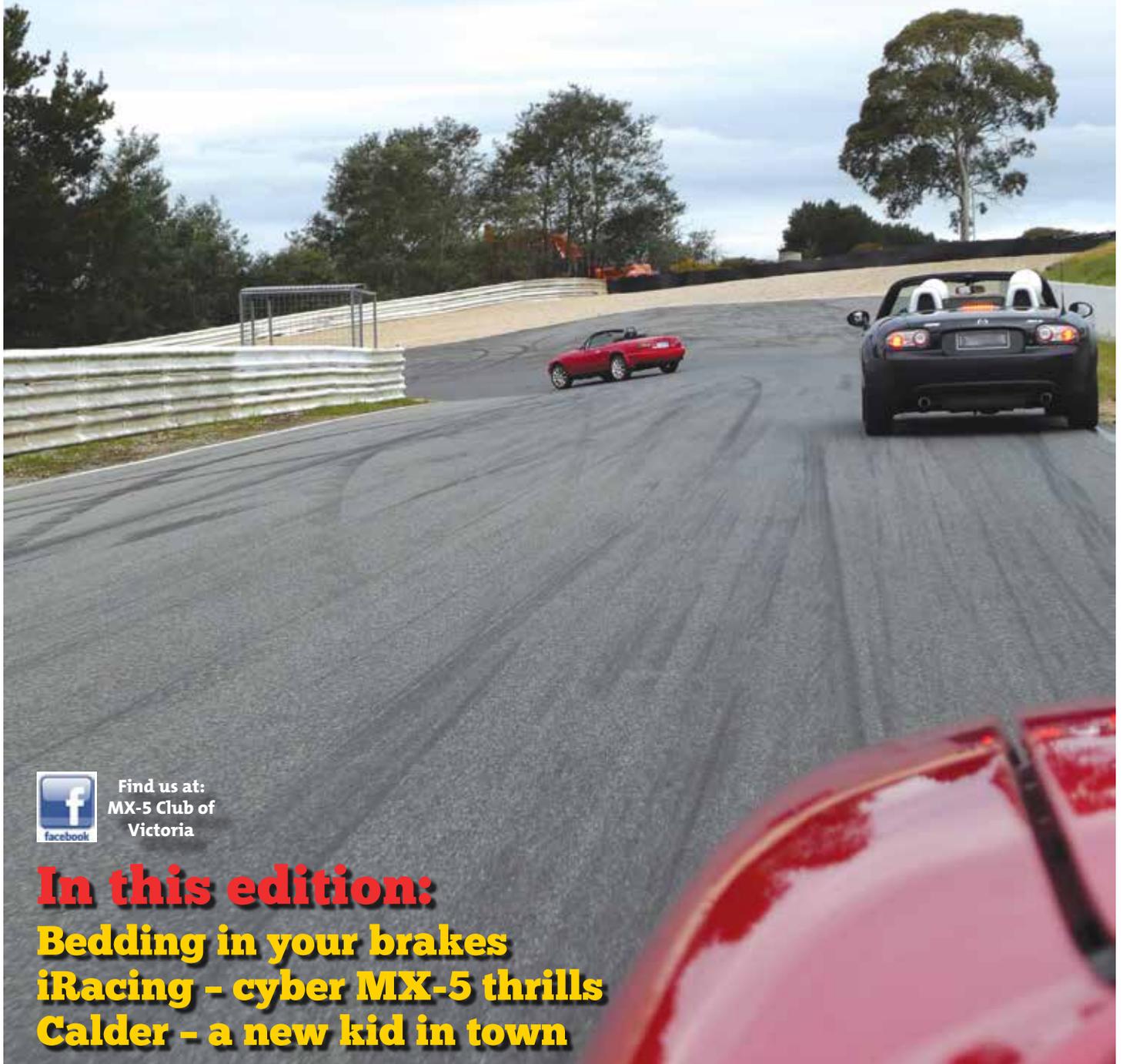


THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

**RDA EBC
Brakes
upgrade
offer - p29**

A New Sensation!



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In this edition:
Bedding in your brakes
iRacing - cyber MX-5 thrills
Calder - a new kid in town



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MX-5

Mazda MX-5 Club
of Victoria & Tasmania

Your Committee: 2013-2014

President

> Don Nicoll | (03) 9437 2787 (ah)
e: president@mx5vic.org.au

Vice President / Communications

> Murray Finlay | 0416 247 677
e: editor@mx5vic.org.au

Secretary / Public Officer

> Peter Dannock | 0408 522 093 (ah)
e: secretary@mx5vic.org.au

Treasurer

> Dave Collins | (03) 9755 2167 (ah)
e: treasurer@mx5vic.org.au

Club Captain – Motor Sport

> Daniel White | 0400 304 006
e: captain@mx5vic.org.au

Assistant Club Captain – Motor Sport

> Tim Emery | 0424 091 167 (ah)
e: captain2@mx5vic.org.au

Club Captain – Social

> Cary Warren | 0418 368 246 (ah)
e: social@mx5vic.org.au

Assistant Club Captain – Social

> vacant

Department of Youth / Social Media

> Ben Sale | 0434 906 673 (ah)

Membership

> Will Campbell | (03) 5261 4816 (ah)
e: membership@mx5vic.org.au

Merchandise

> Bruce Gray | 0478 219 856 (ah)
e: merchandise@mx5vic.org.au

Points

> Coral Campbell | (03) 5261 4816 (ah)
e: points@mx5vic.org.au

Chapter Captain - Central

> Ron Macdonald | 0422 490 786 (ah)
e: central@mx5vic.org.au

Chapter Captain - Eastern Victoria

> Alan Laine | (03) 5195 5375 (ah)
e: eastern@mx5vic.org.au

Chapter Captain - North-Eastern Victoria

> Ron Gillick | (02) 6033 0253 (ah)
e: north-eastern@mx5vic.org.au

Chapter Captain - Western Victoria

> John Gleeson | (03) 5333 1113 (ah)
e: western@mx5vic.org.au

Chapter Captain - Northern Tasmania

> Bruce Harvey | 0427 656 074 (ah)
e: northtas@mx5vic.org.au

Chapter Captain - Southern Tasmania

> John Waldock | 0409 658 716 (ah)
e: southtas@mx5vic.org.au

mxtra design/publishing

> Alyssa Finlay | 0409 629 180

10/2013

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image:

Northern Tassie Chapter members get
some serious track training at Symmons
Plains ... a first for many.
Photo: Kelly Berggren



Find us at:
MX-5 Club of
Victoria

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• e-mail: editor@mx5vic.org.au
• post: mxtra, Mazda MX-5 Club of Victoria & Tasmania, PO Box 7438, Beaumaris VIC 3193

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Don's Drive(l) ...

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

Hi everyone!

Welcome to our October *mxtra*.

For those who receive a hard copy of the magazine in the post, you will have noticed that it arrived in a different envelope this month. We are road testing a new printing and delivery service to see if it is a viable alternative to our traditional approach.

What's that, you may ask (our traditional approach that is)? Each month before the Committee meeting begins, we sit around the table and manually place the flyers in the magazine which are then put into envelopes to which we add an address label provided by Will. Doesn't sound much when you write it all in one sentence, but it takes the Committee nearly half an hour of stuffing and sticking before we can begin the meeting. Probably not the best use of our time. Murray also has to lug the magazines to the post the next day for despatch. Probably not the best use of his time either. So we'll see how it goes and make a final decision on a switch after we have some experience of the new service.

Our Tasmanian Chapters experienced their first in-house driver training at the Symmons Plains raceway when Daniel White, Tim Emery, Sam Gumina and Craig Healy from our motor sport group headed over for a September weekend. Kelly Berggren went ballistic with the camera (see later in the magazine) and, judging by the e-mails we received, everyone had a fantastic time. The Committee had originally considered only sending Sam to oversee the training. Thankfully we didn't as it was a rather tired Daniel that called me on Monday morning to say the training had gone without incident. There are rumours that a case could be made for this to become an annual event. A special thanks to Daniel, Tim, Sam and Craig for taking time out of their weekend to instruct the Tassie participants.

After several pleas for members to complete our second survey, we have decided to close it off and put the data together. Clearly there is a limit to the number of surveys a sane person can contemplate completing. In the case of our Club, it's two! My thanks again to all of you who took the time to put your thoughts into the questionnaire. We have enough responses now to give us a

reasonable picture of what you think. We will try to have a summary completed in time for the November magazine.

On a completely different tack, how many of us enjoy reading books that we have read before? I can't say I subscribe to the repetition but, on a trip north (by plane, I hasten to add), I decided to re-read one of Jeremy Clarkson's books. They aren't really books as such, they're collections of his articles in the Sunday Times. Now I'm not the greatest Clarkson fan, particularly of the *Top Gear* stuff he does, but I have to admit that I do like some of his writing.

Anyway, I was reading away on the plane when I came to his article on the NC series MX-5. The article was from 2008 so it must have been when the folding hardtop was introduced in the UK. I recall he has always waxed lyrical about the MX-5 but I had forgotten just how much he likes them. This time he started the article talking about how his enthusiasm for cars seems to have a negative effect on their sales; for example: "When I first encountered the new version of this modern classic, I reported that it was a better-looking, more practical version of something we all loved anyway and that you should all have one. And you all responded by buying something else." Although the MX-5 is edging its way to the millionth car, the speed at which Mazda is approaching that magic number has declined somewhat in recent times.

The experts will no doubt point to the pending arrival of the "ND" as the reason for reduced sales and they could well be right. But I did wonder if Clarkson had been writing favourable reports on the MX-5 again that I haven't seen. I also pondered, momentarily, if it might be wise for Mazda to pay Clarkson not to write about the ND when it is launched. But I dismissed the idea almost as quickly as I don't think he will have any influence on the purchasing decision of a potential MX-5 buyer. On the contrary he'll probably love the ND as much as he has loved all the other models and just add to the excitement when it is finally launched. Roll on that day!

Remember ... Safety first!

Don



For your diary ...

See the full calendar for details

October

- 19-20 North Tassie: Overnight run
- 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
- 9-10 NSW Club Canberra Chapter weekend – all welcome
- 10 South Tassie: Derwent Valley run
- 17 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
- 14 South Tassie: Christmas run
- 15 Central: Christmas run
- 15 Western Vic: Christmas run

2014

April

- 12-15 NatMeet XI – Caloundra, Qld



Mazda MX-5: the world's fastest convertible

... well, fastest at some things anyway

Scene: a 1/4-mile drag race at the former US Marine base El Toro, California, against a Porsche 911 Carrera, Ford Mustang V6, Chevrolet Corvette Grand Sport, Lamborghini Gallardo LP550-2 and a Lotus Elise ...

Visit: http://www.carsguide.com.au/blogs-and-stuff/fun-stuff/mazda_mx_5_worlds_fastest_convertible to see what happened ...



■ carsguide.com.au



Full Throttle!

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



Round 4 of the City Mazda MX-5 Sprint Championship – Calder Park, 21/9

It was another great day and turn out of MX-5s on track at Calder Park with over 100 cars entered for the event including 31 MX-5s. It was nice to have a track close to home for a change, and well done to the guys from the WRX Club for putting on a safe and well-run day.

It was just over three years since we had been to the circuit, and it seems we had all forgotten how hard Calder is on brakes! Many of us were struggling to slow the cars down, especially into Turn One which requires harder braking than any other circuit we go to. To slow down for Turn One, you need to wash off speed from about 190km/h back to 70km/h, depending on the performance of your car. This is a big ask of the brakes on our cars and, as I was trying to pull my car up, and quickly running out of track, I was wishing I had upgraded my brakes beforehand. Needless to say I have now ordered myself two sets of the RDA EBC Brake packages with rotors and green stuff, as advertised by our Club sponsors at RDA EBC Brakes (see p 29).

Fitzzy goes viral on YouTube!!!

Mark Fitzgerald in his turbo NB racecar became an "overnight sensation on YouTube" when he posted up his in-car footage from his last session of the day at Calder. Mark's brakes completely failed at the end of the straight into Turn One. Luckily for Mark the cyclone fence gates were open at the end of the escape road, as he went flying through them at high speed and eventually came to a stop a good 750 metres up the escape road.

Check out the YouTube clip here at: <http://youtu.be/goaWqcEWq5Y>

Club GoPro Hero3 for Sprint Championship

Available for shared use at our track days, the Club has purchased a Hero 3 Black Edition GoPro with rollbar mount, SD card and protective carry case. This purchase has been made possible via the funding the Club received from our Sprint Championship sponsors.

Please see Tim Emery or myself if you would like to use the Club GoPro at our next track day.

Murphy to the rescue!

Special thanks goes to Paul Murphy, for rescuing John Downes who had car troubles at Calder Park recently. Paul was not



competing on the day, but had called in to the track earlier in the day to check out the on-track action and to catch up with friends. At the end of the day, well after Paul had gone home, John had just come into the pits after his last run when his fuel pump failed on the car, leaving him stranded. When the mayday call went out to Paul at around 5.30pm, he had no hesitation in hooking up his trailer and returning to the track to take John – and his car – all the way home to Blackburn.

Fantastic effort Paul and another fine example of what our Club and its people are all about. Good on you mate!!

New member arrival!

Congratulations to Robert and Melanie Hart on the safe arrival of their son, Liam. We are sure Robert is already busy working on the suspension set up of the new stroller. Best wishes to you and the family!

Symmons Plains – Driver Training

On 15 September Sam Gumina, Craig Healy, Tim Emery and I went across to Symmons Plains Raceway near Launceston for the day, to assist and instruct, at a driver training day for our Tasmanian members of the Club. Bruce Harvey, the Northern Tasmania Chapter Captain, had submitted a request to the Club Committee for assistance with running the day at Symmons Plains. Sam was the obvious choice to take charge of this event, given his depth of experience in running driver training and racecraft events, and he did an excellent job. Sam flew over on the Saturday before to assess the circuit and develop the schedule for the day. Craig Healy was in Launceston on business and fortunately was able to extend his stay to help out. Tim and I flew over early Sunday morning; Sam and Craig met us at the airport and we all went straight to the track.

It was a fantastic day – great people, and great to see those penny-drop moments on drivers' faces when all of a sudden things fell into place with their driving as the day went on.

The funniest moment of the day was when we arrived back at the airport in Craig's hire car. We pulled in to the check-in bay and were greeted by the lady attendant who was walking towards the car to sign it in. She suddenly developed a bemused look on her face when the four of us stepped out of the hire car and then started unloading race bags and helmets. She immediately asked if everything was OK with the car!

Thanks to Sam, Craig and Tim for giving your time to assist.

Daniel #146

"Racing – converting money into noise!"





Membership

Current membership count:

471
and growing!

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

Central Chapter

Mark Alter	2008 Galaxy Grey NC
Scott Holden	2006 True Red NC
Lindsay Kellermann	2007 Black NC
Alexandra Marks	2002 Titanium NB
Andrew Tate	2006 Blue NC
James Wilson	1989 Classic Red NA

Eastern Victoria Chapter

Barrie Clissold	2007 Black NC
-----------------	---------------

Western Victoria Chapter

John Martin	1989 White NA
-------------	---------------

Northern Tasmania Chapter

Patrick Sheils	1993 White NA
----------------	---------------

This month sees a significant increase in the membership count with nine new members and five renewals. Quite a healthy jump on the 445 for the same period last year.

It's the end of our first quarter for the current membership year and I was recently prompted to send new lists to each of our Chapter Captains. This allows them to send targeted e-mails for events occurring in their region.

However, it's worth reiterating that, whilst you are allocated to a Chapter, you are welcome to attend any event, regardless of the chapter hosting it. Indeed, a member living close to the boundary of a particular Chapter might prefer to attend events organised by a neighbouring group. For example, whilst in the Central Chapter, many Geelong members identify more closely with the Western Victoria group.

If you are in a similar situation and would like to be included in a Chapter other than your own, please let me know.

See you out and about *Will*

Alan Bennett's

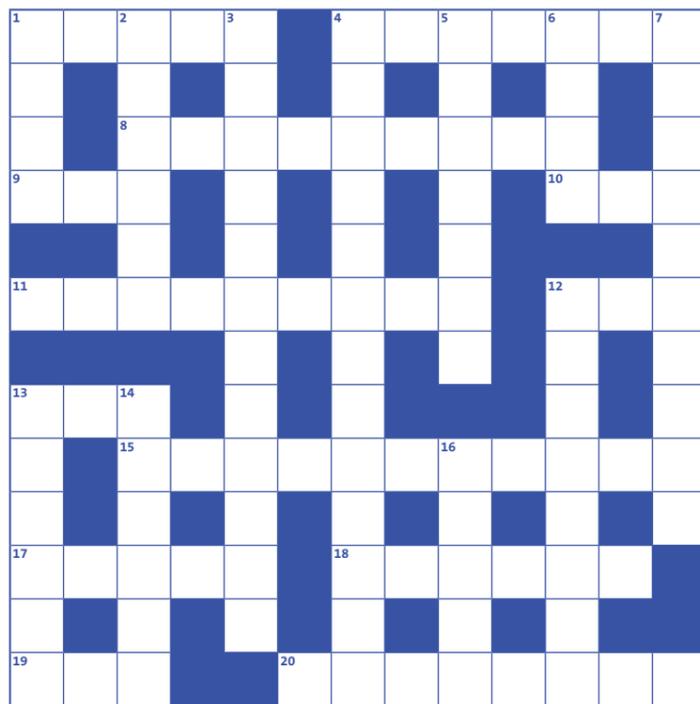
MX-5 crossword #13

Across

- To strike down with carpet? (5)
- The roof had a port (anagram) (7)
- Ideal nuts protected from the cold (anag) (9)
- Top holiday! (3)
- Can be private, red or black but always in parleys (3)
- South American tree with pale purple flowers (9)
- Fast driving alternating with the heel (3)
- Sacrificed to make the seat comfortable? (3)
- Air-conditioner makes a greater fire cool? (anag) (11)
- Bright lights (5)
- Depose to show how fast you go (anag) (6)
- No (slang) (3)
- They used to be standard, then optional, but only wanted by suckers? (8)

Down

- Car food (4)
- Related to an oxide (6)
- Spring tour of preventing metal decay (anag) (12)
- Heals this mini but makes a parasitic disease (anag) (13)
- In reverse and moving backwards (7)
- Tied up the water moves (anag) (4)
- Golf driver in the lead? (4, 6)
- The tuba Adam plays for an anteater? (anag) (8)
- A con man in a huge airport, perhaps, sounds the horn (6)
- A spanner in the works? (6)
- A result that cannot be prevented! (5)



MX-5 crossword #12

September 2013
– Answers

Theme: Photography

B	A	S	I	C	B	U	R	S	T	
O	C	A	L	A	O					
T	R	E	M	O	U	N	T	N		
H	U	E	E	R	E	Y	E			
M	A	N	U	A	L	F	O	C	U	S
I	L									
R	E	D	T	L	A	R	C			
R	S	H	U	T	T	E	R	K		
O	L	R	E	T	E					
R	E	R	U	N	R	E	S	E	T	

Scene about ...



Photos: Ron Macdonald, Marg Gillick, Loz Thomas, Jason Laine, Karen Bradshaw, John Waldoek, Kelly Berggren



Bruce Gray

Club Merchandise Officer

- Name?** Bruce Gray
Age? Sexagenarian
Born? Dandenong
Current abode? Lilydale
Profession? Retired
Partner? Jenny
Pets? No thanks - they would hinder our MX-5 runs and travels
Fave food? Jenny's Osso Buco on a cold winter's night with a nice glass of red wine
Can you cook? I can make a reasonable attempt at just about anything from a Donna Hay cookbook!
Favourite tippie? Maker's Mark bourbon
First drive? Dad's HD Holden
First car? FX Holden, bought for \$25 (it was a lot of money back then) and rebuilt from the ground up
First fender bender? Someone running up the back of me while I was stopped at the lights in Warrigal Road
Everyday driver? Jenny's Land Rover Freelander 2
How many MX-5s have you owned? One
Current MX-5? 2007 Copper Red NC Roadster (still love the colour)
MX-5 improvements? Not yet
MX-5 dislikes? What is there to dislike in a car that makes you smile every time you hop in the driver's seat?
Why an MX-5? I had never owned a sports car; it's just the two of us so we thought "why not" and haven't regretted one moment of our experience
Fluffy dice? No thanks, but I did have a wobbly-head dog once

The MX-5 Club Grill



Screen idols ... Bruce at NatMeet 2012 with Jenny (right) and Gail Collins

- Passions besides the MX-5?** Jenny, grandchildren, caravanning, cruising, walking, cycling
Favourite TV show / movie / book? No TV shows that come to mind / Star Wars / Pillars of The Earth by Ken Follett
Dream wheels (money no object)? Audi R8
Would you drive a Daewoo or SsangYong? Do I really have to choose?
Favourite other Mazda? Mazda 3 MPS
If not a Mazda (gasp!), then what? Subaru Forester XT
How long in the Club? Five years
How many MX-5 Club runs or track events? Lots of runs but no track events
Favourite Club run/track? It would have to be this year's week in Tasmania – special, special roads every day.
Funniest thing seen at a Club event? "Les Patterson" at last year's Canberra NatMeet 'Stars of the Stage & Screen' night – amazingly staying in character all night by the time presentations came around the unnamed NatMeet participant had everyone believing that he really was Les
Have you been to DECA or NatMeet? DECA once, NatMeet twice (McLaren Vale 2010 and Canberra 2012) and next year in Queensland will make three (might be old but I can still count)
Ford vs Holden? Holden; it's in the genes
What's playing in your MX-5? Have CDs with everything from Carl Orf (Carmina

Burana) to Lenny Kravitz (Are you going My Way?), but usually I just listen to the MX-5 soundtrack.

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

Final comments? After being involved in a major accident in January, on the Kinglake-Healesville road (luckily for us in a 4WD and not the MX-5) we came very close to selling our MX-5 and leaving the Club.

Thankfully after much deliberation and driving many 'normal cars' we couldn't come to parting with our MX-5 or leaving the Club so I decided to join the Committee and try to make a small contribution to support those members who have given up many years of service to the Club.

Over five years we have met many people from all walks of life with one passion, their MX-5 (or 5s in the case of many members). Whilst there is always discussion on which is the best series there is never anyone who thinks you have an inferior car (as happens in other car clubs).

We have enjoyed many varied runs and look forward to many more, particularly the overnight/weekly ones.



My favourite MX-5 road ...

Words & photo: Ben Sale, Committee member



Highlands Motorsport Park - Cromwell, New Zealand

When considering that my choice of favorite road comes down to Highlands and Nürburgring, it says a lot about the quality of this new track near Queenstown, NZ.

Built primarily as a members-only facility, Highlands takes reference from some of the world's best tracks and brings it all together into a ground-breaking 4.5km circuit capable of being run in a total of 28 different layouts, including reverse.

Personal highlights for me include the Southern Loop, a long constant-radius corner which lasts for over 10 seconds at approximately 190km/h in a fast car, the Carrousel which is a direct copy of Nürburgring's (without the bumpy concrete) and the bridge section which is really exciting to drive over.

Highlands is about more than the track, though; there is the world-class NZ Motorsport Museum, go karts, a restaurant, winery and even a mini golf course shaped like Bathurst. ●

See Ben's lap in the circuit's "200km/h taxi" (a Porsche Cayenne) here: <http://youtu.be/hAFq1e4HboQ>



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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*John Benson, Davies, Craig
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For full details, see the Davies, Craig website: www.daviescraig.com.au



Chapter chatter ...

18.8.13 | Eastern Victoria ■ Words: Jemma Perks ■ Photos: Jason Laine ■ Organiser: James Lang

Traralgon McDonald's 9.00: two cars, dark clouds and a wind sent directly from Mount Baw Baw, surrounded by 4x4s and being asked to join them for a drive through the snow, tongue in cheek!

No sign of the run organiser or Chapter leader – did we get the date wrong?

Soon after James arrived with a tale of a major boo boo on his behalf. Somehow he had managed to organise his run on the same day as his daughter's Communion – we were hopeful that he would not find his bags on the front lawn when he returned home.

Before long a Citroen parks right beside us and out jump Alan and Jason. Oh, what the!!! Apparently Alan's baby (his beautiful NC) was experiencing a last-minute half-flat tyre but he was not willing to miss a day with the gang. Kudos Alan, but really ... a Citroen?

So, with our "little convoy" we headed off to "The Maffra Shed".

Maffra has long been a strong motoring centre that boasts both a hillclimb and motocross track run by the Maffra and District Car Club.

old and new facilities.

Most of the vehicles in the museum are on loan from individuals and private collections ranging from Veteran, Vintage and Classic up to modern Competition and complemented with years of automobilia from bygone eras also on display.

The majority of displays are rotated three times a year, the current display theme is *Continental*, which will run until the end of October.

Open days are also held, which often see large displays of visiting vehicles from various car clubs in the surrounding grounds.

It was wonderful to be welcomed so warmly and enthusiastically by a crew who clearly adore what they are doing, and want to share their passion with as many people possible. I was left with a want to assist them in whatever way possible – oh, and two pairs of new sunnies. So I would like to recommend that you all find the time at some point to visit the shed for yourselves.

We also took up the opportunity for a great little photo shoot ... looking forward to doing this again with a LOT more cars.

Off to the Tinamba Pub for lunch. *Oh wow! How nice is that place!*

The piano plays itself, the waiters place serviettes on your lap, and the menu! OK, I had no idea what the menu was saying, but it sounded impressive nonetheless. The only thing I understood was the listing for "Fat Chips" – *Aussie Aussie Aussie Oi Oi Oi!* – Yep, I ordered them.

I'm pretty sure that within about 10 minutes we had unsettled at least two of the waiters/waitresses. Yep, you can take the people out of the country but not you'll never get the country out of the people.

Well, that was until the food was served



– OMG, five words: *Yum Yum Yummy Yum Yum!* The table was silent for some time, even with me sitting at it!

From the pub we headed off to the hillclimb track. What a wonderful hidden treasure that is – a fantastic dirt hillclimb circuit. A large turnout, a wide variety of cars from an old Magna to purpose-built dirt buggies, cars from the '70s to WRXs running time trials.

I was also impressed to see a few female drivers amongst the pack, both young and old. The action was plenty: cars were sliding everywhere, some experiencing those trees that move out when you're driving past, some were loud and others barely audible and a few of the drivers were the most impressive control sliders that I've ever had the pleasure of seeing live.

Well, to wrap things up, while the day was not a traditional "run" it was an immensely enjoyable social day out for us all.

Thanks again James for arranging it – I just hope you still had a bed when you got home! ●



Big day out in Maffra ...



^ Inside "The Maffra Shed"

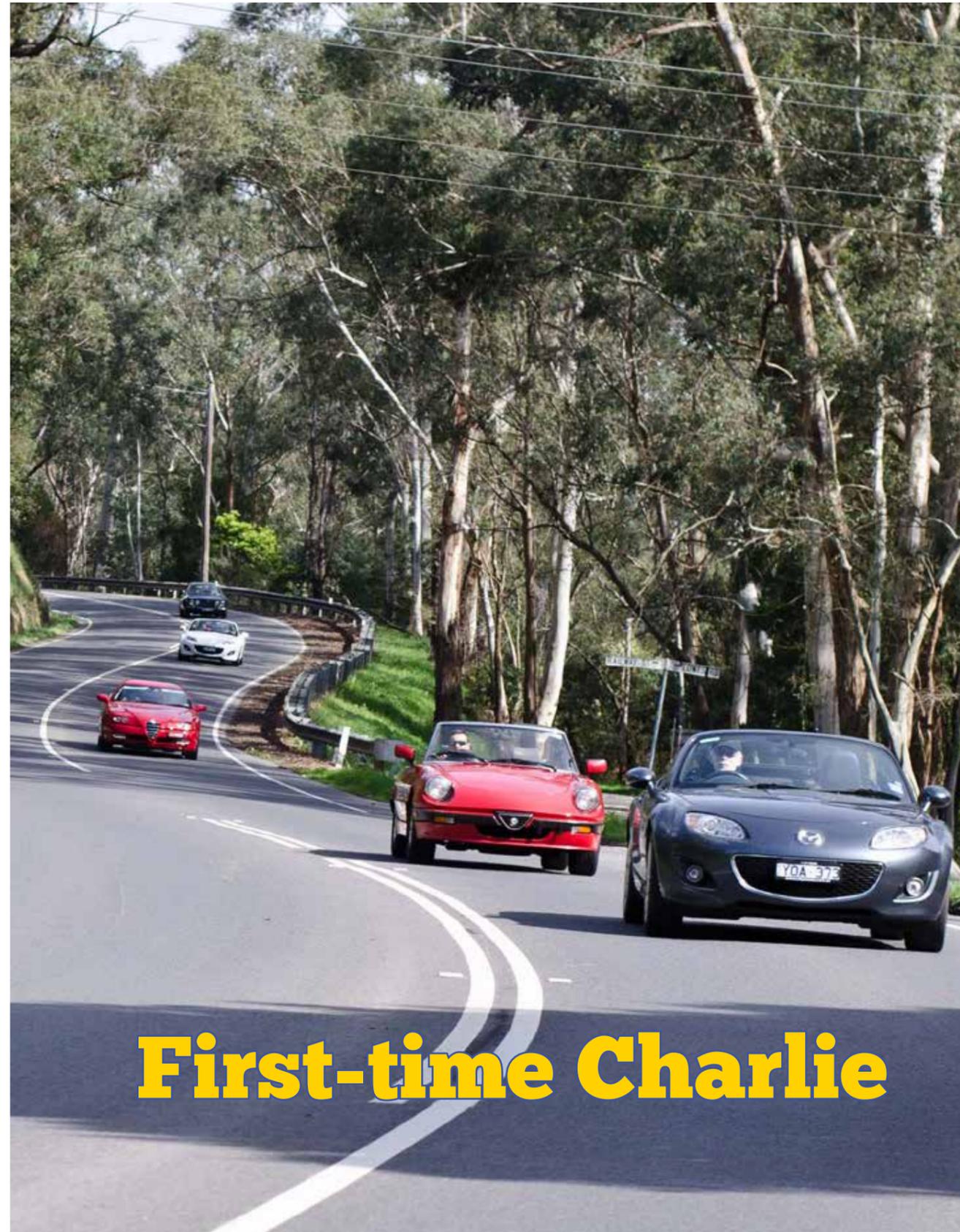
Eastern Victoria Chapter members (from left): > John & Pam Smith, Peter Ferguson, Jenna Perks, James Lang, Alan Laine (Chapter Captain) and Rob Krygsman (Assistant Captain)



^ Action at the Maffra hillclimb

Chapter chatter ...

8.9.13 | Central ■ Words: Sandra Waldon ■ Photos: Wendy Clark & Ron Macdonald ■ Organiser: Ron Macdonald



This was a day of firsts ... the Club's first joint social run with our friends from the Alfa Club, Geoff and my first convoy run with the Club ... and my first time "volunteering" to write the run report.

Sunday dawned a beautiful day, sun shining – a day to enjoy the great outdoors.

We arrived at The Pines shopping centre in East Doncaster to find the organisers Ron Macdonald and Wendy Clark ready to welcome all the participants.

We found 25 MX-5s and three Alfas lining up for the start. Great interest in the different models and years, all beautifully polished and great pride obvious.

Ron gave a short speech explaining the run and for the new members who had only recently joined the Club (which included us) and which we found informative and appreciated, being able to meet the notaries and the positions they held within the Club.

We all moved off towards Warburton and as Geoff Morris and I were to write this article I took notes of interest while Geoff did a magnificent job to stay with the group around "esses" and up and down lovely rolling countryside – needless to say I would burst out laughing as my writing would end up looking like a spider had walked all over the notes – even I had trouble trying to decipher it!

The first section of the trip along Stanton's Road with grassy paddocks, dams/lake and large white birds of unknown origin past Jumping Creek Reserve and Heritage Gold Club, to drive over the rise of one of the many undulating hills to overlook beautiful grazing countryside with a large town in the distance. What a magnificent sight! Several of the houses were of very large proportions, beautifully maintained, and as you should be able to guess I am female!

We passed sheep, cows, vegie paddocks and even a few planes, needless to say on an airfield. At Coldstream strawberry farming. The most unusual point of interest coming out of the hills was to confront a single lane bridge unexpectedly – thank goodness nothing was coming the other way.

We had fallen behind the main group of cars and with relief caught up at a T-intersection near Woori Yallock. Not bad for a raw beginner. We weren't keeping 'Tail End Charlie' company.

Reaching Warburton we found Market Day in progress, old model Fords at the railway station, sculptures for sale, RSL club, a very alpine-style hotel and an ideal rocky, rushing creek just made for kayaking. How exiting!

After a quick break for refreshments and visit to the Information Centre to admire the historic water wheel, we set off on the next leg of the trip, passing the Riley Motor Club flag hung out for all to see. We came to a hilly, extremely windy section of the road bordered by wattle trees on both sides which was the longest almost unending 8km imaginable. Rolling hills with figures of school children climbing over a crèche gate and Alpacas watching our procession.

At one stage I was admiring the country, blinked and missed the turn-off. No cars behind so a sharp U-turn was in order. Luckily no repercussions for neglect of navigation. We arrived at Noojee to enjoy the culinary offerings of the town and amblings of the surrounding area, discovering a trout fishing creek for the enthusiasts. Well worth further exploration in a very peaceful environment. ●



Chapter chatter ...

8.9.13 | North-eastern Victoria ■ Words: Marg Gillick ■ Photos: Marg Gillick, Loz Thomas ■ Organiser: Ron Gillick



Sunshine, blue sky, off to Yak,
Pick up coffee and a snack.

Five cars gather at park Isaac,
Meet new members, hit the track.

Sheryl, Jim and Roger too,
Shane and Loz have joined our crew.

Tops are down and engines humming,
Briefing done, so off and running.

Ron is leading, Stewart last,
Little towns we're flying past.

Kiewa, Tangam, Tallangatta too,
Water, water, what a view!

The Hume is chockers, fairly brimming,
The Kiewa's flooding – we'll soon be swimming!

Pick up Brian and Maree,
Plenty of turns and scenery.

A photo of the snow that's left,
A wayside stop to catch our breath.

Valleys green and paddocks lush,
Wafts of dairy cows, watch the slush.

Zoom along beside the Mitta,
Spring has sprung, what could be better?

Up to Dartmouth, it's full too,
Take a photo and admire the view.

Roger's wheel got in the gravel,
Lucky things did not unravel!

Lunch was had at Mitta Pub,
Excellent service, lovely grub.

To Lockhart's Gap, a few more hills,
Just to test the driving skills.

Down again towards Gundowring,
Closing off our day's touring.

Back to Yak for afternoon tea ...
Is there anywhere else you'd rather be?

The Mitta Mitta run



Chapter chatter ...

15.9.13 | Northern Tasmania ■ Words & photos: Kelly Berggren ■ Organiser: Bruce Harvey



■ Instructors: Sam Gumina, Daniel White, Tim Emery, Craig Healy and Mark Dilger



Our runs across Tassie's fine roads are wonderful and pretty hard to top. However, that wasn't going to be an issue this month!

Bruce had whipped us up something special and organised to have four top Club motor sport members from Victoria fly over to Tassie, plus another from our own ranks here, to take us through some exercises on the track that would allow us to explore our cars' capabilities in a safe and controlled environment ... **on Symmons Plains Raceway!**

The day was a chance to learn some defensive and advanced driving skills and thus give a taste of what may be expected at a club sprint day. Life Member and six-time Club Motor Sport Champion Sam Gumina (pictured left) started the day with a short information session covering the theory of car control and balance, grip circles, braking, corner lines and the causes of oversteer / understeer.

This was followed by practical driving sessions through a variety of challenges running at different locations around the track, including emergency stopping; a reducing corner into a 'garage'; slaloms in first and second gear; an emergency 'school bus' avoidance ; and taking the big corner with a good line at good speed.

I must say we all did pretty well, though there was a lot of smoke during the first attempts! We had a couple of cones out of place and only two spin outs, but I think I took the cake for the most cones collected (one got REALLY stuck under the front wheel arch during 'garage parking' – no cracks about women drivers, please!).

We had 18 cars there for the day (including six Southern Tassie Chapter members who made a trip up especially to join in!) and that gave us around three runs each with two circuits. We each had one of our five fab instructors drive with us, correcting, encouraging and occasionally egging us on!

I was amazed at the improvement we achieved in such a short time – it made a big difference having real-time help while doing the challenges. Only last year our Chapter had a great day driving circuits around Symmons, and I now realised how many errors I was making in my corner approach and line – turning into the corners too early without balancing the car.

After lunch we all had another circuit. Then we donned helmets and took to the track in groups of five (again with an instructor each) for a more 'advanced' approach: using knowledge of the way cars behave to go faster around a circuit by exploring the limits of grip in braking, cornering and accelerating and learning the correct lines for cornering for maximum speed. We also had cones marking the entrance, apex and exit of each corner on the track – which REALLY helped a lot.

Seeing us all lined up, waiting our turn, a mini sea of white helmets bobbing here and there generated our report title (thanks Michael!) and caused a few laughs amongst the spectators. I did my turn and then another with Craig driving so I could snap some pics – and the difference in G-force between my hairpin corner and his was tummy turning!

The day was a great success and enjoyed immensely by all. A HUGE thanks to our instructors, everyone who travelled, Symmons Raceway, and Bruce for organising it all! ●



More photos here: <https://picasaweb.google.com/114451423158346665893>

Chapter chatter ...

18.8.13 | Southern Tasmania ■ Words: Michelle Waldock ■ Photos: John Waldock ■ Organiser: Brandt Campbell

This was the first time that Brandt had organised a run, so the other members naturally expected great things – and we were not disappointed.

Upon meeting at the usual place at the usual time, we were presented with a crossword, a panic envelope and the 'rules of engagement' – to get to the mystery destination in the shortest possible time using the least amount of kilometres. (Actually, Brandt did say something about it not being a race, but everyone ignored him.)

Our crossword contained all the clues we needed to find the destination while the panic envelope contained Brandt's mobile number in case anyone got hopelessly lost.

So, in typical Tasmanian 'four seasons in five minutes' weather, we set off, some with tops down but some others choosing the safe 'tops up' option. Our initial clues led us to a variety of places in and around the CBD, with lots of fun being had as MX-5s criss-crossed each others' paths. A common theme was already emerging – lots of the clues were sheep-related (Brandt did not mention any Kiwi heritage when we started!).

The route was beginning to broaden out and led our little cars down the twists and turns of the old road to Kingston, past the Shot Tower with great views of the D'Entrecasteaux Channel and the Iron Pot lighthouse (which was important – more of that shortly).

A required slow down when we reached Kingston due to pesky speed limits allowed the 'ladybrake' navigators to reconsider the crossword clues under less breezy conditions. As well as filling in all the clues, we were also required to have some extra items to gain more points (in our particular car, the navigator was chastised by the driver for failing to read all the information, which led to 'cross words' of another kind!).

After this small diplomatic incident, we headed off to the 'dead centre' of Kingston, a cemetery where a founding family was laid to rest. This turned out to be a tiny pocket handkerchief-sized piece of lawn wedged between houses – the residents of the neighbouring units

looked suitably surprised when 10 MX-5s parked in their driveway, people flung open doors and dashed to the next door piece of land then dashed back to the cars which proceeded to roar back to the main road. On with the journey.

We were beginning to recognise the road as a Club favourite, the delightful (for some) bends of the Channel Highway, which took us past Margate, Huonville, Cygnet and Woodbridge with some entertaining stops along the way as we filled in more crossword clues.

Eventually, after some extra stops and retracing of kilometres, we arrived at our destination, *GrandVewe Cheeses* at Woodbridge. This was the source of all the sheep-related clues as GrandVewe specialises in making cheese using sheep's milk.

Brandt and Rowena were waiting to mark our sheets and award points *at their discretion* ...

Circuitous Crossword



The Spring Clean Grand Rally

Our winners for the event were **Rose and Michael Grubits** (shown at right, with Brandt) who, although they racked up more kilometres, gained valuable points for being able to gather all the bonus items – a pinecone, a piece of sheep's wool and a non-electronic photo of the Iron Pot lighthouse. (As we discovered, a postcard doesn't cut it, especially when the Iron Pot is just out of the shot anyway!)

GrandVewe donated a lovely gift bag to the first, second and third place-getters and after prizes were awarded, we sat down and partook of an excellent lunch.

It was a great fun day and we congratulate Brandt and Rowena for their organisation. Brandt has promised to organise another run next year and it will be a big ask to top such a fantastic day. ●



^ Collecting our crossword clue sheets at the start ...

Capers



^ Reviewing the results, and the spoils, at Grandvewe Cheesery

Chapter chatter ...

22.9.13 | Western Victoria ■ Words: Noellene Gleeson ■ Photos: Karen Bradshaw ■ Organiser: John Gleeson

What a beautiful day, a tops-down day.

It's between 9.30 and 10am and the cars start arriving. To fill in the time waiting is quite easy ... we all love to yak, and some make use of the time to check under bonnets etc.

We were expecting eight cars to leave from Ballarat, so at 10am on the dot a call to start engines is made. Hey, hang on, here comes another one ... Anton, a Central Chapter member who has just moved up this way, has joined us for the day.

After introductions and welcoming handshakes we are on our way.

Heading out through Buninyong and then on to the Colac road, from here to Cressy, where we pick up another three cars, it's a windy bushy road, so it's a good start for the rest of the day.

After the pickup, a few kilometres of straight and, I might add, rough bits we arrive in Colac for morning coffee break.

OK guys, let's head off for the best bit of the day. We are in the Otway ranges now so the road is terrific – twists and turns

that all who have these little cars just love.

We are now at Beech Forest where we pull in to sort out who wants to have a bit of a squirt, and who wants a leisurely go at Turtons Track.

This is our favourite run, although you need to be very aware of oncoming traffic. This road is very narrow, and you come out of one turn and go into the next.

It is also very beautiful – tall straight gums and amazing ferns – we l...o...v...e it!

After our bit of fun we head up to the Barwon reservoir for a picnic lunch.

A couple of cars leave for home after lunch; the rest of us head down to the Great Ocean Road.

We all know the fun that can be had on the stretch to Skenes Creek. Well, of course, on a Sunday heading to Lorne you can expect to be held up with traffic, but my goodness ... 40km/h??

We've now gone through Lorne and have turned towards Winchelsea.

More twists, turns and sweeps, and the slow traffic let us through. THANK YOU!

At Winchelsea we pull in for a coffee and to say goodbye to a couple of friends, and then head home to Ballarat.

What a day, what a run (400km) ... what great company, what great little cars.

Zoom-Zoom ●

▼ West Barwon Reservoir



On Skenes Creek Road



◀ Morning tea at Colac



A break at Cressy



Great Ocean Road



▲ View en route to Beech Forest

There's a new kid in town ...

Words: Peter Dannock Photos: Daniel White, Andrea Stagno Navarra

It was January 2009 when I first took my 1991 Mazda MX-5 NA on the track at Winton.

It was a week before the disastrous Black Saturday fires that wreaked havoc through the state. Of course it was hot, 45 degrees Celsius, and probably even hotter on the track.

My little NA and I struggled; the car temperature was hot and the cheap tyres on the car didn't fare too well either. Nevertheless, I enjoyed the day immensely, vowing to do more days on the track, but, take it all a little more seriously than the first foray.

Fast forward 4½ years and, armed with a nice bonus from work, it was time to get serious about the track. Though I still had the NA, it was time to get a more serious car for the track, so I purchased a 2001 Sunlight Silver NB8B (below). The Club's motor sport captain, Daniel, was more than happy to help me settle on the right car and provide advice on what needed to be done for the track:

- ✓ New tyres – Dunlop Direzzas ZII
- ✓ Roll cage - Brown Davis single hoop
- ✓ Racing harness

- ✓ RDA EBC Green Stuff brake pads and rotors (as advertised to Club members in this month's *mxtra*).
- ✓ New aluminium radiator
- ✓ The good oil in the engine, gearbox and diff (Redline)
- ✓ City Mazda Superstore decals (got to look after the sponsors)

My rocket was ready to go.

The weather was threatening in the days leading up to the event. The WRX Club had a plan to bypass the drag strip at Calder should it rain (apparently it can be quite slippery when wet). Thankfully, the day started with sunshine and I arrived at the track around 7.30am. We were all a bit excited to find that all of the garages had been opened up. We were less excited when, later in the day, they hit us for a \$50 fee to use the garages.

Scrutineering and driver briefing were uneventful, as expected, and it was time to get on the track. Here were over 100 cars on the day, a mix of makes and models. Seven groups of 15, and I was in Group 3. Daniel was kind enough to let me go with him on his first run in Group 1 to get a view of the track. He then accompanied me on my first run to help me settle into the track.

"Take it smooth, don't overdo it on the first day" was the message. No blistering time set for the first session, fastest lap of 1:20.5, 12th of 14 cars in the group.

When you are in-car, it is so very different from the experience when you spectate. Flat chat down the straight,

hitting the brakes hard at the end is quite exhilarating. Was I to believe 175km/h on my speedo? Perhaps not, but it certainly felt great with my foot to the floor and pushing as hard as I could.

The new Green Stuff pads and rotors were fantastic, pulled me up on a dime and gave me quite a bit of confidence in braking. I was surprised with the tyre grip and the handling of the car. My previous experience at Winton four and half years before was nowhere near as good. The time and money spent on getting some good tyres and brakes was paying off.

Throughout the day, I got another three opportunities to get on the track, where I managed to consistently lap around 1:18.5, with my best time being a 1:18.0285. *Not bad for a new kid.*

Even though I had set myself the task to just enjoy my day and not push too hard, I couldn't help but want to keep going harder and harder. I think I could do a little better once I build up some race craft. I thoroughly enjoyed my day and pleased with my new car and the way it handled. We were also fortunate that it remained dry for the whole day.

From purchasing the car to getting it on the track was only two weeks, and I couldn't have done that without Daniel's help. I left Calder Park feeling very pleased with my day, third place on the day for Standard NB class, and third place in the championship for Standard NB (*there are only three competitors in the class!*). Got to be happy with that!

I can't wait for the next opportunity ... it certainly won't be 4½ years from now. ●



2012-13 City Mazda MX-5 Sprint Championship Round 4 - 21.9.13



City Mazda MX-5 Sprint Championship - Round 4: Calder - 21.9.13

Results - Round 2	1st	2nd	3rd
Standard NA	Noel Heritage » 1:14.9160**	Daryl Ervine » 1:21.6319	---
Standard NB	Leon Bogers » 1:17.1294	John Downes » 1:17.7503	Peter Dannock » 1:18.0285
Standard NC	Randy Stagno Navarra » 1:12.2416**	Colin Denman-Jones » 1:12.6375	
Clubman	Peter Phillips » 1:14.6694**	Max Lloyd » 1:15.4479	Nicholas Cannizzo » 1:15.5577
Modified	David Wilken » 1:08.5682**	Dean Monik » 1:11.7665	Ray Monik » 1:12.8717
Super Modified	Russell Garner » 1:10.7063**	---	---
Restricted Open	Brendan Beavis » 1:08.4718**	Paul Ledwith » 1:08.6264	---
Open	Mark Fitzgerald » 1:08.3374	---	---

** New Club lap record

Championship standings after Rd 4 – Calder, 21 September, 2013

(corrected points)	1st	2nd	3rd
Overall Champion	Peter Phillips » 40	Leon Bogers » 37	Brendan Beavis » 33
Standard NA	Noel Heritage » 30	Daryl Ervine » 7	---
Standard NB	Leon Bogers » 27	John Downes » 24	Peter Dannock » 6
Standard NC	Randy Stagno Navarra » 26	= Robert Hart/Alan Conrad » 20	
Clubman	Peter Phillips » 40	Max Lloyd » 28	Tim Emery » 17
Modified	David Wilken » 30	Tim Meaden » 19	Gary Prescott » 17
Super Modified	Russell Garner » 40	---	---
Restricted Open	Brendan Beavis » 34	Paul Ledwith » 27	---
Open	= Mike Kirby/Mark Fitzgerald » 10		---

Precursor to the Motorkhana Nationals ...

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

Round 7 of the 2013 Victorian Motorkhana Championship was held on 15 September at the Mount Gambier Saleyards in Glenburnie, hosted by the South Eastern Auto Club of South Australia (SEAC).

This event combined rounds of the SEAC Motorkhana Championship, the final of the South Australian Motorkhana Championship (SAMC), the NGK Victorian Motorkhana Championship (VMC) and a test run for the organisers of the Australian Motorkhana Championship (AMC) on 5-6 October.

The trip to Mount Gambier was largely uneventful, heading across via Ararat, then towards Hamilton. A "spur of the moment" detour in the hope of finding something more interesting resulted in a slightly longer detour down some narrow back roads, which ultimately rejoined the highway at Coleraine. From here we stayed on the highway through to Mount Gambier, arriving at a casual 3.30pm local time. We headed down to a local pub for dinner and a chat with the rest of the Melbourne crowd, along with a couple of the locals. On cue the rain started as we headed back to the motel.

Sunday dawned foggy and overcast with some small breaks of sunshine. Out to the Saleyards and prepared the cars for the day ahead, signed in followed by the mandatory drivers' brief and explanation of the running order and test areas.

In total there were 42 entries with 17 from VMC, five from the SAMC, one from NSW and 20 from the host club. SEAC put in a huge amount of effort and preparation to produce the best-run VMC event for 2013, which bodes well for the 2013 AMC.

The MX-5 Club was represented by Tony and Troy Heasley and Bob de Bont.

SEAC had set three test areas where we completed 12 challenging tests on a clean and dry bitumen surface. The day started with an application of sunscreen, unfortunately the weather progressively degraded to overcast, then to a threat of rain and ultimately the event was called early to avoid a large rain storm indicated on the radar.

We repacked the cars and prepared for the trek home. For the return trip we travelled via Hamilton to Mortlake then to the outskirts of Geelong and back to Melbourne by 9.30pm.

Results: For the VMC component, Bob opened the day with a strong start for the first nine tests, collecting eight fast times, two flags and a couple of large mistakes in the final three tests saw much of his advantage lost, eventually narrowly winning Class B – eighth outright and fastest production car.

Tony had a fairly good day with two fast times, but also included a "WD" (incorrect method) penalty to finish a close second in class and 13th outright.

Troy started with a WD and then regathered with a number of consistent times across the remainder of the tests to collected fourth in class. Troy also won the juniors' category.

In the State Championship, Bob has built up an unassailable lead in Class B with Tony and Troy fighting over third and fourth. Troy's fortune has improved in the junior category and is currently joint leader. With a dropped round to be deducted, Troy needs a strong finish to the year to win the category. The MX-5 Club has temporarily moved up to third in the Club Championship. ●

◀ Young gun
Troy Heasley
in action



▶ A non-club MX-5
goes through its paces



That's how you stop!
Eventual event winner Mike Exell
puts a full stop on his test.

Next rounds:

20 October: NGK Victorian Motorkhana Championship, Round 9 – Pakenham (on grass).

24 November: NGK Victorian Motorkhana Championship, Round 10 – Sandown (on bitumen).

For more information on motorkhana, contact Bob de Bont (details at top of the page). Information on the NGK Victorian Motorkhana Championship at www.motorkhanavic.com.au

More photos can be seen here:
<http://minus.com/mbrEqylH4HquHJ>



^ A beautiful MG TF in action



◀ Speed, not comfort!
... a motorkhana special.

I came, I saw ... iRacing!

Words & photos: Alan Laine, Eastern Victoria Chapter Captain

Years ago a group of us used to get together for a race night. We had eight computers networked and usually raced V8s on the racing simulator, "rFactor".

Things moved on, as they do, and my time was spent on **Grand Prix Legends** (even though the program came out in '98 it's still one of the best driving simulators around), always trying to better lap times.



The developers of GPL decided to move on to online racing and came up with **iRacing**. It's said to be the world's premier PC-based motor sport racing simulation with real driving physics; *PC Gamer* rates it as *the best racing game of all time* ... and it's hard to disagree with them.

What may be of some interest to **mxtra** readers is that they have two classes of MX-5s to race, "Roadster" and "Cup". Both have a fixed set-up ... *so you can't blame the car if things go "not so well"*.

Each race has a maximum of 12 competitors and there's a good variety of cars and tracks. A few are included in your subscription, but you can get extra tracks and cars ... at extra cost.

The Aussie tracks available include Oran Park and Phillip Island, with Bathurst coming soon. All the tracks are laser scanned so it's as real as you can get.

The V8s are also available, though only Ford at the moment. Shane Van Gisbergen, Scott McLaughlin, Jason Bright and Mark Winterbottom use *iRacing* regularly (my son Jason raced Scott around Laguna Seca and was four seconds a lap off the pace).

If you're into NASCAR, Indy, Sports Cars or GP racing, those are available too with a great selection of tracks. All up there are 40 official series of racing.

You start off with a rookie licence and then have to earn what they call "MPR" to move up the licence ladder to be eligible to race in another series. If you run off the track or hit other competitors during a race, this all affects your MPR status ... so it's always active. Just because you move up to the next licence level, you may not stay there.

The set-up I use is a *Hyper Stimulator* cockpit, 34-inch monitor, with *D Box* motion actuators ... this adds a bit more realism: the rig leans through the corners, and if you crash or nudge other cars during a race you feel it!

The best part for me is that you're racing people from all around the world – it has close to 50,000 members – and it's great texting other drivers and making friendships. I have drivers I keep in contact with who love close wheel-to-wheel racing which gets the heart rate up without the biff and barge you get with online PS3 racing.

Check it out on www.iRacing.com, or see a demo here: <http://www.youtube.com/watch?v=tz7YhifGfQ>

Beware: *it's addictive, and can take up lots of your time because lots of people worldwide love racing their MX-5s.*

If you join or you're already an iRacing racer, please let me know (eastern@mx5vic.org.au) so we can meet up online ●



Simulated 2.0L, 170 bhp MX-5s in action around Lime Rock Park circuit in Lakeville, Connecticut, USA ... aka, a rumpus room somewhere in Gippsland, Victoria!



Alan's iRacing rig and screen view



Over Skyline into The Dipper

Flat out down Conrod
Straight at Bathurst



Gardner Straight at Phillip Island



Over Lukey Heights

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



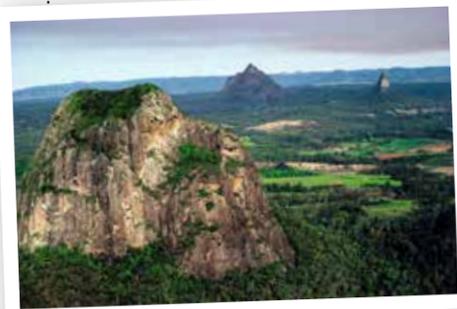
the wonderful Mazda MX-5. Being involved is an experience you will never forget.

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



Brakes - bedding-in ...

Words: RDA EBC Brakes, Club Supporting Sponsor

Bedding-in information



A correct bedding-in procedure is undervalued by many repairers (some think it's a waste of time) but, if done correctly, it will eliminate many issues and complete a professional brake service.

All brake pads must be bedded-in with the rotor they will be used against to maximise brake performance.

The bedding-in process involves a gradual build up of heat in the rotors and pad compound. This process will lay down a thin layer of transfer film on to the brake rotor surface, which reduces rotor surface roughness, cutting down on pad movement and reducing the chance of noise.

When bedding-in a car, try to do it:

- without stopping completely or braking longer than 3-5 seconds,
- allowing a non-braking period between applications for cooling, and
- before parking at the conclusion, drive for a longer time without braking to maximise cooling before the brake components become stationary.

Bedding-in procedure

- Increase speed to 40km/h, put brakes on lightly reducing speed to 20km/h
- Increase speed to 60km/h, put brakes on lightly reducing speed to 40km/h
- Increase speed to 80km/h, put brakes on lightly reducing speed to 60km/h
- Drive for a while at 60km/h, letting brakes cool slightly
- Apply brakes lightly at 60km/h, reducing speed to 40km/h
- Drive for a while at 40km/h, letting brakes cool
- Apply brakes lightly at 40km/h, reducing speed to 20km/h
- Increase speed slowly to 60km/h
- Apply brakes lightly at 60km/h, reducing speed to 40km/h
- Increase speed to 60km/h, drive for a little while then apply brakes, reducing speed to 40km/h
- Repeat previous step two more times
- Drive for 2-3 minutes without braking to cool brake components before parking



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



Like your car,
our policies
also stand out from
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2015 Mazda MX-5-Alfa Romeo Spider mule spied ...

Words & photo: Malcolm Flynn – carsguide.com.au

First sighting of Mazda MX-5-Alfa Romeo Spider joint project spotted testing in the US.

The first tangible evidence of Alfa Romeo and Mazda's joint roadster project has been sighted in the US, with these shots showing a development mule wearing cobbled-together current MX-5 panels. The prototype was sighted near Chrysler's headquarters in Auburn Hills, Michigan and, given Alfa's relationship with Chrysler, it's likely we're seeing the Alfa half of the project.

Mazda's half of the bargain will yield the next generation MX-5 roadster, and Alfa Romeo will build a uniquely styled version with Alfa drivetrain components – tipped to be badged *2C Spider*.

The images clearly show the new model will grow in wheelbase between the doors and the front wheelarches, creating overall proportions similar to the Toyota 86/Subaru BRZ twins.

Also visible are headlights that protrude beyond the current body, suggesting the front overhang will also grow – likely to suit European pedestrian safety standards.

The doors look to have been lengthened, and pumped up rear wheelarches suggest track widths will also grow. The exhaust outlets are also slightly different from the current MX-5, and their finished appearance could mean we are looking at the Alfa's production tips.

The Alfa is likely to use a version of the 1.75 litre turbo four from the 4C sports coupe, while the Mazda is expected to use a 1.3 litre turbo *Skyactiv* unit.

Both versions are expected to undercut the current folding-hardtop MX-5's 1167kg weight, with Mazda targeting 1000kg through its *Skyactiv* weight reduction strategy.

The new MX-5 is set to appear some time in 2015, with the Alfa version appearing soon after. ●



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