

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

Putting the win into **WINTON!**



In this edition:
Another active month in the Chapters
Cheap tyres: what are you saving?
Motorclassica - oh, for an open cheque book!



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11/13



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11/2013

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Cover image: *That's the way you do it!*
Team *Flyin' Miatas* celebrate back-to-back victories at the Winton 6 Hour.
Photo: Daniel White



Find us at:
MX-5 Club of
Victoria

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Don's Drive(l) ...

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

Hi everyone!

Welcome to our November *mxtra*.

For those members who are used to receiving the magazine as a hard copy, you may have noticed the subtle difference in the magazine colour and binding last month.

If you didn't then you have another chance as we have decided to stay with the new printer and distributor. We had no complaints last month from members receiving printed copies, so we assume you all received the magazine in the post. If you didn't you'd better let Murray know.

I learnt a couple of very valuable lessons on the GOR last month. Firstly, I've been labouring under the misapprehension that you can overtake on a solid white line. Somehow my head had decided that this was perfectly OK but I had conveniently overlooked the fact that the single white line rule had been updated in 2009, making it no different from a double white line (except that you can cross a single white line to leave the roadway). Even my "L" plate son, who has read the road rules, was under the same impression.

Following a complaint from one of our Club members that he had been overtaken on a stretch of the GOR with a solid white line, the offender, my son and I have all been brought up to date with the road rules. I'm intrigued to know how you interpret the rules where the solid line is only broken by the cats eyes, as occurs on the Westgate bridge and parts of the M80 Ring Road.

The second lesson, when returning from the GOR, is an observation on how we can become frustrated with the driver in front for not giving way but can tend to forget this when being followed by a faster car, particularly when we believe we are going as fast as is allowed. The philosophical question in this situation is do we become the police or let the person through? According to a friend in the police, you let the faster car through in the interests of reducing tensions for both drivers, regardless of the fact that you are in effect encouraging the overtaking car to exceed the speed limit.

You will no doubt have seen in the press that Mazda have decided to sponsor the celebrity event again at the Australian Grand Prix. This year they will be using the new Mazda3. And yes, we are in discussions with Mazda to determine if we can be involved again in the event. If we do get an invitation, let's hope it doesn't rain again.

In the middle of October the Presidents of the five Australian MX-5 clubs had one of our regular Skype meetings, kindly hosted by the NSW club. We learnt that the Queensland organised NatMeet for next April was very nearly full. In the meantime the organisers have advised us that bookings have now closed, as they have no more car spaces available. However, if you are still interested then you can add your name to a waiting list. See page 18 for details.

In the same meeting we also heard how the NSW Club is expanding through the establishment of further Chapters along the lines of our own format. It seems that the things which make the Chapters so successful here are no different from those in NSW. No surprises there, but it is nice to know that the Chapter approach seems a very welcome addition to the Club's offering.

Our interaction with the NSW Club is also increasing. There was an overnighter planned with the Canberra Chapter for 9-10 November. We also have had the Interstate Challenge, this time organised by the NSW Club at Wakefield Park on 2-3 November. At the time of writing I have still to hear how we went.

Finally a comment on safety in motor sport. One of our most experienced drivers, Peter Phillips, had the misfortune to side swipe a wall during the Winton 6 Hour. Peter's misadventure was temporarily forgotten in the euphoria of the fantastic result achieved by the Club. However, Peter was fortunate to suffer more damage to his pride than his body, but it is a timely reminder that motor sport does come with risks and the installation of good safety equipment is never a waste of money.

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

Remember ... **Safety first!**

Don

For your diary ...

See the full calendar for details

November

- 17 Central: annual CFA run
- 17 Sprints: Rd 6 – Phillip Island
- 22-24 Western: Summit to Sea run
- 23-24 NE Vic: Summit to Sea run
- 24 Motorkhana: Werribee
- 30-1 Geelong Revival Motoring Festival (non-Club event)

December

- 8 NE Vic: Christmas run
- 14 South Tassie: Christmas run
- 15 Central: Christmas run
- 15 Western Vic: Christmas run
- 27 Informal run - Healesville loop

2014

January

- 19 Eastern: Moe-Rawson run
- 25 North Tassie: World record attempt

February

- 8-9 South Tas: Overnight to Launceston Festival
- 9 Eastern: Chip run to Aliberton

March

- 23 Eastern: Neerim run

April

- 12-15 NatMeet XI – Caloundra, Qld

May

- 11 Eastern: Khanacross
- 17-19 Eastern: 3 Peaks Run

June

- 23 Eastern: Gippsland run



Full Throttle!

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

Winton 6 Hour - Back-to-back Champions!

Well, it was another huge weekend of MX-5 motor sport at the recent Winton 6 Hour Regularity Relay.

Congratulations to the *Flyin' Miatas* for winning the event – a great team effort to take out the event and beat the 41 other teams, as back-to-back winners.

The winning margin was nine laps over second place and 25 laps over third place.

Well done Peter Phillips, Robert Downes, Noel Heritage, Steven Downes, Max Lloyd and Pam Phillips. For full details and photos see Noel's report on page 8.

Once again we had three teams competing in the event, 15 drivers and about 15 fantastic volunteers who did an awesome job of assisting us over the weekend. On behalf of all drivers I would like to thank you all sincerely; we really do appreciate the support and we could not have done it without you.

In addition to the support of our volunteers we were also very fortunate this year to have generous contributions from the following businesses, who sponsored our teams in the event.

- » **Mazda Australia:** Always supporting MX-5 Club motor sport with some added zoom-zoom. Thank you, Emily and Ben.
- » **City Mazda:** Great supporters of the MX-5 Club Sprint Championship and MX-5 Club motor sport teams. Thank you, Greg and Jonathan
- » **Valvoline:** Thanks for supporting our teams this year with Valvoline SynPower product. Thank you, Patrick.
- » **Arma Tinting Essendon:** Prem and the team are always great supporters of our teams and with the heat at Winton maybe we all need some window tinting!!
- » **Batch Chemicals:** Thanks to Batch Chemicals for coming on board this year as a new supporter. Thank you, Brendan.
- » **Espresso & Coffee Solutions:** The coffee machine in the pit garage was the envy of other teams and kept the team going for the weekend.
- » **Hairy Lemon:** With some tired heads and aches and pains the Hairy Lemon recovery tablets were put to good use.



The Flyin' Miatas win again!

» **The North Eastern Hotel, Benalla:** 'The Northo' is the MX-5 team's unofficial Winton clubrooms – thanks to Helen and Tony for a great team event on Saturday night.

I would also like to thank personally all members involved in this event for your camaraderie over the weekend. Special thanks also to our Assistant Club Captain Tim Emery for his help in arranging the sponsorships with me and for finalising the dinner arrangements. In my pre-dinner speech on Saturday night I made mention that one of the things that makes our Club great is that everybody is freely prepared to pitch in and help each other and this was certainly the case during some challenges over this weekend. Well done everyone!!!

Safety Equipment - Are you due for an upgrade? ... Think about it.

As a general reminder to all of our motor sport competitors and for those considering competing it is a good idea to ensure you also invest in the proper safety equipment for yourself and your car. Although the temptation may be to spend your money on modifications to make your car go faster or handle better, please don't forget about the nut behind the wheel. Ask yourself, if you were going on an overseas trip, would you purchase travel insurance? Safety is paramount in motor sport and accidents can happen, so it is a wise choice to invest in the proper gear before you do anything else to your car.

I would urge you to consider investing in these options:

- » a good quality HANS-compatible helmet
- » a HANS device
- » a driver's race seat (properly mounted)
- » a minimum of four-point safety harness or (preferably) a six-point harness
- » a Brown Davis rollbar

If you are thinking about upgrading, then do it! **Your safety is paramount.**

City Mazda MX-5 Sprint Championship

Round 5 / Interstate Challenge, Wakefield - 4 November 2013

We had 19 drivers confirmed for this event, making the trek north to take on the NSW Club in our annual interstate challenge at Wakefield Park. I hope you were able to bring home the trophy!

Round 6, Phillip Island - 17 November 2013

As we head towards the festive season, and some sunny weather, this round at Phillip Island usually attracts high numbers of MX-5s. If you are new to the Club or thinking about competing in our Sprint Championship then it might be a good idea to put the top down and take a drive down to the Island for a look. We will be happy to see you there.

Daniel #146

"Racing – converting money into noise!"





Membership

Current membership count:

491
and growing!

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

Another big month with 14 new members, plus a bunch of renewals.

A big welcome to all of those listed below - I trust you will enjoy all that our great Club has to offer.

Western Victoria Chapter

Robert Gibb	2001 Silver NB
Neil Parker	2007 Silver NC
Mitchell Rowe	2005 Galaxy Grey NC

Southern Tasmania Chapter

Anne Burrows	2005 True Red NC
Tania McPherson	2008 Stormy Blue NC

Central Chapter

Johannes Abandowitz-Lee	1989 Classic Red NA
Ian Buczak	1989 Classic Red NA
Bruce Dobney	1999 Blue NB
Daniel Lovecek	2000 Blue NB
Mark McGregor	2007 Silver NC
Brendan Minogue	1991 Crystal White NA
Michael Milivojac	2010 True Red NC
Roger Redston	1997 Grace Green NA
Rahul Victor	2002 Silver NB

See you out and about *Will*

Alan Bennett's

MX-5 crossword #14

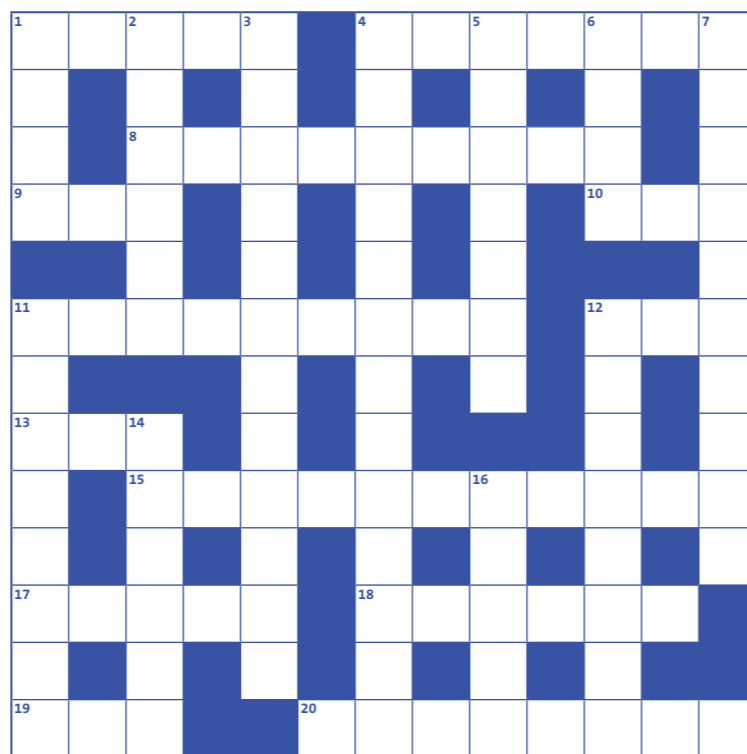
Across

- A venerated emblem or symbol (5)
- Issue in print? (7)
- Don't cross when single (5, 4)
- Pounds per square inch (abbrev.) (3)
- Magnificent wheel (abbrev.) (3)
- A true sign, unique to you (anag.) (9)
- UK version of a roadworthy (abbrev.) (3)
- Royal Agricultural Society (abbrev.) (3)
- You just could not miss an avian double! (anag.) (11)
- A cooking surface on the front of a car? (5)
- Very warm coat (6)
- Fast gear changes require this and the heel (3)
- Piece of a lens close to the eye (3, 5)

Down

- Driving from one place to another (4)
- Pulling behind you (6)
- Can be kept serviceable (12)
- Just in case (13)
- It's going, it's not going, in an on and off sort of way (7)
- A unit of time (anag.) (4)
- 8 and 10 Intensified although I then hedge my bets (anag.) (10)
- Unbending (8)
- I'm between liquids like amber men? (anag.) (8)
- Facing upward (6)
- Sag gradually (5)

Answers next month...



MX-5 crossword #13

October 2013
– Answers

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

Scene about ...



Photos: Alan Bennett, Ron Macdonald, Daniel White, Bronwyn Roche



The Flyin' Miatas do it again!

Words: Noel Heritage Photos: Jess Murphy, Pam Phillips, Daniel White, Noel Heritage

While technically not a "race" (those who compete may differ slightly), one of the key highlights of our motor sport calendar every year is the AROCA 6 Hour at Winton Motor Raceway near Benalla in Central Victoria.

This is a weekend-long motor sport overdose with teams of drivers all competing against the clock to match a pre-nominated lap over a six-hour straight period.

That's right. The event goes for six hours non-stop with approximately 200 drivers in an amazing mix of cars competing in relay teams of four, five or six drivers chasing the clock to achieve the highest number of laps against their calculated target.

Sounds easy ... be assured it is not.

After many years of trying, including a second place in 2011, last year the MX-5 Club scored its breakthrough win with the *Flyin' Miatas* producing the goods, with a BMW team in second place.

This year the *Flyin' Miatas* were back endeavouring to do what many thought impossible, back to back wins. There were also two other teams from the MX-5 Club, *City Mazda Motorsport* and *Team MX-5 Motorsport* also keen to keep them honest.

So in all the Club had a commitment of 15 drivers and a total of 14 cars plus volunteers, friends and family members for a entourage of 30 plus people.

Saturday practice did not go as planned and at times our collective pit areas seemed more like those of teams using certain anonymous southern European-built machinery as bolts fell out, things broke, belts flicked off and in particular we had a run of brake issues. So not the usual picture of mechanical reliability that we all are so used to! However, in true Club spirit, it was a matter of all-in to help each other and we even witnessed suspension components being changed between cars in order to ensure everybody completed the designated number of qualifying laps.

After a more chaotic practice day than we are typically used to, nominated times were submitted and everybody retreated to those great friends of our Club, the North Eastern Hotel in Benalla, for an excellent three-course meal and drinks in their private dining room. The evening also included a few very noteworthy speeches with, in particular, much praise being directed towards the race driver training skills of the esteemed Motor Sport Captain.

Relatively early to bed and race (oops) *regularity* day dawned with the obligatory and mandatory dozen eggs, half a kilo of bacon and half a loaf of bread high-protein-early-morning breakfast at the Benalla Bakery (if you have never been there, try it). With arteries

Team Flyin' Miatas [1st]

Peter Phillips
(driver & team manager)
Max Lloyd
Noel Heritage
Stephen Downes
Robert Downes

Volunteer Pam Phillips

Team MX-5 Motorsport [6th]

Tim Emery
Fabian Mastronardi
John Downes
John Reid
Paul Murphy

Tim Meaden
(team manager)

Volunteers

Chris Bruce,
Rina Mastronardi,
Jess Murphy
Paul Murphy Snr
(chief mechanic and rear suspension specialist)

City Mazda Motorsport [16th]

Daniel White
Paul Ledwith
Kim Cole
Mike Kirby
Gary Prescott

Scott Gould
(team manager)

Volunteers

Leon Bogers
James Cole

suitably armour plated, it was off to the track for the pre-event formalities before the flag dropped.

This year the *Flyin' Miatas* were lead by Peter (Princy) Phillips with a team of Max (the Legend) Lloyd, Stephen (the Assassin) Downes, Noel (the Quiet One) Heritage and Robert (the Placid One) Downes. All ably supported by our volunteer Pam (Cupcake) Phillips.

Peter (Princy) Phillips was first away and after a few laps behind the Safety Car was settling down well and starting to knock out bonus lap times. That was until lap 12 when, in overtaking a slower competitor going into turn 1, Peter's beloved NB decided to leave the racing surface at a great rate of knots. After the ensuing cloud of dust had cleared, it could be found to have had a pretty high-speed coming together with the tyre and concrete barrier surrounding the nearest flag marshall's post. What was previously named Monik Corner is now renamed *Princy Corner* for evermore.

Safety car deployed, flags waving and ambulance on the way. Fortunately Peter was OK but the beloved NB was very very second hand. Much action in the pits as Robert Downes sprinted to the Control Tower for a replacement sash and Max Lloyd readied himself. Shortly Max was away and the battle to recover was on. Max did a stellar job with many bonus laps before handing over to Noel who was sent to continue the climb back. One complete tank of gas, 160km, blistered hands and more bonus laps later, Noel was dragged back in and Stephen took over for his usual super-polished effort banging out the team-high number of bonus laps.

With just over an hour to go it was Robert's turn to hit the track with the long-suffering NA8 that he shares with Noel. Add a total of 120km to Noel's previous 160km and that poor suffering car had been carefully and placidly (?) driven around Winton Raceway for a total of 280km on one (quite hot) race (oops again) reliability day (plus no doubt doing at least 160km the day before in practice)



Chillin' ... Robert Downes savours the win (and the sponsors' products)



Paul Ledwith

Back-to-back wins at the Winton 6 Hour!



2013 Winton 6 Hour ~ 20/10/13



Winners are grinners: Team Flyin' Miatas (from left) Noel Heritage, Max Lloyd, Peter & Pam Phillips, Stephen Downes and Robert Downes

with tyres and brakes ultimately screaming "enough!" towards the end of it all.

Still, Robert brought it home with some more bonus laps in the bag and then – after six hours of motoring mayhem – all we could then do was pack up and await the results with everybody else.

Now, as part of the fun, AROCA do tend to drag out the presentation ceremony a wee bit announcing every placing from 40th down with seeming innumerable breaks to thank sponsors, make special awards and draw the raffle etc. After what seemed like an age we finally got to the top five and then slowly worked to the top two teams. After yet more good-natured delays, the Club Mini Motor sport team was announced as second placegetters ... which meant that the *Flyin' Miatas* had yet again (and especially after Peter's unfortunate rallycross excursion) won and pulled off fantastic back-to-back wins.

Not bad for a team that (naturally excluding Cupcake) has the surprising statistics of a combined total age of 300 years, average age of 60 years and includes two retirees, one almost-retiree and boasts two Seniors cards! Mature age (plus a dash of youth, that's Stephen and Noel) and cunning wins again!

Furthermore, *Team MX-5 Motorsport* had achieved an outstanding sixth outright (especially noteworthy with three first-timers in the Team) and *City Mazda Motorsport* had also achieved a very creditable 16th out of the 40 teams competing. *City Mazda Motorsport* team member Kim Cole didn't have a good day at all and did a latter-day impersonation of Barry Mulholland at Bathurst in the late '60s (look it up in the Bathurst history books). Overall, a great result by all MX-5s and well done by all!



Team MX-5 Motorsport (from left) Rina Mastronardi, Tim Emery, Chris Bruce, John Reid, John Downes, Paul Murphy, Fabian Mastronardi and Tim Meaden (Team Manager) celebrate their sixth place finish

Despite the euphoria and after thanking the AROCA organisers, we then had to retire to the solemn task of dragging Peter's very busted car on to a trailer for the trip home.

This annual weekend is a fabulous time for all, regardless of win (naturally preferred), lose or draw. The comradeship and fellowship amongst our members is unique. I must finish with a very special mention of the exceptional efforts put in by Club Captain – Motor Sport, Daniel White, and Assistant Captain, Tim Emery, in obtaining a range of sponsorships and support packages for all the members of our three great teams. ●

After Princy's mishap, Noel and Robert had to put in so many extra laps that the car had to have its tyres and brakes replaced before they could drive it back to Melbourne.



My favourite MX-5 road ...

Words & photo: Bruce Gray, Committee member

Willowgrove Road, Fumina

I forgot how sublime this short section of road is until driving it again recently.

Shadowed by Mt Baw Baw, it is a relatively narrow twisting piece of MX-5 nirvana.

Like most great MX-5 roads it's best taken in the early morning, but not in winter! Be wary of the occasional 4WD, motor cyclist or cyclist which will inhibit your progress.

Both directions give equal satisfaction so you can either pass through Noojee and head along the Mt Baw Baw Tourist Road (itself a smooth flowing, climbing treat) until you arrive at the turn-off to Moe or drive through Willowgrove via Trafalgar.

Once on Willowgrove Road you are transformed into this stimulating piece of road lined with majestic gums and tree ferns which at times are right on the edge of the asphalt.

There are several tight corners, some sharp hairpins and short straights that follow on to darker corners and many are blind so be careful and enjoy.



It is a great road taken seriously but can also be enjoyed at a more leisurely pace, particularly in the early morning when you can soak up the sounds of the bush. Watch for the occasional pot hole, tree debris and oncoming traffic and you will have an extremely challenging, exciting and rewarding drive.

Get it right and it leaves you smiling for days. ●

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!

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More MX-5 speculation ...

Words & photos: Paul Gover, Chief Reporter, carsguide.com.au, and avowed MX-5 admirer 1/11/13



Japan's superstar takes an Italian edge

The world's favourite sports car, the Mazda MX-5, will be new again in 2015.

Not just that, but the Japanese superstar also will be twinned as an Alfa Romeo Spider in a clever copycat move – think Toyota 86 and Subaru BRZ – to generate the cash for the change.

The re-imagined MX-5 is expected to be much more grown-up than today's car and not just because the first scoop pictures of the coming roadster point to a model that's going to be longer, lower and wider.

It also picks up SkyActiv technology for stronger performance with less fuel use. Overall, the tip is for greater refinement and a bigger cabin. Testing has just begun with inevitable hot laps at the Nurburgring, the punishing German track, for essential chassis tuning work. Carparazzi caught this MX-5 test mule during its initial track foray and the pictures indicate significant changes in the car's dimensions.

The chopped-up bodywork of a current third-generation MX-5 reflects a longer nose, extra centimetres in the wheelbase and extra width in the track beneath extended arches.



Wheels and brakes look much like today's items but the exhaust is a departure from the current car.

The other thing not changing is the folding roof over a two-seater cabin, the basic recipe that's made the MX-5 an ongoing success since the original hit the road in 1989.

Alfa Romeo is revealing few details about its version of the MX-5. We can surmise that it will install its own engine – perhaps a development of the 1.7-litre turbo fitted to the 4C – to give the car an Italian edge in the conventional rear-wheel drive package being revived for the 21st-century Spider. ●

Mazda returns for F1

Mazda will again sponsor the Celebrity Challenge at the 2014 Formula 1™ Australian Grand Prix next March.

Next year's event will be the "Mazda3 Celebrity Challenge", with a fleet of 20 new-generation 2.5-litre SkyActiv Mazda3s replacing the turbo diesel Mazda6s that featured in this year's event.

We're hoping that, as in 2013, the Club will be invited to stage a display at Albert Park for the four days of the event, culminating in a parade lap ferrying the celebrity drivers around the track on the Sunday.

The 2013 AGP had a disappointing finish for those Club members



who took part. Saturday qualifying for the F1 cars was washed out and moved to Sunday, and the Celebrity Challenge parade lap was bumped from the program!

Bloody weather!

Mazda has indicated it will not tolerate the smash-up derby that resulted in damage to all but one car this year. Drivers will be encouraged to race and have fun, but to avoid unnecessary contact. ●

Chapter chatter ...

6.10.13 | Central

Words: Alan Bennett ■ Photos: Alan Bennett, Wendy Clark & Ron Macdonald
Organiser: Ron Macdonald

It's smiles all round as we win a prize!!

Our second GOR run and no whinging this year about getting up at sparrowfar'whatsit when it's darker than the inside of an MX-5 boot at midnight with your head in a jar of vegemite ...

Doesn't mean we were wide awake by the time we rolled up at the BP service centre just out of Little River near Avalon at 6.01am (the car, *Maxx* as he is known, still thinks it's 5.01, but what does he know about daylight saving – saving for what – it's still dark, very dark).

"What's your phone number?" wife of mine asked whilst registering for the run – "It's 04-something" was all I could manage. Not enough sleep or caffeine. Whoops, I wanted to get away with no whinging.

We were not alone in the 'What time is it?' stakes, but we mention no names to protect the guilty. 'B' and 'M' take note please. Even Ron was asleep – not at the GOR run I hasten to add ... rather when he was creating the minimalistic instructions for the route: "just head out of the petrol station and turn left ..." what could possibly go wrong? Well, for starters, specifying 'Ocean Grove' not once but *twice* as the destination. What? Perhaps this run is going to be more interesting than we thought ... no – just a typo, so let's go and enjoy the lack of light while we get into convoy mode heading for the **Great Ocean Road**.

We are off. Informal convoy guidelines today so "get on with it" we say. Dark with a chance of meatballs (showers) and the roof is down of course as we zoom along the highway. Sometimes two abreast and never alone, we move along in silence (caffeine has still not kicked in as far as the vocal cords are concerned) except for the drum of tyres on tarmac.

The driving starts fairly gently and then, as we approach Lorne, more spirited

(our thanks go to those that built the Hume Highway ... for saving up all the corners they eliminated and for inserting them into this section of road). A break from driving is welcomed and, what, hello, huh, a bunch of MX-5s just happen to be waiting for us in the car park?! Our MX-5 numbers swell to 44 and then we swing further south towards our destination. And caffeine (C8H10N4O2!). Did I mention that already? The surfers are up early but no other motorists in sight – just a few cyclists, phew ... that's why we make the effort of the wee small hours!

Lorne. Photo time, cheese (thanks, Ron) and it's back on the road again. Time and tide waiteth for no man (or woman), or MX-5 on a mission.

A bit of drizzle comes across the windscreen like a guest that may stay too long. A couple of our party pull over to protect themselves (read – roof-up time) but we soldier on regardless. And the sprinkles from above clear quickly and we are concentrating on corners, apex points (wot?) and the promise of carbon, hydrogen, nitrogen and oxygen.

Apollo: Apollo (Attic, Ionic, and Homeric Greek: Ἀπόλλων, *Apollōn* (gen.: Ἀπολλωνος); Doric: Ἀπελλων, *Apellōn*; Arcadocypriot: Ἀπειλων, *Apellōn*; Aeolic: Ἀπλων, *Apλων*; Latin: *Apollō*) is one of the most important and complex of the Olympian deities in ancient Greek and Roman religion and Greek and Roman mythology.



Bay: A bay is a large body of water connected to an ocean or sea formed by an inlet of land due to the surrounding land blocking some waves and often reducing winds.

The prize? I hear you ask ... well done for remembering; what would I do without you? I am glad you reminded me – you see, as we approached Apollo Bay thinking about coffee and stretching the legs, we noticed a red MX-5 heading back to whence we'd come ... we hadn't arrived and someone was already leaving?!?

Cruising on in we found a spot in front of a café and duly U-turned into the only remaining car park visible. Alighting and thinking about the aforementioned caffeine, a couple (sipping coffee with an attractive and almost visible aroma so that had our attention as you can imagine) surprised us by striking up a conversation with us – "We've been sitting here drinking our morning coffee and watching all these sports cars arrive and park and they all had to reach over their shoulders to pull their rooves up – you just had to press a button and the roof appeared from nowhere. So we think you deserve a prize!"

The great, Great Ocean Road run



The sum total of the prize amounted to smiles all round but how well deserved was this? People we had never seen before and are unlikely to see again engaging us in a chat just because we parked right in front of them, in an 'ordinary car' ... no comment is the expectation.

In an MX-5 who knows who will say hello, even if for a brief interlude on a car club run that is just not to be missed – if you only go on one run a year, this just has to be it. ●



Chapter chatter ...

12-13.10.13 | Southern Tasmania ■ Words: Lisa Gershwin ■ Photos: John Waldock ■ Organiser: John Waldock

White line fever!

He seems so mild-mannered and well-behaved.

Allan Pryer is boyishly handsome, good with man-tools, and passionate about MX-5s. Luckily, he can also take a joke.

The Southern Tasmania Chapter chose October for an overnighter in the lovely hamlet of St Helens on the north-east coast.

The drive there was splendid ... warm for the season, and most of the tops were down. Pulling into the historic town of Ross, we lunched alongside the Quattro Tasmania motoring enthusiasts, who were nearing the end of their week-long Tassie tour.

After arriving at our motel, while some stayed back to watch the end of the Bathurst 1000, others drove over to the Pyengana cheese factory for a tasting and nibbles. Some may recognise Pyengana as the home of the "Real Milk" brand, as well as damn fine cheeses.



^ At the meeting place in St Helens

The man in question ... >

v The gang ... from left, Allan, Stacey, Lawrence, John H, Carla, Ian, Michelle, Alan, Susie and Lisa



Dinner was at the highly-acclaimed *Blue Shed* seafood restaurant on the wharf. Between dinner and dessert, Allan was detained on a phone call, giving ample time for the rest of the Chapter to enlist the help of the waitress to bring him an empty dessert plate with a few crumbs left over. When his call ended early,

his lovely and very quick-thinking wife Stacey stepped in to swoop him away to windows overlooking the bay, wondering whether dolphins sleep at night. (We were later advised by a dolphin expert that dolphins do indeed sleep, but they do it with only half of their brain at a time.)

Allan arrived back at the table to the forlorn plate of crumbs, and without skipping a beat, pulled out a credit card, and with little chopping motions, formed them into a line, and sucked them up with a straw. A good chuckle was had by all.

You might say it ticked all the boxes! ●



v Ironhouse Point



17.10.13 | Southern Tasmania ■ Words & photos: John Waldock

TOPS DOWN FOR CANCER



Tops down in any form is not a given in southern Tasmania in October, especially when there is still a little dusting of snow on "the Mountain".

But supporting breast cancer research was a terrific reason to take our cars out to the lawns of Parliament House and enjoy a day chatting to passers-by and car enthusiasts alike.

The "Take your tops off for breast cancer research" fundraising day saw over 60 convertible cars on show, from the 1920s up to a very swish yellow Ferrari 360. Our "5"s fitted in quite well, parked nicely in the middle of the display with our Chapter banner proudly displayed.

It was really pleasing to engage with *Joe Public* about our cars, discussing arcane things like how to ship an MX-5 from the UK to sticking throttle problems and how to obtain good spare parts.

I would like to thank Ian and Lisa for coming along and entering into the spirit of the day. ●



Chapter chatter ... Overnighter to Bright!

5-6/10.13 | Eastern Victoria



Photos: Bronwyn Roche, David Ralph ■ Run organisers: Rob Krygsman & Melva Lees

Extended tours have become a regular feature of the Club with trips to various locations around Victoria, as well as to Tasmania and New Zealand. The Eastern Victoria Chapter organised a run from Traralgon through Bairnsdale and Omeo, over Mt Hotham to Bright, then up Mt Buffalo and home through Myrtleford, Mansfield, Healesville and Melbourne ...

You know that it's going to be a relaxed weekend away when the trip leader arrives at the start point without a few essentials (his better half having to go home to pick them up), and so it was!

No trip notes were needed as everyone committed to following convoy rules strictly, and over 700km of driving through some of Victoria's (and Australia's) best countryside and along so many perfect MX-5 roads not one wrong turn was made.

After a brief stop at Bairnsdale 11 pristine MX-5s headed for our lunch stop at Omeo, passing through picturesque countryside along parts of the Tambo River.

Once Omeo was left behind the fun really began as we crossed the Great Alpine Road to Mount Hotham then on down to Bright for our overnight stop at the Riverside Motel (the setting out the back overlooking the Ovens River was the perfect place to recap our day and enjoy each other's company).

Sunday morning saw us all enjoy a perfect drive up to Mount Buffalo before heading through the King Valley and over one of our favourite roads - Whitfield to Mansfield - which was our lunch stop.

The afternoon run from Mansfield to Healesville promised a variety of roads but unfortunately the usual Sunday afternoon traffic jam over the Black Spur was the only down side to a perfect weekend.

Thanks Rob & Mel for a great weekend.

Jenny & Bruce



Hi all
Great roads, great weather,
great friends, great cars,
great accommodation.
What else is there in life?

Mel & Rob



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



A convoy of 11 Fives, predominantly NCs. And one new member. Drove along the scenic Alpine Way in perfect conditions. Lunch at Omeo. On to Mt Hotham for a brief stop. Cold and windy! Down the twisty section through Harrietville and to our final destination and stopover at Bright. Next day a gargantuan breakfast and the run up Mt Buffalo. Breathtaking views! Down and on through Whitfield and on to that route that can only be described as MX-5 heaven: the road to Mansfield and lunch. Finally a sedate drive to Healesville and a farewell afternoon tea. A fantastic weekend. Thank you Rob and Melva.

Phil Harris



"mxtra"
Mazda MX-5
Club of Victoria



Bairnsdale to Bright via the Great Alpine Road must have been built with an MX-5 in mind! It ticks all the boxes for a perfect drive, lots of twists and turns and scenery that is breath taking and the beautiful Tambo River to keep you company as you weave up to Omeo.



mxtra
Mazda MX-5
Club of Vic/Tas

Around every windy corner is another just waiting to be consumed by our MX-5s. After Omeo it's all uphill as the road weaves into the Victorian Alps, past the skiing resorts of Dinner Plain and Mt Hotham. The descent from Hotham is long and leads eventually into the beautiful destination of Bright. What a magical run!

David Ralph



Great weather & a terrific lot of roads. Managed to visit two peaks - Mt Hotham & Mt Buffalo. The motel in Bright was fantastic, rate it 11, with BBQ facilities and the rear on the banks of the Ovens River.

Peter Ferguson



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



NatMeet 2014 - registrations closed



Registrations for NatMeet XI have closed.

Thank you to all those who have entered this great event. Your support is greatly appreciated and you will be rewarded with an excellent event.

The organisers have opened a "Stand-By" list for those who still wish to attend NatMeet XI in the event of a cancellation.

To be placed on this list, please contact NatMeet chair, John Tait, on 0401 752 795 or e-mail jmtait@inet.net.au.



NatMeet 2014, the eleventh to be held since the inaugural event in South Australia in 1994, will be held in Caloundra on the Sunshine Coast in Queensland on 12-15 April, 2014.

If you missed out this time, remember that it's Victoria and Tasmania's turn in 2016!

Dear members

It appears that I will not be driving an MX-5 (or anything else) now for a few (?) months.

The back is healing slowly but working the brake and clutch is more than I can take. This is more than somewhat annoying. I can travel as a passenger but not driver.

I would like to thank the large number of members who have kept in touch and have taken the time to visit and to support me - in particular, certain members of the Western Victoria Chapter, who have visited, sent cards and rude e-mails. It has all been a great boost to me.

Thank you all. What a great club.

Kindest regards

Lockie Story, Mockinya



Great morning for a trip to Scamander on our overnighter.

Having all met at Longford our usual coffee break, 10 cars headed off on the back roads to Avoca. While waiting for Trevor to join us, some went to a small market.

Trevor arrived, and it was all smiles as we were heading to Rossarden. What a great road! We came out at Fingal, and then headed to Elephant Pass for pancakes.

Leaving here we continued down Elephant Pass and, reaching the bottom, our leader decided to go back up and then we went down St Marys Pass!

Arriving at Scamander Beach Resort everyone had enjoyed the drive, especially some drivers who had never been on the roads.

Plenty of time now to relax and enjoy the night. Kelly and Carl met up with us so all caught up on the day's drive.

Glorious morning again. After breakfast we met up with Belinda and Scott and we were ready for more great roads. Leaving Scamander we were on our way to St Helens; some had to get fuel then came time for photo shoot ... the cars looked so good.

On our way out of town we had to stop at "The Shop in the Bush" (bric-a-brac). Leaving here we were on our way to the Pyengana cheese factory, as well as St Columbia Falls where some fit people went for a walk. Then we were off for our lunch at the "Pub in the Paddock".

Weldborough Pass was waiting for us - what a fantastic road! Zooming along we were heading for Ledgerwood and more great roads. We arrived at our last pit stop to say our goodbyes and reflect on the great weekend we all had enjoyed. ●

A victory for common sense!

The Tasmanian Government has abandoned its proposal to reduce the speed limit on that State's rural roads to 90 km/h.

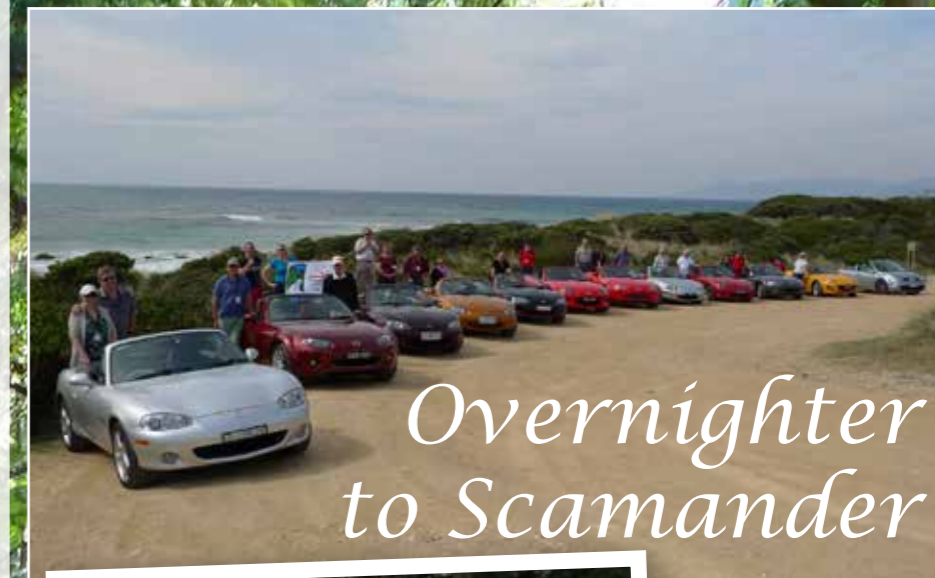
The default will remain at 100km/h for sealed roads, but the limit on gravel roads will be cut to 80km/h.

The decision was made in response to strong public opposition to the plan.

Chapter chatter ...

19-20.10.13 | Northern Tasmania ■ Words: Cheryl Murray

■ Photos: Bruce Harvey & Kelly Berggren ■ Organiser: Bruce Harvey



Overnighter to Scamander



← David & Lynne Graham, Michael and Karin Stosh



Michael Nolan, Trevor Simm & Michael Lindsay



^ Roger Lehner, Denise & Raymond Howe

> Michael Lindsay & Charlie Watson



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Chapter chatter ...

20.10.13 | North-eastern Victoria

The Jingellic run

It was a sunny but hazy day for our driving adventure with seven of our Chapter's cars, three visiting cars from Ballarat and one from Melbourne.

We were joined at McDonald's Wodonga car park by our Melbourne friends Tyrone and Pam, and three other couples (John and Noellene, Lester and Lois and Chris and Patrice) from Ballarat.

So 11 MX-5s, with the rooves down, set off for a short drive past Bonegilla to the car park at the Hume Weir wall for our group photo. Then it was off for a short drive over Bethanga Bridge and a right turn for a tour around the banks of the Hume Weir and then through Bethanga before joining the road at Talgarno, via the Talgarno Gap.

We continued on for a short stop at the memorial showing the development of Murray Grey cattle on the Sutherland family property in that area. Peter Doyle had a prior commitment so he returned to Albury from here, leaving 10 MX-5s to continue on along the very picturesque banks of the Hume Weir and Murray River past beautiful, lush farmland and bush.

Along the way we had a little encounter with the grass mowing tractor, and a couple of people found some wire which he had thrown up onto the road, but luckily no disasters to ruin our day. Very little traffic along the way made it a great drive with only a couple of bikies and a few 4WDs.

We arrived at Jingellic Pub for lunch and, considering the number of people already there, it is obviously a very popular spot by the river, with caravanners and campers enjoying the fresh air and beautiful surrounds. The food was great and company fantastic.

Following lunch it was back in the cars for the return journey to Albury. Along the way four cars left the convoy to head home via more direct routes, while the rest stopped at the Wymah Ferry for a short trip across Lake Hume and return to Albury through the Wymah Valley.

Our thanks go to Elaine and Bill for a most enjoyable run. ●



*Crossing the Victoria/NSW border ...
Bethanga Bridge, over the Hume*



Words: Maree Connell | Photos: Maree Connell, Ron & Marg Gillick | Organisers: Bill & Elaine Hines



The Jingellic Gang (l-r): Back - Tyrone Dark, Bill Hines, Ron Gillick, Elaine Hines, Chris Van Velzen, Noellene Gleeson, Loz Thomas, Roger Cowie, Lester Scott, John Gleeson. Front - Maree Connell, Brian Raine, Gerry Engwerder, Ellen Engwerder, Patrice Van Velzen, Lois Scott, Pam Bown and Peter Doyle.



Chapter chatter ...

26.10.13 | **Central** ■ Words: Wendy Clark & Ron Macdonald
■ Photos: Bronwyn Roche, Wendy Clark & Ron Macdonald ■ Organisers: Ben Sale & Alex Hailstone

*There was movement
at the station ...*

They may not have been colts from *Old Regret*, but recently there were plenty of horses running around the Victorian high country under the bonnets of 17 multi-coloured MX-5s.

With Ben Sale and Alex Hailstone in the lead, the convoy made its way up the Maroonah Highway bound for the Black Spur. Although the weather was a little inclement, many had their tops down. The run through the spur was going well, even though the road was very wet, until we came across the first of two caravans travelling slowly. This however turned out to be no impediment as both of them pulled over to let us past at the earliest opportunity.

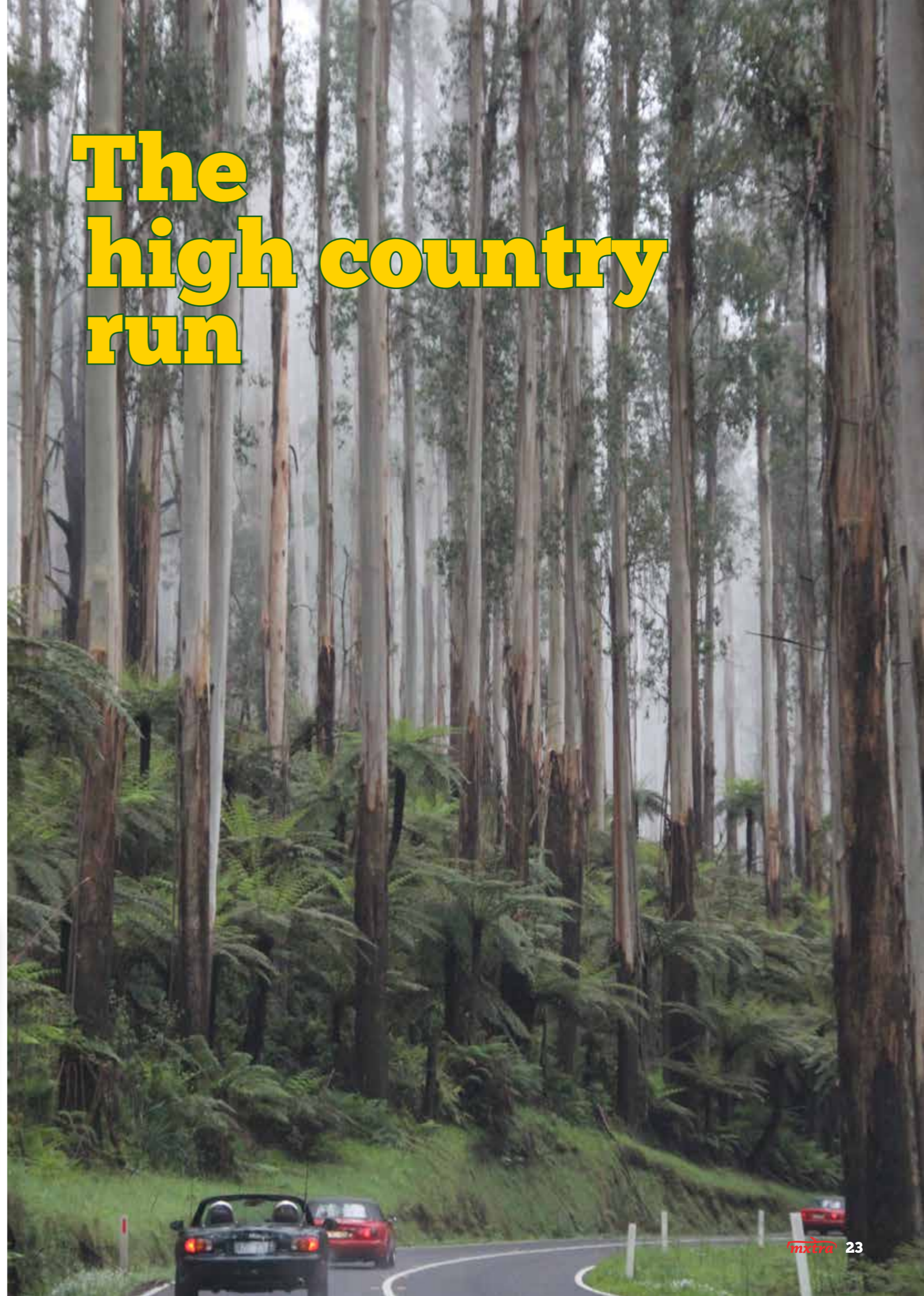
After a quick pit stop (yes, I said pit stop) in Buxton we headed off to tackle the first of our "Targa high country" stages – Skyline. There are probably no better MX-5 roads in the state than these winding, scenic roads and most in 100 km/h speed zones too! The weather had also improved with the occasional sunny break making the challenging drive just that little bit more enjoyable. Down into Eildon and our second pit stop alongside the lake. This was a magnificent area, great views and plenty of bird life including a Wattle Bird that seemed to want to model for me. Look back, front shot, lift your head, look to the left, it was quite funny but I guess you had to be there.

Leaving Eildon we headed off to the second and longest "Targa" stage of the day, the Jamieson-Eildon road, 50+ kilometres of premium MX-5 country. This road is a mix of sweeping bends, short straights and very tight corners and it was interesting to note that in only two weeks the big boys would be roaring around here on a closed road for the 2013 Targa High Country Rally ... what an experience that would be! With only one minor hiccup where we came around a sharp bend to find some "gent" with his hunting dogs running all over the road (in a 100 km/h zone!), the road was negotiated safely and we turned towards Mansfield.

Many thanks to Ben and Alex for a well thought-out route, great planning and a most enjoyable day. By the time we got to our final destination everyone was buzzing with stories of this corner and that corner, a big smile on their faces and a very tired gear arm. ●



The high country run



2013 Australian Motorkhana Nationals ...

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

The 2013 Australian Motorkhana Championship, the annual event which brings together the best drivers from all over Australia to compete for the honour of becoming the Australian Champion, was held on 5-6 October at Mt Gambier, South Australia.

The trip to Mount Gambier started with a drive across to Ferntree Gully to pick up a friend who had broken his foot and had volunteered to be an official for the weekend. Nicholas is 6ft 3in and fairly large and, along with a set of crutches, fitting him in was a minor challenge ... we strapped the crutches to the trailer.

At the obligatory dinner at the South Eastern Hotel in Mt Gambier, we caught up with many of the interstate competitors and had a very enjoyable evening with a number of friends we have made in previous years.

A relaxing start to Saturday before heading out to the venue for check-in, vehicle scrutiny and catch up with more people. Some competitors even tried a little pre-event practice. Back to the motel before the official meet and greet at the RSL Club, again a chance to catch up with more people and establish more friendships.

Sunday was a little less relaxed as it heralded the start of daylight saving which, combined with the South Australian time zone, confused our alarms and we awoke a little earlier than planned.

The weather was to play a major part in the day's competition with the surface changing from wet to damp to dry then another shower to start the cycle again. Some competitors had good runs on a dry surface, others started just as it began to rain and others ran on a wet surface. It was the same for all competitors; however some appeared luckier than others. There

were 61 competitors entered of which nine were in Class B including three MX-5s. Drivers' briefing was at 8.45am and we were presented with a total of 12 tests in three areas.

First test was *Triple Loop* with a wet surface and I had no traction: a quick change of rear tyres. Off to test two – *Manoeuvring* – no grip in the front this time. Change the front tyres prior to test three, *Offcentric* – a good run but could have been better with my original tyres. We had a small break before the second rotation which was in reverse order. I changed the fronts while waiting for test four, *Bullseye* and predicably it started to rain two cars before my turn, resulting in a steady run due to understeer. Not enough time to change tyres before the fifth test, *Naughts & Crosses*, which was OK as this test requires more traction than front-end grip. By now it had dried out so I was happy with the tyres prior to test six, *Eccentric*. As was the pattern for the day it rained (bucketed down) just before my run, resulting in another steady test due to understeer.

A lunch break was called and a check of the results indicated I was a close third in class. Start of the third rotation and the surface was dry. Waiting for my run at the seventh test, *Triple Garage*, and predicably it starts to rain as I commenced the test. This downpour didn't affect my run greatly, although I was distracted with the roof down. Again there wasn't enough time to change tyres before the eighth test, *Double Kidney*, resulting in another steady run due to understeer.

By now it had started to dry out before the ninth test, *Paddy*, resulting in strong time. The fourth rotation commenced with a shower prior to the 10th test, *Three Lanes* resulting in the obligatory understeer which also contributed in collecting a flag penalty. By the 11th test, *Dollar*, it had started to dry resulting in another strong run. Prior to the 12th and final test, *Hopkirk*, I again changed the front tyres as the weather looked threatening. This time it started to rain, then bucketed down prior to my run and I was finally on the correct tyres at the correct time ... resulting in the fastest time in class by one second.

After the official event finished there was a shootout on a specially-developed test for the top 10 specials and top 10 production cars. I had earned a place and turned in the third-fastest time in Production Class. Unfortunately this was held as the heavens opened and scattered the crowd, which was unfortunate as there was some spectacular car control displayed.

I packed up and collected my passenger before heading back to the motel to clean up prior to the presentation dinner. More socialising with the crowd and presentations to the winners. I had finished second in Class B, 2.81 seconds behind the winner with the top four covered by five seconds. The Australian Motorkhana Championship Trophy was presented to the winner – congratulations go to Corinne East-Johnstone from NSW who has now won the championship twice in the last three years. Second was a surprised Aaron Wuillemin from Victoria, seven seconds behind having



Heaslys' day to shine!

Round 9 of the 2013 Victorian Motorkhana Championship was held on 20 October at the Pakenham Club Grounds.

We hadn't been to Pakenham for a while and were presented with a fantastic day and a dry surface covered in long, green grass.

There were 43 entries for the day; the MX-5 Club was represented by **Brian Marks** and **Tony and Troy Heasly** in their Titanium NB8Bs (Class B), **Alexandra Marks** in a Mazda3 (Class C) and **Bob de Bont** in a Renault Special (Class F). Honourable mention was Bob's trusty NB8B which was competing in the hands of a Toyota Car Club member.

The lush grass and a continual rotation of new test areas meant very few tests were run on a clean surface, requiring a conservative driving style focusing on momentum and accuracy during the day's eight tests.

Tony was fast out of the blocks and adapted quickly to the conditions, posting an excellent time in the reversing test; no mistakes or penalties saw him easily win Class B. Troy took a little longer to figure out the appropriate style and, combined with a lapse of concentration resulting in a WD, came home fourth in class and but won the Junior Category. Brian put in some good times, but lapses in concentration saw him finish seventh in Class and third in Novice.

Alexandra had a great day driving the Mazda3 with control and accuracy and a huge smile for all to see. Her initial apprehension at the reversing test was unfounded with the second-fastest time in Class, the fairytale was rocked a little with a lapse in concentration on the last test of the day resulting in a WD. She did herself proud with a third in Class and second in Ladies' Category at her first event. She also made Dad very proud

along with everyone else who offered advice and encouragement throughout the day.

Bob had set himself a challenge by co-entering in a Renault Special. These vehicles are nothing like a normal car, weighing in at around 500kg, a hand brake that operates on individual rear wheels and a driving style totally different from his NB8B. This resulted in a WD on the first test and another couple of flags, seeing him finish well back in ninth in a Class of 11.

Honourable mention was Bob's NB8B which collected sixth in Class B and fourth in Ladies' Category.

With our members returning some excellent results across a diverse range of Classes and Categories, the Club collected another 21 points for the Club Championship.

In the State Championship, Bob has an unassailable lead in Class B with Tony taking a firm grip on third with Troy in fourth. Troy has strengthened his claim on the Junior Category and Brian has moved up to third in Novice. The MX-5 Club has consolidated its hold on third in the Club Championship. ●

Next round:

24 November: NGK Victorian Motorkhana Championship, Round 10 – Werribee (on dirt).

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

endured a number of car issues throughout the day, and third went to Ross Bennett from WA, a further one second back.

Bob's results: a close 2nd in class B, 25th Outright and 17th on Handicap ... as well as third in the Top 10 Production Car shootout!

Bob has also been voted in as Chairperson of CAMS' Victorian Motorkhana Panel. ●

More photos can be seen at: <http://minus.com/mxKk2fL9rlkpW>



The Motorkhana team: Tony & Troy Heasly, Bob de Bont, Alexandra and Brian Marks



Motor Classic A!

Words & photos: Alan Bennett

Showtime! \$1,000,000 worth of cars and three fine days in October.

This is the fourth time **Motor Classica** has been staged in Melbourne. The show combines new vehicles with old looking better than new – cars, cars and more cars, a concours d'elegance plus motorbikes and celebrating 110 years of Harley Davidson with 100 for Aston Martin (a telegram is on the way), 60 years for the Corvette and just 50 candles for Lamborghini.

Three hundred car club cars decorated the outside of the Royal Exhibition Building in Carlton but the main attraction was the 150 cars inside.

Not one but five Lambo Miuras, one for sale that evening at the auction, the only two problems were that it was expected to fetch north of \$700 large and I didn't have much cash on me. My alternate investment plan was due to disperse at 8pm (Tatts) just after the auction but I decided not to take the risk. Also present and rocketing up for auction was a jet car powered by a Rolls Royce Derwent engine which was built to try to beat Donald Campbell's Bluebird land speed record in 1972.

My favourite brand, the Morgan, was better represented outside in the fresh air (below) with examples including the 2013 Roaster and distant relatives dating back to a 1973 Plus 8. A gleaming new Plus 4 and three-wheeler were inside next to a large range of Lamborghinis. Special guest Valentino Balboni was there signing autographs (he retired as Lambo's chief test driver in 2008 after 40 years – it's claimed he has driven 80% of all Lambos ever made). There was one of the 250 limited edition Gallardo LP550-2 Balboni cars there that was named in his

honour. Not to mention the Espada, 400GT, Silhouette, Uracco, Jarama S, Countach, Islero, and Jalpa!

Aston Martin were well represented with a pristine DB5, DB4, Lagonada, and a stunning replica of a million dollar 1958 DB4 Zagato that would look at home in my garage, next to a truckload of others from the show that I am starting to save up for.

A 1969 DBS Vantage was one of two cars used in filming *On Her Majesty's Secret Service* which I found ironic as the museum next door was just putting up its 007 posters to advertise their James Bond display – not a bad lark, parking your car at the Royal Exhibition Building for free so save the \$16 of parking in the museum's own car park.

Roaring Forties were there with a handsome GT40 replica (starting from only \$130k) featuring a unit shell of epoxy bonded honeycomb panels, unstressed glass-fibre body panels, a massive seven-litre dry sump V8 producing 500 horses (370Kw). Next to the retro Ford sat an F-Type Jag resplendent in attention-seeking orange, \$140-\$200k if you are so inclined. The '61 E-Type opposite (above) was stunning both inside and out, still beautiful after all these years.

American muscle was there in force. I could have bought a new Corvette (opposite page, top) for \$105k which, with the LS53 motor is a lot of go for the dough. I prefer the older especially when you see the gleaming paint on the curves of a red C1 series from 1959. *Sigh*.

Just a few Maseratis present including an interesting Khamzin in red (right) with a clear rear boot panel.



My **ugly award** went to a 1947 Allard L-Type Tourer (right) for its wide swooping and brown front guards, the gigantic mesh grill and white body and contrasting black soft top. **An MX-5 it is not.**

Motorbikes ranged from Harleys, Indians, Triumphs, Hondas and more. There was a replica of Wayne Gardner's 1988 Honda 750cc RC30 motorbike (right); contrasted with a 1982 Honda Motocompo folding bike – known for being the most dangerous scooter ever made!

If you wanted to build your own



car and wanted something more energy efficient than the GT40 then Holmesglen would be happy to sign you up as an engineering student where you can build a Bugatti Type 35 complete with 50cc motor, 20-inch wheels, four-wheel brakes, a three-litre fuel tank (100 km/litre economy!).

I didn't get away without a couple of impulse buys: a fabulous car calendar by artist and photographer Dioshan Marikar for a very reasonable \$30 and a Ferrari t-shirt for only \$15 (allegedly marked down from \$189?!). Can't wait for next year's event. ●



Barrie Mansell

The MX-5 Club Grill

Our first and only Mildura member

Name? Barrie Mansell

Age? 76

Born? Middle Brighton, Victoria

Current abode? Irymple, just outside Mildura

Profession? Retired

Partner? Wife, Margaret

Pets? Nil

Fave food? Chinese Duck

Can you cook? Yes, but I keep it fairly simple

Favourite tippie? Most dry white wines

First drive? 1948 Hillman Minx

First car? 1948 Morris Minor

First fender bender? International K1 utility

Everyday driver? 1999 MX-5 NB

How many MX-5s have you owned? Just one

Current MX-5? The above

MX-5 improvements? Hardtop

MX-5 dislikes? Really none

Why an MX-5? Good drive, reliable and ideal for most motoring

Fluffy dice? Not needed on journey

Passions besides the MX-5? Strawberry Pavlova; listening/viewing to various versions of Carmen the opera

Favourite TV show / movie / book? Currently on ABC TV is Derek, 2001 The Space Odyssey

Dream wheels (money no object)? Mercedes Benz 300SL Gullwing but a 300SLR as in the picture below is the ultimate weapon

Would you drive a Daewoo or SsangYong? No way

Favourite other Mazda? Mazda 3, good practical car that is safe to drive

If not a Mazda (gasp!) what? Most Porsches

How long in the Club? Two years

How many MX-5 Club runs or track events? Nil

Favourite Club run/track? Drove a Triumph 2000 MK2 around Bathurst in 1988 a week after the great event (as it was then) and realised how fast some were going around the circuit ... and, in some cases, off it!

Funniest thing seen at a Club event? No experience

Have you been to DECA or NatMeet? No



Barrie (left) with (then) Club Captain - Motor Sport, Robert Downes, in Mildura



Ford vs Holden? Apart from the Ford connection with Mazda and having driven the Falcon GTHO, the Ford vs Holden comparison is not really of interest

What's playing in your MX-5? Normally ABC FM

Footy team (AFL / NRL / A-League)? F1 and MotoGP are more to my liking

Final comments? I have found the Club magazine to be of interest in many sections and that members obviously share a passion for the MX-5. Maybe one day I will venture south or east to discover some other members.



Road test: RS4500 polisher

Words & photos: Ron Macdonald



I have always been a firm believer in hand-polishing cars. I feel you not only get a good finish but also a greater sense of achievement.

Having said that I now find myself having increasing issues with my right shoulder, making hand polishing more difficult. A few weeks back I decided to bite the bullet and move to machine polishing. Now, the Club does have a very fancy machine polishing unit available for members to borrow (ask the Merchandise man, Bruce Gray), however being the man I am I personally prefer to have something on hand that I can use at my leisure.



So it was time to hit the shops. A plethora of machines is available, but I could not justify vast amounts of money spent on something like this so I opted for one of the more budget-friendly units. The Rockwell ShopSeries RS4500 looks very much like the lovechild of a router and an angle grinder!

What's in the box

- » one 120W polishing unit
- » one elastic waisted applicator bonnet
- » one elastic waisted terry polishing bonnet
- » one completely useless handbook

In use

Obviously the minute I arrived home I had to polish everything in sight (it's a guy thing). The first thing to do however was to wash Gracie (my Grace Green MX-5) with a pH-neutral car wash (my choice is Meguiar's Soft Wash Gel) and dry her off. Taking the polisher out of the box you quickly notice it is lightweight and easy to hold with the two router-style handles.



Next you fit the elastic-waisted applicator bonnet over the foam pad (this is a little tight but does get easier with use) and apply a **small** amount of carnauba wax directly to the face of the bonnet.

I always use Meguiar's Deep Crystal System pure Carnauba Wax for all my vehicles, it is easy

to use, lasts well and gives a great shine. It should be noted however that many so called car washes will strip the wax off your car after only one or two washes. A good quality pH-neutral car wash might not be the cheapest, but you will save yourself a lot of money (and grief) in the long run.

As a matter of interest, did you know that carnauba wax is the wax coating on the leaves of the carnauba palm (*Copernicia prunifera*)? This very versatile wax is used in shoe polish, furniture polish and surfboard wax; it's also used to polish high-gloss lollies, coat dental floss, thicken lipstick, eyeliner, mascara, eye shadow and foundation!

However I digress. With the applicator bonnet loaded with wax, wipe it across the panel then lift it off again, turn the unit on (the switch sits right near your thumb) and sweep the pad back on to the panel in the direction of rotation (don't start or stop the unit in situ). Give the panel an even coating of wax working the unit side to side AND up and down (I did about half the car before changing to the polish bonnet); with its 10-inch pad this doesn't take long. You'll find the polisher very easy to use; it is slow revving and has low torque (compared with the old angle grinder style) so it doesn't kick back or try to drag you across the panelwork!



With the polish applied you then slip off the applicator and fit the terry polish cloth and repeat the same procedure. Very quickly it buffs the wax off and gives you a brilliant shine, the entire car took less than 30 minutes. Since doing Gracie

I have also attacked Ranga (my land rover) and Quatty (Wendy's Aquatic Blue Mazda2) so it has now done more than the equivalent of a year's polishing for an OUTDOOR stored MX-5.

The only downside is, due to the polisher's design, you will need to hand polish (on an NB anyway) around the door mirrors and number plates, but this is hardly a major impost.

Summary

All in all I found this to be a very good unit, does what is supposed to with great ease and little physical requirement. At less than \$50 (with two-year warranty) I can thoroughly recommend this to any member who is looking for an inexpensive machine polishing solution. ●

Cheap tyres: what are you saving? ■ Colin Jevons, former Club member

Hello good people. I'm a former member of the Club but am still a supporter and an MX-5 driver, so am writing to suggest you include a safety warning and good news story in the newsletter.

It hadn't occurred to me to do other than wait for the cheap nasty tyres that were on my NB when I bought it to wear down before I replaced them.

Bless them, **MX-5 Factory** had a look at the inside walls when the car was up on the hoist yesterday – terrifying cracks, almost all the way through (see photos).

I'd been keeping the pressures properly monitored, so it wasn't user abuse, and I've never taken the baby on a track, although we do a fair bit of brisk country driving. The tyres had only been on the car for a couple of years. It would not have been fun if the tyres came apart on a freeway or some fast curves!

So no harm was done, except to my wallet. Thank you to Dick Richey for saving me from great danger.

If anyone else is on *el cheapo* tyres, please do check the inside walls. ●





Club merchandise

■ Bruce Gray, Merchandise merchandise@mx5vic.org.au



Have you checked out the new additions to our online shop?

We now have Cool Dry Polo Shirts available in blue, in both ladies' and men's sizes.

plus ...

You can now order your polo or jacket with the **Club logo in different colours** to match your favourite colour or maybe to your MX-5! Check out the online shop for the range of colours available.

plus plus ...

Will it fit? Not really sure what size the polos and jackets are? We now have a sizing chart available (PDF, on the Club website) so check that out too before you place your order.

Please choose your items carefully, as anything bearing the Club's logo can't be returned.

Remember to order early for all your MX-5 Christmas presents!

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

- » an exciting range of MX-5 Club and Motor Sport merchandise, many co-branded with the Mazda logo
- » a broad range of items, including picnic sets, picnic rugs, coffee mugs, water bottles, mouse mats, cooler bags and much more
- » 24/7 access
- » a streamlined order placement and processing experience
- » two weeks for delivery to your door (under normal circumstances)
- » secure credit card or PayPal payment facilities
- » full-time customer support

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

Happy zoom zoom shopping!



Trading Post



For Sale

- » 1999 10AE Innocent Blue NB
- » 2001 Silver NB
- » NA and NC parts
- » and more

For details of these and other items to buy, swap, sell and borrow, see our "Trading Post" page in the "Clubroom" section of the Club's website, mx5vic.org.au



Burson automotive products at trade prices

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

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

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10:30am - 11:30am	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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