

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



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4/2014

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Cover
image:

Celebrities ... and their passengers! A great day out with the Mazda3 Celebrity Race parade lap at the 2014 AGP. Photos: Ben Sale, Ron Macdonald, George Stephen



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 the April *mxtra*.

March has been a month of mixed fortunes.

The highlight has to be the Club's participation in the Australian Grand Prix at Albert Park. 22 cars participated in the parade lap for the celebrity drivers. We didn't make it on the television but we had a fantastic time none the less (see the front cover and pages 8-9 for photos). Mazda took a different approach to last year's event in that we were able to mingle with staff and celebrities, so a big thanks to them for their hospitality. *The free coffees were a great bonus.*

It is very disappointing to announce that Ron Macdonald has resigned as the Central Chapter Captain. Ron has played an important and very active role in the establishment of the Central Chapter and we owe him a big vote of thanks for his efforts. We do not have a successor as I write but we will be looking for someone who would like to take up the role. In the meantime the Central Chapter activities will be looked after by the Committee.

We will have a report and photos in next month's magazine but I must record that our Club Captain Social, Cary Warren, took out the prize for the best Japanese Sports car at the RACV/AOMC (Association of Motoring Clubs) event held at Flemington race course on 30 March.

Cary tried to return the prize on the basis that the judges had originally nominated Chris Rifkin's car for the award and then changed their minds. The judges refused Cary's request and Chris was very gracious in defeat. However an interview over the event radio and Cary's

acceptance speech gave the Club a great plug. This was the first time the AOMC had invited Japanese cars to the event. The number of MGs and Austin Healeys that were present must have drained the available cars in Australia; there were stacks of them. I followed one of the MGs home through a grey fog of exhaust – *very healthy.*

Back on the downside Mel Lees, a member of our Eastern Victoria Chapter, was unfortunate enough to roll her MX-5 on the Neerim run. Fortunately Mel escaped with a few bruises and a small cut. The car does not sound as though it was so lucky. At the time of writing the word was that it will be a write off.

This raises yet again the care we need to apply when we are driving in convoy. Several cars had already negotiated the turn where Mel came to grief so following the car in front is no guarantee of safety. I remember Albert Brogan having a similar experience several years ago when he came off the road at a roundabout that had been negotiated safely by many cars in front of him. It just so happened that Albert picked a line where there was some diesel oil on the road.

Our motor sport group deserve a special mention as you will read on page 16. After successfully defending the Interstate Challenge cup at three consecutive events our drivers had to give it up at the last meeting of the NSW and Victorian motor sport groups at the Wakefield circuit. However in true fighting spirit our team recovered the trophy at Winton on 23 March.

Finally, a wish for a safe trip to our members making the trip to this year's NatMeet in Queensland. We hope you have a great time and return safely.

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

Remember ... Safety first!

Don

For your diary ...

See the full calendar for details

April

- 27 Central: Phillip Island run
- 27 NE Vic: No Idea run
- 27 Motorkhana: Deniliquin

May

- 4 Western: Queenscliff run
- 10 Central: Picnic at Hanging Rock
- 10 Sprints 2014-15 Rd 1: Sandown
- 11 Eastern: Khanacross
- 11 Motorkhana: Avalon
- 17-19 Eastern: 3 Peaks run
- 18 South Tassie: picnic run
- 25 NE Vic: Scavenger Hunt

June

- 1 Central: Yarragon run
- 8 Eastern: Gippsland run
- 8-9: Western: Queen's Birthday weekend run
- 19 Central: New members' night
- 22 NE Vic: Tastes of the North-east

July

- 5 Sprints 2014-15 Rd 2: Phillip Island
- 12 Central: Trivia Night
- 18 Eastern: Social night
- TBA Central: Awards lunch run

August

- 3 NE Vic: Mitta Mitta/Dartmouth
- 3 Sprints 2014-15 Rd 3: Winton
- 10 Central: Lancefield run

September

- 7 Eastern: Licola run
- 14 Central: Healesville Sanctuary run
- 14 NE Vic: Mt Buffalo run
- 26 Central: Chapter dinner

October

- 12 Central: Great Ocean Road run
- 19 NE Vic: Jungellie run
- 18-19 2014 Winton 6 Hour
- 26 Eastern: Leongatha lunch run

Scene about ...

■ Photos: Karen Bradshaw, Ron Macdonald, Wendy Clark, Daniel White, John Waldock





Membership

Current membership count:

558

and growing!

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

Hi all!

It's funny how the numbers fall ...

After a bumper month in March, this month only sees six new members joining our ranks.

Of course, they are no less welcome – on behalf of the committee and the membership, I wish them a long and fruitful association with our Club.

Central Chapter

Gary Beckham	1990 Classic Red NA
David Fickling and Janette Forster	2004 Velocity Red SE
Peter Gillies	2005 Galaxy Grey NC
Ben Iacobucci	1994 Blue NA
Anthony Muir	1989 White NA

Ease off!

It's only April, but already we've had a renewal for the 2014-15 membership year. It's great that some of you are keen to cement your ties with the Club for another year, but for logistical reasons, it would be appreciated if you could wait till late June or early July before renewing.

Of course, if there is some compelling reason to do so between now and then, please drop me a line so we can work out a solution.

See you out and about ...

Will

Malcolm Eastley



Northern Tasmania Chapter

Name? Malcolm Eastley

Age? 67

Born? Tasmania 1946

Current abode? Deloraine, Tasmania

Profession? Retired transport operator

Partner? Rita, wife of 39 years

Pets? One mad cat

Fave food? Any think Chocolate

Can you cook? BBQ only (I mean BBQ dim sims)

Favourite tippie? Boags Beer

First drive? 1961 Holden

First car? Bug-eye Sprite

First fender bender? In a rear-engine Fiat that tended to want the rear to lead the way

Everyday driver? Mazda Ute

How many MX-5s have you owned? Haven't worn the first one out yet!

Current MX-5? 1994 NA 1800 bought new

MX-5 improvements? Rear solid deck and windbreaker

MX-5 dislikes? There is little to dislike

Why an MX-5? All the character of that bug-eyed sprite without the bugs

Fluffy dice? NO NO NO!

Passions besides the MX-5? Motorcycles, mineral collecting

Dream wheels (money no object)? One of the new Morgan 3 wheel replicas

Would you drive a Daewoo or SsangYong? Only under sufficient pressure

Favourite other Mazda? Xtra cab Bravo

If not a Mazda (gasp!), then what? That Morgan sounds Good

How long in the Club? 14 years

How many MX-5 Club runs or track events? Numerous over the years, no track events – mostly social runs. Been to a few "Not the NatMeets" in Tasmania and trip to New Zealand

Favourite Club run/track? West coast of Tasmania, and New Zealand

Funniest thing seen at a Club event? Can't pinpoint one at the moment (age has dulled the mind)



Have you been to NatMeet? No

Ford vs Holden? Not a fan of either

What's playing in your MX-5? Nothing – but the car sounds good!

Footy team (AFL / NRL / A-League)? Geelong Football Club (the mighty Cats)

Final comments? Ever since Ken Beaton suggested that we join the club in late '90s, it has been the friendships the Club has generated that has been the most rewarding thing of all.

[Ken was the Club's sole northern Tassie member for a long time ... certainly the only one who stuck. Out on a drive one day he saw a white NA and chased it home. "I needed someone to play with," Ken once told mxtra. That was Malcolm, 14 years ago.]

Malcolm and Rita (left) with best friends Ruth and Ken Beaton



A couple of old classics ... and nice cars, too! Malcolm (right) with Ken ... a common sight around Devonport and Deloraine



Alan Bennett's MX-5 crossword #19

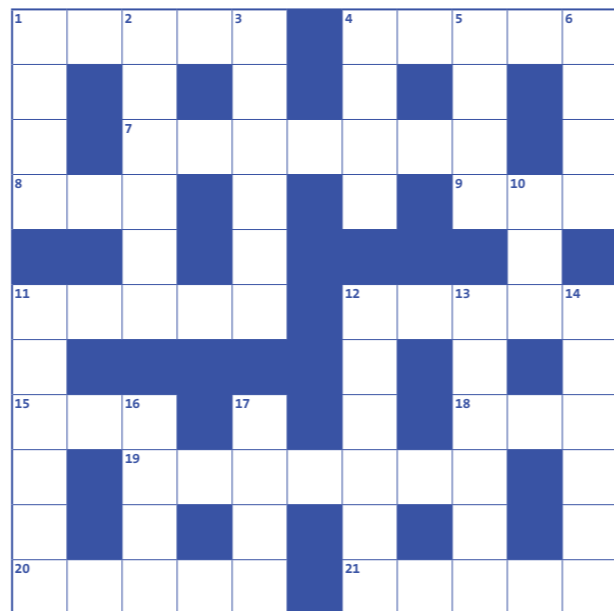
Across

- You may ... but time will not. *Benjamin Franklin* (5)
- Ernie: Are you of royal ... ? Eric: No, my father was a grocer. I'm of vegetable ... *Morecambe and Wise* (5)
- ... like childhood, are viewed with wonder not just because they are beautiful but because they are fleeting. *Richard Paul Evans* (7)
- Everyone wants to ride with you in the limo, but what you want is someone who will take the ... with you when the limo breaks down. *Oprah Winfrey* (3)
- I wear a name ... to help people find me. It saves time when you're dealing with idiots. *Eoin Colfer – Hitchhikers Guide to the Galaxy* (3)
- A man of many talents, all of them ... *Leslie Halliwell* (5)
- Darling, if that woman has one more facelift she'll have a ... *Patsy Stone – Absolutely Fabulous* (5)
- We don't need a list of rights and wrongs, tables of ... and don'ts: we need books, time, and silence. *Philip Pullman* (3)
- ... , ... , ... Hooray!" the Colonel cried. You'll be workin' for us someday! *John Green – Looking for Alaska* (3)
- I went to a book store and asked the salesperson where the self-help section was. She said if she told me it would defeat the ... *Dennis Miller* (7)
- I always wanted to be the last guy on ... , just to see if all those women were lying to me. *Ronnie Shakes* (6)
- An optimist sees an opportunity in ... calamity; a pessimist sees a calamity in ... opportunity. *Winston Churchill* (5)

Down

- Only ... people try to impress smart people. Smart people just do what they do. *Chris Rock* (4)
- Life is a long ... in humility. *James M Barry* (6)
- But, soft! what light through ... window breaks? *William Shakespeare – Romeo and Juliet* (6)
- Trying is the first ... for failure. *Homer Simpson* (4)
- Let faith ... fact; let fancy ... memory; I look deep down and do believe. *Herman Melville – Moby Dick*. (4)
- The crownless again shall be ... *JRR Tolkien – The Fellowship of the Ring*. (4)
- Every second he breathed, the smell of the grass, the cool ... on his face, was so precious. *JK Rowling – Harry Potter and the Deathly Hallows*. (3)
- ... age is when your age starts to show around your ... *Bob Hope*. (6)
- I remember one of my staff asking me when I was going to retire. I said when I could no longer hear the sound of laughter. He said, that never stopped you ... *Bob Hope* (6)

Theme = Quotes



- Evolution is a blind giant who rolls a snowball down a hill. The ball is made of flakes, circumstances. They contribute to the mass without knowing it. They ... without intention, and without foreseeing what is to result. *Mark Twain* (6)
- Well the ... walks on hard nails and the preacher rides a mount, But nothing really matters much it's doom alone that counts. *Bob Dylan – Shelter from the Storm* (6)
- I have no ... To prick the sides of my intent, but only Vaulting ambition, which o'erleaps itself And falls on the other. *William Shakespeare – Macbeth* (4)
- I am a part of all that I have met; Yet all experience is an ... where through Gleams that unraveled world, whose margins fades For ever and for ever when I move. *Alfred Tennyson* (4)

Answers next month ...

Crossword #18 answers: see page 23

No rain on *this* parade!

■ Words: Murray Finlay ■ Photos: Alan Bennett, Ron Macdonald, Wendy Clark, Ben Sale, George Stephen
 ■ Display co-ordinator: Murray Finlay

The weather gods smiled on us this year, keeping things fine and dry for our display and Mazda3 Celebrity Race parade lap at the 2014 Rolex Formula 1 Australian Grand Prix.

The owners of 22 of the Club's finest MX-5s (well, the lucky 22 who were first to answer the call), had pole position on the fun of the four days at Albert Park.

Courtesy of Mazda Australia, back for a second year as sponsors of the "Celebrity Race", we had passes for ourselves and a guest each for the four days, as well as lunch and hospitality at the Mazda pavilion.

Oh, and the fun of meeting and chauffeuring some of Australia's most popular celebrities around a lap of the track on Grand Prix day on the Sunday.

Given what we saw last year, we all made very sure we were firmly in the driver's seats, although this year's crop of celebrities seemed much better behaved than last year's lot.

I'm not sure who had the biggest smile – president Don was pretty happy with Mazda3 ambassador, Lauren Phillips, Alex Hailstone had Torah Bright (OK, *no-one on the planet has a bigger smile than Torah!*), Peter Corkran had Catriona Rowntree, Daniel White had Rachael Finch ... I was very pleased to get Charley Boorman, of "The Long Way Round" motorcycling travel epic fame.

Thanks to everyone who displayed their cars for the four days, and to Ben Rounsefell, Steve Maciver, Emily, Alecia and Simone from Mazda Australia and Toby Ward of the AGP Corporation, who made it all possible.

If we're invited back again next year, I recommend you put your hand up! ●



^ Part of our AGP display

Olympic snowboarder Torah Bright with Alex Hailstone and Max Lloyd



^ Sebastian Vettel ... not one of our celebrities

Our drivers: Jason Blyth, Dave Collins, Peter Corkran, Peter Dannock, Robert Downes, Tim Emery, Murray Finlay, Bruce Gray, Mark Greaves, John Grigg, Alex Hailstone, John Hayhurst, Noel Heritage, Jason Hutchins, Rhys Jewell, Ron Macdonald, Tim Meaden, Don Nicoll, Bill Roder, Tony Stoffels, Cary Warren and Daniel White.



^ Don Nicoll and Cary Warren



^ Robert Downes with Adam D'Sylva



Club merchandise

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

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Ladies'



Please note:

- » Orders must be placed and paid for by 30 April 2014.
- » Orders are to be placed directly with the Club (these are not available online) on the order form included with this edition of *mxtra*.
- » The official Mazda 25th Anniversary logo will appear as the MX-5 outline with text, as shown above.
- » Any queries to Bruce Gray merchandise@mx5vic.org.au

My favourite MX-5 road ...



■ Words & photo: Karen & Ian Bradshaw, Western Victoria Chapter

Bright-Mt Hotham loop

Our favourite MX-5 road? Well, we've been on so many it is hard to choose. "The Loop" stands out as one of the best roads we have ever been on as we recently visited this delightful and challenging road.

"The Loop" is the road travelled from Bright, via Falls Creek, Omeo, Dinner Plain, Mt Hotham Harrietville and back to Bright. This road is just made to challenge the MX-5 and suits these cars to a "T", showing off their capabilities.

It is approximately 250km of sheer joy to both driver and passenger, giving the driver a challenge and the passenger fantastic views. You can travel this road at a leisurely pace stopping at the many information/viewing areas to take in the history and photographic opportunities, or you can zoom zoom your way around.

Leaving Bright you travel to Mt Beauty via Tawonga Gap – a great little run in itself. It's then a short trip to Bogong Village before travelling the windy up hill road to Falls Creek. From Falls Creek you skirt part of the Rocky Valley Dam before travelling over the high plains whilst being watched by ghostly snow gums.

The road twists and turns until you meet up with the Omeo Highway, winding past Anglers Rest and before long you are in Omeo and ready for a short stop or stay overnight.



From Omeo it's on to the Great Alpine Road and gradually climbing to Dinner Plains and then on to Mt Hotham – a must stop for the panoramic views before continuing on to meet the challenging twisty/sweeping corners and once again watched by more snow gums.

You gradually descend the mountain until you meet Harrietville with a big sigh of relief for, after all the fantastic windy, twisting, curvy corners it's nice to have a little bit of straight road to contend with as you complete "The Loop" and head back to into Bright. ●

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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Chapter chatter ...

2.3.14 | Central ■ Words: Ron Macdonald ■ Photos: Ron Macdonald, Wendy Clark ■ Organisers: Ron & Wendy



Keep it clean, guys!

Murray Finlay, Geoff and Bronwyn Roche, Rob and Ros Eastwood, Wendy Clark and I met at Sandringham beach to participate in the annual Clean Up Australia campaign.

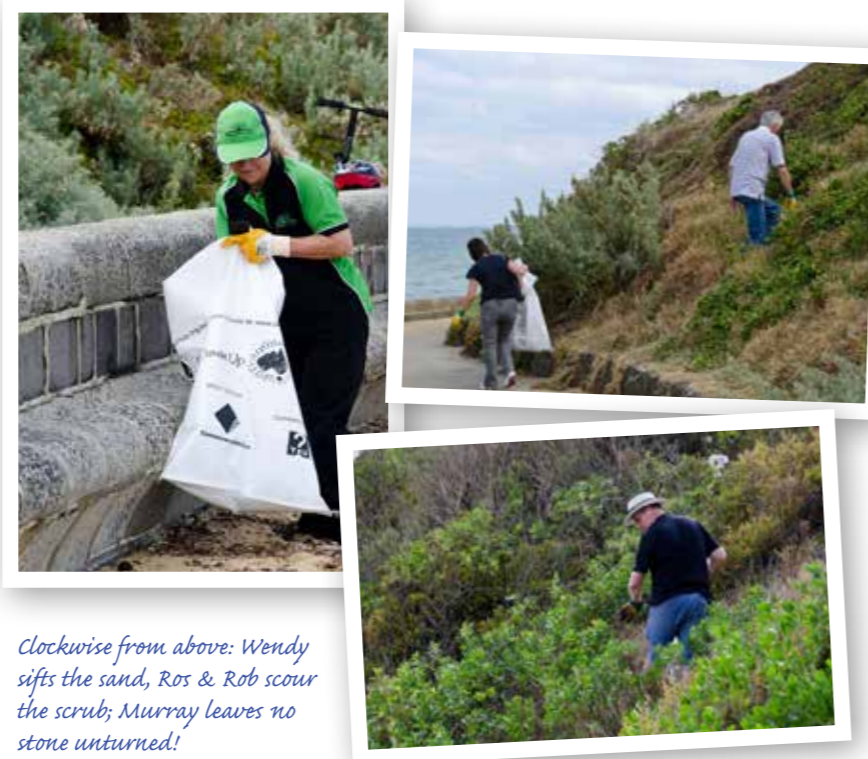
While it was only an hour and a half commitment, it was amazing how much garbage our small group managed to remove from the foreshore area.

A few of the more unusual finds were two odd socks, a pair of jocks and Murray managed a one-pint milk bottle, the likes of which have not been in circulation since the early '70s. The most common items were cigarette butts and empty beer bottles.

The most poignant find was by the Eastwoods, which was a small bottle with a lizard trapped inside, the very reason we need to get this garbage out of the environment (or better still, not put it there in the first place).

Many thanks to those members who donated their Sunday morning to this very worthwhile cause. Your attendance was not only much appreciated, it really did make a difference. ●

All our own work! Ros, Bronwyn, Murray, Ron, Wendy and Rob ... Geoff was off getting rid of a chair he found in the scrub



Clockwise from above: Wendy sifts the sand, Ros & Rob scour the scrub; Murray leaves no stone unturned!



8.3.14 | Central ■ Words: Siddique Fisher ■ Photos: Ron Macdonald, Wendy Clark, Karen Bradshaw ■ Organisers: Ron Macdonald & Wendy Clark

What better way to celebrate the second anniversary of our Central Chapter than a spirited run through the hills?

To say Melbourne's weather is fickle seems a moot point. However, on this Saturday morning, it was as good as it gets at this time of year. Perfect roadster conditions ...

Twelve cars assembled at Doncaster Shoppingtown carpark, ready for a 10am start.

Ron and Wendy, with their usual cheery nature, gathered the owners and passengers for the customary drivers' briefing. Trip meters zeroed, we headed out on Williamsons Road in traffic towards Yarra Glen. Caution VERY winding roads – beware of cyclists, a warning not heeded by one motorcyclist, who was in the care of emergency services. We hugged the narrow curves (the natural environment of MX-5s) all the way to morning tea at Kinglake, allowing room for our fellow road users on push bikes as we went. After refuelling the human contingent of our convoy, Murray Finlay with Ian and Karen Bradshaw joined us on the road between Kinglake and Toolangi, bringing our convoy to 14 cars.

Now with Healesville/Launching Place in our sights, we enjoyed some of what this region of Melbourne is most famous for: fast corners and breathtaking views. A quick stint through Warburton took us to the foot of Mt Donna Buang, which I'm told was completely fog-covered the previous week. Now ascending the summit, a keen-eyed motorist in a classic 911 gave us way. With a beep and a wave we continued unfettered in what can only be described as the perfect combination of visual and aural driving experiences. The sunlight peaking through the flora, the smells, the sounds, all a wonderful assault on the senses ... *this is why we drive MX-5s!*

After rounding the summit, our convoy made it back to the middle carpark for a picnic lunch, where we all looked on curiously as car load after car load of people stopped to fill containers with the natural spring water provided by the mountain.

In celebration, our Vice President, Murray Finlay, cut the birthday cake, shared by all.

Happy second birthday, Central! ●



Chapter chatter ...

8-9.3.14 | North-Eastern Victoria ■ Photos: Marg Gillick ■ Organiser: Gerry Engwerda



Day 1 - Dawn & Alan Everett

We met at McDonald's in Wodonga for a start up coffee before heading off at 9am on a beautiful sunny Saturday with 13 cars, picking up another two on the way. We were looking forward to tackling some windy roads.

It was lovely driving through all the different towns on our Journey. We stopped at Old Tallangatta briefly to view Lake Hume then on to Granya, then to a stop at Walwa.

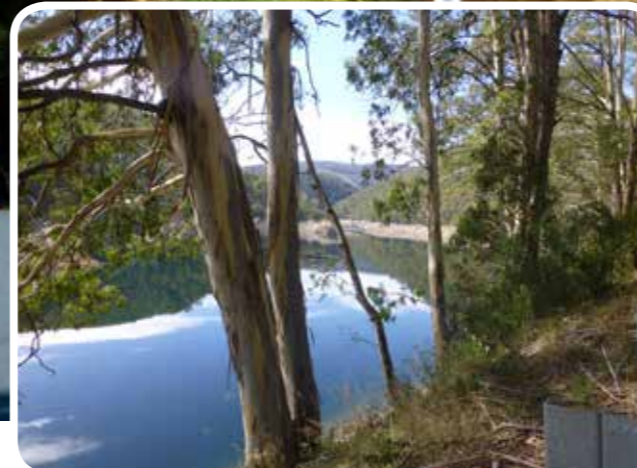
After morning tea it was on to Tintaldra, Towong and on to Khancoban for lunch. We had a good run on the windy roads through the mountains – just what our little cars were made for! We stopped at Dead Horse Gap where Kevin gave us a demonstration of what a dead horse looks like (reminiscent of someone else from our club on a past trip!).

We travelled through Thredbo and it was late afternoon when we arrived at Jindabyne. Once we settled in at the Ski Inn, we had a get-together with nibbles and drinks and lots of laughter before our evening meal of pizzas arrived, which Gerry had organised. It was a lovely evening catching up with everyone and taking in the view of Lake Jindabyne through the large windows in the dining room.

We had a reasonably early night – no shenanigans as we had an early start on Sunday morning. A very special thank you to Gerry, Ellie, Ron and Marg for organising such a good run. It was wonderful as always. ●

Snowy Mountains run

The Western Victoria Chapter's Noellene and John, Allan and Dawn, Gwenda, Lawrie and Vergie, Jeff, and Kevin and Jan would like to thank Gerry, Ron and Marg for organising another great weekend.



Day 2 - Jan Janetzki

On Sunday morning we enjoyed a lovely breakfast at 7am at the Ski Inn in Jindabyne.

The service was very friendly and we enjoyed picturesque views of Lake Jindabyne in the Snowy Mountains. We left Jindabyne at 8am and travelled through Berridale to a coffee break at Adaminaby, having passed snow/ice on the side of the road and seeing snow/ice covering the side of one hill only, the result of a thunderstorm on the Saturday night.

We travelled on great winding roads passing very tall trees, and a wallaby or two. We passed by a group of bikies at the power station, and then enjoyed more winding roads. Khancoban was 65km ahead, with more winding roads to enjoy and picturesque stark grey trees and lush undergrowth. Tumut pond dam was absolutely beautiful with the sun shining and reflecting the green trees on the water. A traveller having her morning tea by her Winnebago said she could have done all right had she had a bigger billy to boil; she had plenty of biscuits though ...

After changing beanies for sun hats and sunscreen we set off on more winding roads. We stopped at Tooma dam, and then enjoyed driving on more winding roads with lovely tall green trees and cut out embankments, where we passed four cyclists riding in single file! Large pylons stretched for several kilometers, with well-cut undergrowth. We arrived at Jingellic, along with a crowd including a lot of bikies, for lunch at the Bridge Hotel, a popular spot by the Murray for campers.

After a lovely leisurely lunch, we headed back to Wodonga, where we said our goodbyes, except for the Western Victorian members who stayed in the lovely heritage town of Chiltern on Sunday night, enjoying a refreshing dip in the motel pool, followed by a BBQ. The next day we travelled to Ballarat via Shepparton where we enjoyed a visit to the car museum complex. A fantastic weekend. ●

The long and short of it, WE WON!

Words: Tim Emery, Assistant Club Captain - Motor Sport Photos: Daniel White, Jack Clayton

Well, another BIG weekend for the MX-5 Club Motor Sport Team with a 'double header' round of the City Mazda MX-5 Sprint Championship at Winton, PLUS the 2014 NSW-Vic Interstate Challenge being run at our 'home' track, Winton.

For some of us the weekend started earlier than normal with a racecraft training session being held on Saturday. These days are a great opportunity for track day first timers, and relative newbies, to spend some time on the track without timing and pressure but with the added input from an experienced instructor.

MX-5s were well represented with four or five signed up for the day. Great to see Rina Mastrondardi on the track to finetune her skills, as well as Peter Dannock's daughter, Mel, experiencing laps of a race track for the first time. (Look out for a two-car team from Dannock Motorsport?)

Once again these days can only run with some of our Motor Sport Team members putting their hands up to help; massive thanks go to Noel Heritage and Sam Gumina for acting as instructors on the day. For the second year in a row Sam has driven to Winton early Saturday morning, run the day's theory sessions, taken people for laps and then driven home the same day!

In an innovative move, Rounds 8 and 9 of the City Mazda MX-5 Sprint Championship were to be run as a 'double header' event using both the Winton short and long track, on the same day. Event organiser Neil Choi and the Alfa Romeo Club (AROCA) have been looking at ways to 'mix up' their events and the idea of running the short track in the morning and the long track in the afternoon was definitely a 'cracker' idea. As this round of our Championship also included our annual NSW Interstate Challenge, this was going to provide a great element to the event.

With a most of the 10-12 'Team NSW' MX-5s arriving on Saturday afternoon for some practice, pre-event welcome drinks were planned at the 'Team MX-5 Victoria' Benalla HQ ('The Northo') allowing time to openly sledge and size up the competition. After 'Team NSW' took out the Interstate Cup at Wakefield Park last November, we were 'on' for some grudge matches.

After some attrition at Saturday practice, nine NSW cars fronted for scrutineering on Saturday ... and more than 25

Victorian MX-5s. After the opposing team drivers were allocated, Daniel and I gave everyone a briefing on the format of the day, as well as some more sledging. For the Interstate Challenge the format would see the points being scored from two timed short track sessions in the morning, and then two timed long track sessions in the afternoon.

Our Sprint Championship rounds would be scored as two separate events, Round 8 in the morning and Round 9 in the afternoon. With this format everyone only had limited sessions to set their fastest time so the first timed session saw plenty of red mist with cars spearing off at almost every corner! With some time to re-group and only one session left on the short track, it was down to business. 'Team Vic' were ahead on points. The track was reconfigured during the lunch break to include the long track layout. With no practice session on the track in this format it was game on in the first session with only two sessions in total going towards to scores. As the day progressed 'Team NSW' clawed back their times on every session but thankfully not enough to score a win and 'Team Vic' took out the Challenge with tight score: NSW - 56, Victoria - 69.

A big thanks to David Lawler (Competition Secretary NSW MX-5 Club) and all of 'Team NSW' for making the journey to Winton, albeit without the actual cup! (Sorry David, I couldn't resist.)

Now David, about Daniel and me flying up to Sydney to collect the cup! ●



Tim accepts an IOU in lieu of the Interstate Challenge Cup

City Mazda MX-5 Sprint Championship - Round 9: Winton - 23.3.14

Results - Round 9	1st	2nd	3rd
Standard NA	Noel Heritage » 1:48.7902	Daryl Ervine » 1:57.3113	---
Standard NB	Peter Dannock » 1:51.4928	---	---
Standard NC	Randy Stagno Navarra » 1:44.1403	Peter Marks » 1:44.6615	Alan Conrad » 1:47.3191
Clubman	Max Lloyd 1:47.4874	Tim Emery » 1:49.4793	Leon Bogers » 1:50.4526
Modified	Gary Prescott » 1:44.8991	Daniel White » 1:45.0845	Tim Meaden » 1:51.6519
Super Modified	Russell Garner » 1:39.8069**	Robert Parr » 1:46.6207	---
Restricted Open	Paul Ledwith » 1:38.6936**	---	---
Open	Mike Kirby » 1:44.7071	David Bruce » 1:44.9077	---

** New Club lap record

2014 Victoria-NSW Interstate challenge, and 2013-14 City Mazda MX-5 Sprint Championship | Rounds 8 & 9 - 23.3.14



Championship standings after Rd 9 - Winton, 23 March, 2014

(corrected points)	1st	2nd	3rd
Overall Champion	Noel Heritage » 80	Randy Stagno Navarra » 76	Russell Garner » 68
Standard NA	Noel Heritage » 80	Daryl Ervine » 21	---
Standard NB	Peter Dannock » 50	John Downes » 44	Leon Bogers » 37
Standard NC	Randy Stagno Navarra » 76	Alan Conrad » 52	Peter Marks » 21
Clubman	Max Lloyd » 65	Tim Emery » 51	Peter Phillips » 40
Modified	Gary Prescott » 54	Dean Monik » 40	David Wilken » 40
Super Modified	Russell Garner » 80	Robert Parr » 14	---
Restricted Open	Paul Ledwith » 67	Brendan Beavis » 44	---
Open	David Bruce » 38	Mike Kirby » 36	Mark Fitzgerald » 20

Chapter chatter ...

16.3.14 | Northern Tasmania ■ Words, photos and organiser: Kelly Berggren

Had a little fun this month, we thought we would see if we could cross every bridge on the Mersey River!

It was actually a good river to choose – since it comes from one of the hydro dams, it starts quite big and there aren't any smaller bridges on private land to worry about.

Nine cars met at the Deloraine train park for an early 8.30 start, including our newest members Jo and Brent in their Mariner Blue NA, with their little black toy poodle Sophie on board too.

We headed out and the route was to take us through Mole Creek, turning off to Paradise (bridge crossing #1!), around Mt Roland and back via Oliver's Road to the second crossing, then up to Lake Parangana dam and our official start of the Mersey river (since the rest of the road is dirt!). We crossed the third bridge just before the dam.

Next bridge was down into Liena, which was a dead-end road so we had to return the same way. The upside of backtracking into most of the tiny towns was coming from higher ground, so we had nice curvy hills to do twice! Luckily there was a fair bit of blue sky showing through all the rain clouds, though we occasionally got rained on – practically every time we were doing our slow U-turns on the far side of the dead-end bridges!

Our lunch stop was at the Mole Creek Marakoopa cave. Poor Sophie had to wait back at the ranger's office, since it is a national park (and no dogs allowed!), but everyone else got to have a nice lunch in the rain forest. Half of us took the cave tour (amazing!) and then we all headed off for the last six bridges.

The river goes through a lot of wild bush and the Alum Cliffs gorge, so we had to backtrack around Mole Creek again before heading up to Weegena and bridge #5 at Dynans Bridge. Back up and off to bridge #6 at Kimberly, then #7 and #8 in Merseylea – one of which was a huge wide bridge that leads to just one house!

A short section of dirt road later we arrived in Railton, then it was a quick trip to Latrobe, bridge #9, then via River Road to Devonport and the last bridge over the Mersey, where the river is more salt than fresh. ●



Scattered showers ... with a chance of rainbows!



Regrouping under Mt Roland, on the way to Paradise



Parangana Dam ... does walking the dam count as another bridge?



Bridge #3 ... actually the first on the river, right in front of the dam



Start of the Mersey River from Parangana Dam



Bruce Harvey keeps his hands warm ... shame about the knees!



*Brent & Jo arriving at bridge #2
Inset: Sophie in her matching blue jacket*



Chapter chatter ...



16.3.14 | Southern Tasmania ■ Words: Jo Hirst ■ Photos: John Waldock ■ Organiser: John Waldock



We met early at the usual place, Rosny College car park. Five cars with nine people turned up for the run.

The weather didn't look too promising but we left with the tops down anyway. John Waldock made it clear that there were to be no toilet or fuel stops due to the length of the run, and stressed the necessity to get to the lunch destination on time. He was in front with me behind him, and the other John (Hadrill) with Lawrence bringing up the rear.

We went via the Lyell Highway to New Norfolk where we crossed the river and continued via Rosegarland, Ouse etc. The threatened rain made an appearance after Ouse, but we soldiered on, with my passenger moaning that he was getting wet. Unfortunately, due to a side wind, the MX-5 wasn't as dry as usual and water was coming over the top of the passenger window.

We made a brief stop at Tarraleah where we put the tops up, much to the relief of damp passengers. By now the temperature was dropping and there was an autumn chill in the air. The interesting and twisty roads compensated for the lousy weather with some spectacular views. The banter over the radio during most of the run doesn't bear repeating in print. Suffice to say it had to do with the toilet habits of one of the participants, and degenerated into utter silliness.

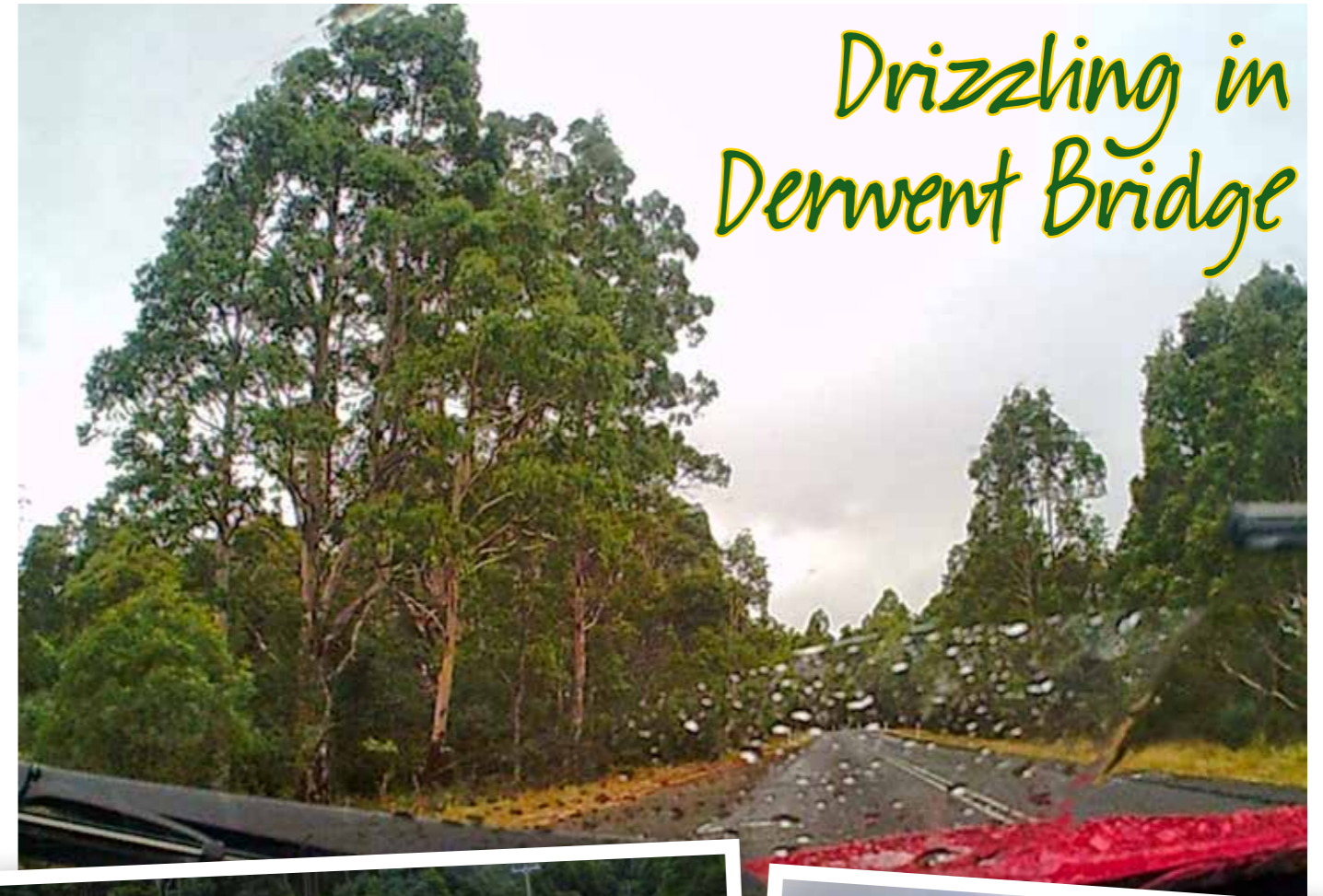
We got to Derwent Bridge just ahead of the several tourist buses which turned up minutes later. The tavern seems to be popular with the "older set" of over 50s who prefer to travel by coach than MX-5 [Watch it! ~ Ed.]. There were also a few bedraggled, wet and cold motorcyclists drying themselves by the huge open fire. My passenger and I were sympathetic to their plight, having been there and done that.

We sat down to a good pub meal accompanied by the usual gas-bag session about MX-5s. The tourists meanwhile had soup and sandwiches, obviously on the "economy" tour.

Suitably sated and toileted, we headed back on the same road, with tops still up because of the rain. Just past Ouse, we turned right on to Dawson Road, and across Lake Meadowbank. This road goes via Ellendale and Fentonbury to Westerway, where it joins the Gordon River Road. The run continued through Bushy Park and Glenora where the hop fields were in lush growth. There will be some happy beer drinkers and brewers when the hops are harvested.

We then turned onto the Plenty Road which goes through (surprise) Plenty, on the southern side of the Derwent River. This road took us back to New Norfolk. The convoy split up here with some crossing the bridge (again) to head home on the northern side of the river.

After Bridgewater, we said our goodbyes and headed home after a long but pleasant drive with good company. ●



Chapter chatter ...

16.3.14 | Central ■ Words, photos and organisers: Wendy Clark & Ron Macdonald

As we cruised down the Mornington Peninsula freeway, top down, on this beautiful sunny (although a tad crisp) morning, Wendy and I wondered if there was any better way to start a weekday than a group of friends having breakfast then going for a run.

Eric Field, Geoff Cooney, Ian McInnes, Dave Collins, Bruce and Jenny Gray and ourselves tucked in to various day starters ranging from a muffin and coffee to a full English breakfast with all the trimmings, not to mention some good conversation.

With our bellies now full our attention turned to giving the MX-5s a bit of a workout; the air had warmed up and we could not have asked for a better day. I announced to the assembled members that as I had an intimate knowledge of the area there would be no run notes and I was going to make it up as I went along, which worked perfectly with a six-car convoy.

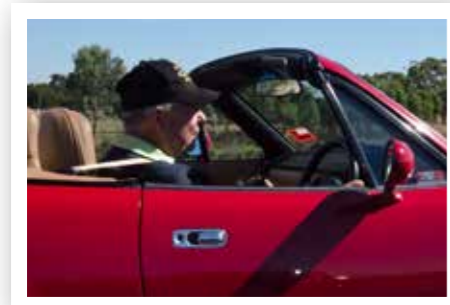
With the very brief briefing out of the way we made our way to Main Ridge and over the top of Red Hill utilising every bend we could find before dropping back down into Dromana ready for our ascent of the famous winding Arthurs Seat road. Reaching the top we did a loop along Purves and Main Creek roads to bring us back to the Seat and a descent through the tight corners and hairpins ... all unimpeded as the rest of you toiled away at your desks. *(Oh, sorry, I wasn't going to rub that in!)*

With the majority of our fun out of the way we made for the freeway and our return journey north, finishing the run at the Beach 162 cafe in Frankston for another coffee and chat.

It was a wonderful way to spend a Thursday morning and I hope that those who attended enjoyed it as much as we did. ●



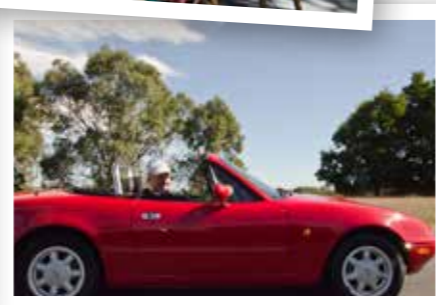
Wonder what the poor people are doing this morning ... no, we don't!



Eric Field



Dave Collins



Geoff Cooney

Chapter chatter ...

23.3.14 | Eastern Victoria ■ Words & photos: Arthur Howie ■ Organiser: Travis McInnes



Several MX-5s are reversed into car parks when we arrive at the southern end of Civic Park in Drouin. The conversation is on the subject of whether driving over rough roads would cause Jo McInnes to go into labour a few days early.

Already this was shaping up to be an eventful day. After a briefing from Travis eight cars set off for a loop out of Drouin.

Grey skies and the threat of rain did not deter us from having the hoods down; we only got a few spots on the windscreen ... not even enough to put the wipers on.

Travis promised us some of the best roads in Gippsland – unfortunately the best roads in Gippsland also have 4WDs on them, but this gives the navigator a chance to take in the view from Invermay road.

Two problems with road works: [1] **stone chips**: the convoy of eight cars spread out so no problem with stone chips, and [2] **dirt**: no solution for dirt, so my baby gets a bath when we get home.

Back at the Civic Park in Drouin for coffee and Jo is still with us, so the bumps had no effect on Jo's bump. Still three days to go ...

After biscuits *(thanks Jo and Travis)*, coffee and a custard tart *(don't I get looked after)* eight MX-5s set off in search of more of Gippsland's best roads on the way to Neerim.

With road names ending in "Track" we know that we are in the bush, passing through quaint little towns like Buln Buln



and Jindivick. This is a very nice part of the world and if you haven't been on a run with the Eastern Victoria Chapter I recommend you make the effort and join them – *fun roads, magnificent views and just a lot of fun!*

The roads weren't wet ... the roads weren't dry: the worst possible conditions for a driver. With changing grip it can get very hard to judge just how fast to go.

When Helene and I pull into Neerim South, Travis is on the phone; the news is not good.

Only five cars. James and Rob are with Mel after she has rolled her car. More phone calls and it's confirmed that Mel is as good as anyone can be after rolling an MX-5. Mel got out of the car herself, suffering just cuts and bruises.

Thanks Travis for the text message that has confirmed that Mel has been discharged from hospital with two stitches in her pinky finger.

Mel, I'm sure that as I type this report you will very sore and possibly even sorer tomorrow. My thoughts are with you and I wish you a speedy recovery; I hope to see you on the next run and you can tell me just what went wrong.

With confirmation that Mel's injuries are not serious and there is nothing that the rest of us can do to help Mel and Rob, four cars set off for a short loop from Neerim South along a few *more* of Gippsland's best roads. After a fantastic lunch at the King's Arms Hotel in Neerim South it's time to head home and, for Helene and me, that means *even more* roads that are made for an MX-5.

By the time you read this Mel should have made a full recovery from her crash.

Jo and Travis should be first time parents ... *congratulations!*

Thanks to Jo and Travis for finding some of the best roads that Gippsland has.

This was indeed "A Very Eventful Day". ●

C	A	L	D	E	R	P	A	R	K
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**MX-5
crossword #18**

March 2014
– Answers



Gippsland Vehicle Collection - Maffra ...

Find a large shed, borrow a large posse of cars and artefacts, cycle them every three to four months and open your doors with a modest entry fee and some enthusiastic staff. Sound familiar?

Welcome to the regional car museum concept that works well in locations all around Tasmania and Victoria and, as I found out, Gippsland is no different!

She who must be obeyed must have wanted to get into the good books because she pointed out a car museum that we would be virtually driving past ... as the sign on the wall said, ladies, drop your husbands off here and we'll look after them while you have a rest. Not to be confused with the sign that said "any children left unattended will be sold off - as slaves". There were other signs but these tended to describe the many and varied exhibits from Peter Brock-created cars to a restored milk cart to some two-wheel things that don't look like cars at all and therefore won't be mentioned again, except perhaps once for those mountain enthusiasts.

Getting away from the enthusiastic help is the first challenge, the replica of the **1886 Benz 'Patent Motorwagen'** (above) is a show stopper. Fast reverse to the past and this is the beginning of the motoring world. Strictly a two-seater (what's changed?) it looks new and old at the same time.

A step or three forward and there is a monster **1921 American Lafrance** (right) which also has a Mercedes connection; this one competed in the original Targa Tasmania.



Then there's an interesting **Model T** (right) with overhead valves, years ahead of itself, insomuch that it needed additional lubricant applied via a handy portable oil can, just to keep it from seizing up that little bit (remember this is pre-RACV roadside assist). On to an original **1956 Gogomobile T300** if you please. A rear-engined 293cc massive engine developing a believable 15hp and 4.6 litres/100km puts it in current small car class leadership (for economy, nothing else).

And just when you



Words, photos & sarcasm: Alan Bennett



thought you'd parked your **Tiida** (left) [who said this name made sense?] in a safe place, a 900kg block of lets test your structural strength is applied and hey presto, instant insurance claim but safe occupants. A reminder here that

safety is no accident. *Phew.*

Proving that the overnight success for stretched limos started in 1967 it's none other than Mercedes again ... this time with a **250 LWB W123** (right, top), so there. Looks like an ideal place for a long wait in a car. Chauffeur or no.

Although their website (www.gippslandvehiclecollection.org.au) is up to date as far as November 2013 is concerned, they have launched into a travelling through time exhibit (*ha ha - I know, I thought it was funny after a few sheries*) for the next several months and celebrating 10 years of enlightening the public.

This is a visit well worth the entrance price if you are within 100km of Maffra. ●



Trading Post



For Sale 2000 White NB \$12,500

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



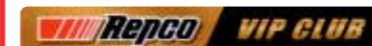
Burson automotive products at trade prices

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

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

Burson Auto Parts have more than 100 outlets on the east coast, offering a complete range of tools, spare parts and car care products.

Check out the range at www.burson.com.au



Club VIP retail discount

The Club has signed up as a member of the **Repco VIP Club**, which all financial MX-5 Club members are qualified to join.

To join, simply type this link into your browser:

<http://vip.repco.com.au/registration/register/1160>

and then enter your details.

You'll receive a temporary "VIP" card via e-mail, with a plastic barcoded card and key tag following within 14 days.

You're guaranteed of 10% off full retail at any time, and further offers of up to 30% off full retail at various times throughout the year. Repco will e-mail you with online catalogues, and advance advice of special VIP offers.

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

Elements Racing @ Wakefield 300 ...

Words & photos: Owen Boak



Two of the annual highlights on the racing calendar are the Wakefield and Winton 300s.

After co-driving at Wakefield in 2013 we decided to make the trek to Wakefield and have a shot at an endurance race that everyone wants to be a part of.

The format is simple – 300km of door-to-door racing with 40+ of your closest friends in a test of both drivers and machines. At Wakefield that equates to 137 laps flat out. For most classes except for the very fastest group (1:02 - 1:04) lap times you have to make one five-minute compulsory stop for fuel – the fastest group has to make two five-minute stops. Classes are based on lap times with D1 (1:02 - 1:04) D2 (1:04 - 1:07) D3 (1:07 - 1:10) D4 (1:10 – 1:13 and D5 (1:13+)

Entries this year were huge with 90+ entries accepted and over 80 competitors actually fronting to compete in the weekend. Given that Wakefield's maximum track density is 47 cars, this meant that two races were run – one for cars in D1, D2 and D3 (the Wakefield 300 A main) and one for the slower cars (280km for the competitors in D4 and D5 – roughly equivalent to the distance they would travel in the same time as the

faster cars.

We also took a car up driven by Chris to compete in the support category – MX-5 Cup which is a new introductory series initiated by the Mazda MX-5 Club of NSW. It was certainly an initiation for those new to racing with Goulburn turning on weather which could only be described as wet, wet, wet to torrential. The day featured qualifying and four 10-lap races which, despite the challenging weather conditions, were very enjoyable, clean and friendly.

All competitors came away with smiles on their faces and no damage to cars. I highly recommend this for anyone looking to have a go at door-to-door racing as they provide a mentor to assist you with the format of the day, provide local knowledge and generally be a support to those dipping their toes into the water for the first time. I know that they are possibly looking at running a round at Winton and I'd love to see some more Victorians on the grid and enjoying the thrill of racing in a supportive environment.

Saturday for the Wakefield 300 was an interesting start to the formal race weekend with the cars being split into three groups initially for the practice sessions.

We awoke to a day of pelting rain and wind which made our first steps out on to the track quite interesting. Greasy conditions and a relatively unfamiliar track made the morning quite compelling, however we did well and ended up in the fast group for qualifying.

Qualifying was held just after lunch with both myself and my co-driver Brad Goss having a go in pouring rain – eventually getting down to a 1:19 which was good enough for p15 in the main race the next day. While we were just outside the top 10 we decided the glory of the top 10 shootout really wasn't worth the risk of binning the car, so we settled with that and headed back to the motel for a hot shower and dinner with about 50 of our closest friends.

Sunday greeted us with fine conditions; while it had been raining overnight and

there was still some runoff over parts of the track, we went out first thing in the morning for a run to work out things like fuel consumption and to bed in new slicks. This was quite a fun session and it was nice to be able to attack the track a little bit although when we came in we discovered that we had blown a seal on one of our rear shock absorbers – so Chris's car was called into service and we borrowed one of hers for the main race.

Whilst the mechanical work was going on we headed over to the track to assist some of our NSW friends Lou and Steve in the B main race. That is one thing you really notice at these events how friendly and helpful just about everyone is – makes for a really nice weekend. We were very happy for Lou and Steve who came in ninth outright with other friends of ours in MX-5s coming in first and third outright as well. A big congratulations to husband and wife team Peter and Robyn Lacey from Queensland who came in third and Adam Dodd and Terry Nightingale who came in first in the B main race.

After some stockcars and go karts it was now time for action for us. Brad was taking the start which was going to be his first rolling start. The race started well with Brad almost immediately getting up to 12th. About 10 laps in the car began to develop a dislike for turning left but we elected to keep going and see if it would hold. With some spirited racing and a few last-minute dives under brakes we gradually climbed up all the way to fifth outright which we held for about 30 laps.

An Evo catching fire around lap 70 with the requisite safety car was the perfect timing for our pitstop and refuel and driver change. Whilst we managed this within the time a few missed little things meant another quick stop in the pit lane before heading back out (note to self: pitstop practice is important 😊) which relegated us back to ninth outright.

A few more laps out and we were back up in seventh outright however the knock in the front end was getting worse especially at Wakefield's signature corner – the fishhook, with the car repeatedly trying to spit me off into the infield which

it nearly did several times. Some close racing with those around me continued however the car was getting harder and harder to steer until on lap 125 the car finally spat me into the infield where I hit a ditch and bent the right-hand front control arm.

While I got going and back on the track it was immediately evident that the car was undriveable so we made the heartbreaking decision to retire whilst in eighth place outright. What was more painful was that had we been able to even do one more lap we would've still had 15th outright.

All in all though we were pretty happy with how our little MX-5 had competed and stood up amongst some of the most experienced club racers in the country. After all that – the culprit was a top lhs ball joint.

Winton 300 here we come ... ●

PS: FYI Mazda MX-5s were the most common car in the event with 20 entries in the field ...

Hillclimbs and red wines ...

Words: Phil Harris Photos: Poppy Hawkins, Lynne Trethewey – Mazda MX-5 Club of SA

This was my sixth trip over to SA in the NC, the first being to NatMeet in McLaren Vale back in 2010.

Since then there has been the Mt Gambier SA/Vic club meet and more recently events at Kangaroo Island and the Copper Coast, the latter being only last year.

Deciding I would like to go over again, what better way of enjoying a long run and holiday than again combining it with a SA MX-5 club event? A quick look at the SA club calendar informed that an event was to be held on the Monday of the recent long weekend.

Known as the Collingrove Hillclimb, the event was being organised by SA MX-5 club member and former Mazda dealer David Jarrett. I asked David if I could join the Adelaide members for this event and subsequent social function. David's quick reply: "You are most welcome Phil. See you at Balhannah."

And so on Monday 10 March I joined 27 other MX-5s at Balhannah and proceeded to Birdwood where we picked up another four cars. And then on through the Adelaide Hills and the Collingrove Hillclimb track, close to Angaston in the Barossa Valley. Following morning tea all our cars were lined up behind the start line.

The track itself is a real roller-coaster ride and rises about 70 metres along its length of 750 metres. Not much wider than an MX-5, the surface is as smooth as a billiard table and has all the right cambers. Now this was not a speed event; each driver was strictly instructed that racing was not permitted.

I leave the start line and quickly select second gear before the first turn which then leads into "the carousel" (think of the Calder Thunderdome but with a much tighter radius!). A few more rises and real hairpin turns and I am across the finish line. A great experience, even having driven at relatively low speeds.

I then had a second run along the course. I was told the record for an MX-5 on this course is 38 seconds, held by an NB with a 220 kilowatt engine. The outright record of sub-28 seconds is held by a purpose-built hillclimb car. Now I would just love to have a real go at this course and I am told the Sporting Car Club of South Australia (which owns the venue) conducts several runs a year for the general public. *Hmmmmm.*

Following the morning's event most of the cars headed back through the Adelaide Hills to the Jarrett "ranch" where David

and Judy Jarrett hosted some 62 SA Club members for a BBQ lunch and much socialising. The Jarrett property is on the second highest point in the hills and enjoys 360° panoramic views. Later in the day David opened up his cellar revealing his collection of excellent premium red wines ... I was getting in the mood but, much as I would have liked to partake, I had to drive back to Adelaide. So ended what is probably the best one-day event I have experienced as a member of the MX-5 club. Thank you so much David and Judy.

My hosts for the next week were Dennis and Poppy Hawkins. Apart from a supercharged and modified



NC, Dennis is the proud owner of a beautiful concours-prepared 1952 TR2 (left). During the week he took me for a run through the Adelaide Hills and, whilst hanging on for dear life through the twisty roads, I was amazed at the smoothness of the ride. This car does not have the power of an MX-5 but makes up for

it in a bundle of torque which comes on strong in any gear from about 2,000rpm, courtesy of a 2-litre Standard Vanguard engine.

I was surprised by the distinct lack of crashing and banging on rougher sections of road. Driving around the suburbs, this lovely car attracted much attention from onlookers, most obvious when we were waiting at traffic lights.

My partner Jacqui arrived from Melbourne later in the week and we said goodbye to Dennis and Poppy the following weekend. We spent the next three days at Victor Harbor and visited many wineries and other regional attractions.

Arriving back in Melbourne, the NC had travelled just over 3,000km, averaging a frugal 6.6 litres/100km. Not bad considering all the twisty roads and lower-gear driving through those fantastic Adelaide Hills. ●



Impromptu concours at the Jarrett property



Phil's car in line for the hillclimb





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Check those drainage holes!

Words: Murray Finlay Photos: Will Campbell

If you have a soft-top MX-5, with winter coming on (and hopefully some rain) it's time to check the drainage holes for the water that runs off the back of your roof.

In the MX-5, water from the roof makes its way down through two channels *inside the car* to get to the ground. It is essential to make sure that these channels are free from any blockages if you want to avoid getting wet or listening to the water slosh up and down the sills and causing them to rust. It is a very simple task – the whole procedure should take no more than a few minutes.

In the NA and NB, the top of the drainage tube is a circular hole about the diameter of a bloke's index finger, situated in the "nook" where the soft top roof hinges on the body. It's right between the seatbelt tower and the car's side bodywork.



However, it's hidden under a small flap of rear sill carpet. To access it easily, you need to fold back this carpet flap.

With the seats tilted forward, unclip the soft top and tilt it back slightly ... enough to allow you to get your hand in behind and around the seatbelt tower so you can lift and fold back this carpet flap.



Once this is done on both sides, fold the soft top down flat so that it will hold both carpet flaps back out of the way.

You should then be able to see the drainage holes.



In the NC, the arrangement is much more civilised, and the rectangular draining hole can be seen clearly behind the seatbelt tower, and accessed very easily.



Once I've found the drainage hole, how do I clean it? There are different opinions ... some suggest using a wire coathanger (straightened of course!), a length of that springy plastic-coated wire used for hanging light curtains, some 10mm poly garden irrigation pipe ... Some even claim that the original one-piece metal NA aerial with the knob at the top was designed for exactly this purpose! I used a thin (about 6mm diameter) piece of dowel.

Whatever you use, *be gentle!* The drainage tube has a flap towards the bottom which is designed to let water drain out beneath the car, but stop dirt (and noise?) getting back up into the car, and you don't want to damage that.

There may be quite a lot of resistance initially as dirt can really clog up the hole, but repeated prodding will break it up. Repeat the procedure on the other side.

Some owners also clean these drainage tubes from the bottom. The tubes can be

seen under the car, protruding from just in front of the rear wheels. Again, be wary of damaging that flap.

At the front of the car ... in my old NA I had to make sure I regularly cleared leaves and sludge from inside the panel at the rear of the front wheel arch. Leaves and debris washed down inside there from the front windscreen drainage channel collected between the metal of the front guard and the plastic lining. I discovered that all this vegetation, dust and dirt began to compost, and was concerned that the wet gunge sitting against the metal would rust the panel.

I admit I haven't yet addressed this in my NB; the plastic wheel arch lining is attached a bit more securely!

Other leaks:

» **side windows:** if water is leaking in near the soft top weather-stripping, try closing the door *after* closing the window. This forces the window to contact the weather-strip differently from when the window is closed after the door is closed.

» **where the soft top meets the windshield frame:** usually caused by dirty or damaged moldings or the latches not being tight enough. Usually you will notice the top will squeak and rattle if it isn't latched down tight. The NA/NB latches may be adjusted: open the latch and examine the inside. There is a small plastic 'cover' that keeps the latch adjustment screw from moving. Pop the cover off and adjust the screw as needed to get the latches to close smoothly, yet tight enough to keep the top from rattling or leaking. If the latches become difficult to open or close, a small amount of oil on the moving parts should help. Don't over-tighten, as this will make the top difficult to close.

» **water in the boot:** can be caused by one of several factors – dried out weather-stripping around the boot, a cracked rain rail on the convertible top, or dried out weather-stripping around the tail lights (especially on older vehicles).

Sources:

- » bitter experience!
- » www.mx5ireland.com
- » www.pistonheads.co.uk
- » http://ox.mx5oc.co.uk/hints_tips.htm
- » www.miata.net/faq/faq3.html

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Central Chapter's

Lest We Forget

Sunday,
27 April, 2014



What better way to spend a morning than cruising around some of the best MX-5 Roads Gippsland has to offer?

Top that off with a visit to the **National Vietnam Veterans' Museum** and you have a day not to miss.

On arrival at Phillip Island we will have our lunch in the grounds of the museum beside the new Grumman S-2 Tracker display, then after lunch visit the museum proper. For those who have never been there you will be amazed at the number and quality of the displays ... and for those who have been before, the museum has been upgraded recently, so there's plenty for you to see too.

We are fortunate to be visiting during a special exhibition of the works of Tim Page, a well-renowned war photographer. This display finishes at the end of April.

.....

- Meeting place:** Codrington St Cranbourne (behind Police Station)
- At:** 9.30am for a 10am start
- Lunch:** BYO lunch ... **no shops**
- Bring:** Picnic lunch, chairs, rug etc
- Cost:** \$10/person (group booking price) + \$2 for "Infowand" (optional)
- RSVP:** 20 April (we need numbers to make a group booking)
- Contact:** Ron Macdonald/Wendy Clark
- 0422 490 786 / central@mx5vic.org.au



The "No Idea Where We're Going" run

North-Eastern
Victoria Chapter



Sunday, 27 April, 2014

Meet at Isaacs Park, Yackandandah (opposite hospital).

We will rotate leaders who may take us anywhere they want, finishing with a BYO picnic lunch wherever we happen to be at lunch time.

- Meet:** Isaacs Park, Yackandandah (opposite hospital)
- Time:** 9.30am for a 10.00am start.
- Contact:** Ron: (02) 6033 0253 (ah) or north-eastern@mx5vic.org.au



Western Victoria Chapter

A Day in Queenscliff

Sunday, 4 May, 2014



Come and join us for a day run from Ballarat to Queenscliff and return. We'll be travelling through Stiglitz, Geelong, Portarlington and St Leonards to Queenscliff.

- Meeting place:** 190a Victoria St, Ballarat
- At:** 9am for a 9.30am start
- Bring:** Thermos for coffee break;
BYO lunch or shop available
- Contact:** John Gleeson:
0418 501 811 or western@mx5vic.org.au



Photos: Mark Chew visionsofvictoria.com

Central Chapter's

Picnic at Hanging Rock

Saturday, 10 May, 2014



It has been home of the bushranger Mad Dog Morgan, horse races and the back drop for the now-famous novel and movie of the same name.

What better way to spend a Saturday morning than with a pleasant 90-minute drive along some of the most winding sections of road to the north of Melbourne, finishing at the famous Hanging Rock Reserve.

-
- Meeting place:** Woodlands Park, Woodland St, Essendon (Melway: 16, F12)
- Start time:** 10am for a 10.30am start
- BYO:** Picnic lunch, blanket, fold-up chairs etc
- Cost:** \$10 per car entry fee to Hanging Rock Reserve
- RSVP:** Not required but would be appreciated to assist with planning
- Contact:** Cary Warren – 0418 368 246 / social@mx5vic.org.au





25th anniversary polos and T-shirts

ORDER FORM

One form per shirt ordered. Please see over page for size chart.

PLEASE MARK REQUIRED BOXES WITH AN "X"

Name: _____ Member No: _____ (see your Club ID badge)

Chapter of which you are a member: Central North-Eastern Victoria Western Victoria
 Eastern Victoria Southern Tasmania Northern Tasmania

• Type of Shirt: Ladies Men's Polo – \$41.80 each incl GST Tee – \$28.60 each incl GST

• Size:

Ladies' Size: XS (tees only) S M L XL 2XL

Men's Size: S M L XL 2XL 3XL

• Colour:

Polo Shirt: Black Grey Marle White Lime Navy
 Petrol Sky Blue Lemon Red

Tee Shirt: Arctic Blue Navy Burgundy White
 Army Orange Charcoal Grey Marle
 Asphalt Marle Purple Dark Chocolate Kelly Green
 Black Red Forest Marle Lemon
 Bright Royal Teal Light Grey

Embroidery: Silver Red White Black
 Light Blue Dark Blue Dark Green Grey

NOTES:

1. Orders must be placed by close of business Wednesday, 30 April, 2014 with payment received by the Club by close of business Friday, 2 May, 2014.

2. Please submit one order form per shirt.

3. Please double check sizing and colours – no returns are possible unless garment is faulty.

4. EMAIL ORDERING

» Please scan and email a copy of page 1 of this order form to merchandise@mx5vic.org.au

with a "cc" copy to treasurer@mx5vic.org.au

» Please make an EFT transfer payment

to the Club bank account within one working day of placing order with the following reference:

Account Name: Mazda MX5 Club of Victoria Inc.

BSB: 633 000

Account Number: 145260675

Reference: "[your surname], 25A"

» After you receive confirmation of your payment transfer from your bank, please advise Club Treasurer at treasurer@mx5vic.org.au of the EFT payment amount.

5. MAIL ORDERING

» Please send a copy of your order form together with a cheque/money

order payable to the Mazda MX-5 Club of Victoria Inc. to the address below, marked to the attention of the Treasurer. *Please do not send cash through the mail!*

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

in the first week of May, and once the Treasurer has confirmed all payments have been made, the Club will place an order with our supplier and all shirts should be delivered within 2-3 weeks.

6. Your order will then be shipped to your local Chapter Captain for passing on to you!

25th anniversary polos and T-shirts

SIZE CHART – POLO SHIRTS

Polo shirt colours (in order of ladies shirts above top left to bottom right):

Ladies' sizing:					
Garment measurements	S	M	L	XL	2XL
Half Chest	47	49	51	54	57
Body Length	61	63	65	67	69
Half Waist	40	42	44	47	50
Neck Width Inc. Rib	16.5	17	17.5	18	18.5

Men's sizing:						
Garment measurements	S	M	L	XL	2XL	3XL
Half Chest	54	57	60	64	68	72
Body Length	73	74.5	76	78	80	82
Neck Hole	40	41.5	43	45	47	49

black, grey marle, white, lime, navy, petrol, sky blue, lemon & red

The "half-chest" measurement

This standard reference relates to the width of the garments, not the body. The measurement is obtained by laying the garment (polo, shirt or other top) flat on a desk or table.

The garment is then measured across the front, side-seam to side-seam, from a point that's just a few centimetres below where the sleeve joins the body of the garment.

A garment with a half or across-chest measurement of 50cm would be skin-tight on a person with a 100cm chest.

Therefore, the half or across-chest measurement – when doubled – should be a few centimetres more than the person's actual chest measurement (depending on the desired fit).

Finding your size from the "half-chest" measurement

Take a favourite fitting garment, lay it flat, and measure across the front as described above.

Match this measurement to the "half-chest" or "across-chest" measurement for the garment you are interested in.

For cotton-rich and 100% cotton garments that are not pre-shrunk, allow 5% extra in the width for future shrinkage.

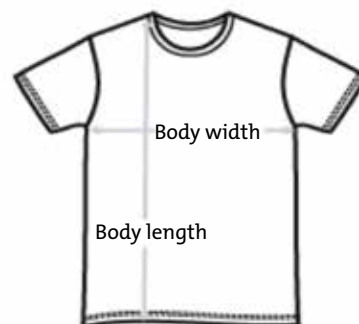
SIZE CHART – T-SHIRTS

For tee shirt sizing "body width" is the same as "half-chest" or "across-chest" measurement described for polo shirts.

Ladies' sizing:						
Garment measurements	XS	S	M	L	XL	2XL
Body width (cm)	40.5	43	45.5	48	51.8	55.5
Body Length (cm)	67.5	68.5	69.5	70.5	71.5	72.5

Men's sizing:						
Garment measurements	S	M	L	XL	2XL	3XL
Body width (cm)	47	52	56.5	61	64	68
Body Length (cm)	71	75	78.5	82	83.5	85

T-Shirts: How we measure



Note: Polo & Tees are 100% cotton except all Marle fabrics do have a polyester content of at least 10%.



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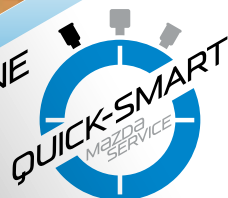
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