drive and handled like a go cart.

Fast Forward:

On 13 July, a Saturday evening, I was driving to Ballarat for the Western Victoria Chapter run to Linton, then on to Melbourne to be with the in-laws when, about 10km north of Stawell, at

about 4.45pm, I was forced to swerve to avoid a large animal – most likely a deer, although it may have been a cow – and in doing so I hit the table drain at the side of the road, head on, still doing a fast rate of speed. Milly's nose dug into the drain and the car flipped end-over-end, landing hard on her wheels, slewing as she did so, then rolled twice.

I was aware of all that was happening, including the large lump of timber that shattered the passenger window and came straight at my head. Fortunately, as I was still rolling, the log took one look at me and exited the car the same way it came in.

When the car came to rest I was aware of the almost overwhelming pain in my mid- and lower back ... in fact that was about all I was aware of! The car was hissing and spitting and I knew I had to get away from it.

To my utter astonishment the driver's door opened and I was able to step out and struggle to the road where a car stopped for me. Its occupants must have

had some medical training, because they placed me in their passenger seat and held me in "traction" (with towels and clothes) until the paramedics arrived. This took about 20 minutes, which for a Saturday night is quite remarkable.

I was transferred to Stawell Hospital and admitted. I went through the normal CT scans and x-rays and it was decided that I had broken nothing, other than the car, and that all the pain was caused by deep tissue trauma. Emma and Bobby came down from Ballarat (less than 24 hours after returning from their honeymoon) and stayed until they were invited to leave at about 10pm.

The next day I was discharged. Emma and Bobby took me home, arranged the fire, and made sure I could reach my computer, the TV controls, my medication and my copy of *mxtra*.

Over the next week the pain increased and I asked (*begged*) Horsham Hospital to conduct a CT scan on my lower back – but I was told the x-rays were clear and they refused me flat. Finally I was able to get a referral for a scan from a local doctor. After the scan I was pinned to a trolley and found myself in an air ambulance to Melbourne and the Austin Hospital Spinal Trauma unit.

They conducted an MRI and I was informed that I had two serious spinal fractures. The specialist surgeon told me that I was lucky that the 10 days of "running" around without treatment had not resulted in me becoming a paraplegic!

Tracey and I went through a training procedure to don and remove my custom-made back brace and I was given instruction in almost every way of moving. Whilst at the Austin I was chuffed to get a visit from friends from the Western Victoria Chapter. *Made my week!*



Alan, Ian, Karen, Noellene, Dawn and John visit Lockie in the Austin after the Club's awards lunch in July

So I am home again with a brace for three to five months. I am not allowed to drive, and it will be at least six months before I can drive an MX-5. That being said, I am already looking for another NB SE with the help of Murray Finlay, Daniel White and others. When I can drive again I will have an SE waiting for me. My neighbour Shane has promised to run Molly for me so she doesn't feel unloved.

The car, itself a complete write-off, nonetheless went through the above-mentioned trauma and yet I was able to walk (crawl) away. I am most impressed with Mazda and the build quality of their MX-5. The cockpit area is basically intact. I am also grateful that I had proper rollover bars behind the seats, as these and the seat belts were my saving grace.

All in all it was a very serious collision but the sturdiness of the car, rollover bars and quite a bit of luck, allowed me to "walk" away with relatively minor injuries and with a prognosis of 100% recovery.

It just goes to show that regardless of the amount of training you have had, there are times when things just happen. We can prepare as best we can (rollover protection etc) but in the end sometimes we have to rely on luck. I am lucky to be alive and in one piece and I am happy with that.

I would also like to thank the many, many Club members for their cards, visits and phone calls. It has been quite overwhelming the support I have received from the membership and it means the world to me. ●



PS: I wrote a letter to the Managing Director of Mazda Australia, detailing this accident and the one where Molly had a buck kangaroo land on my windscreen. I praised the construction of the vehicles and told him that the first thing I was doing was buying another NB SE. I also mentioned the sheer joy of driving these cars and how addictive they were.

Mazda returned my letter thanking me for my praise of the car and wishing me a speedy recovery.

They also included a free gift to go in the new car ... a Mazda-branded first aid kit! Nice to know there are people out there with a sense of humour!



Goodbye old friend ...

Words & photos: Alan Bennett, Central Chapter

You know you are in trouble when your computer beeps a lot and then starts diagnostics that you didn't know existed.

After multiple attempts and running said unheralded tests, nothing happened ... except more beeps ... followed by silence.

Lots of silence.

One last attempt with the old hard disk, same result.

Time for the Aladdin's lamp trick.

The good news is that hard disks are getting cheaper and lots of places will gladly take your money. So it was off to CPL (my local warehouse of parts unimaginable and technical advice). Took deceased drive with me, 750Gb of silence.

"Sorry, they no longer make that one. You can have a 1Tb for \$69 or a 2Tb for \$96."

A quick value-for-money check ended with hearing myself say "the 2Tb one please". And so it was, plus 2% for the credit card. *Hmmm ...*

See opposite for the technical bit. Then I dug out *Windows 8 Pro* DVD and went for it. Carefully punched in the long-winded serial number and all good. Reboot ... Windows identified itself as not registered. Despite accepting the rego number just a few minutes ago ...

OK, so I punch that number in again only to be told that the number was not acceptable. Checked the number, tried again and again. Same "error".

Over to my best IT friend, Google (*insert your favourite search engine here*). Typing in "Windows 8 registration problems" and a bit of digging found a gem for me – "how to fool Windows 8", appealed to me immediately. Search it out if you have the same problem. The alternative is to install a previous operating system then do a Windows 8 upgrade. Too annoying – I don't like doing things twice but make your own decision here.

Once Windows 8 is up and running (now just where is that start menu?) it is a case of finding all those software disks and serial numbers. Installing the right options (hello *MS Office* with your tangled web of run-from-computer/run-from-disk options).

Even found a driver for my temporarily retired HP LaserJet – I'd given up on promises of a Windows 8 driver over the



last six months so this was a plus – my intent was to permanently retire the HP and just go and buy a new one. Dick Smith was advertising a laser with similar features for \$44, that's a lot less than half a new toner cartridge (except of course in new printers you get smaller capacity cartridges). Still, cheaper at half the price and I get to ponder the throwaway society I am helping to create a little bit longer; or at least to the current toner expires.

What about all those free utilities you've collected over the last however many years? Sigh, install what you remember (make sure you get your antivirus and malware products going ASAP) and be prepared to discover that you have forgotten those occasional-use ones when you need them the most.

Data. Files. Photographs. The biggest consumer of hard disks these days is the digital camera. It's like you buy a new super-duper camera with 200,000 mega pixel thingies and before you've taken it out of the box you get an error message that your hard disk is full. Hence my 2Tb choice; I knew that would give me at least a couple of weeks ... *LOL!*

Offsite storage is a term commonly used in IT in the business world. No point backing up all those important files and leaving the media sitting on top of the computer for the fire to consume or light fingers to take – believe me, it happens. My suggestion is to buy two USB drives of at least 1Tb in size, back up your hard

disk to both and store one at a friend's place. Every three months back up to your local USB drive and swap it with the offsite one and back up to that one as well. If you create a lot of files, increase the frequency of the backups. This way, if you have a minor accident (most file losses are human error), you can recover quickly and if you get burgled then you can be confident that most of your files are comfortably backed up and stored at your friend's place for when you require them.

Don't leave USB continuously plugged in – it wears them out faster. They are less reliable than hard disks, however the peace of mind of knowing that all those files are secured is worth a lot. Other things to consider is if you are working on a critical document there are simple ways to back it up without leaving your keyboard. For instance, just e-mail it to yourself. In case of disaster you can go into your sent mail and restore the file. You can use smaller USB sticks (less than \$8 for 8Gb and falling). You can also check out free services such as Skydrive or Dropbox – not only great for backing up files, but fantastic for sharing them with others too.

Whilst I had a back up and the ability to fix my problem myself, not everyone can do so. There are companies that will try to recover data from hard disks; I don't have a personal recommendation other than to highlight that there are experts in recovery out there ... just ask for a quote and decide how important your files are before parting with your hard-earned. If you have never had a hard disk failure, take the hint and buy those external disks as soon as you can and get backed up.

Better safe than sorry.

Keep your data safe. Just think about how long it would take to recreate it all!

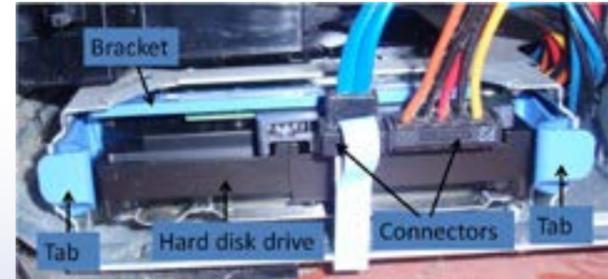
Goodbye my previously reliable hard disk friend, reliable up to a point and then time to say goodbye.

Thank goodness for backups. ●

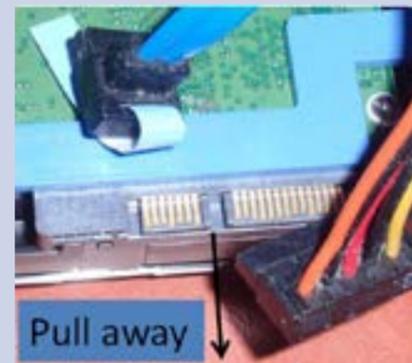


Hard Disk Replacement Steps:

1. Ensure the PC is powered down, then remove the power cable.
2. Remove the computer cover (see your manual, you know you kept it!) and locate the hard disk (photo #1).
4. Remove the hard disk from the computer chassis by releasing the tabs on the sides of the hard disk.
5. Remove the hard disk from the bracket and screw the new one in.



3. Remove the connectors to the hard disk by pulling them away – carefully (photo #2).



6. Re-attach the connectors.
7. Slide the hard disk back into the chassis.
8. Scrape the gold off the connectors and take it to one of those annoying pop-up shops that buy gold and see how much they'll give you (photo #3). (*LOL ...*)
9. Replace the computer cover, insert the power cable, power up, insert your operating system disk ... and cross your fingers!

If you are not confident with any of the above steps, seek out a professional. ●



Nah, it can't just be that the plug's out. That would be too simple and inexpensive.

My favourite MX-5 road ...

Words & photo: Will Campbell, Past President, Life Member

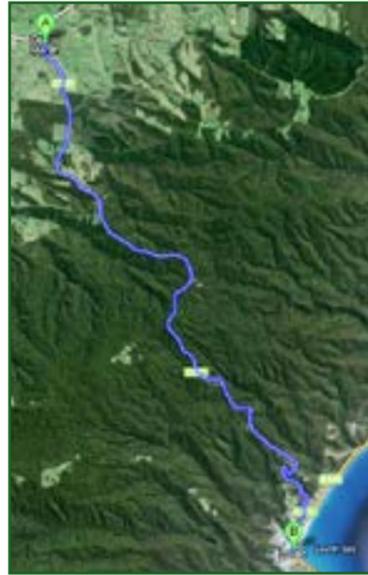


Deans Marsh to Lorne

My favourite road? It sounds like an easy question, but the answer depends on the time of day and the day of the week.

I live in Torquay at the start of the Great Ocean Road and would probably nominate that as my favourite if I'm driving it mid-week or early in the morning. Any other time, forget it!

However, there is another road that terminates on the GOR but offers a great driving experience, is often relatively free of traffic, and is only 60 or so kilometres from home. It is the 22-kilometre stretch between Deans Marsh and Lorne. The road can be accessed either from The Princes Highway, via Winchelsea or from Cape Otway Road, via Moriac. The road offers something reminiscent of the Reefton Spur with a mix of twisty corners, occasional straights, a corner ratio of 80%, and a good, relatively sound and smooth surface. It also passes through typical Otway Ranges countryside with some great views. A real delight! ●



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!

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

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

Brake fluid - what do the ratings mean?

Words: RDA EBC Brakes, Club Supporting Sponsor



There are three main classifications of brake fluids: "DOT 3", "DOT 4" and "DOT 5".

The "DOT" stands for *Department of Transport* and is an American-based standard which includes 14 different requirements, both physical composition and operating, under which each must be made.

The most important is the measurement of its boiling point characteristics and this is measured within two ranges, being its dry boiling point and its wet boiling point.

Dry boiling point is the point at which the fluid boils when first used out of the bottle and wet boiling point is a measurement based on 3.7% water absorption in the brake fluid and at what point it starts to boil.

Water is absorbed into the brake fluid by design and it traps a lot of heat from the brake operation.

These two events alter the effectiveness of the brake fluid and the minimum operating temperatures as described by the US Department of Transport regulations ensure the fluid is still capable of functioning safely.

• DOT 3

Usually glycol ether-based with a minimum dry boiling point of 205° Celsius and a minimum wet boiling point of 140° Celsius (with 3.7% water content as discussed above).

• DOT 4

Also glycol ether-based with a touch of borate esters to increase its immunity to water absorption.

DOT 4 must have a minimum of 230° Celsius dry and 197° Celsius wet.

• DOT 5

Silicone-based and must have a minimum boiling point of 265° Celsius dry and 180° wet.

Being silicone-based, this type of fluid flows more easily through the

pressurised braking system, giving greater braking performance and thereby reducing heat build-up. The disadvantage is that by its nature – being more compressible – it allows more room for air to be present within the fluid (air becomes trapped within its molecular structure).

There is a fourth classification of brake fluid being **DOT 5.1**. Recent innovations have led to the development of a glycol ether-based fluid that now meets the characteristics as required under the industry standard DOT 5. It has the same dry and wet minimum boiling points and is basically DOT 4 fluids with higher boiling points. Also being glycol ether-based it doesn't share the negative feature of silicone

based fluids or DOT 5, as air is not trapped within the silicone.

These are also sometimes known within the industry as "DOT 4 plus".

DOT 5.1 is therefore the best of the best but it comes at a cost differential from DOT 3, DOT 4 and DOT 5 fluids.

Why should I buy brake fluid in small containers and not in bulk like engine oil?

Buying brake fluid in small containers and not using leftovers is paramount to having a safe and effective braking system as, once opened, the contents are drawing moisture and air and losing compression and therefore its optimum performance characteristics, the same as if sealed within your hydraulic braking system as described above. ●



Special member-only brakes offer

Brake Upgrade Packages from RDA EBC

Thanks to RDA EBC Brakes, supporters of our 2013-2014 City Mazda Sprint Championship, we are now offering all Club members some great savings on an 'Upgrade Brake Package' for your MX-5.

The package includes RDA slotted/dimpled rotors combined with your choice of EBC 'Ultimax', 'Green Stuff', or 'Yellow Stuff' performance brake pads. See the RDA EBC website, rdabrakes.com.au, for product details and specifications.

This is a great opportunity to take advantage of this member-only offer!

Pricing examples:

NC:	RDA Slotted / Dimpled (Front) Rotors with	EBC Ultimax pads	\$203.50
		EBC 'Green Stuff' pads	\$288.20
NB:	RDA Slotted / Dimpled (Front) Rotors with	EBC Ultimax pads	\$178.20
		EBC 'Green Stuff' pads	\$211.75
NA8:	RDA Slotted / Dimpled (Front) Rotors with	EBC Ultimax pads	\$129.80
		EBC 'Green Stuff' pads	\$158.50

These prices are available for September and October, 2013.

To take advantage, please e-mail the following details to: rdabcoffer@mx5vic.org.au. You will then be contacted by RDA EBC Brakes.

- Name • Member number • MX-5 model / year • Contact phone number
- Post code (for freight cost) • Package required ie: front / rear, Ultimax, Green or Yellow



Slippery Winton!

Words: Tim Emery Photos: Andrea Stagno Navarra & Daniel White



Official forecast: Sunday, 4 August - Showers clearing, top temperature 12 degrees. Chance of rain towards the afternoon ...

This was the outlook that greeted 30 fearless entrants in Round 3 of the **City Mazda MX-5 Sprint Championship** at Winton.

Driving up the Hume on Saturday afternoon in heavy rain definitely gave a few of us some car control lessons as the heady mix of stiff race suspension and tyre grooves, formed by thousands of semis, that have filled with water provided some heart pounding aquaplaning during the journey.

Arriving at the MX-5 Club's Motor Sport Team's unofficial club rooms, the *North Eastern Hotel* in Benalla, on Saturday night there were more tales of a treacherous commute exchanged over a 'calming' beer. It's great to see that the dinner booking on the night before an event attracts the same number of people as the event itself! After adjourning to our appropriate accommodation we then endured the unnerving sound of heavy rain all night, will this mean a wet Winton?

Sunday morning saw the sky clearing but still overcast, so fingers crossed! A regular warning at the drivers' briefings at wet events is that if you leave the track **'...YOU will get bogged, and YOU WILL get out of your car to attach the tow rope'**... so the first session was very much a cautious one.

With slightly lower entry numbers there were only four groups, predominately sorted into two MX-5 groups and two Alfa groups. It was great to see Rina and Anastasia mixing it up with the boys again and we also had a welcome visit from Peter Marks from the NSW MX-5 Club. Not really classified as a 'newbie', it was also great to see our regular City Mazda 'Mazda Master Technician', Todd Fletcher, for his first time 'on' the track. Rumour has it that he decided to get out there just to avoid having to respond to the regular *"Hey Todd, could you have a look at this for me?"*...

With the track starting to dry out after a few sessions due to some welcome sunshine, and combined with the cooler air, lap times started to fall. With that came a few of the above-mentioned 'off track excursions' which meant of couple of sessions were red flagged to clear cars. The combination of drying track and cool air continued to improve times and, as is becoming a regular occurrence at each round, a number of Class lap records were broken.

Standard NA:	Noel Heritage (1)	1:47.8669
Standard NC:	Randy Stagno Navarra (1)	1:43.6683
Clubman:	Peter Phillips (1)	1:46.4744
Modified:	David Wilken (1)	1:38.7803
Super Modified:	Russell Garner (1)	2:03.5205
Restricted Open:	Paul Ledwith (1)	1:39.4640

After suffering engine trouble most of the day I don't think Russell would mind me acknowledging that his lap record probably isn't his proudest!

As the day progressed, tricky Turn 10 was catching a few people out and an unlucky victim of the combination of a slippery corner exit and some wet grass saw 'Murph' add some NC Metallic Grey paint to the concrete wall. As I have also experienced, the combination of all the correct safety gear meant the only thing damaged was the household motor sport budget, so we look forward to seeing 'Murph' back on the track.

Next round we are back at the 'famous' Calder Park Circuit which I for one am looking forward to, one because it means only a 30-minute trip to the circuit, and two, it has been a long time since I have driven there!●



**2012-13 City Mazda MX-5 Sprint Championship
Round 3: Winton ~ 4.8.13**



Todd Fletcher



Tim Meaden leads through the Esses



Christine Bymner leads Nicholas Cannizzo off BP Straight



Randy Stagno Navarra chases Brendan Beavis and Paul Ledwith

City Mazda MX-5 Sprint Championship - Round 3: Winton - 4.8.13

Results - Round 2	1st	2nd	3rd
Standard NA	Noel Heritage » 1:47.8669**	---	---
Standard NC	Randy Stagno Navarra » 1:43.6683**	Peter Marks » 1:44.5823	Alan Conrad » 1:45.3912
Clubman	Peter Phillips » 1:46.4744**	Max Lloyd » 1:47.4365	Tim Emery » 1:48.3216
Modified	David Wilken » 1:38.7803**	Gary Prescott » 1:45.9131	Daniel White » 1:46.5847
Super Modified	Russell Garner » 2:03.5205**	---	---
Restricted Open	Paul Ledwith » 1:39.4640**	Brendan Beavis » 1:39.8916	---

Championship standings after Rd 3 - Winton, 4 August, 2013

** New Club lap record

(corrected points)	1st	2nd	3rd
Overall Champion	Peter Phillips » 30	Brendan Beavis » 23	Max Lloyd » 21
Standard NA	Noel Heritage » 20	---	---
Standard NB	John Downes/Leon Bogers » 17	---	---
Standard NC	= Robert Hart/Alan Conrad » 20	---	Randy Stagno Navarra » 16
Clubman	Peter Phillips » 30	Max Lloyd » 21	Tim Emery » 12
Modified	David Wilken » 20	Tim Meaden » 16	Gary Prescott » 12
Super Modified	Russell Garner » 30	---	---
Restricted Open	Brendan Beavis » 24	Paul Ledwith » 20	---
Open	Mike Kirby » 10	---	---

Fun in a storm ...

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

Round 7 of the 2013 NGK Victorian Motorkhana Championship was at the Leongatha Livestock Exchange, hosted by the Huntingdale Auto Club.

The day started dry but due to a number of disruptions, only one test was completed before the weather started to turn for the worst.

With room for only one test at a time, we eventually completed five tests on a good bitumen surface. Fortunately the day was called just prior to a lengthy storm with heavy rain and gale force winds making for an adventurous drive home.

The day included JRace, CAMS' junior development program, which proved popular with a number of junior drivers.

Class B was contested by six competitors with five driving MX-5s and a rogue Chrysler Galant. The MX-5 Club was represented by Troy and Tony Heasley in their Titanium NB8C and Bob de Bont in his NB8B.

Tony opened the day with a strong start which unfortunately didn't continue with a flag in the second and third test and a WD in the fourth, only to come back and claim fast time in the fifth and final test. Troy had a lucky escape with a WD on the

first test which was then cancelled due to safety reasons. His day went well until a WD on the final test put him back a little. Bob claimed three fast times and a win in Class, Troy collected third and Tony a disappointing fifth. Troy collected the win in the juniors' category.

In the State Championship, Bob retains his lead in Class B with Tony in third and Troy taking over the challenge in fourth. Troy continues to hold second in juniors and will require some divine intervention to pull off a series win. The Mazda MX-5 Club continues to hold fourth place in the Club Championship standings.

Next round

15 September: NGK Victorian Motorkhana Championship, Round 8, Mt Gambier Saleyards, SA.

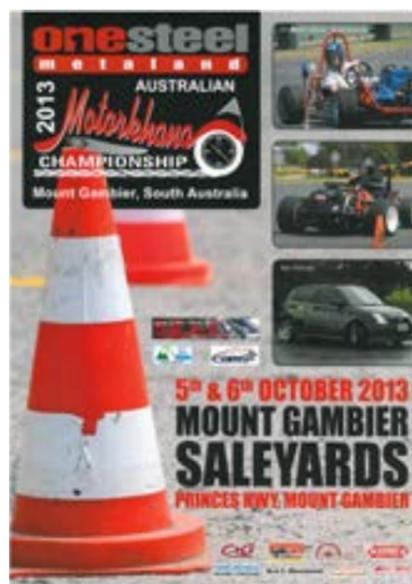
For more information on motorkhana, contact Bob at debounce60-mx5@yahoo.com.au or 0402 345 562.

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

Australian Motorkhana Championship

Mt Gambier : 5-6 October

... all welcome!



Trading Post

Please note that our "Trading Post" section for buy, swap, sell and borrow is now in the "Clubroom" section of the Club's website, mx5vic.org.au

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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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10.30am - 11.30pm	Catch up on the daily headlines while we work on your car	<input checked="" type="checkbox"/>
11.30am - 12.30pm	Book in now and have the car before lunch	<input checked="" type="checkbox"/>
1pm - 2pm	Beat the traffic rush, this could be your spot	<input checked="" type="checkbox"/>
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3pm - 4pm	Grab an afternoon coffee and relax in our lounge	<input checked="" type="checkbox"/>

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