

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

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In this edition:
2015 MX-5 - more speculation
A crash course in car marketing
Daytime running lights for the 2010 NC



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2/2014

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Cover
image:

Ron Diprose gets into the Australia Day
spirit on the Western Vic Chapter run.
Photo: Karen Bradshaw



Find us at:
**MX-5 Club of
Victoria**

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Don's Drive(l) ...

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

Hi everyone, welcome to our February edition of *mxtra*.



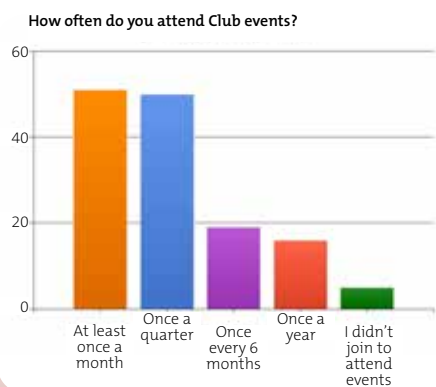
The highlight of the month has to be the recognition of Club member, Peter Phillips, in the Australia Day Honours list. He received the Ambulance Service Medal in acknowledgement of his efforts during the Black Saturday fires. Peter is well known to many in the Club, particularly those in our motor sport group. Congratulations Peter for the richly deserved recognition.

As promised last month, for your interest I've put together a summary of more of your responses to our club survey.

We had a Chapter Captains' meeting on the weekend of 1-2 February, to which I'll provide some background.

Club Survey results

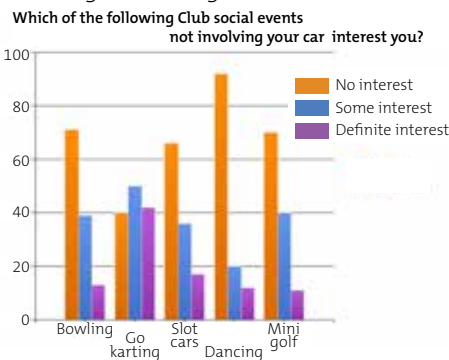
Following questions about your introduction to the Club we then asked about your interests in various activities. Well over 60% of members participated in a Club event either once a quarter or once a month. There are quite a few of us who attend two events per year and a similar number who only attend one event per year. I could imagine that these events are our very popular events like the early morning Great Ocean Road run. It is to be expected that not everyone joins the Club to attend events and this was reflected in the responses.



We tried to differentiate the levels of interest in Saturday, Sunday, all-day and part-day events as well as mid-week events. At the weekend it was hard to pick a day or time which was more popular as the spread of interest was very even.

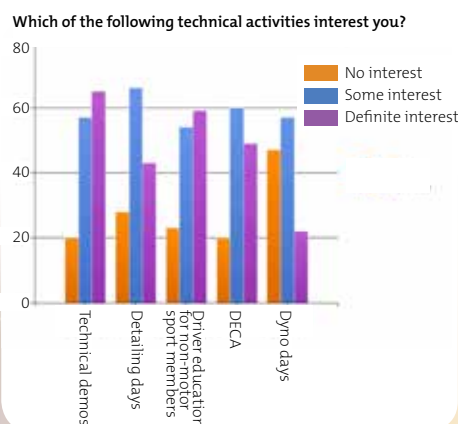
However the mid-week events scored less interest, probably reflecting how most of us have to work to pay for the petrol.

We asked for your interest in go-karting compared with slot car racing, bowling, dancing and mini-golf.



You could perhaps have predicted the result, but if you don't ask you never can be sure. Go-karting got the nod, but slot car racing only just got in front of mini-golf. I guess a set of mini-golf clubs might just fit in the boot!

In the next question we tried to determine the levels of interest in technical activities such as technical demonstrations (eg, those run by the *MX5 Factory*), detailing days, driver education days for non-motor sport people, DECA and dyno days. All received a lot of support, although the dyno days generated the least interest, which is to be expected given that this is very much directed at the motor sport group.



Next month I'll cover off the last few questions in the survey.

Chapter Captains' meeting

An updated *Victorian Incorporated Associations Act* was released late in 2012. The Act, which covers the constitutions of clubs such as ours, is constructed in such a way that it effectively overrules our *Statement of Purposes and Rules (SP&R)* where we no longer comply. Peter Dannock, Dave Collins and I have been through our SP&R to revise sections so that they reflect the new Act. At the same time we have proposed some changes to bring the SP&R in line with what we are doing now in the Club. We went through the major changes with the Chapter Captains so that they understood the proposed changes and can therefore answer any questions from their Chapter members.

We also took the opportunity to discuss our website and changes we can make to increase the level of content relevant to the Chapters, including galleries to store photos from Chapter events.

In 2016 it is Victoria and Tasmania's turn to host the biennial national get-together, NatMeet. We have made a start by taking a very serious look at options in Tasmania. At this meeting we confirmed that Tasmania is our preferred location and that we have the human resources to make it happen.

Finally we asked the Chapter Captains what they think the Committee should be doing to continually improve the relevance and attractiveness of the Club to members and prospective members.

It was a very productive meeting, and a great opportunity to share ideas about the future of the Club.

We'll publish the outcomes of the meeting in a future edition of *mxtra*.

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

Remember ... Safety first!

Don



Full Throttle!

■ Tim Emery – Assistant Club Captain - Motor Sport captain2@mx5vic.org.au



What a Team!

I am writing this after re-hydrating over the past few days as a result of Round 7 of the City Mazda MX-5 Sprint Championship being run in 41° heat at Sandown.

You'll be able to read the full report in the next edition of *mxtra* but I wanted to take the opportunity to acknowledge the members of our 'Motor Sport Team'.

Leading up to our event we knew it was going to be hot, the call went out for Eskies, ice and drinks and within days people had responded to help out. We even had people not competing on the day drop in with an Eskey or some water! Again, on the Friday prior to Sandown, we received news that our much-loved Max Lloyd had some 'engine trouble' with his ticker, and was in hospital for some 'work'. Messages of support and thoughts were sent and again on the day members of our 'team' were passing on their messages to Max and Lesley.

You will also see on page 11 a plan for a 'Defensive Driving Day' for non-motor sport Club members. This is a great initiative and again draws on some of the great support we have in the Motor Sport team. Daniel, Murray, Sam Gumina, Graham Wilson and I have been spending time putting together a program that we hope everyone will enjoy. Again this time from dedicated Club members in planning the event is much appreciated.

Although we are competitors we are fortunate to have such a great culture of support and friendship. So, as the 'Assistant Club Captain – Motor Sport', a big thank you to everyone in our 'Motor Sport Team'.

[If you're interested in the driver training day, please book now! Payment can come later, but we need commitments from members asap to see if we have enough interest for the day to go ahead.]

Club GoPro

The Motor Sport Team's GoPro camera has been getting a work out with members using it at every round including the Winton 6 Hour and the Interstate Challenge at Wakefield Park. We soon hope to have footage of a 'lap' of every circuit we visit in our Championship. These will then be loaded on to our website for newcomers (or other competitors) to get an idea of what it's like on a 'Hot Lap'.

After the Phillip Island round late last year we were lucky to have footage of both Rob Downes and Noel Heritage on 'back-to-back' laps showing different styles and lines but still being within tenths of a second. We just need to give Downsey (below) a few more lessons on pressing 'Record' on the camera!

Tim

The older I get, the faster I was!



For your diary ...

See the full calendar for details

February

- 16 Central: Picnic at Hanging Rock
- 16 NE Vic: Yack to Beechworth
- 16 Western: Eppalock/Bendigo run
- 23 Motorkhana: Pakenham
- 26 Central: weekday lunch cruise

March

- 2 Central: Clean Up Australia
- 8 Central: Chapter 2nd birthday run
- 8-9 NE Vic: Snowy Mountains run
- 9 N Tas: Mersey River crossings
- 20 Central: Weekday breakfast run
- 22 Driver training, Winton
- 23 Eastern: Neerim run
- 23 Sprints Rd 8: Winton
- 29-30 N Tas: WestCoast Overnighter
- 30 Motorkhana: Werribee

April

- 5 Sprints Rd 9: Phillip Island
- 12-13 Central: VicMeet 2014
- 12-15 NatMeet XI – Caloundra, Qld
- 27 Central: Phillip Island run
- 27 Motorkhana: Deniliquin



May

- 10 Central: Heritage run
- 11 Eastern: Khanacross
- 11 Motorkhana: Avalon
- 17-19 Eastern: 3 Peaks run

June

- 1 Central: Yarragon run
- 1 Sprints Rd 1: Broadford
- 8 Eastern: Gippsland run
- 19 Central: New members' night



Membership

Current
membership count:

536

and growing!

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

Hi all! It is with great pleasure that I welcome the following new members to our Club.

Central Chapter

Alex Barton	1990 Red NA
Siddique Fisher	2001 Silver NB
Dirk Oogjes and Susan Templar-Oogjes	2003 Silver NB
Cheow Tan	2010 Black NC

North-Eastern Victoria Chapter

Clifford Purdey	1999 Twilight Blue NB
-----------------	-----------------------

Eastern Victoria Chapter

Stephen Green	1990 Classic Red NA
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Western Victoria Chapter

Shane Rees	White NA
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As you will be aware, the VicRoads Club Permit Scheme will soon apply to the earliest MX-5s registered in Victoria. The scheme provides particularly

cheap registration although, depending on the fee paid, it means that the car can only be used on 45 or 90 days, and an accurate log book must be maintained. At this stage, around 6% of members are eligible, although this will steadily increase as time goes on. It will be interesting to see how many members take on the scheme. The table below provides a breakdown of the Club's current vehicle population:

Year	%age	Model	Year	%age	Model	Year	%age	Model
1989	6.0	NA	1998	7.0	NB	2005	3.5	NC
1990	11.0	NA	1999	9.0	NB	2006	6.5	NC
1991	2.5	NA	2000	5.5	NB	2007	6.0	NC
1992	2.0	NA	2001	6.0	NB	2008	2.0	NC
1993	3.5	NA	2002	7.0	NB	2009	1.5	NC
1994	1.0	NA	2003	3.0	NB	2010	3.0	NC
1995	1.0	NA	2004	3.5	NB	2011	1.5	NC
1996	1.0	NA	2005	3.0	NB	2012	1.0	NC
1997	1.5	NA				2013	0.5	NC
1998	1.0	NA				2014	0	NC

... a reasonably even spread although there are peaks when the NB and then the NC were released. Figures for the last few years probably explain why Mazda is ready of a new model!

See you out and about ... *Will*

Scene about ...

Photos: Wendy Clark, Ron Macdonald, Karen Bradshaw, Veronica Atkins



Alan Bennett's MX-5 crossword #17

Theme = Environmental

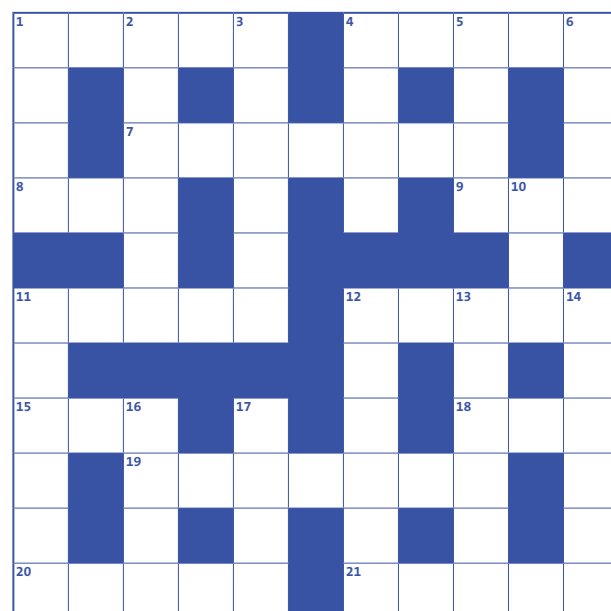
Across

- Not frozen (5)
- Lance until it's not dirty (anag) (5)
- Left overs? (7)
- Now, when is it due? (abbrev) (3)
- Doesn't mix well with 21 Across (3)
- Daily winner of a staple with a beard (anag) (5)
- To force to act (5)
- A valuable metal bearing rock that's not worth a penny in Sweden (3)
- To decay (3)
- An unhelpful situation that is difficult to deal with (7)
- An interval of time where an event repeats, almost in a circle (5)
- Two parts hydrogen plus one part oxygen (5)

Down

- Not raining but could be expensive if caught (4)
- A green provoking to fury (anag) (6)
- A car with two methods of power (6)
- One over the ear would make your head spin but contain items in a bag (4)
- Repeats automatically and exactly even if a little faint! (4)
- Invalid with no legal force (4)
- Very cold 21 Across (3)
- Having to do with living organisms (6)
- Low fin mixes an influx (anag) (6)
- Trip me up to allow (anag) (6)
- Rubbish! (6)
- Heroic or impressive proportions (4)
- Could be socks that carry liquids? (4)

Answers next month ...



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

MX-5 crossword #16

January 2014
– Answers

2015 MX-5 to debut in Chicago

■ Words: Karla Pincott, Carsguide - 20/1/14 ■ Illustration: www.roadandtrack.com | Karla Pincott is on Twitter: @KarlaPincott

Mazda will unveil fourth-generation MX-5 with lighter weight and clean styling.

The fourth generation of the Mazda MX-5 is nearing, and is tipped to have dropped weight and grown a longer nose to accommodate more efficient SkyActiv engines. The roadster is being developed on a new platform that will also be shared with the next Alfa Romeo sports car.



Yet another guess at what the new generation MX-5 might look like ... but who knows?

Expected to be unveiled at the 2015 Chicago motor show* – 26 years after the first generation debuted there in 1989 – the new MX-5 will have a lengthened wheelbase and bonnet to house the extra long exhaust manifold of Mazda’s efficiency-focused naturally-aspirated 1.5-litre and 2.0-litre SkyActiv mills, with the company having decided not to go down the turbo path for the two-seater, according to Autocar.

Australian specification is a long way from being announced, but at the moment we get a single 2.0-litre engine with the choice of a six-speed manual or six-speed sports auto transmission. SkyActiv technology is predicted to considerably improve the fuel economy, currently 8.1L/100km.

While the longer bonnet – with the front axle pushed forward – has a functional basis, it will also contribute to what a Mazda insider told the UK site was the carmaker’s “best-looking car ever” with “very clean and simple” lines. “It is such a good-looking car – recognisable as an MX-5, but with very clean styling,” the source is reported as saying.

That means we’re unlikely to see the five-corner grille and detailed styling of the rest of the recent Mazda product make its way on to the MX-5, with the nose expected to continue with uncluttered, smooth planes and lower air intakes.

Mazda was previously trying to get the weight down to the 1000kg level, and while that target has been abandoned, you can still expect the coming MX-5 to shave around 70kg off the current car’s 1167kg (manual) and 1177 (auto), aiming to be the lightest in its class.

The car will be offered in both soft top and folding hard top versions (depending on markets around the world); however Australia currently takes only the hard-top. The good news is that the roof also reportedly is lighter, and has been redesigned to swallow less space in the boot. ●

**mxtra has it on good authority that Mazda Corp in Japan is still deciding when and where the new model will make its debut.*

The ND, in the flesh ... well, sort of!

■ Words: Zach Bowman, Road & Track (www.roadandtrack.com) - 15/1/14 ■ Photo: Mallory McMorrow

You never know what you’ll see in Detroit. With suppliers and automakers stacked like cordwood for the winter, test mules and prototypes run the roads on a regular basis.

Road & Track spotted this 2015 Mazda MX-5 test mule parked just outside of Detroit.

While this particular mule’s rocking NC MX-5 bodywork, there are some very clear ND-generation touches at work. For starters, the four-lug wheels are plainly visible—further indication that the fourth-generation car will be smaller and lighter. The last time we saw ND spy

photos, the car used a single-exit exhaust akin to the first and second-generation MX-5, but these shots show a dual-exit set up.

There isn’t much solid information on the 2015 MX-5 just yet, but rumors suggest the car will be a full 100kg lighter than the current model. Developed as a collaboration between Mazda and Fiat, the ND MX-5 may use a smaller-

displacement 1.3-litre turbocharged four-cylinder engine in place of the car’s traditional naturally-aspirated four-cylinder.

Stay tuned for more information. ●

Read more: <http://www.roadandtrack.com/go/future-cars/future-car-news/2016-mazda-mx-5-miata-prototype-test-mule#ixzz2r1f4YLuf>



Neal Brownrigg

Western Victoria Chapter

Name? Neal Brownrigg

Age? 51

Born? Kew, Victoria

Current abode? Ballarat

Profession? Traffic controller/Labourer/Jack of all trades

Partner? Single, Single, Single !!!!

Pets? None

Fave food? Anything seafood!

Can you cook? Extremely well!

Favourite tippie? A nice white, prefer Margaret River

First drive? An old Torana, the year escapes me!

First car? 1975 Toyota Corolla (Yes, in that horrible mustard colour!)

First fender bender? Aforementioned Corolla vs Wombat ... we called it a draw!

How many MX-5s have you owned? This is my first

Current MX-5? 2001 NB Silver, named “Mandy”

MX-5 improvements? Minimal (have been told the exhaust is too loud!! Care factor: zero)

MX-5 dislikes? None

Why an MX-5? Always wanted one, it’s my midlife crisis and I have earned it!

Fluffy dice? Never!

Passions besides the MX-5? Cookery, reading, good music!!

Favourite TV show / movie / book? TV: “Black Books”; anything for a laugh. Movies: too numerous to mention. Books: “Catch 22”, “One Fourteenth of an Elephant”, “A Fortunate Life” ... anything military history

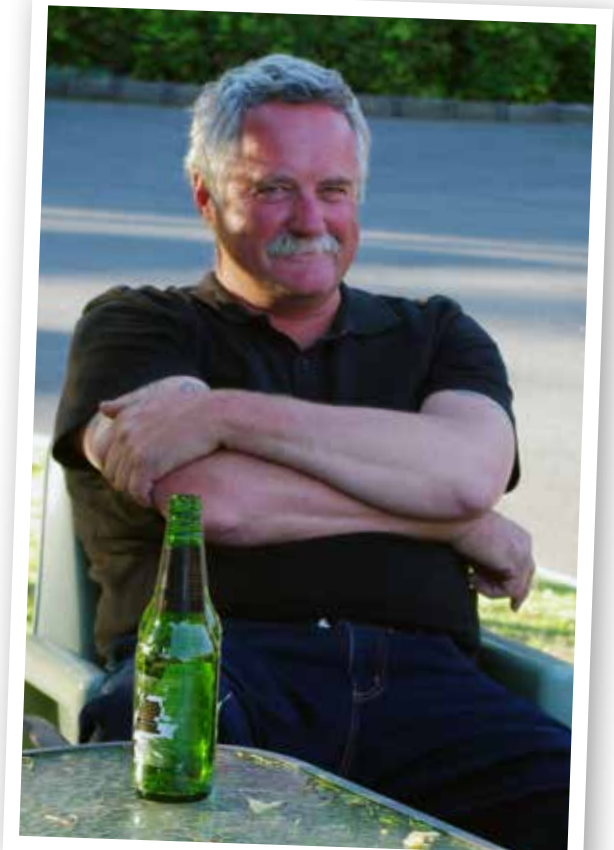
Dream wheels (money no object)? My current Mazda restored to showroom condition!!

Would you drive a Daewoo or SsangYong? Ahhh no, I’ll take the pushbike

Favourite other Mazda? Had a 626 for years ... drove it into the ground. Loved it!!

If not a Mazda (gasp!), then what? Abovementioned pushbike!

The MX-5 Club Grill



How long in the Club? This is my third year

How many MX-5 Club runs or track events? Many ...

Favourite Club run/track? Great Alpine Road

Funniest thing seen at a Club event? Too many to single out just one!

Have you been to DECA or NatMeet? No

Ford vs Holden? No preference (owned both)

What’s playing in your MX-5? Currently listening to “The Darling Buds” – not everyone’s cup of tea. Musical tastes vary from classical right through to ’80s ... depends on the mood!

Footy team (AFL / NRL / A-League)? Carlton

Final comments? Thanks for asking me to be part of the Grill!

My favourite MX-5 road ...

■ Words & photo: Janette & John Todd

Not Todd Road ... Macedon & environs

Some say the journey while others say the destination – we say have them both!

Not so much one road as a favourite but a series of roads in and around Mt Macedon leading to Hanging Rock that offer sweeping bends, tight turns, beautiful scenery and the opportunity to thoroughly enjoy your MX-5. The roads can be narrow so some caution is required.

Heading out of New Gisborne you pass by Barringo Road farmland with some big right, left, right sweepers before a tight left turn into Glen Drouitt Road taking you through Macedon Regional Park. A left turn into Tuckers Road and you are out of the Park and into an area of equine paradise. Be aware that the "local traffic" could very well be four-legged horse power!

Turning sharp right into Syndicate Road will bring you to the back streets of Mt Macedon village and you can choose right or left at the T-intersection and follow these little streets around to Mt Macedon Road.

Heading up the mountain, your navigator can peer through imposing gates that lead (on another day, perhaps) to many beautiful gardens taking part in the Open Gardens scheme. Once out of the township you are faced with an MX-5 dream –



bend upon bend upon bend – so tighten that seatbelt and drive as you head up and over Mt Macedon.

A right turn into Straws Lane and you can ponder one of life's little mysteries. If you pull over at the bottom of Straws Lane (aka Anti-Gravity Hill) and take the car out of gear you will (may) find yourself rolling slowly UP HILL. This odd phenomenon is one of Woodend's best kept secrets and just adds to the overall mystery of the area.

Left turn into South Rock Road and you have arrived! Hanging Rock – races, abseiling, food festivals, concerts – it offers the lot.

Go on: have a picnic ... and remember to keep an eye out for Miranda! ●

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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A crash course in car marketing: just add celebrities and a racetrack

■ Words & photos: Sam Hall, Motoring Writer, drive.com.au - 29/1/14

Mazda is anticipating hundreds of thousands of dollars in damage during its upcoming F1 celebrity race, but says the payoff is worth it.

It's the ultimate exercise in carnage: unleashing two dozen celebrities on to a Formula One track in brand new passenger cars.

The resulting heap of scrap metal – usually accompanied by a repair bill well into six figures – is enough to make most car enthusiasts shudder.

But in terms of spreading the message of a new model, next month's Australian Formula One celebrity challenge is treated as a coveted marketing exercise among some car makers, albeit one fraught with outrageous overheads.

"There's obviously an investment: all the cars are basically written off and because we put a roll cage in them, you'd never take them back to standard [to sell] anyway," Mazda Australia marketing director Alastair Doak said.

Expect chaotic scenes when a group of 20 A-to-D listers hit Melbourne's Albert Park complex for the now Mazda-supported celebrity challenge. The vehicle chosen for this year's exercise is the new Mazda3 small car.

The Japanese car maker this week announced Australian cycling veteran Robbie McEwen would join, among others, adventurer Charley Boorman and Olympic snowboarder Torah Bright in the event, which has developed a reputation for turning into a demolition derby.

The Japanese manufacturer follows BMW, Mini, Fiat and Lexus in putting its hand up for the entertaining sideshow at the Grand Prix, which in 2012 failed to find a vehicle partner, leaving the event without the Celebrity Challenge.

Donning expensive race suits and armed with professional driver training, the celebs are encouraged to keep proceedings clean before being let loose on the twisting 5km street circuit. What ensues is anyone's guess.

Mazda Australia has essentially consigned a fleet of 24 new Mazda3s to life without number plates once the event is over. In last year's event, all but one of the Mazda6 race cars used emerged with missing panels and heavy battle scars.

"We did very well with Mazda6 last year, we got a lot of media exposure, obviously several million dollars worth," Doak said, insisting that the pay-off from the event is worth the carnage.

"Six of the cars were OK, and Brad Hodge who won, his car was pristine basically and we've got that car."

It's understood car makers use to have to pay a significant mid-six-figure sum to the Grand Prix Corporation to take part in the event.

Nowadays, the onus is simply on the designated car makers to supply the cars and their preparation for the race, training,



transport, catering and race wear. It's believed costs will comfortably exceed \$1 million for Mazda this year.

According to Doak, the cars are put to good use once the race is over.

"Whether we do something with them, like give them to other

people to race or to do things down the track, essentially those cars are quarantined for that," he said.

"We've got dealers who race so they've got a couple of last year's cars, we also send the cars to TAFEs for apprentices to work on; we sent a couple over to New Zealand last year for that reason. We put them to good use." ●

The 2014 Australian Grand Prix takes place on 13-16 March. At Mazda's invitation, the Club is providing 22 cars for a four-day display and to ferry the celebrity drivers around the track in a parade lap on the Sunday. Thanks to everyone who responded to the call for cars – the list filled up in about 15 minutes!

Driver training - for non-motor sport members

The Club is planning a driver training day at Winton Raceway on Saturday, 22 March.

It will be run by our motor sport team, but aimed at non-motor sport members to help improve city and highway driving skills in a safe environment.

Run in conjunction with the Alfa Club, AROCA, this will entail an evening theory session in Melbourne (date TBA) followed by four hours of practical training, practice and tests at Winton.

The cost will be \$200/person for the two sessions. Participants will use their own cars.

Payment can be made later, but we need your booking ASAP to ensure we have enough participants to cover the cost.

To book your spot, please e-mail Assistant Club Captain – Motor Sport, Tim Emery, on captain2@mx5vic.org.au now.

Chapter chatter ...

11.1.14 | Central ■ Words: Linda Nicoll ■ Photos/Organisers: Wendy Clark & Ron Macdonald



If you have a strong stomach and love lots of corners, this is the run for you!

Obviously, many of us do!

Don and I arrived at the meeting point for this evening run through the Dandenongs at 6.31pm (it was 6.30 for a 7pm start) to find the carpark already brimming with MX-5s ... *talk about keen!!*

After Ron's welcome and the pre-run briefing 26 cars, including four new members on their first outing with the Club, headed off through the back streets of Tecoma.

Off the Burwood Highway, the scenery and surroundings immediately become quintessentially "the Dandenongs".

Within five minutes we were skirting the edges of the national park and heading up to Sassafrass. I was impressed once again with the huge mountain ash and the beautiful, lush tree ferns. Just so perfect at this time of the day, with the evening cooling down and the softer light replacing the glare of the day. Naturally

Don didn't see much of this; his eyes were all for the next corner and just how tight could he take it!

We continued, up, down and around. Big trees: lots of; corners: also lots of. At the time of writing I can't find the well-written run notes provided which, while no-one got lost on the day, I am now completely lost without, looking at the Melway and trying to figure out just which roads we took!

I remember names — Sassafrass, Kallista, Monbulk. I do remember I had to look twice when the run notes said to "go around the roundabout and head back the way you've come", but it all made sense (to us at least, I'm not sure what the patrons of the café on the corner thought as we all passed and then passed again!) when we turned off on Perrins Creek Road and headed back to Sassafrass by a different route, finally winding down to Ferntree Gully and the end of the run

at the local Maccas. Thanks Ron and Wendy!

To round off a beautiful night, a nice man in a white NA heard me asking for a local restaurant and recommended a pizza/steakhouse, called *Caesars*, just down the road where we had a terrific steak before heading back to Research.

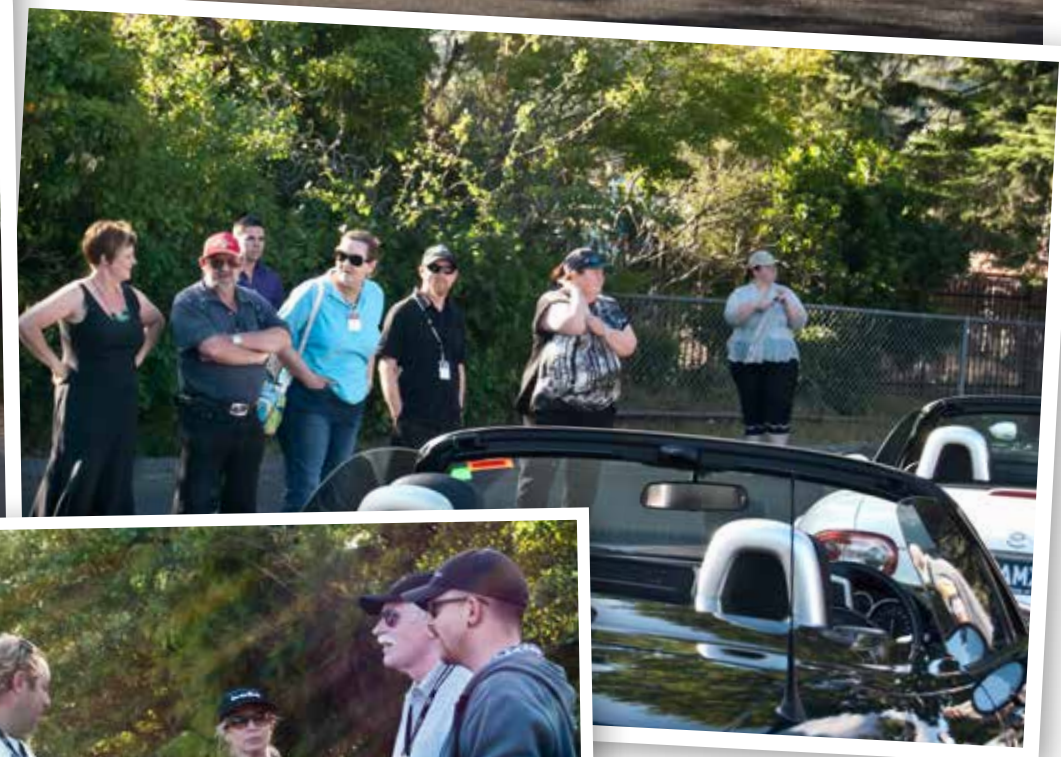
I asked Don to go "straight" home! ●



C'mon boys: put your both hands in and shake them all about ...



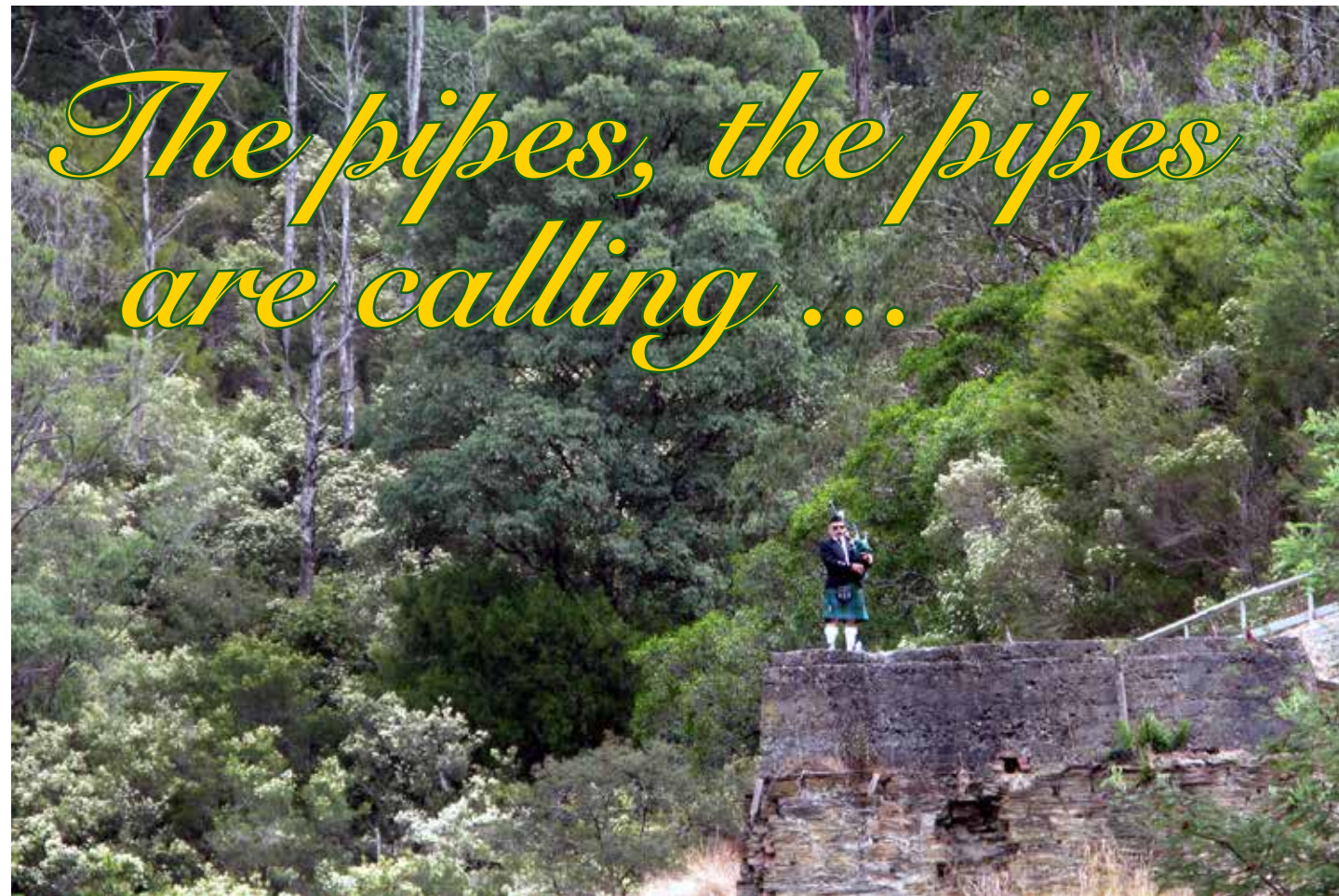
✓ *The starting point car park in Tecoma ... full as a state school hatrack!*



⤴ *Hands up who's writing the run report ... ?
(First lady Linda, left, lost!)*

Chapter chatter ...

19.1.14 | Eastern ■ Words: Arthur Howie ■ Photos: Eddie Calleja & Lesla Ford ■ Organiser: Alan Laine



A haze filled the Latrobe Valley as the MX-5s started to roll into the car park.

Meeting new Club members and catching up with those who have been in the Club a bit longer (I won't call them *old* members) is a good way to start a run.

Hats and sunscreen on, tops down, a few words of wisdom from Alan Laine and 11 cars hit the road.

First obstacle on the way out to Newborough is a roundabout with a hole in the middle and a railway line underneath it ... haven't seen that before. Through the lights and out of town, looks like the convoy is together but looks can be deceiving.

Rolling hills and sweeping bends – *this is the way to enjoy your MX-5!* Time for a regroup, I think everyone is here and one Land Cruiser in the middle. Left turn up hill and down the other side, under the permanent clouds and round the cooling towers.

We enter Haunted Hill Rd with a sign "Cemetery"; this would be a spooky place at night ... *ha ha*. As we enter the next town Alan pulls over for a regroup, a quick car count ... *nine* cars. "James", the radio crackles ... no reply so out with the mobile. Our missing cars located, it's off through town and up to the lookout to put the group back together.

As the corners get tighter the trees get closer and some gravel in the corners nearly catches me out, so it's time to slow up a bit till the road surface improves. The sun is out from behind the

clouds and, with the temperature changing from crest to dip, we head through Rawson and on to Erica for lunch. Although the service is a bit slow the food is good and after a quick discussion our plans change ... *we are off to Walhalla for the afternoon.*

With the cars parked at the far end of the town, we all walk back through the town to the sound of bagpipes and round the corner where we see the piper in full Scottish dress entertaining the town.

After coffee and ice cream it's time to head back, so a slow walk through town with the pipes getting fainter with every turn. Once in the cars we have one last look at the town as we drive back through the main street.

The last glimpse of Walhalla is the train hanging on to the side of the valley. Back round the bends, twists and turns and into Moe for goodbyes and plans to meet up on the next run.

A big *thank you* to Alan Laine and the Eastern Victoria Chapter for some fantastic roads and wonderful weather. ●



✓ Eastern Vic Chapter Captain Alan Laine (left) with some of the run participants



^ Lunch in Erica

Chapter chatter ...

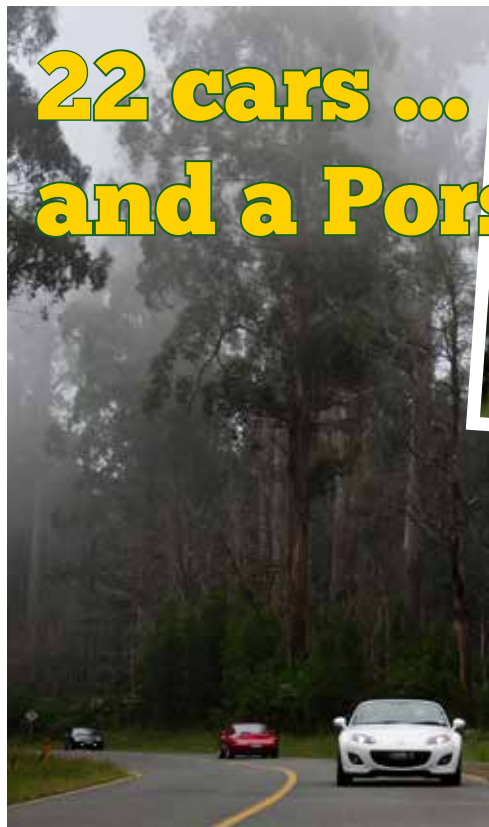
27.12.13 | Central ■ Words: Paul Clifton, Northampton area, MX-5 Owners Club of UK

In mid-2013, Murray Finlay received an e-mail from Paul and Sandy Clifton, members of the Northampton area of the UK MX-5 Owners Club, saying they were coming to Melbourne for Christmas and asking if they could catch up for a coffee with some Melbourne-based members.

Blow that, we thought. We'll organise an informal post-Christmas run, we thought. We might get eight or nine members wanting to blow off some Christmas haze. Instead, we got ...

[The Porsche belonged to former **mxtra** editor, Eng Yeap, and his wife, former Club social captain, Jean]

22 cars ...
and a Porsche!



^ Paul Clifton (white shirt, centre), finds he's among expat friends at the start of the run



■ Photos: Ron Macdonald & Wendy Clark ■ Organiser: Murray Finlay

Sandy and I fell for everything MX-5 about five years ago after owning an MG.

I had carried out a full nut and bolt restoration of a 1973 'B' GT to a very, very high standard which had included increasing the engine to 2 litre, new interior trim and hand-made headlining, chrome master cylinder and servo, every nut and bolt on the engine had been chromed, Minilite wheels etc, etc.

In fact, the guy who bought it from me won four awards with it in his first year of ownership.

I gave up ownership as I was very disillusioned with the local MG so-called enthusiasts' club, sold the car and soon decided to look at other makes.

MX-5s? Don't think so, I said ... hairdressers' cars, not big enough. And then I drove one. Well, the smile appeared and has remained there since.

We must check out the local club before I buy, I thought. We did, and the welcome we received convinced me to buy and it's that welcome that brings me to write this and say – from a 'Pom' back here in the cold of the UK winter – thank you all from the bottom of my heart for the welcome Sandy and I received on our run with you through the valleys and mountains of the 'Yarra'.

You have some of the finest scenery in Victoria around Melbourne, from the Mornington Peninsula to the Great Ocean Road – both of which we have seen on previous trips to see our daughter and family in Beaumaris – however, from our point of view the "Healesville loop" takes some beating and the memories will stay with us for a long, long time.

As for your cars, we must compliment you on such a high standard of presentation; you all look after them so well (your weather must help, too ... my car is put away for the winter; won't be out until end of March).

Just to let you know what she is, we have a 2001 Mk 2.5 1800 VVT in Crystal Blue with 40,000 miles on the clock, one lady owner before me and as Murray knows I can't stop doing things to her. So far the list is different wheels, four pot calipers with drilled and slotted discs, coil over suspension, twin stainless exhaust, period-style boot rack, full leather interior trim, Lexus-style rear lights, HID headlights etc, etc ... and soon to fit a turbo and oil cooler. I'm looking forward to getting her out of the garage and the smile coming back.

Once again thank you ALL in the Mazda MX-5 Club of Victoria & Tasmania. I wish you lots of joyful hours in your cars in 2014. ●

~ Paul & Sandy Clifton, Northampton, England.

(Please look us up if you are nearby. Drop us a line and we will try to return the hospitality – pclifton@btconnect.com.)



Back home ...
Paul & Sandy's Crystal Blue NB



^ Cary Warren and Mark Greaves entertain Sandy and Paul Clifton at Healesville. Careful, Cary ... Paul's taking notes!



Chapter chatter ...

18.1.14 | Southern Tasmania ■ Words & photos: Rob Tanner ■ Organisers: John & Michelle Waldock

A pleasant Saturday afternoon ... through the Cole River Valley



A beautiful sunny Saturday, 22 degrees (no 44 degrees here!) and we meet at our new venue – near the boat ramp at Rosny Park (much better than Eastlands Shopping Centre car park), with a beautiful view of the yachts in the Kangaroo Bay Marina.

An excellent turnout of 14 MX-5s, including Mick in his red NC, visiting from Queensland, and our Club president Don Nicoll and his friend Wes. Don and his wife Linda were over visiting Wes and family at South Arm, and sampling some of our brilliant Tassie weather.

Don borrowed John Waldock's SE turbo (*good one Don!*), and John dragged the old NA, "Feisty", out of semi-retirement for the day

Meeting at 2.45pm, we were all organised, and away by 3.15pm.

Our 140km route took us through the eastern suburbs and over the winding Grass Tree Hill Rd, with a left turn on to Back Tea Tree Rd, winding through to turn right to Tea Tree Rd.

A short straight squirt down Colebrook Rd, and a left turn on to the interesting Fingerpost Rd, which runs through to the Tasman Highway.

A few kays down the highway, and a right turn on to Brinktop Rd, which winds up over the hills and in to the historic village of Richmond. A slow convoy parade through Richmond, and on to Richmond Rd, heading for Cambridge.

At Cambridge, we turn right on to the old Cambridge Rd, following it up over Tunnel Hill to Mornington, and then on to the freeway and over the Tasman Bridge to the Hobart waterfront.

Around the waterfront, our convoy passed a large crowd waiting to attend the Mona Foma Festival, and we received quite a bit of friendly waving and pointing at our fabulous little cars.

With our cars all safely parked, we managed to find three tables all together on the outdoor deck at Mures famous seafood restaurant, which overlooks Hobart's picturesque docks area.

We were joined by Don and Wes' wives, and with a little liquid refreshment, some fine seafood, and a couple of hours of pleasant socialising and enjoying the evening sunshine, we all agreed it had been a top day! ●



Chapter chatter ...

12.1.14 | Western Victoria

■ Words & photos: Karen Bradshaw

It's 12 January and we're at it again ... this time showing off our cars at the Inaugural Shannons "Japanese Car & Bike Show & Shine" at the Ballarat Showgrounds.

Shannons Show & Shine ...

It was our first outing for 2014 and Ian was wanting to show off the new spoiler kit on our MX-5 (pictured, right). We joined Alan and Dawn Everett and met up with Jeff Woolfe at the show and shine – he had reserved an ideal spot for the MX-5 attendees. Later we greeted new member Adam Freeman from Point Cook in his green NA. Lois and Lester Scott had the audacity to turn up in their newly-acquired Nissan instead of their MX-5. *Really Lester ... what were you thinking!!*

Shannons had their big rig there along with their Goggomobil Dart which was long overdue for a wash! It was nowhere near as spruced up as our MX-5s! There was a variety of cars and bikes – Mazda, Honda, Toyota, Nissan, Kawasaki and Yamaha where all represented. Once you'd exhausted interest in the cars, you could wander over to the trash and treasure and discover all sorts of delights.



Alan must have been hoping for someone to take a liking to his blue NA Roadster Eunos – his keys were found in the boot keyhole! At least they weren't locked in the boot, so the RACV wasn't needed this time!

At 1.30pm Shannons had their presentation and, although none our group won anything, Alan and

Dawn did win a lucky draw prize of a stubby holder and a poster signed by Jim Richards.

Although there was not an abundance of cars and bikes, this show can only get better. It was a great day to show off our cars (quite a few people stopped by to admire our little group of MX-5s) as well catching up with old friends and making new ones.

PS: For anyone interested there is a Family Day Show & Shine on 15 March at Wallace recreation reserve with a motor bike and car show, live music, raffles, petting zoo, jumping castles etc. It's a \$10 entry, with proceeds going to the *World's Greatest Shave*. Please contact Casey 0487764634 or caseyb.asi@gmail.com ●



*Dust? ... ?
Anyone ... ?*

✓ Jeff's engine ...



Chapter chatter ...

25.1.14 | Northern Tasmania

■ Words: Bruce Harvey ■ Photos: Kelly Berggren, Michael Stosh, Veronica Atkins ■ Organiser: Bruce Harvey



Topless in Tassie
... and a new world record!



^ Kelly (in red) gets a bird's eye view



**GUINNESS
WORLD RECORD
ATTEMPT:**
**THE MOST CONVERTIBLE
CARS, IN THE ONE PLACE
AT THE SAME TIME WITH
THEIR ROOVES DOWN.**

The North Tassie Chapter received an invitation for this event hosted by the Lions Club of Devonport over the Australia Day long weekend.

Because the event was on a Saturday the usual car park meeting places would be congested with shoppers so Sandra and Keith suggested we meet just behind their house with parking available on the local fire brigade training strip. They also generously opened their house to us and provided alfresco coffee and cakes and proudly displayed their new True Red NC collected from Melbourne just the week before.

A warm welcome was extended to new members Tony and Linda as well as Chris and Liz and once everyone had arrived we had an amazing 21 members' cars lined up ready to travel in convoy to the local school sports ground where the event was being held.

As the cars entered the display they were photographed and presented with an official numbered receipt. We had called ahead and arrived together and were able to park and display as a group. The official count was conducted at 3pm with a figure of 130 now the benchmark for the world record.

MX-5s made up over a quarter of the cars on display and the event will prove a valuable marketing exercise with our membership likely to grow by at least three new members as a result of the day.

After the formalities were over, Kelly and Carl had organised a late afternoon run around some of the best MX-5 roads in Tasmania all within a half hour of Devonport. Joining us were those three potential members we had just met so our convoy was now 24 strong!

This usually enjoyable zoom ended prematurely for your scribe when he zipped instead of zagging and bent a rear wheel to the point that the tyre would not hold air. Thanks again to Kelly and Carl whose house was not far away and had the Renault Megane on standby, and also to Sandra and Keith for the loan of one of their wheels to enable us to get the car home that night.

The convoy had carried on and completed the drive and we were united with them at Bells Parade in Latrobe where we all had a picnic tea on the grass – truly great day with great people. ●



Bruce's rim after hitting a cut-away at the edge of the road. Before they tried bending it back with the jack, it was out to Carl's finger.





Away we go again - off on the first run of the year! It was Australia day and what better way to celebrate than on a MX-5 run with like minded friends.

Ron and Marg from the Northern Victoria Chapter were staying with us for the weekend and had been wanting to have the Turtons Track experience, so a run was organised to accommodate this desire.

The run officially started in Ballarat with the Gleesons leading eight MX-5's to Cressy to meet up with four more with Ian and me taking the lead to Beeac for our morning tea and banter stop.

As you can see from the front cover shot, Ron Diprose was dressed for the part with an Aussie flag top hat and matching T-shirt, looking very patriotic.

We also welcomed new members from Bendigo, Alan and Carol. At Beeac we waited for yet another two cars – Peter Corkran and Lois and Lester Scott. Lois and Lester were running late as they slept in and missed the starting line! They were in Lester's Soarer (as they have sold their NA MX-5 and are looking to update to a later model). Subsequently they were

relegated to the end of the convoy ... eating our dust!

After much chit chat and banter we headed off for Turtons Track, stopping along the way to quickly re-shuffle the convoy. We had nearly made it to Forrest when we ran into slow traffic – luckily most were going to the Aussie Day celebrations in Forrest and none went our way to Turtons Track.

We had a great little run through until about half way when we ran into traffic going both ways – but we were expecting this because of the long weekend.

We regrouped at Beech Forest, all with huge smiles on our dials. Then it was a short run into Gellibrand for a picnic lunch under a lovely shady tree in a park just off the main road. Dawn put husband Alan in his place by sitting on him – he made a very comfy chair!

All too soon Ian was rounding us up for the afternoon leg of the run, not a lot of

winding roads but new countryside to most of us.

We turned off before Colac and did a kind of loop travelling towards Timboon, turning right towards Cobden. From Cobden we travelled to Camperdown and up to the Mt Leura lookout, with some pretty impressive 360 degree views of Camperdown and surrounds, even when it is very dry and the lakes looking a bit depleted.

After a group photo we were on the road again travelling through Foxhow, where the road meanders between Lake Corangamite and Lake Gnarpurt. It was a short run from the lakes to Berrybank and then on to our place, "Silverhill", for a BBQ and social evening to finish off a wonderful day.

What a great day we had with our great little cars and great friends; just the best way for us to celebrate Australia day and Aussie mateship. ●



^ Arriving at Mt Leura

> Ron Gillick enjoying summer at Wallinduc



I drive with my dipped head lights on to provide extra visibility of me for the other road users. I live in the hills to the east of Melbourne so often visibility is not the best with mist, cloud and rain.

I had been searching for a way to install Daytime Running Lights (DRL) with the bright LEDs to improve my visibility and save using the headlights. The obvious choice was to replace the useless fog / driving lamps with an equivalent-sized unit.



△ Original fog lamp

I have searched and read the various approaches taken by folk, mostly in the UK, but none have stood out as easy. I looked at the typical long narrow units available but the only choice of fitting these was in behind the grill or down low, not the best.

There is a unit available from the UK company, MX5Parts. It replaces the fog lamp and the grey unit that surrounds it with a unit that holds six LEDs and a smaller fog lamp. "You beauty," I said ... ideal, till I saw the price: £333 – about \$670!!

At last I found a round LED unit, with 15 white LEDs 78mm in diameter, same as the factory unit. It has mounting screws on the rear, with a swivel which would help with fine positioning. It is waterproof, shock proof and vibration proof and at the right price of \$25 for two. I purchased from Bright LED Tech in Ferntree Gully. Fantastic ... now the challenge of fitting the units.

My son was assisting and we started by removing the three screws that part hold the plastic panels under the front passenger side of the car. You also have to remove the plastic push-in fastenings. These you turn 90°, pull the centre screw 10mm out and then pull the whole unit out. Careful if you are tempted to use a screwdriver, you may wreck the fastening and the hole.



△ Underside of the front passenger side

We found there was no need to remove the panel, as it comes back enough to get your hand in. The fog lamp was mounted in a bracket held by three bolts to the front of the car. We removed them and dropped the lamp and holder down, pulling the wiring connection apart allowing us to remove the lamp.



△ Mounting bracket showing 2/3 screws, fog lamp and wiring attached



△ Original fog lamp in mounting bracket

On inspection we decided we could use the same mounting bracket to hold our new lamp; we just had to make a small fixing bracket to attach our lamp to the mounting bracket.



△ New LED with the existing mounting bracket and old fog lamp

We used some thin aluminium to make a template for the small fixing bracket. After some trial and error, working out where our new lamp would fit in the fog lamp recess, how far it needed to protrude out of the orifice and at what angle, we bent the aluminium strip to an elongated "U" with 25mm uprights and 104mm base. The uprights were shaped to fit the slots in the mounting bracket.



△ Template of new fixing bracket

We drilled holes to attach the fixing bracket to the mounting bracket and attached the mounting bracket to the car. We used double-sided tape to attach the new lamp to the fixing bracket in prep to drilling the holes to attach the lamp.

Once positioned, we removed the mounting bracket and fixing bracket and drilled holes to mount the lamp. This done we attached everything back to the car to see if we liked the finished work. **Beautiful!**



△ LED with the fixing bracket

Now we had to make a more robust fixing bracket that would stand the rigours of driving the MX-5. We found some mild steel. I knew there was a reason for not throwing it out some five years ago! So, using the aluminium template we bent and drilled the mild steel. We made sure to be careful, in allowing enough steel for the bends on the base. All went well and we reassembled the unit in to the car.

Solid as a rock!

We repeated everything on the driver's side. The template fitted the bracket and the holes for mounting the lamp was still the same. **Easy!**

We attached longer lengths of wire to the lamp on the left side running the wires along the base of the grill joining to the lamp wires on the passenger side.

Note: LEDs are +ve / -ve specific, so ensure correct connection. We used cable ties to secure the power connector for the removed fog lamp.

Now for the electrics: I spoke to an auto electrician and he gave me some guidance. I suggest if you are not comfortable with this part, take it to an auto electrician, I am sure it would not take more than an hour. I wanted the lights to work automatically so that when the ignition was switched on the DRLs

come on, and when the low beam was switched on the DRLs turn off (this is the normal operation for DRLs).

There are a number of units you can purchase that do this switching, but these can be expensive when all you need is a relay and some additional low-amp auto wire. Four-pin relays can be purchased from Jaycar for a few dollars. We brought a plug unit to the relay so we did not have to make up spade ends to the wires. We could just crimp the wires to the existing wires and cover with heat shrink.

For the connections, you need a source from the ignition to fix to pin 85 a source from the battery to pin 30; we decided both these could come from the ignition. Find a suitable source from the headlamp to go to pin 86 and to attach the DRL positive wire to pin 87.

We were able to place the relay in the fuse box on the right, in the space below. We found a black and yellow wire that was our ignition source and attached to pins 85 and 30, a white black wire from the headlight we spliced into and attached to pin 86. The positive from the LED was attached to pin 87 and the negative wire from the LED was attached to the chassis.

Now all we need do is switch it on.

Da-dah ... !



△ Headlight off / LED on



△ Headlight on / LED off

» Folks, if you choose to follow these instructions, as always should you have any problems I will disavow any knowledge or take responsibility for this document and any associated consequences from it!

Good luck! ●

Happy to receive questions:
dacmelaus@gmail.com



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.

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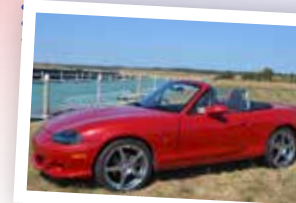


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Trading Post



For Sale

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- » 2012 White NC
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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

More of Alan Bennett's MX-5 jokes ...

Alfa Romeos don't break down – they just recognise when their owners are bored and give them something to do.

Near the end of their racing careers, a Ford and a Holden made a pact: the first one to reach racing heaven would let the other know if heaven even had car racing. As luck would have it, the Holden was demolished in a fiery wreck. A few days later, it revealed itself to the Ford in a vision. "I have some good news and some bad news," the Holden told the Ford. "The good news is that heaven is crazy about auto racing. They have everything here – V8s, Formula 1, you name it."

"So what's the bad news?" the Ford asked the deceased Holden.

"You have pole position for next Saturday's race."

Q: What do Americans call a car that goes five years without need of repair?
A: An import.

Q: Why do MGs have heated tail lights?
A: To keep your hands warm when you're pushing.

Three engineers were driving down the road when the engine just died, and they coasted to the side of the road. The mechanical engineer said, "It's worn rings and valves, we need an overhaul."

The electrical engineer said, "It's plug wires or a dead battery."

The computer science engineer (Microsoft-certified) said, "Get out of the car, close the doors and lock them, get back in and it will start up straight away."

A manager, an engineer and a computer programmer were travelling through the mountains together when all of a sudden the brakes failed. The car careened dangerously down the road until it finally came to a stop. Breathless, they piled out of the car to assess the situation. The manager suggests they form an action team, study the problem, come up with scenarios and regroup in a week to make recommendations.

The engineer says, no, that would take too long. He pulls out his Leatherman multi-tool, and describes how he can strip down the brake system and cobble together a temporary fix with baling wire and shoe leather. Should take no more than two hours.

The computer programmer nods, and says, "OK, but before we do that, let's push it back to the top of the hill and see if it does it again."

For those who have never had the pleasure of owning a British car, but want to know what it's like: next big rain storm, wait till dark, get in your MX-5, put the windows and roof down, leave the lights and heater off and go for a drive. Stop at every intersection and throw out \$20. It's not exactly the same, but it's very close.

From Ron Macdonald:

A man in his MX-5 was driving along the Great Ocean Road when suddenly the sky clouded over above his head and, in a booming voice, God said, 'Because you have tried to be faithful to me in all ways, I will grant you one wish.'

The man pulled over and said, 'Build a bridge to Tasmania so I can drive over any time I want.'

God replied, 'Your request is materialistic! Think of the enormous challenges for that kind of undertaking, the supports required reaching the bottom of Bass Strait and the concrete and steel it would take!

"I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that could possibly help mankind.'

The man thought about it for a long time. Finally, he said, 'God, I wish that I, and all men, could understand women. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, why she snaps and complains when I try to help, and how I can make a woman truly happy.'

God replied: "You want four lanes or eight lanes on that bridge?"

And from Lockie Story:

A man walks into a bar, notices a very large jar on the counter, and sees that it's filled to the brim with \$10 notes. He guesses there must be at least \$10,000 in it. He approaches the bartender and asks, "What's with the money in the jar?"

"Well, you pay \$10, and if you pass three tests, you get all the money in the jar and the keys to a brand new MX-5."

The man certainly isn't going to pass this up, so he asks, "What are the three tests?"

"You gotta pay first," says the bartender, "those are the rules."

After thinking it, the man stuffs \$10 into the jar.

"OK," says the bartender, "here's what you need to do: First, you have to drink a whole litre of tequila, in 60 seconds or less, and you can't make a face while doing it.

"Second: there's a pit bull with a bad tooth chained up out the back. You have to remove that tooth with your bare hands.

"Third: there's a 90-year old lady upstairs who's never had sex. You have to take care of that problem."

The man is stunned! "I know I paid my \$10, but I'm not an idiot! I won't do it! You'd have to be nuts to drink a litre of tequila and then do all those other things!"

"Your call," says the bartender, "but, your money stays where it is."

The man has a few more drinks and finally says, "Where's the tequila?!" He grabs the bottle with both hands and drinks it as fast as he can. Tears stream down both cheeks – but he doesn't make a face – and he drinks it in 58 seconds!

Next, he staggers out the back door where he sees the pit bull chained to a pole. The people inside the bar hear loud growling, snarling, screaming, and the sounds of a terrible fight ... then silence! Just when they think that the man surely must be dead, he staggers back into the bar. His clothes are ripped to shreds and he's bleeding from bites and gashes all over his body.

"Now ... where's that old woman with the bad tooth?"



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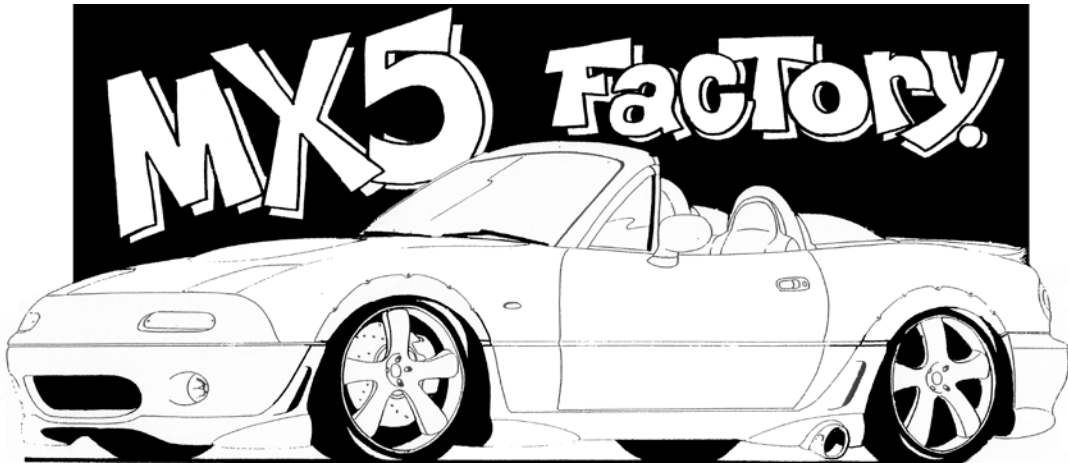
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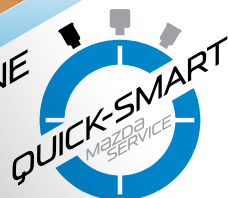
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