



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

Woot!

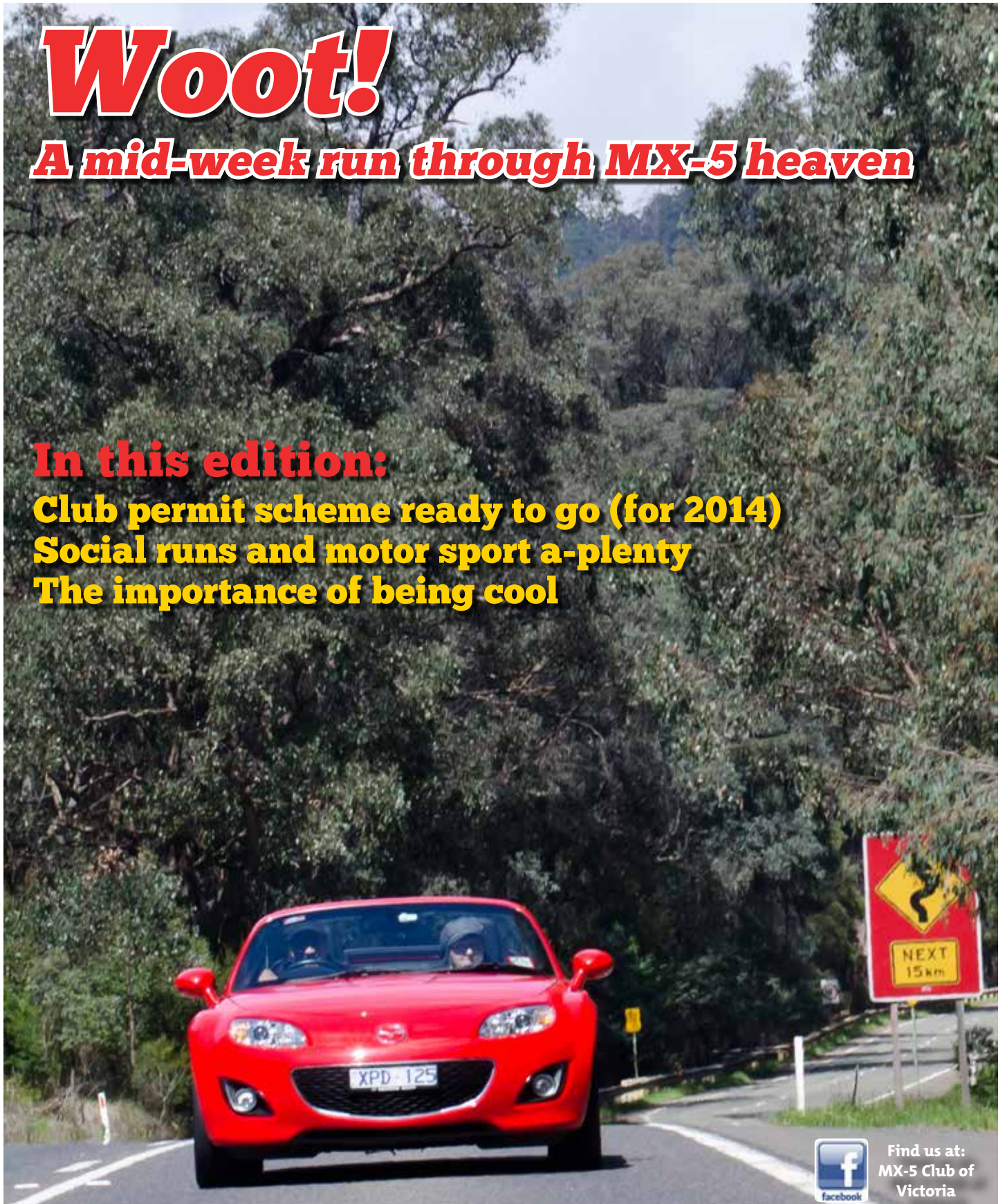
A mid-week run through MX-5 heaven

In this edition:

Club permit scheme ready to go (for 2014)

Social runs and motor sport a-plenty

The importance of being cool



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MX-5

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12/2013

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Cover
image:

Mid-week bliss! Ian Vague savours having the Black and Reefton spurs to himself (apart from the 12 other MX-5s, of course).
Photo: Wendy Clark.



Find us at:
MX-5 Club of
Victoria

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Don's Drive(l) ...

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

So, it's nearly Christmas yet again!

Let me start by wishing everyone in the Club a safe, happy and relaxing Christmas.

As I said this time last year, please don't drink and drive – it just is not worth it.

In the Sydney Morning Herald this week there was a short article reminding Sydneysiders that getting your L-plate son or daughter to drive does not get you out of trouble if you think you are over the limit. The police will simply breathalyse the driver and the instructor and the instructor is dealt with as if he or she had been driving. No different in Victoria. I'm not suggesting that a Club member would consider doing such a thing, but it does give you something else to consider when following an L-plater at this time of year. **Have a great Christmas but be alert and stay safe.**

The Committee is getting very close to having a policy in place to handle cars 25 years and over for the Club permit scheme thanks to a really big effort from Peter Dannock. We signed off on the fine detail at the November Committee meeting and the document which will be on the Club website very soon (see opposite for more details). This will be a new experience for the Club as most of us have not been involved in classic and historic vehicles previously. Unfortunately the scheme only applies to cars garaged at a Victorian address. Those members living just over the border in NSW or on the Apple Isle have to wait until the car is 30 years old before they become eligible under their State club permit schemes. *And yet we are all Australian!*

Back in late January 2009 (just before the horrendous Victorian bushfires) we held a driver training event at Winton race track for those in the Club who did not necessarily want to participate in motor sport, but who wanted to get an idea of how to handle their car on a track. Although the day was extremely hot, those members who took part still talk about how much they enjoyed the training and, probably more importantly, how much they learnt about their MX-5 and their own driving skills.

At the last Committee meeting there was general agreement that the recent Symmons Plains training day in Tasmania was so successful that we should try to organise a similar session for our Victorian and southern NSW members. Daniel and Tim have agreed to look at organising an event for us in 2014. The initial plan is to run a joint day with the Alfa Club, with instructors from our Club including former Murcott chief instructor Graham Wilson, six-time Club Motor Sport Champion Sam Gumina and other motor sport team leaders. Keep your eye out for news on when this will occur as past experience suggests that spots will fill very quickly.

This month we have a packed magazine once again. There has been plenty of Chapter activity to report as well as the recent NSW/Vic Interstate Challenge on the motor sport front. Once again there's some good technical material for those of you who value this segment.

I would like to take this opportunity to thank Murray for his tireless efforts with the magazine over the last year and to thank all the Committee members, the Chapter Captains and their Assistants for their hard work and endless enthusiasm. This Club exists and prospers thanks to the efforts of all these people and I'm sure you will join me in wishing them all the best for the festive season and the New Year.

Finally a plug for anyone living around Melbourne who has nothing planned for 27 December. We were approached by a couple from the UK MX-5 Owners' Club hoping to catch up with anyone from our Club while they were here on a visit. We thought it might be a good idea to take them on a short tour of some of our twisty roads north-east of the city. It will be an informal run but if you would like an excuse to blow away a few cobwebs or to get away from the cricket for a while, please let Murray or me know and we'll send you the details.

I hope you and your family have a great Christmas, and wish you all the best for the New Year.

Must go ... the driver's seat is getting cold! Remember ... **Safety first!**

Don

For your diary ...

See the full calendar for details

December

- 19 Eastern: Christmasha break-up
- 27 Informal run - Healesville loop

2014

January

- 11 Central: Twilight in the Trees
- 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 Alberton
- 16 Central: Picnic at Hanging Rock
- 19 Central: Short & Sweet evening run
- 26 Central: weekday lunch cruise

March

- 2 Central: Clean Up Australia
- 8 Central: Chapter 2nd birthday run
- 20 Central: Weekday breakfast run
- 23 Eastern: Neerim run

April

- 12-15 NatMeet XI – Caloundra, Qld
- 27 Central: Kinglake run



May

- 10 Central: Yarragon run
- 11 Eastern: Khanacross
- 17-19 Eastern: 3 Peaks Run

June

- 1 Central: Heritage run
- 8 Eastern: Gippsland run
- 19 Central: New members' night



Full Throttle!

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



It's great to see that there's been plenty of MX-5 motor sport action whilst I have been away on holidays for a month in the USA.



One of the many MX-5s I spotted in the USA ... this one in New Orleans

effort. Although we didn't get the overall win, it is great to see that we held our own by taking out multiple Class wins.

We will be up for the challenge again next year!!! See full details in the report on page 24.

Club Motor Sport GoPro

As mentioned in the September Full Throttle, the Club has purchased a Hero 3 Black Edition GoPro with roll bar mount, SD card and protective carry case.

Since my last edition of Full Throttle we have had the Victoria vs NSW Interstate Challenge at Wakefield Park, Round 6 of the City Mazda MX-5 Sprint Championship at Phillip Island and a non-championship sprint event at Broadford – plenty of MX-5 action to finish off the year. Thank you to everyone who contributed reports for these events.

Interstate Challenge Vic vs. NSW - 2-3/11

Well, the final score was NSW 149.5 points to Victoria 125.5 points ...

Congratulations to the MX-5 Club of NSW for taking out the overall win. Congratulations also to all of our MX-5 Club Vic/Tas members for a fantastic

This is available for shared use at our track days. This purchase has been made possible via the funding the Club received from our Sprint Championship sponsors and it's great to see competitors making use of it at each event.

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

Final Rounds of the 2013-14 City Mazda MX-5 Sprint Championship

We have now confirmed the dates for the three final rounds of the Championship and we are looking forward to good attendance to finish off the season.

Here are the dates:

Rd	Date	Circuit	Host
7	2 February	Sandown	AROCA - Sprint
-	22 March	Winton	Driver Training
8	23 March	Winton	AROCA - Sprint
9	5 April	Phillip Island	AROCA - Sprint

Victorian Club Permit Scheme - coming soon!

As the 25th anniversary of the Mazda MX-5 approaches, 2014 will also be the first year that the MX-5 will be eligible for registration under the Victorian Club Permit Scheme.

The Victorian Club Permit Scheme allows members of car clubs, which are recognised by VicRoads, to make limited use of historic vehicles on the road network. From next year, the MX-5 will begin to qualify under the Classic and Historic vehicles section, for vehicles manufactured after 31 December 1930, but at least 25 years old from the date of the application for a club permit. If your car is one of the early examples of the MX-5, then no doubt you are keen to know what the Club will be doing in 2014 to support members in getting club permit registration.

The Club has developed a set of guidelines outlining what you need to do with VicRoads and how the Club will assist. These will be on the Club website soon.

Questions on the guidelines are encouraged, and can be directed to me via email: secretary@mx5vic.org.au

Keep in mind that this scheme is new to the Club – and that we are all volunteers! – and the process will take a little time to settle in, so I encourage you to start looking at this early.

Peter Dannock
Secretary

Merry MX-mas

It has been a fantastic year of MX-5 motor sport and thank you to everyone for your participation and continued camaraderie. I would like to wish you and your families all a safe and very Merry Christmas and a Happy New Year. Take care over the holiday period and see you all on track in February. **Cheers!!!**

Daniel #146

"Racing – converting money into noise!"



Membership

Current membership count:

509

and growing!

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

Membership continues to grow ... the current count of 509 is up 26 for the same period last year, and is a record for this time in the Club's membership year!

This month, I would like to welcome the following 12 folk to our ranks and wish them all the best for a long and happy association with the Club:

Central Chapter

Naomi Druery	1994 Blue NA
Stuart, Anna, Harriet and Sienna McCartney	2005 Titanium NB
Richard Rundle	2006 Galaxy Grey NC
Arthur & Lyn Smith	1990 Classic Red NA

Eastern Victoria Chapter

Stephen Banks	1993 White NA
Peter Patterson	1998 Black NB

Southern Tasmania Chapter

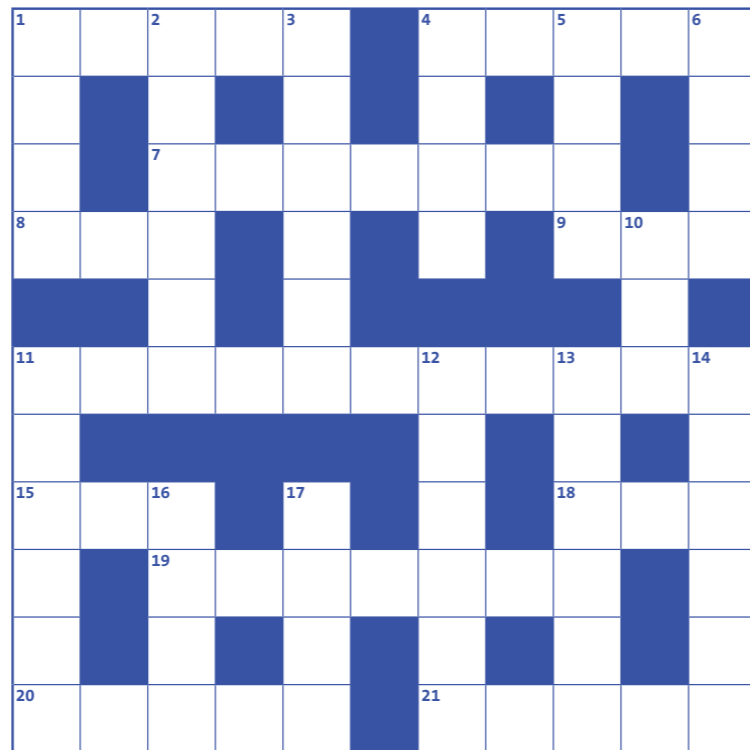
Yari Henttonen and Beverley Francis	2003 Silver NB
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To all I have met, and to all those I am still to meet, have a safe and happy festive season.

See you out and about *Will*



MX-5 crossword #15



Across

- 1 and 4 across. Bringer of presents starting with South Australia and the Northern Territories (5,5)
- 4 see 1 across
- 7 No ad man becomes Mary! (anag) (7)
- 8 Spiders buy their presents here? (3)
- 9 Part rudolf, this car goes faster? (3)
- 11 Fiats regret being in big difficulties if present not selected? (anag) (5,6)
- 15 Swear (3)
- 16 Says who it is for (3)
- 19 So I lied! But I looked up (anag) (7)
- 20 Give me all the presents! (5)
- 21 Watchamacallit regular or premium becomes a measure of liquids (5)

Down

- 1 Associated with northern hemisphere Xmas cards (4)
- 2 Jack be? (6)
- 3 The cat did it and couldn't stop (anag) (6)
- 4 Could contain ice but rises at once to a mountain peak (anag) (4)
- 5 Not exactly a near!? (4)
- 6 Give by post? (4)
- 10 Part of self (even when on a shelf) and short of stature (3)
- 11 Generous (6)
- 12 His Royal Highness opens the till and gets the feeling from opening presents? (anag) (6)
- 13 Campers overnight accommodation had the purpose of getting you a present (6)
- 14 Thomas the Tank completes me! (6)
- 16 Old men are not always so (4)
- 17 A precious present worth digging for (4)

Answers next month ...

MX-5 crossword #14

November 2013 – Answers

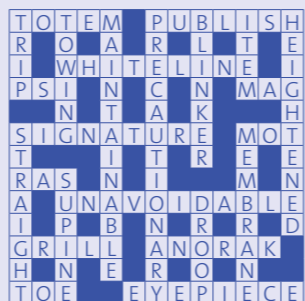


Illustration: GPZrider, on Miata.net.

Scene about ...



Photos: Wendy Clark, Ron Macdonald, Neil Brownrigg, Karen Bradshaw, Marg Gillick, Ron Tanner



Stuart James

North-eastern Victoria Chapter

Name? Stuart James

Age? 57

Born? Oakleigh, Melbourne

Current abode? Leneva – between Wodonga and Beechworth

Profession? Secondary Design and Tech Teacher

Partner? Sue

Pets? Kelpie called Diffy – short for “Difflock”

Fave food? Sue’s Fettuccini

Can you cook? Sue would say no – but I can do a mean spag bol and BBQ

Favourite tippie? Hard to bear a good Shiraz!

First drive? Mum & Dad’s FB Holden wagon – from Bright to Harrierville

First car? Morris 1100 with 997 Cooper spec engine and c/r gearbox

First fender bender? Yep – backed the old FB into another car – built like a tank – shame about the other car!

Everyday driver? ’82 FJ60 Landcruiser

How many MX-5s have you owned? One – just enough!

Current MX-5? ’98 NB

MX-5 improvements? Have I mentioned my stainless steel grille????

MX-5 dislikes? No grille

Why an MX-5? No argument over who sits in the back

Fluffy dice? Next question ...

Passions besides the MX-5? Family, the great outdoors and travel

Favourite TV show / movie / book? Grand Designs / The Italian Job – original / “Tuning for Speed” by Phil Irving – have an autographed copy

Dream wheels (money no object)? Ferrari – Dino 206

Would you drive a Daewoo or SsangYong? Gee, my pushbike is looking good!

Favourite other Mazda? 1500 SS

If not a Mazda (gasp!), then what? Austin 7 S/C Ulster

How long in the Club? Eight years

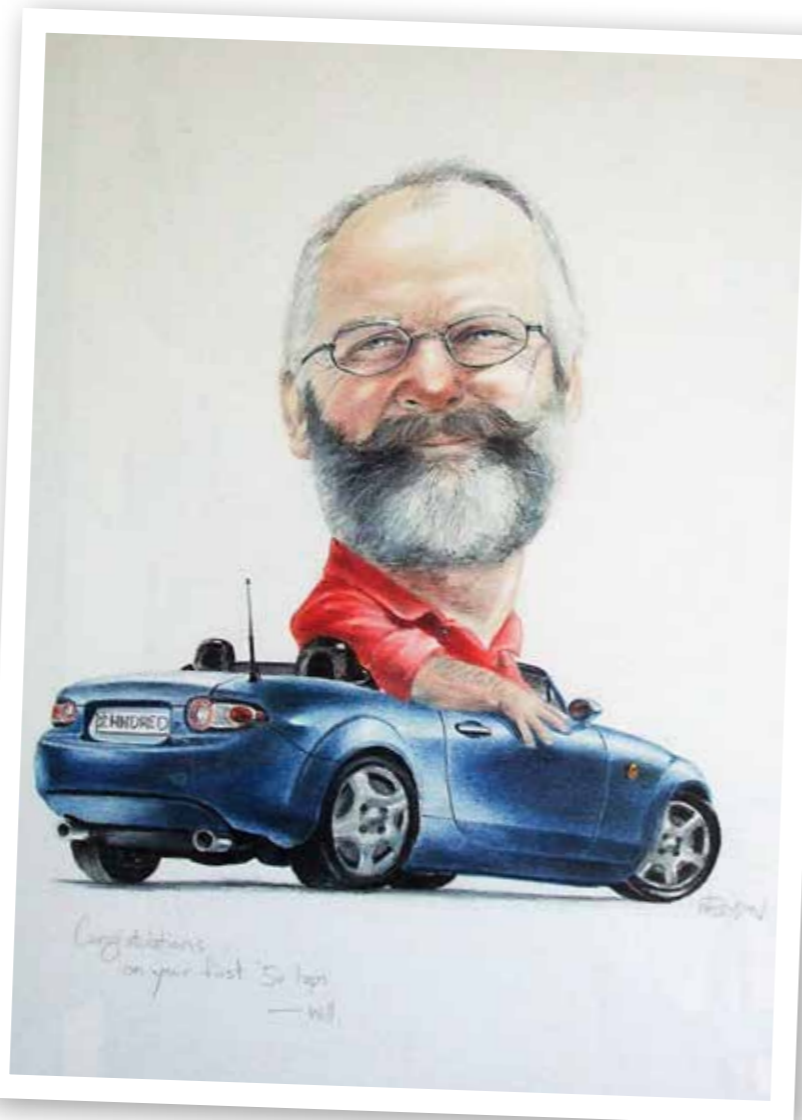
How many MX-5 Club runs or track events? Not enough

Favourite Club run/track? Summit to Sea run – of course!

Funniest thing seen at a Club event? Karen Bradshaw doing her “dead horse” impersonation at Dead Horse Gap on the Snowy run



The MX-5 Club Grill



The caption says “congratulations on your first 50 laps!” Stuart’s wife Sue had this cartoon drawn for his 50th Birthday (... the NC was a bit of artistic licence!)

Have you been to DECA or NatMeet? Not yet

Ford vs Holden? Formula Taxi!? Next question pleeeeeease!

What’s playing in your MX-5? Roy Orbison

Footy team (AFL / NRL / A-League)? Anti-Football League? You beaut!

Final comments? Fantastic club – keep up the good work, looking forward to many more runs with great people!

Heard of the URRRS runs? “Unemployed, Retired, Retrenched, Redundant or Sickie” ... a mid-week run solution courtesy of the Austin 7 Club!

Oh, dear ...

Eyes on your road ...



Words: Murray Finlay

Those who have been on a Club run with me know that, as a driver, I make a pretty good mxtra editor.

Yeah, well ... I’ve never claimed anything else!

Much I’m sure to the disgust of my late dad, a mechanic, I have no clue about what goes on under the bonnet or under the car. I just love the driving experience.

At least he trained me on the basics of checking oil and other fluid levels but, with the MX-5 being so bullet-proof, over 23 years I have lost that habit too ... sorry, dad!

Another casualty has been the habit of checking tyre pressures, and I have been caught out a couple of times on Club runs in recent years ... thinking I had lost what little driving ability I thought I had, I discovered that I was trying to throw the car around on deflated tyres – once on a puncture but once on low pressure that I hadn’t noticed because I hadn’t checked!

Naturally, given the camaraderie among Club members, I received plenty of, er, “advice” (read ribbing) over my lack of

care and attention.

Of course, this is no laughing matter ... the tyres are the only thing between me and the road, so correct inflation is critical ... both for safe driving but also for getting the optimum performance and life out of those expensive bands of rubber.

Now, however, I have a more reliable source of advice – a tyre pressure and temperature monitoring system that watches what’s going on at ground level and sends vital data that appears via an app on my iPhone inside the car.

Lightweight sensors on the tyre valves monitor the temperature and pressure of each individual tyre, and send Bluetooth signals to a small receiver plugged into the cigarette lighter in the cabin. The information also displays on my iPhone (or iPad).

Now I can tell at a glance what shape the tyres are in (hopefully round, all around!).

If there’s a sudden change in either the pressure or temperature in any of the tyres, the sensor instantly changes colour and beeps loudly, and the iPhone display tells me exactly which tyre is affected.

I haven’t had another episode like my earlier efforts since installing the system, but it’s still comforting to be able to see so clearly from inside the car exactly how my tyres are faring.

The system is the iTPMS 8886, marketed by Davies, Craig, an Australian automotive engineering company that produces a range of electric water pumps, thermatic fans and other devices that help boost performance, save fuel and extend engine life.

Davies, Craig has a special pre-Christmas offer on the iTPMS system, which also benefits the Club (see below.)

It’s not cheap, but compare the price to the cost of a new tyre ... or other repairs resulting from a blow-out.

Zoom-Zoom with confidence!

... with iTPMS 8886
tyre pressure monitoring system for iPhone

Driving on a flat or rapidly-deflating tyre can severely damage your expensive tyre, your car ... or worse.

Even under-inflated tyres can place up to 10% strain on a vehicle’s drive, and use 10% more fuel.

The Davies, Craig iTPMS 8886 is a unique DIY electronic safety system which monitors tyre pressure and temperature, instantly warning of any problems.

Simple screw-on sensors monitor the pressure and temperature inside each tyre. This vital information is transmitted wirelessly to the in-car sensor plugged into your cigarette lighter and to the app on your iPhone or iPad.

With any marked variation in tyre pressure and/or temperature from your pre-set targets, an audible alarm sounds, the in-car sensor flashes red and the iPhone display tells you which tyre has the problem.

Each purchase earns money for the Club.



10% off*
for MX-5 Club members
Contact John Benson* to order.
*RRP

*John Benson, Davies, Craig
– (03) 9369 1234, ext 204



Member price: **\$341.55**
*\$379.50 RRP + \$16.50 P+H

Compare that to the cost of replacing a destroyed tyre!



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



My favourite MX-5 road ...



Words & photos: David James, Life member and past-President

Targa Florio Piccolo Madonie course, Sicily

I've long been fascinated by old sports racing cars – the ones around in the 1940s, '50s, '60s and early '70s. Painted in national colours, raced by national heroes (even practicing Grand Prix drivers!), actually available for anyone to buy from the factory, they to me are real racing cars.

Recently finding myself waking up in Sicily, I ventured on a pilgrimage to see the hardest racecourse of the era, the Targa Florio Piccolo Madonie. A mere pup of a circuit, at 42 miles in length, it twists and turns over almost every terrain imaginable.

The Targa Florio, if you've never heard of it, was a race run as a time trial – cars leaving individually at intervals – with the fastest over the distance of up to 10 laps being the winner. It was on a mountain course, with almost no Armco – just stone walls or, worse, fresh air – to catch you if things went awry. The last edition took place in 1977 yet, even today, Sicilians remember fondly the heroes of the Targa Florio.

The course starts at "Floriopolis", a now-abandoned pit and grandstand complex, where the flaking paint reveals the sponsor logos of many generations of races. The course starts very benignly – nice fast straights, with lovely lefts and rights. It quickly lulls you in to a sense of false rhythm.

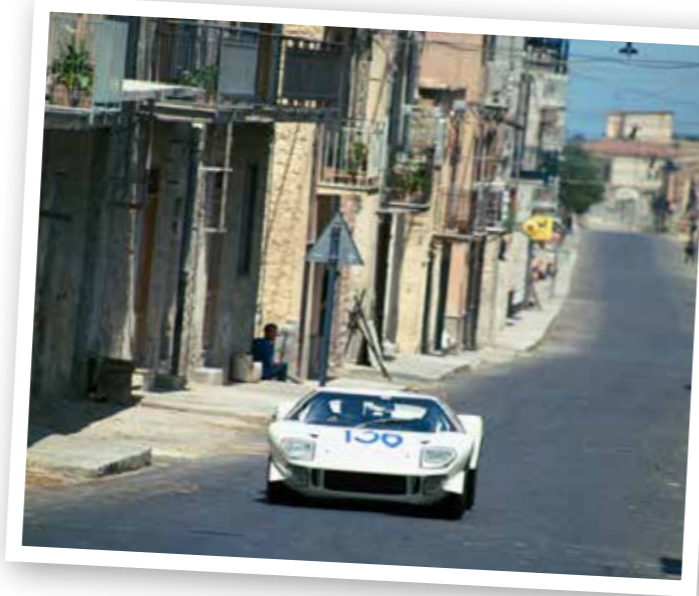
After only three or four miles, bang! An innocuous right hander, even at modest speed, has the C4 Citroen's dashboard warnings of stability control et al lighting up fast enough to induce a modest epileptic fit! The message is clearly that this course demands respect.

Around six or seven miles from Floriopolis we arrive at the town of Cerda. It's your average Sicilian town, nothing special, but in its day, the main street was a vital part of the World Sportscar Championship race that was Targa Florio. This past is celebrated in the small museum in the centre of town, Museo Vincenzo Florio di Cerda (Via Roma 55). You must visit this museum to see wonderful relics, photographs and hear stories from a man that was there! Even better, the museum is in the actual garage used by Autodelta for preparation of their wonderful Alfa Romeo sports cars.

Anyway, onwards and upwards, exiting Cerda, one begins to climb left and right, quickly gaining height, and a fast growing respect for the testicular fortitude of the racers in the day. The surface is much as it was in the period. A smooth hotmix, excellent for racing. The straights are short, and the corners many and unpredictable. This is fun.

Time and lack of real maintenance haven't been kind to many parts of the course in this stretch to Caltavuturo. The road is undermined in many parts, and as confidence grows, is ready to catch you out very quickly and very surely.

Look carefully, and you'll see a small memorial to Count Giulio Masetti, an early winner of the



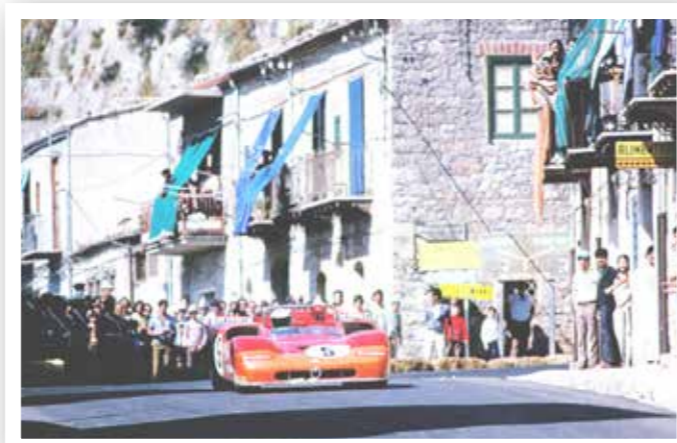
The Ford GT40 of Terry Drury through Cerda

Targa Florio, who was killed in 1926 when his Delage flipped on this stretch of road. Another reminder to practice respect.

As Caltavuturo approaches, the course dives through switchbacks to the base of a valley. Mike Hawthorn and Peter Collins had a corner named 'Back to Britain in a Box' - a reference to the obvious consequence of a failure to follow the course. A long fast down hill left sweeper, into a fast left onto a crest brings us there. After the crest, there's about 75 metres to a tight slow hairpin right. Not what a fatigued driver wanted in a tired racecar on drum brakes, cooked from a long blast downhill.

Under the autostrada, then a few fast climbing switchbacks, and one turns left just before Caltavuturo to head north east towards Collesano. This stretch of tarmac was commissioned especially for the race. Watch out here for the shepherds moving their sheep up the road! It is, again, fast and flowing, undulating and generally down hill in to a valley. Again it makes you feel safe and sucks you in, then bites you hard if you let it! Short sharp changes of direction, and several dips and bumps shake you back to life (and test the Citroen's fading dampers).

The run to Collesano then starts upwards, a faster stretch through small farms, cresting on a right hander with a stone shed on the left, which after more than 40 years, still carries the iconic graffiti, "NINO", a reference to the Palermo schoolteacher Nino Vaccarella, winner of the Targa Florio and driver for Ferrari and Alfa Romeo variously.



Collesano is approached rapidly downhill by quick little lefts and rights that plunge in to the town. Within the town one passes more dedications to "NINO", before turning left and tearing downhill through long rights and sharp lefts. Collesano looks quite neglected as you drive through the main street, but divert to its Targa Florio museum (sign posts are somewhere!) and the town comes alive. There are also many mosaic dedications to the heroes of the Targa Florio as you pass through town.

Exiting Collesano, you're on to the fast downhill course to Campofelice, on the coast. Again, this is a road that looks to have no tricks, until you relax, then it just nibbles at you now and then to punish your laziness! Campofelice is a lively town on a hill overlooking the Mediterranean Sea. Many evocative pictures of Ferraris and Porsches blasting through town exist. The course passes through the town square, then drops quickly to the coast road, a long, fast, and almost straight road that



Nino and Luz in a P4 = Victory. Simple algebra back in 1967. That's David on the left ...



Floriopolis today

1965, Nino Vaccarella in the Ferrari 275 P2, here at Floriopolis

The Piccolo Madonie



gave the drivers their only respite – as long as they didn't hit the trees that line either side, and in parts, the central median of this road.

Turning left inland, past the Cerda railway station the course turns a flat left, and after a mile or so, the steel footbridge marks the return to Floriopolis, and a completion of the Piccolo Madone.

In summary, it is a legendary course that until driven is impossible to appreciate its technicality.

In a car like an MX-5, it would be an absolute hoot!

If you can, include it in your travel plans, as you will not be disappointed! ●

Nino Vaccarella turns right in Collesano enroute to victory in his Alfa 33

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!



The fatal crash of Count Giulio Masetti in 1926

A day off work (aka "the mid-week Spurs run") ...



Mmm ... coffee and breakfast at the Beechworth Bakery in Healesville. A good way to start a Club run.

I think we would have stayed there all day if Janette had not got us moving.

Out to the cars for the briefing and

the usual study of the shoelaces ... I should be safe hiding here behind Valerie. "Arthur", John calls, "yes"... Do'h, OK after six runs with the MX-5 car club I should do my bit and write a run report. So here goes.

Rooves down, motors running and 13 cars head out on to Maroondah Highway, not a bad turnout for a mid-week run. Re-group after the lights. Thanks to the Prado for letting us all out as one convoy. Then it's up past the Maroondah dam and on to the Black Spur.

An Audi Q7 is no match for the MX-5s, waves and "cheers mate" when he kindly pulls over and lets all of us past. A sign flashes "slow down 40km/h" ... this can't be for MX-5s. Past the picnic ground where I took a photo of "Em", the MX-5, a week after I bought her (that photo is now on my desktop). This is the first drive I took Helene on after buying "Em"; we just did it the other way.

OK, enough reminiscing; into third gear and off after Alan Laine. Tall trees, tight turns, no traffic and a clearing sky ... how could this get any better.

It's all down hill past the pancake place – mental note to self... "must come back and try them one day". 100km/h sign ... now

we're moving (we were all a bit scared to push it after John's warnings of hidden speed cameras before we left Healesville). Turn right towards Marysville, Ron Macdonald pulls over to wait for the stragglers; they enjoyed the scenery, I enjoyed the drive, so I just keep following Alan.

Vacant land for sale and a new shopping centre being built, Marysville still has the scars from Black Saturday and I can't drive through the town without the sadness that comes from remembering that so many lives were lost.

Turn right at the roundabout and head up the hill. Trees stand white like ghosts, the black has washed off after the fire but most have not survived. Pass the cyclists and enjoy the wind, the sound of the MX-5s climbing the hill until the rumble of jake brakes announce the impending arrival of a log truck around the next corner. Time to move over to the fog line and give him a bit more room.

Bend after corner, this is like the chicken and the egg ... was this road made for the MX-5 or was the MX-5 made for this road?

Turn right and who would have thought we could find a red light on the Reefton Spur? Who would have thought we could find a second red light on the Reefton Spur? Nearly finished, just one more log truck to negotiate and the road is ours to the end.

At the start Janette said "turn right, turn right and then turn right you can't get lost." We started with 13 and we finished with 13; no-one got lost.

If you missed this run then I would recommend you come on the next mid-week run. Many thanks to Janette and John Todd (right) for organising the morning's run. ●

□ More photos at gracies-place.net



Chapter chatter ...

30.10.13 | Central

■ Words: Arthur Howie ■ Photos: Ron Macdonald & Wendy Clark
■ Organisers: Janette & John Todd



SITUATIONS VACANT

Assistant Chapter Captain - Central Chapter



The Central Chapter of the Club (Melbourne metro area) is looking for an Assistant Chapter Captain ... or two. As Confucius told the electrician, many hands make light work.

This position offers applicants the opportunity to have a greater input into the organisation of both Chapter activities and the Club in general. The successful applicant will attain a new level in enjoyment of Club membership.

Qualifications required:

- » male or female
- » Full or Family membership level
- » keen interest in the Club
- » desire to be actively involved
- » ability to breathe on your own

Remuneration:

- » We are pleased to offer a wage equivalent to half the Chapter Captain's current salary

Please forward your application or expression of interest to: central@mx5vic.org.au

Chapter chatter ...

3.11.13 | Western Victoria ■ Words: Noellene Gleeson ■ Photos: Neil Brownrigg & John Gleeson
 ■ Organiser: John Gleeson

Well, I am not sure if we are very keen or just plain mad.

It is Springfest time, and upon rising at 6.30am the weather did not look too bad. Things do change though!

Jeff, Chris and John were up at Lake Wendouree early to claim our spot. I had to take 'Max' the Mini there to join Lawrie's '72 Fiat on display. By the time I arrived it was freezing.

Soon there were 13 shining MX-5s looking their sparkling best all lined up representing the MX-5 Club in the Shannons Show and Shine display.

Even though the weather was not as good as it could have been, it was amazing how many people were walking past us and enjoying the car display. There was a total of about 150 cars of all types.

The sun would come out and we would all gather around for a chat. Then up

would come the wind and blow the froth off the cappuccinos and the horizontal rain would fall. Everyone would dive into their cars for shelter while the poor public hid behind trees.

It could not dampen the enthusiasm of our hardy members though, and we all had a great social day with plenty of laughter as usual.

Neil and Mary Parker, newbies from Rochester, took out the Shannons Trophy for our section with their 2007 Silver NC (right). Congratulations guys!

John and I would like to thank Gay Matthews, David Bruce, Lester and Lois Scott, Darryl Andrew,

Kevin Brown, Jeff "Sunblock" Woolf, Chris Van Velsen, Neil Brownrigg, Peter Corkran, Michael Wickerson (newbie), Laurie Hocking, and Neil & Mary Parker for supporting us on the day.

It was very much appreciated that you came out on such a day.

Maybe next year ... ●



SPRINGFEST
LAKE WENDOUREE



22.11.13 | Western Victoria ■ Words & photos: Karen Bradshaw

The North-Eastern Victoria Chapter again hosted its weekend overnight "Summit to Sea" run last month, and a few of the Western Victoria Chapter made their way to Wangaratta the day before to join the fun.

Ian and I were champing at the bit to get away as it had been over two months since we had ventured out and our treasured MX-5 was feeling rather dejected.

So at the last minute Ian made the decision to abandon the hay making to the weather and head off on the Summit to Sea Run for a much-needed break.

It was a rather cool Ballarat morning when we met the other three MX-5s travelling with us at Gleasons' place in Ballarat. After catching up on some gossip we headed off, rugged up with the roofs down. We picked up Lyn and Ian Williams on the Trentham Falls Road and headed to Nagambie where our drivers were breath tested coming into town (they all passed with flying colours).



We had lunch in the sunshine and then checked out the Black Caviar statue – what an awesome sporting achievement with 25 wins on the trot from 2009 to her retirement this year.

After our lunch break it was back on the road to

Wangaratta, stripping off the layers as it warmed up, via the very boring Hume Highway – need I say more? It was around 4pm when we arrived at the Advance Motel in Wangaratta (highly recommended). We all contemplated the inviting (but very cool) pool after our warm trip from Nagambie, but alas the drinks and nibbles won out as we relaxed by the pool, waiting for the late arrivals.

Once all expected had arrived safely we headed off for a short stroll in the mild evening to the Pinsent Hotel for our evening meal. Did someone say only a one kilometre walk? Think it may have been further than that! As we still hadn't talked ourselves silly after returning in dribs and drabs from the pub and playing the pokies, we assembled again by the pool and chattered and partied on a little more.

And the big news of the day? We didn't even have any U-turns ... quite an accomplishment for the Western Vic Chapter!!

PS: after returning on Monday, we were only home 20 minutes and Ian was back on the tractor!



^ Coral & Will Campbell, Ian & Lyn Williams



> Neil Brownrigg (left) and Laurie Hocking soak up the, er, atmosphere after the drive from Ballarat to Wang ...

Chapter chatter ...

Summit to Sea

- Wangaratta to Painesville and back ...



■ Words – Day 1: Anonymous; Day 2: Karen Bradshaw ■ Photos: Marg Gillick, Karen Bradshaw ■ Run organisers: Sue & Stuart James

23-24.11.13 | North-Eastern Victoria



After a briefing in Wangaratta from Stuart James (left), 14 cars headed down the Ovens Valley to Bright.

Three more cars join us at our coffee stop in Bright and 10.30 saw the convoy

trek towards Mt Hotham. As soon as we started ascending, it became apparent this was going to be an obstacle course for all. Some ute drivers had no idea they were not alone on the road, and the many cyclists competing in a road race were also oblivious that they were sharing a road. Frustrating for the Mazdas, but we all made it to the summit with no mishaps. There was sunshine and patches of snow up top to enjoy.

We drove into Dinner Plain for more caffeine, a chat, and a quick tour of the village. We continued into Omeo for our lunch stop and more caffeine.

We were lucky with the weather, and almost everyone headed off to lunch with their rooves down in the sun. A cloudburst 30 minutes later proved amusing to the locals as at least 16 people madly dashed from all directions to hastily erect their rooves

Our techno experts suggested keeping lids on, as more rain was on its way.

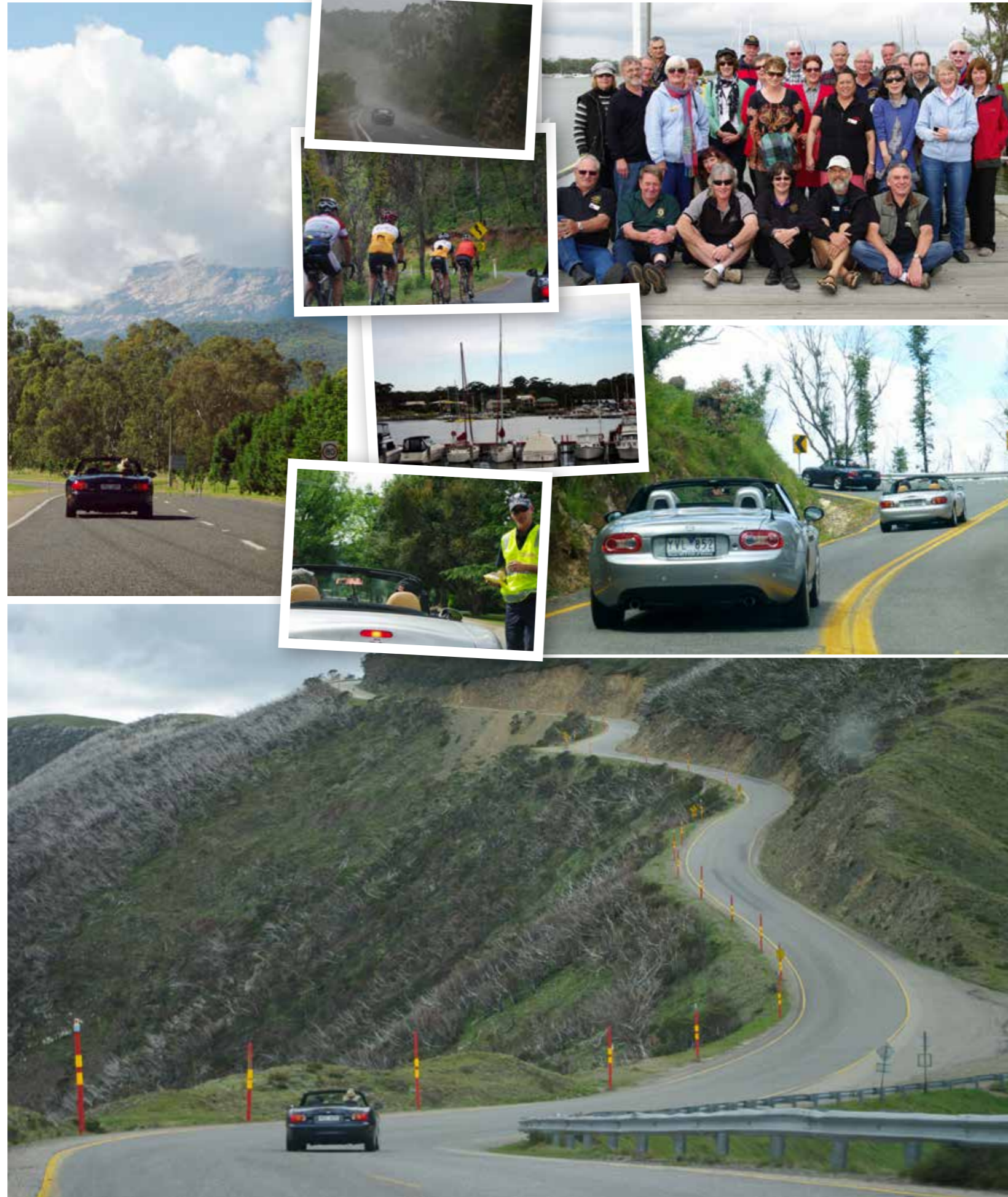
Rain started near Swifts Creek, and continued with us into Bruthen. We missed the worst of the storm which had left a few sheets of water and debris over the road. One excited driver just wanted a full 360 degree view of the vista, and managed to achieve this with no unhappy results (not sure about the state of the underwear in the cars following!)

We continued into Bairnsdale where one of the cars left to stay locally for the night.

On into Painesville and our waterfront stop at Mariner's Cove. Here the storm caught us again, and saw us grouped in the breezeway between rooms having our pre-dinner drinks and snacks.

Later we scattered off for tea in town, and by 9pm everyone had headed back to their own rooms for spas, showers or just to sleep.

A great day was had by all.



Sunday arrived with us all heading to the Fisherman's Wharf Café for breakfast at 8.30am.

As expected there was much chattering as various scrumptious breakfasts were delivered to the tables – coffee, eggs and bacon, hash browns ...

After filling up we gathered on the wharf for the obligatory group photo and to check out the birdlife, boats and the Raymond Island Ferry, which carries people and vehicles across to Raymond Island every 20 minutes.

Four MX-5s headed back to Melbourne and Ballarat, but the rest headed on to the Great Alpine Road for the second stage of our run – the Falls Creek leg – stopping at Bruthen to feed our MX-5s their breakfast.

We re-grouped only to have our leader Stuart head back to the second-hand shop to search out his wife! When everyone was accounted for and with Ian and me leading our group, we headed up the road to Swifts Creek in much drier conditions than when we came down yesterday. At Swifts Creek we stopped for a much-needed toilet stop and a cuppa at the "best bakery in Victoria" ... but it was closed! So, we headed to Omeo for lunch ... which wasn't forthcoming either as the power was out and most shops were closed!

While we had a quick cuppa (for those who had a thermos or visited the café with a generator) we were entertained by an escapee goat with a gigantic udder that ate everything it could reach.

It was then on to the Bogong Alpine Way to Falls Creek and some of the best MX-5 roads in Victoria, chock-full of curves and twists just made for our little cars

... endless fun and great views.

We passed through Anglers Rest, over Mount Cope around the Rocky Valley dam and Healthy Spur, where we stopped for a re-group. Our chatter was interrupted by Ron and Stuart rounding us up to move on for the trip through Falls Creek and on to Mt Beauty. We met road works where there had been a landslide, and some push bikes also heading to Mt Beauty. We celebrated the end of the run with an afternoon cuppa at the Mt Beauty Bakery. Soon it was time to say goodbye to old and new friends and head home. What a fantastic weekend and run: once again great cars, great roads and great people! A huge thank you to Stuart and Sue and Ron and Marg for organising an awesome weekend; your dedication is very much appreciated by all who participated.

Soon Stuart and Sue herded us on for drinks at the house of new members, Shane and Loz, who live in Bright and made us welcome with wonderful hospitality.

It was not long before it was time to leave and buy some food and head back to the motel for our evening meal which was rudely interrupted by a big bang from an arcing power pole. With the power off it was early to bed for us after a very exciting and enjoyable weekend.

PS: On our way home on Monday some of the Ballarat contingent were yet again put on the breathalyser – at Kilmore this time!! The third time in four days, we were beginning to feel that we were being stalked! ●

On behalf of all those who took part in the run I would like to thank Stuart and Sue James for organising this great weekend. Thanks also to the visitors from the other Chapters who took part. For the first time on one of our runs we had participants from all of the mainland Chapters.

~ Ron Gillick, North-Eastern Victoria Chapter Captain

Chapter chatter ...



10.11.13 | Southern Tasmania

Words: Di & Rob Tanner Photos: Rob Tanner & John Waldock Organisers: Di & Rob Tanner

With miserable rainy weather all week, Sunday dawned with bright and sunny skies, and a mild 15° ... perfect for tops down, and a top day of touring and socialising.

Our usual meeting place at Eastlands car park saw a great turnout of 13 cars and 23 eager MX-5ers all raring to go, with new members Anne and her daughter, and Yari and Bev, warmly welcomed.

Chapter Captain John W turned up with his latest performance modification – red shoelaces in his driving shoes! ... everyone knows that red ones go faster !!



DERWENT VALLEY RUN

At 10am, we set out towards the Tasman Bridge, with new member Anne enthusiastically jumping into the lead, but order was restored by the time we got to the Brooker Highway.

We proceeded through the northern suburbs, turning left at Berriedale, and up into the mountain foot hills

via Glenlusk, and down through the picturesque rain forest, with 11km of narrow winding road through Molesworth, and on to the Lyell Highway at Sorell Creek. A short run to New Norfolk led us to our first pit stop at the beautiful Tindall Park.

Back on the road, across the Derwent River and on to the Lyell Highway, with a good run through the beautiful undulating countryside, which is very green after all the spring rains. Passing the hamlets of Rosegarland and Gretna, we arrived at the historic town of Hamilton, with our morning tea stop at the historic 1840 Glen Clyde House.



Everyone gathered on the sunny rear deck to enjoy the views of the beautiful gardens, and Devonshire tea, with the largest scones we have ever seen. Our scheduled stop stretched out to nearly an hour, with everyone enjoying the sunshine and chatting, with some taking advantage of the Craft Shop on site, and giving the credit card a bit of a workout.

A convoy line up the main street and we were back on the road, with a left turn on to the Dunrobbin Bridge over Lake Meadowbank, with a nice run on undulating winding roads through Ellendale, Fentonbury, Westerway and Glenora. Turning right at Bushy Park, a short run took us to the Salmon Ponds at Plenty for lunch at the on-site café, "Pancakes by the Ponds".



After an enjoyable lunch, we all took the opportunity to explore the beautiful gardens and feed the fish in the many ponds.

The historic Salmon Ponds, founded in 1863 as a salmon and trout hatchery and still in operation today, is famous as the starting point for Tasmania's reputation as one of the best inland fishing areas in the world (www.salmonponds.com.au).

After a totally enjoyable day, and with darkening skies and rain on the way, we all headed home. ●



As a follow-up to the "Tops down for breast cancer" event last month, Shannons asked for an MX-5 to appear in the 2013 Hobart Christmas pageant.

The day was sunny, for once, and our red NA was a hit, its headlights popping up and down being a highlight for many a 5-year-old (including the driver and co-driver). We had lots of positive feedback, and an invite for next year has already been made.



Chapter chatter ...

17.11.13 | Central ■ Words: Don Nicoll ■ Photos: Ron Macdonald & Wendy Clark ■ Organiser: Don Nicoll



5th annual CFA run



Top to bottom: President Don; Ros Eastwood & Judy Searl; Jeff Searl & Rob Eastwood, Murray & Alyssa Finlay with Cary Warren; Bruce Gray, Pam Bown, Dave Collins & Tyrone Dark.



▼ The Pyalong rocks



□ More photos at gracies-place.net

The fantastic new BBQ facility at Reedy Creek

The Club started its annual runs to the Strath/Reedy Creek CFA in November 2009. It was our response to the devastation which hit the north and east of Melbourne in February of that year.

Why did we pick this particular CFA brigade? Back in the winter of 2009 a lot of public, government and media energy was focussed on the towns of Kinglake and Marysville. The Committee of the time felt that, if we were going to show our support for the affected communities, we should choose one that had experienced the horror of 7 February but perhaps had slipped below the radar of public support. It was through this process that we organised our first run to the Strath/Reedy Creek CFA.

In 2009 and the years in between we had started in Research and headed to Healesville via St Andrews, Kinglake and Myers Creek road. We had then

backtracked to Kinglake and on to Flowerdale, finishing up at Strath Creek. During that time the Strath Creek CFA had been upgraded from a small single-vehicle shed to a three-vehicle station with meeting and communications rooms. Last year we were told that the Reedy Creek part of the brigade was also to be updated from a single shed to a new two-vehicle station.

With this history in mind, the 2013 run was organised to end at the new Reedy Creek location ... 22 people in 15 cars met at Westfield Shoppingtown in Airport West on a sunny Sunday morning in November. Weather forecasts earlier in the week had promised wind and rain ...

there was a cool breeze at the start but no sign of the rain which meant that all cars departed with their rooves down.

The first part of the run was a little "metropolitan" as we headed past the airport and north. However, things improved considerably as we turned left in Kilmore on to the Darraweit Guim/Romsey road. Cooler conditions in October had left the fields still quite green for this time of the year, which added to the picturesque run through valleys and ridges. In Romsey a right on to the Lancefield Road saw the convoy cruising into Lancefield for the customary coffee and carbs break.

From Lancefield the route took in a

triangular tour of the Pyalong rocks before heading back towards Kilmore. No doubt a geologist could explain these rock edifices quite easily but, to the untrained eye, it looked like a giant had been playing marbles or Lego with tonnes and tonnes of stone.

From north of Kilmore the route headed east through some twistier roads and over narrow bridges to Broadford. Once over the freeway the route continued east towards Strath Creek on the C382. Turning south off the C382 quickly brought the convoy into Reedy Creek, nicely timed for lunch.

Lunch was a BBQ with the brigade under their new shelter near the fire station. It is an impressive construction with plenty of room for probably 50-60 people and two large electric BBQs. Solar panels on the roof mean that the electricity is free.

In fact the brigade makes a profit selling the power back to the grid. The old Reedy Creek school hall has been completely renovated and contains some beautiful old photographs and memorabilia charting the history of the small community.

After lunch there was the customary spin in the cars for those brigade members who wanted a ride, followed by a tour of the new station. The new trucks are state-of-the-art and really well equipped, a great improvement over the equipment available to the brigade at the time of the 2009 bushfires.

This year, with the \$250 donation from the Club, we raised a total of \$451.05. On this occasion we know the source of the 5 cents ... in constructing the new "donations helmet" the brigade had inserted a five cent coin to ensure that

it was functional. A huge thanks to all the Club members who donated so generously.

Although our donations are very gratefully received, the brigade has made it quite clear that it is the fact that we continue to return each year which makes our support special. The 2009 fires are becoming a distant memory for many, but our continuing visits ensure one brigade in Victoria knows that there's a group of people in Melbourne who have not forgotten. Thanks to everyone who participated – we look forward to doing it again next year. ●



Chapter chatter ...

17.11.13 | Northern Tasmania ■ Organiser, words & photos: Kelly Berggren



^ Picnic lunch at Seven Sheds Brewery



^ Trevor heading in to Nook ...

^ ... and his reward for putting up with the market!



^ Blokes avoiding the market while the ladies enjoy: Michael, Roger, Bruce & Peter



^ Bells Parade

With the silly season upon us, we decided on a short relaxing run this month, with a treat for everyone.

We had a great turn out with 17 cars, with our newer members getting to meet some older members. It was a wonderful lazy coffee catch-up.

Starting at the Blue Berry Barn in Frankford, we headed off west down the Frankford Highway, taking some wiggly roads around (of course!) before heading into East Devonport. Cutting through the town took us to River Road, which is a nice curvy road to Latrobe alongside the Mersey River, ending at Bell's Parade.

Bell's offers lots of parking, shady trees overlooking the cars for the boys and a Makers' Market with crafts, paintings and vegies for the girls. With a strict time limit (Anna!), we separated to enjoy ourselves. Then it was off again via Buster Rd (of course!), then back down into South Spreyton for the Nook turn-off before racing up the Nook road (this route offered three stretches of very curvy roads up/down hill) and coming out in Sheffield, then down the Bridal Track into Railton.

Seven Sheds (.com) Brewery in Railton hosted our picnic lunch, and was the reward for the blokes for putting up with the market! Most took a tour of the brewery, which included a yummy beer tasting and glass of our favourite to have with lunch. Willie Simpson introduced us to the ins and outs of making a good brew by – and it is a lot more complex and interesting than you would expect! Seven Sheds brew the old fashioned way, including growing their own hops, using huge stainless steel ex-dairy equipment. It's really good to see that there are still craftsmen out there, using a mix of old and new to create a quality local product. Thanks for having us, Willie and Catherine!

Everyone commented on how relaxing and nice the day was. The group split up into two mini-runs heading homeward-bound, with the Eastern guys having another good go via Mole Creek.

Good roads, great company, perfect MX-5 weather – a wonderful day out! ●

2013 Motorkhana wrap ...

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

The final round of the 2013 Victorian Motorkhana Championship was cancelled, so Bob de Bont has put together a quick summary of how the Club and its members went this year.

MX-5s took out the top five places in Class B and made up 12 of the 22 vehicles in the class.

The Club was represented by nine members throughout the year, and finished third out of the 28 clubs that were represented in the Club Championship.

Individual results:

- » **Robert de Bont** won Class B, Tony Heasley placed third with Troy in fourth.
- » Others to represent the Club in Class B were **Brian Marks, Mark Szutta, Alex Szutta, Bruce Telfer** and **Ben Sale**.
- » **Troy Heasley** won Category J with **Alex Szutta** also representing the Club in juniors.
- » **Alexandra Marks** represented the Club in Class C and Category L.

Thanks to the Club for your support in 2013 and we'll see what 2014 brings. ●



Bob doing his thing at different motorkhana venues in 2013 ...



The MX-5 "State of Origin" ...

Words: Tim Emery Photos: Bryan Shedden (NSW Club President), Adam Walker (NSW Club)

The MX-5 Club 'Interstate Challenge' has been a tradition in the NSW and Vic/Tas Clubs for a number of years; it's our 'State of Origin'.

Contested in alternate years at Wakefield Park and Phillip Island, it is an opportunity for our clubs to pit their motor sport skills against each other. Previous years (the last two!) have seen the Vic/Tas Club take out the Challenge at both our 'home' track, Phillip Island, and also, to the dismay of the NSW team at their home track Wakefield Park.

So this year the 'Challenge' was well and truly set: the NSW club was not going to go down easy ... we were in for a fight!

With a busy few months leading up to the event (Round 4 of our Sprint Championship and Winton 6 Hour) Team Vic saw 21 entrants making the long journey up the Hume to Goulburn, NSW. If we needed any confirmation that it was going to be tough to retain the trophy, seeing the entry list of over 60 NSW Club MX-5s pretty much summed it up.

The format is simple: our entrants are put into their appropriate classes (NSW have very similar Class structure) and then the NSW Club 'matches' our entrants with the same number of their entrants; ie, 'Team Vic' have three 'Clubman' class entrants, so NSW allocate three of their 'Clubman' class.

The two teams caught up on the Saturday night for an official 'Interstate Challenge' dinner with over 50 people in attendance and the NSW guys seemed to be very open with some tips for the tricky Wakefield Circuit. 'Don't brake into turn 1' and 'stay



Tim Emery (right) relinquishes the Interstate Challenge trophy to NSW Club president, Bryan Shedden



Not winners, but still grinners: Russell Garner, Robert Downes and Craig Healy

City Mazda MX-5 Sprint Championship - Round 5: Wakefield - 2-3.11.13

Results - Round 2	1st	2nd	3rd
Standard NA	Noel Heritage » 1:17.04**	---	---
Standard NB	Peter Dannock » 1:19.42**		
Standard NC	Randy Stagno Navarra » 1:113.75**	Colin Denman-Jones » 1:14.73	Alan Conrad » 1:16.76
Clubman	Tim Emery » 1:16.84	Max Lloyd » 1:17.01	Leon Bogers » 1:19.34
Modified	David Wilken » 1:10.58**	Dean Monik » 1:12.23	Ray Monik » 1:14.06
Super Modified	Russell Garner » 1:11.73**	---	---
Restricted Open	Brendan Beavis » 1:10.17**	---	---
Open	Mark Fitzgerald » 1:10.57	---	---

** New Club lap record



2013-14 City Mazda MX-5 Sprint Championship Round 5 - 2-3.11.13



The red ones are faster? Max Lloyd leads Tim Emery (left) and Robert Downes (right)



'Team Vic/Tas' Class trophy results:

Std. NA	Robert Downes	1st
Std. NA	Noel Heritage	3rd
Std. NB	Peter Dannock	2nd
Std. NC	Randy Stagno Navarro	1st
Mod. NA8 / NB	Dave Wilkins	1st
Mod. NA8 / NB	Dean Monik	2nd
Race car / Mod	Brendan Beavis	2nd
Turbo race car / slicks	Mark Fitzgerald	3rd



flat over the top part of the track' seemed like good advice, at the time!

Sunday morning saw the two teams stake their relevant garages ready for the day and the class allocations were finalised. Wakefield Park is a very tricky and technical circuit and, being Team NSW's home track they were 'on the money' from the first sessions. With each session, our team clawed back the gap between teams with great performances from Randy, Brendan, Dean Monik, Dave Wilkins and a cracking battle of the minds between NSW MX-5 Club President Bryan Shedden and our own Robert Downes in 'Standard NA' class.

Victorian MX-5 Club Secretary Peter Dannock, in only his second or third outing on the track, secured second place in standard NB. Although Team Vic's times continued to fall throughout the day, after the agreed five sessions Team NSW had it in the bag. It was great to see Fitz's Evil 2 back on the track, albeit for 'mechanically-shortened' day with a turbo letting go.

Although having relinquished the Challenge Cup, Team Vic continued to improve and making the most of every minute of track time, eventually taking some class trophies home at the end of the day. Thanks to Mike Hicks and David Lawler of the MX-5 Club of NSW for a great day.

A big thanks to all 21 members of 'Team Vic' for making the journey and reminding 'Team NSW' that they in turn will be in for challenge when they make the journey to Phillip Island next year.

The event also counted as Round 5 of the Club's 2013-14 City Mazda Sprint Championship. Results and current standings are below. ●

Championship standings after Rd 5 - Wakefield, 2-3 November, 2013

(corrected points)	1st	2nd	3rd
Overall Champion	= Leon Bogers / Brendan Beavis » 43		= Peter Phillips / Noel Heritage / David Wilken » 40
Standard NA	Noel Heritage » 40	Daryl Ervine » 7	---
Standard NB	Leon Bogers » 37	John Downes » 24	Peter Dannock » 16
Standard NC	Randy Stagno Navarra » 36	Alan Conrad » 26	Robert Hart » 20
Clubman	Peter Phillips » 40	Max Lloyd » 35	Tim Emery » 27
Modified	David Wilken » 40	Gary Prescott » 22	Dean Monik » 20
Super Modified	Russell Garner » 50	---	---
Restricted Open	Brendan Beavis » 44	Paul Ledwith » 27	---
Open	Mark Fitzgerald » 20	Mike Kirby » 10	David Bruce » 7

What dreams are made of ...

Words & photos: Daniel White, Club Captain - Motor Sport

This time a month ago, I was typing the October edition of "Full Throttle" from 30,000 feet, seated on a Qantas 747 heading for Dallas.

It was the start of a three-week trip around the USA, starting down south in Alabama, New Orleans to Nashville and ending with a drive down Highway One on the west coast, from San Francisco to Los Angeles.

Of course a trip to the USA for me would not be complete without some form of MX-5 or motor sport activity involved.

So, after snapping countless pictures of MX-5s from state to state, across the USA, and saying "there goes an MX-5", I had finally made my way to the beautiful seaside city of Monterey in California, which just happens to be a short 20-minute drive to **Mazda Raceway Laguna Seca**.

Needless to say, I made the drive out to the track the next morning to see what I could see. I was surprised at how accessible the circuit was, given that there wasn't an event on. Most of the gates were open, allowing access to drive around the outside of the circuit, and into the infield.

It is really well set up for fans with great viewing and camping areas and the famous *Corkscrew* is a whole lot steeper than it looks on TV.

The circuit was built in 1957, has 11 turns and is 3.6km in length. It has hosted USRR, Can-Am, Trans-Am, Formula 5000, IMSA GT, Champ Car, American Le Mans Series, Grand-Am, Superbike World Championship and MotoGP motorcycle races and the Rolex Monterey Motorsports Reunion.

Most importantly, many MX-5s race there as part of the SCCA National Championships.

The Skip Barber Racing School is also based there and they offer a variety of driver training options. They have a fleet of NC MX-5s (right) for just this purpose.

It would have been great to have a go at this circuit if I'd had the time and money to do so whilst visiting the area.

Meanwhile, I was content to stand at the fence and dream whilst wearing my new \$20 hat I bought in the souvenir shop!!

Dreams are free!!



MAZDA RACEWAY LAGUNA SECA



For Sale

The unique and well-known Mazda "MX2.5"
... hunter of Alfas, slower MX-5s, WRXs etc

- » light, reliable low-cost motor sport
- » warm 1.3 (64kW at the wheels)
- » 50% Bridgestone R-spec tyres

Lap times:

- » Phillip Island – 2 min 13
- » Sandown – 1 min 45
- » Winton long – 1 min 52
- » Winton short – 1 min 17
- ... all with geriatric, disabled driver!

Also:

- » spare motor (1.6) light flywheel and crank – needs assembly

Plus:

- » spare set of early MX-5 wheels with 90% R-spec for sale – \$750

Price for car and spare motor \$4,500
with qualified driving tuition available
if requested.

GRAHAM WILSON
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Get in early ...

... before Mark Webber hears it's for sale!



Summertime Blues ...

Words & photos: Ron Macdonald

A recent discussion with Dick Richey of the "MX5 Factory" in Ringwood brought home the need to ensure correct regular maintenance of your car.

Whilst the actual incident discussed involved a Nissan Patrol it is still very relevant to our MX-5s, especially considering the small bore by-pass hoses used on our engines.

A gent presented his car at Dick's workshop complaining the vehicle had overheated ... to the point of causing severe damage to his engine. A quick examination found the water (he was not using coolant) was not circulating.

Dick's people checked the usual suspects (thermostat etc) but could not find what was causing the problem. It was not until they pulled the radiator hoses off that the cause of the overheating became abundantly clear: the radiator hose was totally blocked with a solid wall of dirt and rust; further investigation found the entire hose was filled with this detritus, as shown.



The engine was repaired, hoses replaced and the system flushed and filled with coolant. \$9,000 later, the customer drove his car out of the workshop.

There are two morals to this story:

Firstly, it's best not to use tap water in your cooling system.

Tap water not only introduces dirt to the system but also sets up a cathodic reaction between your cast iron block and aluminium head (not to mention make the engine block rust).

When you put dissimilar metals together in a damp environment the lesser metal (in this case, aluminium) will become a sacrificial anode. In basic terms, the cast iron block will eat your aluminium head, water pump etc away (electrolysis)! One of the main features of coolant (as opposed to tap water) is that it prevents this electrolysis.

All coolant is not created equal, however – there are specific types of coolant for specific types of engines, so always make sure you are using the correct grade.

Secondly, no matter if you do your own servicing or have it done by a mechanic (even a dealer), always make sure ALL maintenance is done in full at the prescribed intervals.

To ensure continuing protection for your engine, the coolant must be replaced and the system flushed at prescribed times. If you have your car serviced by someone else, ASK if this has been done ... and, in doubt, TELL them to do it.



A few extra dollars on your service cost will be money well spent if it prevents a \$9,000 repair bill! ●

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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



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

Young gun Anton loves the Mazda MX-5

Words & photos: Anton Depasquale

Newly-crowned Australian Formula Ford Champion, 18-year-old Anton Depasquale, right, loves the thrill of open-wheel racing ... and MX-5s.

Recently he was the lone Australian motor sport driver selected by CAMS to contest the Asia-Pacific selection trials for the one regional spot available in the FIA Institute Young Driver Excellence Academy.

To qualify, drivers had to meet a set of minimum criteria, as well as having demonstrated strong performance in competition so far. Mazda Australia was supplying MX-5s and Mazda3s for participants to demonstrate their driving prowess across a number of skilled exercises.

To help his preparation, Anton contacted the Club to see if he could get an MX-5 for practice, and was put in touch with Mazda Australia.

Here's his story ...



I started go karting as a 13-year-old after moving over from motorbikes. I go karded for three years and in that time won numerous series, eight Victorian State titles and an Australian title. In my last year of go karting I crossed the line first in every Junior National Heavy class final contested.

In December 2011, I participated in a Formula Ford test as part of the *Mygale Search for a Motorsport Star*. The prize on offer was entry into a Formula Ford round in the 2012 State Series. I won!

My first race in Formula Ford was at Winton Raceway, which I poled and won three out of the four races, and ended up winning four of the five rounds overall. Also in 2012, I did five selected rounds of the Australian Formula Ford Championship, gradually improving position every time to take out the final round at Winton with a pole and all three race wins. I also hold the current lap record for Formula Ford at Bathurst.

In October 2013 I was picked to represent Australia at the FIA Asia-Pacific Qualifier

at Sydney Motorsport Park. It was a qualifier for the Asia-Pacific Region and the prize on offer was acceptance into the FIA Academy Camps in Europe. Top young drivers from 19 Asia-Pacific countries attended the three-day camp, where they were assessed on fitness, reaction, media and driving both track work and skid pan work. It was an intensive three days and although I did not win the qualifier, I learnt a lot.

In preparation for the FIA Academy, the Mazda MX-5 Club put us in contact with Mazda Australia's PR team, who arranged for me to have the use of a Mazda MX-5 for the week prior to the camp just as a familiarisation tool. As I've only just turned 18 and only just got my licence I have always either driven go karts or open wheelers, so it was great to have the MX-5 to drive around for the week, and I found it great through traffic and for freeway driving.

Not being able to take the MX-5 to its full potential on the road as I would on a race track gave me a whole different feel for the car during the

Academy and the handling and the speed that it is capable of. On the race track we came across both wet and dry conditions and as part of the academy we had a shootout, one lap dash, and with a damp to wet track it made the process a little harder but the car handled great in the wet and the dry showing that is a great all round car with outstanding handling for a stock road car.

Overall I found the MX-5 a great car comfortable at all speeds, which made it perfect for what the Academy was testing for.

This year I have contested the full year of Australian Formula Ford Championship. With six of the seven Championship rounds completed, I currently have enough points to secure the 2013 Australian Formula Ford Championship with a round in hand – and I broke the lap record at Phillip Island last round out.

In 2014 I am hoping to compete overseas in open wheelers. ●



Anton in action at the Academy (left) and in Formula Ford competition

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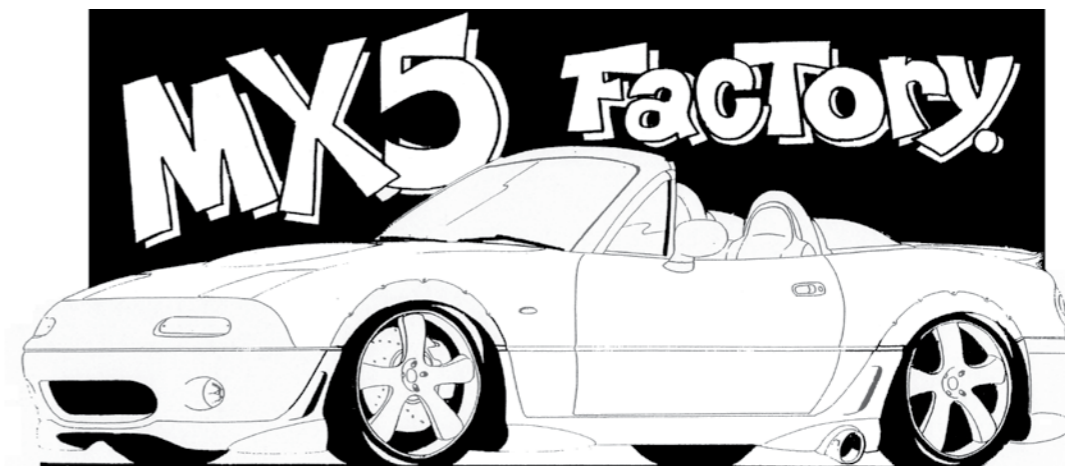
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10.30am - 11.30pm	Catch up on the daily headlines while we work on your car	<input checked="" type="checkbox"/>
11.30am - 12.30pm	Book in now and have the car before lunch	<input checked="" type="checkbox"/>
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2pm - 3pm	Get the car serviced and pick-up the kids in one go	<input checked="" type="checkbox"/>
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