

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

## Who's a pretty boy, then?

**In this edition:**  
25th anniversary Club merchandise  
Lunch, lies and Chapter runs  
DIY cruise control

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7/2015



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Cover image:

*Nice hat!* Arthur Howie and friend at Tidal River on the Eastern Victoria Chapter's Wilson's Prom run. *Photo: Helene McAlpine*



Find us at:  
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# Don's Drive(l) ...

■ Don Nicoll – President [president@mx5vic.org.au](mailto:president@mx5vic.org.au)



**Mazda MX-5 Club  
of Victoria & Tasmania**

Welcome to the July edition of *mxtra*, the first of our new Club membership year. If you haven't renewed your membership yet, please do so soon as this is the last copy of *mxtra* that will be going out to non-financial members.

As I reported last month, there was considerable interest in what happens at Committee meetings together with requests for more comment on what was discussed. Last month I wrote about how the meeting was structured. This month I'll spend a bit of time on what has been discussed.

At the June meeting we had a bit of bureaucracy to deal with in the form of arrangements for the 2014-15 Annual General Meeting (AGM), which we'll hold on 12 August at 7pm at the Albert Sailing Club. We'll follow the AGM with a normal Committee meeting. Anyone wishing to attend is more than welcome. The notice for the meeting is included with this edition of the magazine.

Also under the bureaucracy tag, we gave Peter Dannock the authority to complete the Change of Registration details on a form which we need to submit to the ATO. This came about as a result of the name change of the Club to include all our members in Tasmania. We have to obtain a new ABN number to reflect the change. *Mind changing stuff!*

On a more useful note, Murray tabled a draft of a document we have prepared on "position guidelines" for each of the Committee and Chapter Captain roles. This has been a major task which was started a while ago, the main aim of which was to have a document we could give to new incumbents of positions in the Club. In the past we have relied on memory and the Club constitution. We have reviewed the Committee component and we now need to get input from the Chapter Captains which we will do over the next few weeks. I should say here that the Chapter Captain part of the document was greatly enhanced by some notes that Ron Gillick put together in preparation for handing over his role to Loz Thomas. Thanks Ron.

Immediately prior to the 25th anniversary on 8 August we'll be holding a meeting of former and new Victorian Chapter Captains attending the 25th anniversary,

to discuss the guidelines before we finalise Murray's document.

Back to the June meeting, we also discussed the 25th anniversary at some length; I won't bore you with the detail otherwise we'll remove the surprise element. We also spent time on NatMeet 2016. We now have 104 cars and 186 participants registered – an amazing response. We have people coming from all Australian MX-5 clubs, with lots of ingenious plans including the purchase of an ND while attending the event as well as some detailed planning from the WA contingent. We are still chasing sponsorship to add to that already provided by Mazda Australia and Shannons. *Anyone with ideas please let me, Dave Collins or Bruce Gray know or, if you are in Tasmania, then Bruce Harvey.*

We have ended the Club year with 629 members, yet another increase over previous years – we just keep growing, a great testament to all the Club members who contribute so much to the activities of our Club. *I'll repeat my earlier request for those who still need to renew your membership to move quickly to avoid missing out on this Club magazine and event information.* Those who have already renewed will know that this year, in recognition of our 25 years, you will get a new photo on your membership card, an anniversary key ring as well as a decal to fit on your windscreen where the old VicRoads registration sticker used to go. Unlike the VicRoads sticker our decal can be applied to the windscreen (on the inside) and removed with ease. I have to own up to not removing the decal from the backing board correctly in spite of Will's instructions accompanying the decal. If you do what I did, you will end up with part of the backing board stuck to the decal. It's just a matter of finding a corner where the plastic decal comes cleanly away from the backing.

To wrap up the June committee meeting, I'll add that we also covered off the motor sport results, the plans for this magazine, the merchandise for the 25th anniversary as well as the awards for Club and Chapter winners. And we managed it all in about three hours!

*Must go – the driver's seat is getting cold!*

**Remember ... Safety ~~fast~~ first!** *Don*

*For your diary ...*

**See the full calendar for details**

## July

- 12 Central: "Too Old for This" run
- 19 Western: Sunday lunch at Berrington
- 26 Eastern: Gippsland run

## August

- 2 Sprints 2015 Rd 5: Winton
- 8 Club: 25th birthday and awards
- 9 NTas/STas: 25th birthday lunch
- 12 Club: Annual General Meeting
- 16 Eastern: Tarra Valley run
- 22-23 Western: Lake Eildon run
- 23 Central: Great Ocean Road dawn run
- 23 NE Vic: Scavenger hunt
- 29 Sprints 2015 Rd 6 + NSW/Vic-Tas Interstate Challenge: Sydney

## September

- 5 Sprints 2015 Rd 7: Sandown
- 20 Eastern: Dargo run
- 27 NE Vic: Mt Buffalo run

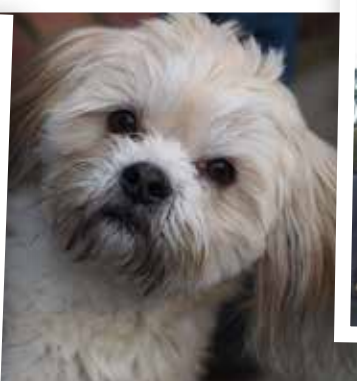
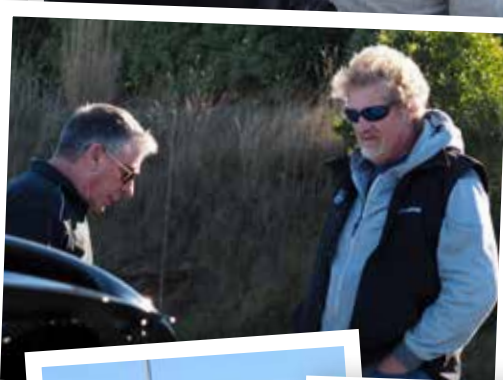
## October

- 10 Sprints 2015 Rd 8: Calder Park
- 11 Eastern: Licola run
- 17 Central: Trentham run
- 17-18 2015 Winton 6 Hour: Winton
- 25 Eastern: Khanacross, Bryant Park
- 25 NE Vic: Dinner Plain run



# Scene about ...

■ Photos: Geoff Roche, Bruce Harvey, John Waldo, Karen Bradshaw





# Membership

■ Will Campbell – Membership Officer  
[membership@mx5vic.org.au](mailto:membership@mx5vic.org.au)

G'day again!

The 2014/2015 membership year is officially over and we ended the period with a **record-breaking 629 members on the books**. That's a 5% increase on last year.

We're already off to a flying start with 12 new members:

## Central Chapter

Fabian Ariano	1990 Mariner Blue NA
Stuart Ball	1992 Neo Green NA
Michael Kay	1989 Classic Red NA
Sean Kent	Silver NB
Glenn and Angela Northeast	1989 Classic Red NA
David Salter	1993 White NA

## Northern Tasmania Chapter

Cheryl Evans	1998 Grey NB
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## Southern Tasmania Chapter

Carla and James Long	2005 Brilliant Black NC
Ayrton Swansborough	1991 Classic Red NA
Theresa Walker 2005	Galaxy Grey NC

A big welcome to you all.



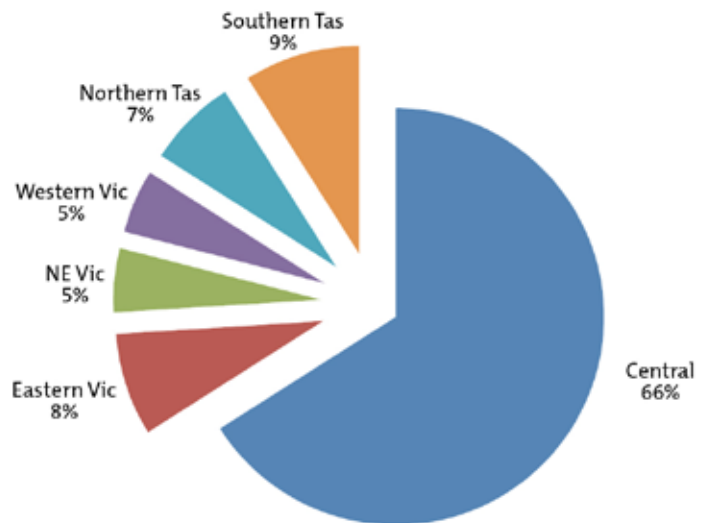
Current membership count:

**303**

and growing!

Of course, for those of you who are still to renew, it's not too late. Notices for this year were emailed or posted to members in June. If you missed out, or if you require assistance, please give me a call on 03 5261 4816 or send me an email at [membership@mx5vic.org.au](mailto:membership@mx5vic.org.au).

For those interested in Club statistics, this chart shows the relative sizes of the six chapters. Not surprisingly, Central is the largest, but the other chapters continue to provide an excellent range of events for our regional members. All in all, our Club continues to be a very active and successful organisation.



Enjoy your MX-5 and I'll see you out and about ... *Will*

## Burson automotive products at trade prices



Current financial Club members can purchase automotive parts, tools, accessories and car care products at trade prices from **Burson Auto Parts** stores.

Simply ask for your discount when you purchase, present your current membership card and quote account number **112558**.

Burson Auto Parts have more than 100 outlets on the east coast. Check out the range at [www.burson.com.au](http://www.burson.com.au)

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\*Note: only Peter Rutherford or Hayden Dally are authorised to offer Club discounts in-store.



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Check out the Waxit range and order online at [www.waxit.com.au](http://www.waxit.com.au). Our Club coupon code is **mx5club**.

Please add your Club membership number to the "comments" section of your order.



# Track Torque

■ Tim Emery – Club Captain - Motor Sport [captain@mx5vic.org.au](mailto:captain@mx5vic.org.au)



## NSW/Victoria Interstate Challenge – MX-5 'State of Origin'

This year we will be making a journey to Sydney Motorsport Park on 29 August for the Interstate Round of our Championship, and the Annual MX-5 Interstate Challenge. We will be using the SMP 'South' Circuit and, from what our NSW friends tell us, it is a fantastic 'MX-5 circuit'. We currently hold the 'Interstate Challenge Cup' after winning at Winton in 2014, but we are now at one of their home tracks so we need to defend strongly!

As with previous Interstate Challenges we will be scoring points using our class structure for our Sprint Championship, but there will be also other 'generic' classes created to allow us to score the Interstate Challenge points.

There has been some discussion of arranging car transport and if/when more information becomes available I will let you know. Likewise, if you have any ideas/contacts let me know.

We will also try to arrange a get together either on the Friday or Saturday night to allow us to openly sledge the opposition. I have been in contact with David Lawler (Competition Secretary for the NSW Club) for a few weeks now and, believe me, the sledging and trash talk has started already!

## City Mazda MX-5 Sprint Championship – Round 3, Broadford

It was great to see over 20 MX-5s entered for Broadford and, although the morning was a little 'brisk' (4° at 7am!), the day turned in to a great day for motor sport with lap records being broken in almost every class. The perfect combination of cool, still air and then some sun on the track in the middle of the day meant everyone was going fast.

Apart from the usual suspects, it was great to see Lindy Anderson and Bob de Bont back on the track. Again it was also great to see more new members coming along to an event to find out more about our motor sport events with the plan to join in the action. Check out all the action from the day in the report on page 27.

## City Mazda MX-5 Sprint Championship – Round 4, Phillip Island, 4 July

Round 4 of our Championship sees the Motor Sport Team head to Phillip Island on Saturday, 4 July. When writing this report we were sitting at 35 MX-5s entered – a fantastic number! It's little wonder we have so many entries ... as we know, Phillip Island is such an amazing circuit to race on.

We will have a full report on all the action from Phillip Island in the next edition of *mxtra* but, if you can't wait, jump in your MX-5 and come for a drive on Saturday and see it for yourself!

*Tim* "The older I get, the better I was!"



### Trading Post



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# Bronwyn Roche

## The MX-5 Club Grill

### Assistant Chapter Captain - Central Chapter

**Name?** Bronwyn Roche

**Age?** Two months older than Geoff!

**Born?** Yarragon in Gippsland

**Current abode?** Elsternwick

**Profession?** Public servant

**Partner?** Married to Central Chapter Captain Geoff Roche

**Pets?** Not since I raised Digger, an orphaned baby wombat many, many years ago. However, after working for 15 years as a kindergarten teacher I think I've had my share of goldfish, rabbits, guinea pigs, budgies, tadpoles ... and even an axolotl

**Fave food?** Navel oranges and chocolate

**Can you cook?** Definitely, although I have learned to back off so that significant others can develop skills too!

**Favourite tippie?** Expensive champagne, but in the frequent absence of that I'm happy to have a Sav Blanc

**First drive?** I learned to drive in my Dad's 1965 Valiant Wayfarer Ute, which is now owned and lovingly cosseted in our garage by Geoff

**First car?** Second-hand Datsun 180B

**First fender bender?** A huge runaway dog made short work of the rusty rear end of the aforementioned Datsun. The dog was unhurt ...

**Everyday driver?** You are most likely to find me on the number 67 tram or the Sandringham line metro train, although I do have a Mazda3 that does very few kilometres a year

**How many MX-5s have you owned?** None myself – two by marriage

**Current MX-5?** Geoff's True Red NC

**MX-5 improvements?** I enjoy the heated seats on cold winter mornings, especially because we have the roof down most of the time

**MX-5 dislikes?** My Mazda3 lost its place in the garage when we got the MX-5

**Why an MX-5?** Who was I to stand in my husband's way when he decided to swap the touring motorbike for the MX-5? It's much easier to get into the MX-5 than hop on the back of a fully-loaded bike

**Fluffy dice?** No thanks

**Passions besides the MX-5?** Gardening, travel, walking, trekking, theatre, reading, photography

**Favourite TV show?** I am a Gardening Australia tragic, still mourning the departure of Stephen Ryan and slowly warming to Costa ... It's only been three years ...

**Dream wheels (money no object)?** A second green waste wheelie bin

**Would you drive a Daewoo or SsangYong?** 아니 감사합니다 (That's Korean for "no thanks"!)

**Favourite other Mazda?** My Mazda3

**If not a Mazda (gasp!), then what?** Undecided (gasp!)

**How long in the Club?** Full member coming up five years

**How many MX-5 Club runs or track events?** As navigator and



passenger – lots. We love the Central Chapter runs but have also enjoyed some great days with the Eastern, North Eastern and Western Victoria chapters.

**Favourite Club run/track?** I really love getting out in the countryside on all the B- and C-grade roads, rather than the usual freeways we use at other times. As an ex-Gippslander, Alan Laine's Gippsland Hills run is highly recommended.

**Funniest thing seen at a Club event?** The look of panic on the drivers' faces when, on a North Eastern run a few years ago, we had to go through a section where the dairy cows were crossing the road. For a group that loves to whiz around those roads, the thought of cow manure on the MX-5 duco cut the speed to an absolute snail's pace. Plus, the Western Chapter Captain's winter hat continues to amuse me!

**Have you been to DECA or NatMeet?** Not yet

**Ford vs Holden?** Not really a car person – terrible confession to put in this magazine!

**What's playing in our MX-5?** Nothing if we are on a run – it's hard to hear the two-way radio as it is! If we are cruising, then George Ezra, Pink Martini, first aid kit

**Footy team (AFL / NRL / A-League)?** St Kilda ... quietly

**Fave holiday spot?** The Himalayas – beautiful people and cultures and amazing views

**Final comments?** Can we have fewer questions about cars, please? ●



## More Scene about ...



Seen on a Subaru BRZ in Federation Square ...



Spotted in Norway, by Dave & Gail Collins: a hardtop NC, same as Dave's. "We saw a touring group of TRs and MGs with one MX-5 NC," Dave said. "They were all true to form with tops down. Unfortunately we were in a coach so couldn't get out and talk. Shame ..."



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# My favourite MX-5 road ...

■ Words: John Hadrill, Southern Tasmania Chapter

## *The Hobart-Channel-Huon Loop (aka, The Huon Trail)*

**This drive starts from Hobart City and follows Sandy Bay Road B68 (the old road to Kingston) south through Sandy Bay past Wrest Pt. Casino and Taroona passing the Old Shot Tower and over Bonnet Hill down into Kingston.**

*Joseph Moir built the tower in 1870 to make lead shot. For over 100 years this tower was the tallest building in Tasmania – it's 58m tall and there are 318 wooden steps to the top! A popular tourist attraction, it's only 11km south of the city.*

Driving south through Kingston and on to Margate, Snug and continuing through to Kettering (where the passenger and car ferry crosses to Bruny Island.)

Staying on the B68 (or what is usually referred to as the Channel Highway), we arrive at Woodbridge and quaint little places such as *Flowerpot* and *Middleton* and then on to a beach shack town named *Verona Sands* as we round the southern point of the drive through 'Charlotte Cove'...

On our left-hand side for most of the drive is the D'Entrecasteaux Channel which is a deep waterway favoured by the local yachtsmen as a safe place to sail. It affords many picturesque anchorages along its 70-plus kilometres of shoreline south from the mouth of the River Derwent.

*Bruny Island and the D'Entrecasteaux Channel are named after a French explorer Antoine Raymond Joseph de Bruny D'Entrecasteaux who discovered in 1792 that the long narrow island was in fact a separate island. Captain Cook landed at Adventure Bay on Bruny Island in 1777 but didn't realise it was not part of the Tasmanian mainland. Adventure Bay was named by Captain Tobias Furneaux in 1773 on his ship named the HMS Adventure. William Bligh and Matthew Flinders also visited Adventure Bay around this time.*

Continuing on through to Garden Island Creek and into Cygnet where there are some good cafes and restaurants for lunch is our usual habit.

From Cygnet township it is fun to deviate and turn left and drive up the C641 road through Silver Hills and arrive over the hill on the southern side of the Huon River at Lower Wattle Grove. Across the Huon River can be seen the township of Port Huon.

This road will take you very close to the water's edge for several kilometres.

The drive over the Silver Hills road is *very exciting*, and all roads described are sealed (if a little narrow) most of the way. At the end of this road we turn right again and continue on to Cradoc where we turn left once more on to B68 to the larger township Huonville.

From Huonville we can cross the Huon River (left) and head south to Franklin and Dover in the south, or turn right and follow the highway back to Hobart.

The views of mountains and twisty roads along the way are made for motorbikes and MX-5 cars. When these roads were



originally built there was no heavy machinery and explosives as we use today so all roads were hewn by pick and shovel and simply followed all the river courses and the contours of the hills. Tasmanian roads are almost all the result of horse trails becoming coach roads and eventually being sealed, with little thought to straightening out the bends ... *thank goodness!!*

This drive will have water views on your left or right nearly all the way to Huonville.

From Huonville you have the choice of the highway back to Hobart (about 45 minutes via Kingston) or branching off on to the old Huon Highway at Lower Longley and following the road over the shoulder of Mt Wellington back through Nieka and Fern Tree (where the Mt Wellington Pinnacle drive starts) into South Hobart and back into the city.

This road is not very busy nowadays and can be lots of fun if it is dry. Slow tourists in hire cars can be frustrating, and overtaking is not always so easy so some patience is needed in peak tourist season from November till April (like the Great Ocean Road!).

The drive will take a good three to four hours to complete and, if stopping along the way for morning tea, lunch and the odd potty break, will likely take five to six hours.

Most of the road is peppered with delicious corners and blind apexes which make a delightful drive ... oh, and the views are spectacular *all* the way, with relatively little traffic and only small villages encountered en route.

The total distance for the round trip is about 160-190km.

To shorten the route, but not the fun, you can turn right just north of Kettering on to the C626 Oyster Cove road and go more directly to Cygnet.

Further south there is also the C627 which is also Cygnet bound but not quite as smooth as the former. Both these roads are great drives, but should cut off about 40km from the route if time is short or if you wish to also go south from Huonville towards Geeveston and Dover on the same day trip.

**Enjoy! ●**

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](mailto:editor@mx5vic.org.au) and share it around!

# Chapter chatter ...



2.6.15 | Eastern Victoria ■ Words: Peter Ferguson ■ Photo: Ed Laine  
■ Organiser: Peter Ferguson



^ L-R: Phil Harris, Peter Lawson-Gilles, Rob Krygsman, Peter Ferguson, and Alan Laine. Ed Laine was behind the camera.

*On Tuesday, 2 June, a small group of members got together for a lunch and a few lies at the Outpost Toolshed in Noojee.*

While it was not a formal run, three cars came from Trafalgar – 45 minutes of beautiful roads to Noojee – and two from Melbourne's outer eastern suburbs – about an hour and a quarter of equally nice roads, once clear of the suburban traffic.

The proximity makes it an ideal halfway point for Eastern Victoria and Central Chapter members.

It was a cold, miserable day, but with only a sprinkling of rain which was OK for those in MX-5s and meant the rooves could stay down. Alan Laine bought along his dad, Ed, and they came in Ed's Skoda – not quite the vehicle of choice for the roads we were on, but Alan made sure he was not left behind!

Phil Harris meant to bring his MX-5, but the (fairly old) battery died THAT morning! So he was Honda mounted (four wheels, not two).

The Toolshed has really nice food, cold drinks and a magnificent fireplace which was pumping out a LOT of heat.



It made for a great setting to sit and discuss the ills of the world and work out lots of MX-5 issues. Important stuff like whether a 1.5L ND would be OK or should one wait for the 2L, which spec would you buy etc.

A great day, for those retired or those able to get time off work. We started the lunch at 12.30. There was general enthusiasm that we should do this again, but get there a bit earlier – surprising how many retirees had to be home to pick up grandkids from school!

If we run another one of these (there is a good chance we will), you should try to get the time to come along – a great setting for friends to eat and chat in a really relaxed atmosphere.

**If you are looking for a good weekend (or mid week) drive with an eatery at the end of it, we'd thoroughly recommend the Toolshed. ●**

# Chapter chatter ...

**21.6.15 | Southern Tasmania** ■ Words: Michelle Waldock ■ Photos & organiser: John Waldock

*Another perfect day in the perfect State; wisps of white clouds scudding across deep blue skies.*

The temperature was a little rugged (2°!) but there was a plethora of scarves, hats and coats to protect from the cold.

We welcomed new members Michael and Jennifer, Therese and Ayrton (*very suitable name for a MX-5 owner!*) along for their first run as well as our usual close-knit group. Eleven cars set off from our meeting point at Rosny and headed to Dunalley.

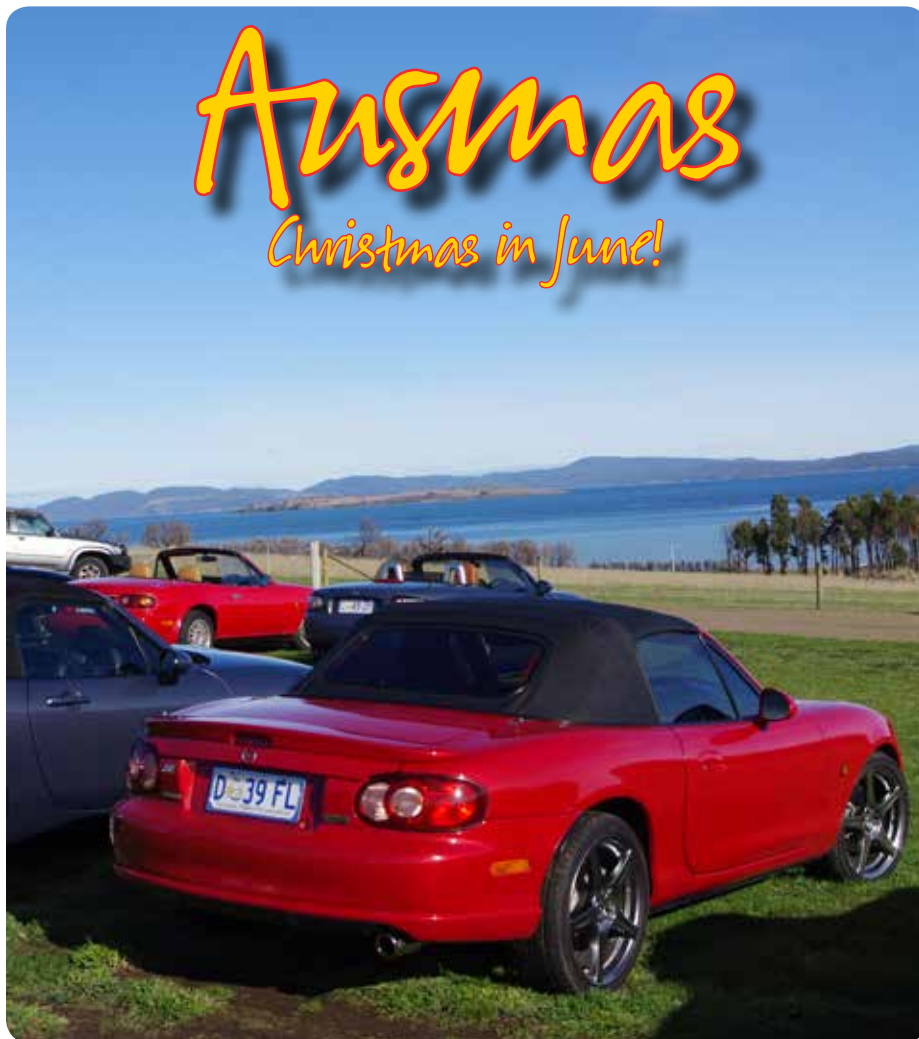
Our route took us along one of our favourite roads, Grass Hill, where a 60kmh limit has been introduced. This was a cause of some disappointment in certain cars ("I can't even overtake the cyclists") although it did mean that the convoy reached Richmond all together.

We then headed to Campania for a stop and chat before heading along another great MX-5 road, Fingerpost, to Sorell. Another detour from the main highway took us through Lewisham, Dodges Ferry and Primrose Sands before rejoining the main highway heading to Dunalley.

Dunalley was devastated by bushfires 18 months ago, losing many homes and businesses, so the Chapter wanted to visit the area to inject some funds into the local economy, so to speak.

Our destination for lunch was the new *Bangor Wine and Oyster Shed*, perched on a hill off the road to Port Arthur and overlooking the Dunalley township. With an open fire and huge north-facing windows, the Shed soon had members divesting themselves of scarves, hats and coats before settling down to enjoy a lunch of fresh oysters, local wine (*Tassie makes the best Pinot in Australia, by the way*) and other local produce.

**After a couple of 'lucky draws' (always popular on our Chapter runs) and a few more wines (drunk only by the passengers, of course!) we made our leisurely way back to Hobart. ●**





## 6-8.6.15 | Western Victoria

■ Words: Karen Bradshaw, Dawn Everett and Virgie Hocking

■ Photos: Karen Bradshaw ■ Organisers: Karen & Ian Bradshaw



*The view from Tyers Lookout ...  
all that grass is because the power  
comes from (wait for it ...) Ya Lawn!*

# Gippsland weekend

**Day 1:** *It was the June long weekend and we were off on a three-day adventure in Gippsland.*

Three adventurers assembled in Ballarat and were sent on our way with the Gleasons' dog Teddy wishing us well with our rooves down on a somewhat chilly morning.

We had a pit stop at a servo just before traversing Melbourne. Woolfie took the lead through Melbourne and on to the Monash Freeway where he missed the turn to the South Gippsland Highway. Never mind, no drama ... follow us Woolfie, and tag along Everetts – *this* is the way to the Koo Wee Rup turnoff!

We travelled along to Lang Lang and turned on to MacDonalds Track, stopping at Poowong for our lunch break. Here Alan announced he had a red light come on in the dashboard and, after a couple of quick phone calls, it was decided it was the air bag light ... *why we don't know – can anyone enlighten us?*

It was then back on the road and heading on to take on the rolling hills and curvy corners (and just a small section of gravel road) to Mirboo North where we stretched our legs with a refreshing walk around town.

After taking the group photo for the day with only four, we headed off again through more rolling hills, scenic views and curvy roads. A missed turn saw us miss Narracan and once again traverse some gravel road through some delightful bush before finding a great road into Moe – the Haunted Hills Road.

We settled in at the Moe Motor Inn and finished the day off with a very tasty BBQ. After the evening pow wow it was off to bed for shut eye so that we could be bright eyed and bushy-tailed for day two of our *Gippsland Adventure*.

# Chapter chatter ...

## Gippsland weekend (continued)



^ Tranquil Walhalla  
< Cars and drivers ...

**Day 2:** On Sunday, we met at 9.30am in the Woolworths car park at Moe.

Here we met up the Gleesons and the Hockings who had arrived late the night before.

Alan Laine and his father Eddie and Rob Krygsman from the Eastern Victoria Chapter joined us, bringing our group up to seven cars.

We stopped at the Tyers Lookout for a terrific view of Latrobe Valley below. After a bit of a chat, we had a beautiful scenic run up to Walhalla – even though we followed a fire truck (he was no slouch in the speed department!).

Once we turned off we came across some road works, it looked like there had been a small rock fall. Walhalla is a beautiful old goldmining town. They didn't get electricity until 2000 and were the last Australian town to do so. There is no mobile service or ATMs – it's all cash only!

We had some free time where we explored the town and its history. We had lunch in a picnic shelter, but it was really cold with the wind whistling around us.

Alan Laine took over as leader and we called into Thomson Dam where we quickly took a group photo in the freezing wind. Heading back via Rawson and Erica and through the outskirts of Moe and on to the MacDonalds Track, it was a very nice run through the bush.

We finished at the Trafalgar Holden Museum for a look around and a cuppa. We were joined by the Eastern Chapter Captain, Peter Ferguson, who called in to say hello as he couldn't come on the run.

We headed back to Moe for a lovely meal at the Moe pub with great company. We had a lovely weekend, thanks to Ian and Karen Bradshaw and Alan Laine.



^ Shivering themselves happy! L-R: Alan Everett, Noellene & John Gleeson, Eddie & Alan Laine, Ian Bradshaw, Virgie & Lawrie Hocking, Dawn Everett. Behind the camera: Karen Bradshaw



Jeff Woolf, Ian Bradshaw,  
Alan & Dawn Everett  
at Mirboo North

**Day 3:** *We were up at 7am, had breakfast, packed up, checked out from the motel and met everyone at the French Bakery in Moe (a Vietnamese Bakery run by a Filipino!) to grab food for morning tea and lunch.*

After calling in at McDonald's for morning coffee, we drove through Coalville, Naraccan, Thorpdale, Mirboo North and missed the turn to Trida via Grand Ridge Road and had to take the u-ey (u turn) looking to get back to the right road driving past Mt Eccles.

The road was so quiet we almost had the road to ourselves, but the weather wasn't on our side. It was very windy, tree bark and branches everywhere. Some roads were very slippery with wet bark.

We continued on to Poowong for "ihi" stop or going to the CR (comfort room) – *the Filipino way of saying going to the toilet!* We stopped at the lookout where Karen took some photos, while I quickly said hello to a bushman and his dog.

From Poowong we moved on through Lang Lang via South Gippsland Highway and were caught in the very heavy traffic. Many cars were heading back to Melbourne and the road was

cut back to one lane for roadworks. Just the thing you need on a busy public holiday!

We took the turn off to Koo Wee Rup following Ian and another couple of u-eyes looking for a picnic park to eat our lunch. While Ian was looking for a place to eat, others called in at the Koo Wee Rup Bakery to grab some hot pies.

It was so windy we hid in the shelter at the Lions Park to eat our lunch, worried that our food would blow away!

After lunch we kept moving via Pakenham and headed home via the freeway. Jeff left before us and the Everetts and Bradshaws went home through Geelong.

We arrived home safely and chilled out for the rest of the afternoon. It was a great run over some very good zoom zoom roads.

**Thanks to all who made it a great weekend – especially to Ian and Karen who organised the run. We had a great time. ●**



# Club merchandise

■ Bruce Gray, Club Merchandise Officer [merchandise@mx5vic.org.au](mailto:merchandise@mx5vic.org.au)



## 25th Anniversary

# Merchandise

*Celebrate our fantastic Club's 25th anniversary with some great new limited-edition merchandise!*

We are offering both men's and women's long- and short-sleeve polo shirts, polar fleece jackets, long-sleeved chambray shirts, a rugby top, a three-in-one reversible showerproof jacket with removable hood and sleeves, as well as a beanie, cap and scarf.

All the clothing items are navy with white trim (the reversible jacket only is navy/gold). The headwear is all navy. All items are embroidered with the Club's 25th Anniversary logo (in silver) and a special "four MX-5 generations" logo (in red) showing the outline of each MX-5 model.

This will be a once-off opportunity to secure merchandise with both these logos – so be quick as your order must be lodged by 31 August (we must place the Club's order with the supplier in early September).

Some items will be on display and being worn by Committee members and Chapter Captains at the 25th Anniversary party on 8 August ... so once you have seen the real thing, pick the correct size, fill in the order form, scan and send to [merchandise@mx5vic.org.au](mailto:merchandise@mx5vic.org.au).

Once your order is received you will be advised of the postage cost (unless you wish to make other arrangements with your Chapter Captain or a Committee member). You can make your payment and then your order will be confirmed. Delivery will come 4-6 weeks after we place the Club order.

**Please choose your size correctly**, as all items are specially embroidered and cannot be exchanged unless faulty. See the Merchandise page on the Club website for a PDF with details on how to measure correctly. ●

### Men's and Ladies' short- and long-sleeve polo shirts

Long sleeve (PS70)  
sizes 8-24



**\$40**

**\$38**

Short sleeve (PS74)  
sizes 8-18 only

**Ladies'**

**Men's**

**\$40**

Long sleeve (PS69)  
sizes XS-5XL



**\$38**

Short sleeve (PS73)  
sizes S-5XL only

**Reversi**

Navy/gold.  
hood and s

(CJ0)  
sizes

**\$92**

See the f  
order for  
month's r  
all the si  
ordering





## Full zip Polar Fleece Jackets



Men's & Kids' (3FJ)  
sizes S-5XL

**\$50**

Ladies' (3FJ1)  
sizes 8-24

## Men's Rugby Top



(3R)  
sizes S-5XL

**\$53**

## Waterproof Jacket

Removable  
sleeves.

(315)  
S-3XL



## Polar Fleece beanie

Navy

(4292)



**\$35**

## Cap – Legend

Navy. 100% cotton.  
One size fits all.



**\$35**

(4289)

## Fine Chambray Shirts

Men's (4FC)  
sizes S-5XL



**\$52**

Ladies' (4LSL)  
sizes 8-24

flyer and  
form in this  
mxtra for  
sizing and  
order details.



### Please note:

- ▶ All garments will bear both the Club's 25th anniversary logo (in silver) and Mazda's "4 Generations" logo, left (in red). Embroidery shown is indicative only.
- ▶ Closing date for orders is 31 August, 2015. Delivery will be approx. 4-6 weeks from 31 August, 2015.
- ▶ Postage is additional; please see order form for details.

# Chapter chatter ...

14.6.15 | Eastern Victoria ■ Words: Morgan Fisher ■ Photos: John Poletti, Morgan Fisher, Peter Ferguson  
■ Organiser: John Poletti



It was organised by fellow first-year member John Poletti (and his daughter Anna) along the roads he grew up on, thrashing old Fords, dreaming he was Allan Moffat.

Running late, I arrived at the small country town of Meeniyana to find a number of people milling around a collection of MX-5s. It seemed that the locals out for a walk in the fresh, early morning air were intrigued not just by the number of sports cars gathered in the car park but also by the cars owners and why they all had their rooves down on such a cold day – “dedication to the experience” was my answer.

Despite the worrying forecast there was a sense that today was going to be something special, the smiles on everyone’s faces said they could sense it too.

After the usual safety briefing, ten cars formed up and set off south on the South Gippsland Highway – a road infamous for pot holes so deep that when you hit one by the time you drive out of it you are in a different postcode – little did we know that the pot holes weren’t going to be as big an issue as the wild life ... specifically a wombat that had been ‘sleeping’ for a few days on a tight turn that unfortunately not everyone could avoid. A quick roadside check showed Mazda knows a thing or two about screwing together a solid car – no visible damage but an interesting smell later in the day.

Climbing through the hills and turning down Ogradys Ridge Rd gave us a sweet ribbon of twisting bitumen overlooking farmland to the right and Corner Inlet to the left with Mt Oberon rising out of the sea in the distance. The flowing third- and fourth-gear corners were a great warm up for those of us who spend too long driving on the highways.

After passing through the township of Foster – a buzzing former gold mining town with art galleries, museums and cafés – we climbed back up into the hills. All 10 cars closed

ranks like fighter planes in formation for the drive down Falls Rd to Fish Creek, a town famous not just for its great food but for the giant fish on top of the pub (yes, it is *supposed* to look like it has fallen over). With the cars all bunched up and the road asking – nay, *begging* – us to run hard in second and third gear across the hills and through the valleys, it was a shame that only the cows got to hear the aural delights of sweet exhausts rasping and snarling; it really was one of the highlights of the day for me.

Leaving Fish Creek the pace changed to sweeping B roads, a chance to enjoy the beautiful lush farmland and coastal views. Is there a better way to see the countryside than top-down in a 5?

Entering the national park again gave us a chance to close ranks ready for the roads ahead. A spirited driver could be disappointed by the posted 80kmh speed limit, but not to worry – yes it is there to protect the friendly and varied wildlife but those roads, they are made for drivers!

The first section of dense bush was almost claustrophobic, trees and scrub right to the edge of the road. It was so enclosed the air felt old and damp but that was soon forgotten as I realised I was approaching a tight second-gear corner and I was in third – *game on!*

Rising out of the bush to see the swampland stretched out before us, we were greeted by some of the local wildlife: a sunbaking kangaroo stretched out on the side of the road Burt Reynolds style, and some strutting emus also enjoying the sun – which according to the bureau we weren’t supposed to get ... how lucky we were.

Climbing away from the swamplands the road was cut closely into the rock with some great tight corners and sheer cliff faces providing a perfect acoustic reason to nudge the redline,



✓ L-R: Mark & Helen Lehman, Craig & Susan Wootton, Gordon Robson with his son Andy, Helene McAlpine, Arthur Howie, Rob Krygsman, Margy & Bill Roder, Melwa Krygsman, Peter Ferguson, Stephen Banks.  
Kneeling: John Poletti (left) and Morgan Fisher.



hear the engines and exhausts and remember we are driving proper sports cars. Reaching the top of the ridge gave us all a moment of pause. With the stunning coastal views and natural rock formations, some times you need to stop and smell the roses to remind yourself how beautiful the world is – which is exactly what we did as we slowed coming into Tidal River, the main camping area of the Prom.

Finding a quiet part of the car park it was time for the group photo and to relax in the sun and enjoy some lunch, some bringing picnics, others visiting the general store. The Wilsons Prom rosellas are famous for being friendly and they did not disappoint with many in our company getting close up photos of them or in the case of a lucky few with them on their shoulder or head.

After lunch and a chat we all buckled up and headed back along that same great road we came in on – different order, different direction and still just as enjoyable.

Once we cleared the gates we headed towards our starting point in Meenyan via the main road. The weather was warm, the sun was shining and time seemed to slow. It was one of those *put one arm on the window, relax back in the seat, select a higher gear and take a deep breath* kind of afternoons.

Along the way was one last surprise: John had organised for his girls to wait on the side of the road with a camera. Lots of waving and light flashing ensued, I am really looking forward to seeing the YouTube footage.

Stopping for our goodbyes in Meenyan it was an opportunity to say thank you in person that I would like to do now. Thank you John and family for organising and doing the homework for a drive that had it all, thank you to Peter for spreading the word via the Club and for everyone who came along.

**Take care and see you all again on the road soon! ●**



*Morgan*



*... and Rob with friends*



# Chapter chatter ...

21.6.15 | **Central** ■ Words & photos: Geoff Roche ■ Organisers: Arthur Howie & Helene McAlpine



*The hats and coats (and shorts!)*

## Down the Drains run to Yarragon





*When Arthur and Helene said they were hosting a run through Gippsland to finish at Yarragon, we all knew it was going to be good ... and we were right.*

On a frosty but sunny winter's morning, following on from the longest night of the year, 22 MX-5ers and their crews arrived at the starting point near Officer. Most of us thought it was cold, as we had arrived wearing coats, scarves, gloves and hats ... except for Siddique, who was wearing his customary shorts!

Amongst a sea of hats and coats, Arthur gave us a briefing and then we were off – rooves down and heaters up.

We headed out across the Koo Wee Rup swamp through to Bayles and on to Loch for a break and re-group. Hmm, are we missing some cars? Some MXs had missed a right turn and headed straight through to Poowong. Not a major problem, as tail-end-Charlie, (aka Murray) was on to it as we caught up again and re-grouped in Poowing. If only everybody would corner mark, and not turn the corner before they see the MX-5 clearly behind them, then nobody would miss a turn or get lost.

Being a still, clear sunny winter's morning the rolling hills of South Gippsland were just spectacular.

We curled around the twisting, winding roads, taking in a variety of conditions that kept the drivers entertained whilst the navigators enjoyed the commanding vistas of the rolling hills, farmland, Westernport Bay and, in the other the direction, the distant Baw Baw Ranges.

We shared the road with locals who were kind enough to pull over and let us through, and a number of motorcycle groups that were also out enjoying the day. As is common on runs these days, we also came across a few groups of cyclists, this time competing in a race around Koo Wee Rup.

After a welcome comfort and coffee break in Poowong, we zoomed off again along the ridges, down through the dips, around the corners and back up again over the hill tops and, before we knew it, we were coming down into Yarragon ... or so we thought.

No, wait – there were a few more corners to come. We skirted around the top of the township and headed back up into the hills for some more wonderfully twisty roads before we circled back to Yarragon. Some MX-5rs headed off to the cafés whilst others enjoyed their picnic lunch in the park, soaking up the winter sun.

The run was 150km of zooming, sweeping corners and driving pleasure, and a great day was had by all.

**Thanks to Helene and Arthur for organising an exhilarating run – fantastic roads, sensational scenery and enjoyable fellowship with our Club members. ●**



*It's almost time for the annual ...*

## *Down on the Great Ocean Road run*

*Sunday, 23 August, 2015*

*Ask yourself this question, but listen to your heart for the answer:*

### **WHY did I buy my MX-5?**

To polish, maybe to admire? Well yes, but the correct answer is **TO DRIVE!**

### **Where to?**

To work, to the shops, to visit friends .... of course, but they don't call it the **GREAT Ocean Road** for nothing!

**Come and join Chris Biffin for Central Chapter's annual dawn run down the Great Ocean Road.**

It's going to be cold ... It's going to be dark ... But you're going to be excited!

### **Let's do breakfast!**

**Apollo Bay – you know it (does not) makes sense!**

Gather at BP Avalon on the Geelong Highway (on the left, approx. 45 minutes from the Westgate Bridge) ... fuel and caffeine up from 5.30am, depart 6.00am ...

### **Zoom zoom!**

## *Mark those corners!*

**Please remember, on social convoy runs, to mark the corners for those following.**

It's very simple: when you get to an intersection or a point where the route of the convoy might be unclear to the car behind you, please wait at the corner until you're sure the following vehicle has seen you .

If it's unsafe to wait at the corner, please wait in a visible position nearby.

*You won't get lost because, if everyone complies, the car you're following will be waiting for you at the next turn!*

# Chapter chatter ...

21.6.15 | Northern Tasmania ■ Words: Bruce Harvey ■ Photos: Jill Steer, Cheryl Murray ■ Organiser: Bruce Harvey

- ✓ MX-5 fuelled and clean
- ✓ Route planned to include the best roads
- ✓ Group of like-minded friends assembled
- ✓ Weather clear with sunshine (it's winter, after all!)

As the song said, “three outa four ain’t bad” ... although the only thing wrong with the weather was the -4° temperature and the frosty wonderland that three consecutive days of perfect winter weather had created.

The plan was to have a relatively late start by our standards – 10am – and, after the catching up and the last-minute coffees were drunk, head for Scottsdale via that infamous piece of road now known Australia-wide ... the Sideling!

With everything else on the list covered, 13 cars but only 17 people headed around the back of Mowbray and ultimately on to the Tasman Highway. The landscape as we approached the hill (aka the Sideling) had been open and had very few trees to create shady areas. The sun therefore had melted all evidence of a frost and without any wind made for an almost summer-like drive.

That changed very quickly once we were on the approaches to the Sideling – the air temperature dropped probably 10° and the road was a skid pan ... but with high banks on one side and big drops on the other. A very controlled, sensible 15 minutes later we were at the top and stopped at the lookout where both comfort and nerves could be relieved for some.

Care was taken with the descent but, having an easterly aspect, it was relatively frost-free and once we reached the valley floor we enjoyed around 8km of flowing corners linked by small straights that the front group of cars were able to have an unimpeded run through. Even something as small as that can make a whole day worthwhile!

A left turn at the end of Scottsdale’s main street placed us on the Bridport road and 20 minutes later we were at the coastal town of Bridport ready for lunch at one of the local hotels. They had been pre-warned that we were coming and had tables set so we could dine together. A quirk of fate had left the entire road opposite the hotel clear so the 13 cars made an impressive sight from our elevated dining position.

The day finished at Bridport with everyone able to head home before the sun set and temperatures dropped.

**Bring on the NatMeet so we can showcase this wonderful State. ●**





# Bridport run



Above, L-R: Michael Stosh, Trevor Simm, Robert Humphries, Michael Nolan, Cheryl Murray

Words: Ron Diprose

*I enjoy going to as many Club runs as I can. This often involves long stretches of highway driving to get to the north, east or west of Victoria or the boat trip to Tasmania.*

**To make these trips a little more relaxing, and following a chat with a friend who had installed a few, I decided that fitting a cruise control to my 1998 NB8A would be a good idea.**

I looked at fitting a second-hand original Mazda unit, but because I did not know if my car was wired for this and due to the age of anything available, I decided to fit an aftermarket system.

The original Mazda cruise control uses vacuum for muscle with electronic control.

After a fair bit of internet research I decided on an all electronic unit and settled on a *Rostra* 250-1223 universal control and additional 250-372 left-hand side steering column stalk.



A clutch disengagement switch is not needed with this, although I found later that my car had one already fitted ... possibly for a previous cruise control?

The *Rostra* unit comes with pretty much everything needed with reasonably straight-forward fitting instructions. Their website has some useful information as well as email to answer questions.

There is also a toll free number for the USA – not much use for we Aussies.

The early NBs did not have the “OBD” diagnostic connection in Australia, rather a Mazda-specific connector under the bonnet on the passenger side. The most difficult and time consuming job was finding which wires supplied the vehicle speed signal (VSS) and the tachometer signal.

The supplied information is close ... however, as it's written for US cars it is not totally correct.

Following a few false starts and a lot of wire checking using a trusty “tee pin” and multimeter, I found the tach signal wire at the diagnostic connector and the VSS signal wire at the power management unit (“PMU”, which is Mazda-speak for electronic control unit, “ECU”).

[Tee pins are found at craft or sewing shops and are great for doing wiring checks. I use test wires with alligator clips to hook them up to the multimeter.]



- » The tach wire is coloured red with a yellow stripe. (The Navigator consulted her paint colour charts and found these were in fact *Ruby Moon* and *Corn Kernel*.)
- » The VSS wire is white with a black stripe – the Navigator would say “Ivory” and “Midnight” – and is in the centre PMU connector, bottom row, second from the right looking from the loom side.



- » The PMU is located in the passenger footwell, under a metal cover which has sharp edges!



First remove the glove box to provide better access, then fold the carpet back to get at the cover. Remove a couple of nuts and a bolt and then gently remove the cover, being careful not to cut yourself.



Take note of the way you manoeuvre the cover out of the way – it's a tight fit and has to go back in exactly the reverse of the way out.

The *Ivory/Midnight* (white and black) wire at the diagnostic connector is **NOT** the one you want; it is a 12-volt hot supply so *leave it alone!*

The power supply for the unit needs to be off with ignition off, on with ignition switch at on – it can also be on at accessory position – and off at the start position.

The cigarette (or cigar for *Rolls Royce* owners) lighter power supply fills the bill nicely and is easy to find when working under the dash.

On my car it is a yellow (or *Butter Gold*) wire on the driver's side of the transmission tunnel.

There is a near-perfect spot to locate the control box under the bonnet on the passenger side, next to the windscreen washer reservoir and behind the suspension tower.



*Wiring through the passenger side firewall*



## ... down under the dashboard, that is!



*Ron at work, down under the dashboard ... nice socks!*

The dip switches on the unit were set, then the unit positioned so that they could be seen and adjusted after installation.

I used the supplied bracket, which was bent and drilled to suit, mounted on to the suspension tower under the cross brace. To avoid a fight refitting the brace (if your car has one fitted), loosen both bolts to fit the bracket, but only remove one bolt at a time, slide the bracket in and start the removed bolt three or four threads, then do the same with the other bolt and finally tighten both.



*Cruise Module fitted*

The instructions for fitting the throttle cable are not too clear. Basically it requires a little slack in both the new and original cable to work properly. I used the original throttle cable mount bracket and drilled a hole for the new cable as close

to the original one as possible, then fitted some solid rubber wedges so the cable had a straight pull on the throttle pulley. Nuts and washers on either side allowed the cable slack to be adjusted.



*Throttle cables*



*Cruise control cable looped over original throttle cable barrel*

Once everything was hooked up it was important to test the operation before doing a road test.

This was done by putting the unit into "diagnostic" mode, then testing each function and observing the built-in led.

When everything was correct, it was time for a road test. With the unit dip switches set (as per the instructions) to 'low gain', the idea was to adjust the cruise control cable to get the best response, then change the dip switch settings to get the best refinement. I ended up at the ultra low gain setting. Sounds easy but it involved three or four highway runs with around fourteen trips around the block in between.

**I am happy to say that after all the time and effort it now works very well – to quote an old work mate, "just like a bought one!" ●**

## Workshop & Storage Facility



### Workshop Services

- ▶ Brakes
- ▶ ECU Installations
- ▶ Fabrication
- ▶ Panel/Paint Work
- ▶ Seat Installations
- ▶ Cold Air Intakes
- ▶ Engines
- ▶ Gearboxes
- ▶ Race Car Building
- ▶ Suspension
- ▶ Diffs
- ▶ Exhaust Systems
- ▶ Modifications
- ▶ Roll Cages
- ▶ Weighting



### Storage

Cars: \$150/month

Trailers (up to 6m): \$210/month

*5% discount if paying full-year. Local pickup/drop off available.*

We regularly attend MX-5 Club track days and are always happy to help out.  
We often put on a sausage sizzle as well, so come say hello.

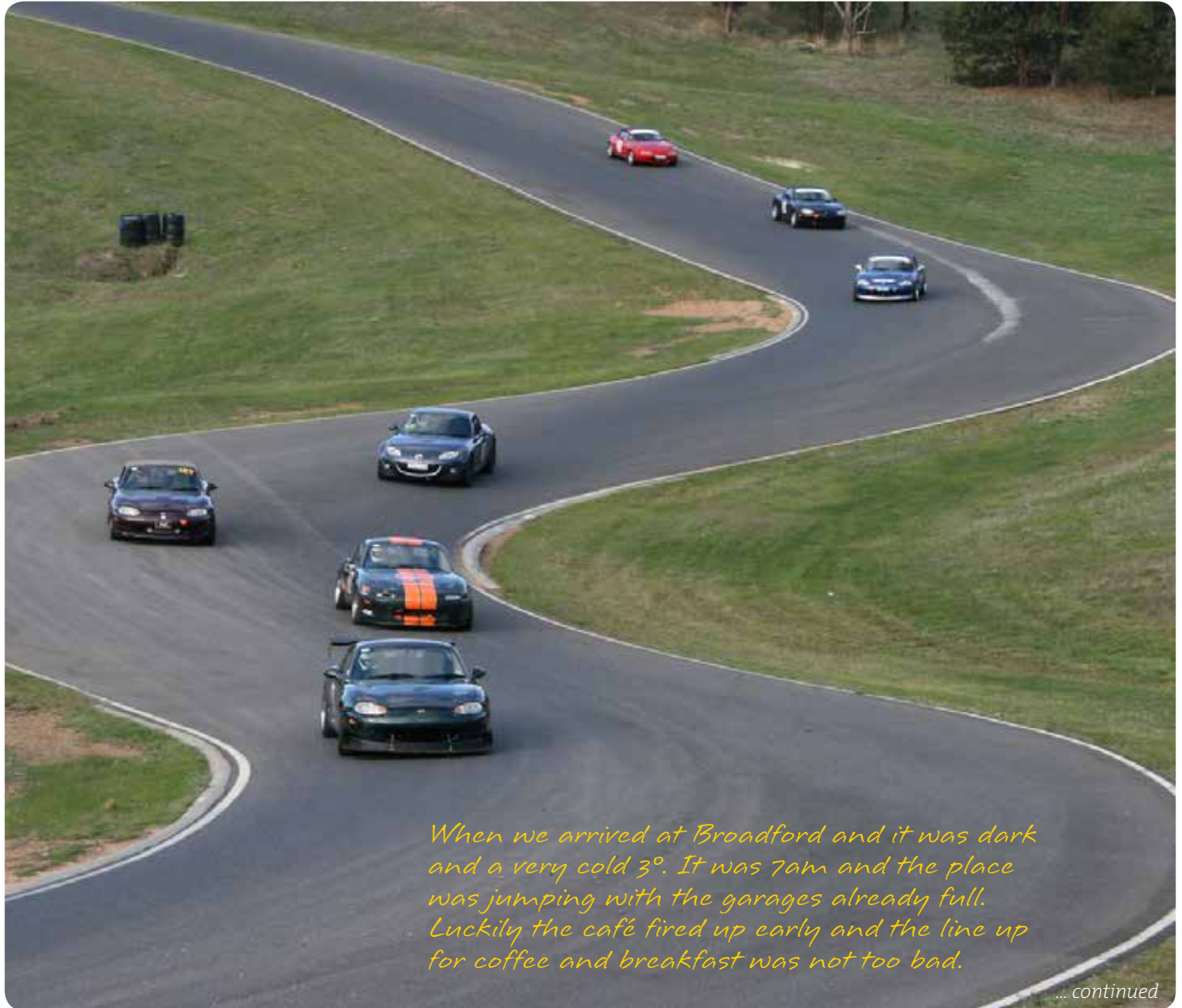
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# Friendly rivalry at Broadford



## 2015 City Mazda MX-5 Sprint Championship | Round 3 - 14.6.15

Words: Tim Meaden Photos: Suzanne Newman



*When we arrived at Broadford and it was dark and a very cold 3°. It was 7am and the place was jumping with the garages already full. Luckily the café fired up early and the line up for coffee and breakfast was not too bad.*

... continued

## 2015 City Mazda MX-5 Sprint Championship standings after Round 3 | Broadford - 14.6.15

Results - Round 2	1st	2nd	3rd
Standard NA	Robert Downes » 1:13.1894*	---	---
Standard NB	Peter Dannock » 1:12.9824*	Ben Mott » 1:13.0369	Geoff Sanders » 1:14.1453
Standard NC	Alan Conrad » 1:10.5814	Lindy Anderson » 1:21.9720	---
NA Clubman	Tim Emery » 1:11.9978*	George Vellis » 1:19.0820	---
NB Clubman	Noel Heritage » 1:12.3100*	Max Lloyd » 1:13.0547	John Reid » 1:15.1570
Modified	Tim Meaden » 1:11.1302	Gavin Newman » 1:11.2426	Leon Bogers » 1:13.2251
Super Modified	Russell Garner » 1:07.8357*	---	---
Restricted Open	Paul Ledwith » 1:07.6130	---	---
Open	Dave Moore » 1:14.7058	---	---

\* New Club lap record

## Friendly rivalry at Broadford ... continued

*When we arrived at Broadford and it was dark and a very cold 3°.*

*It was 7am and the place was jumping with the garages already full. Luckily the café fired up early and the line up for coffee and breakfast was not too bad.*

We got the car off the trailer and squeezed into a garage beside the Captain and Gavin Newman.

It was a big day for the Meadens with my brother James driving his favourite MX-5 ... mine! Luckily he can drive with an impressive 1:11.9 in the warm up (not counted!).

I was starting to sweat thinking I would have to pull something out of the hat to claim the bragging rights. Luckily I did, and managed to post a 1.11.1 later in the morning.

After the overall drivers' briefing Tim gathered the MX-5 Club together and gave us the motivational speech. We were all primed to go – except for Paul Ledwith who was stranded and desperate for a can of *Start Ya Bastard*. He must have tracked it down because he finally appeared for his first drive at Broadford in session one. He got down to business pretty quickly and was soon chasing down Russell Garner and Kim Cole.

Paul got down to business pretty quickly and was soon chasing down Russell Garner and Kim Cole. The battle continued for the day with Paul posting a 1:07.61, Kim 1:07.72 and Russell 1:07.83. Although not scoring points this round Dave Wilkens put in a quick 1:05.39 for the day.

With the track being so short and having six groups of drivers, it was as busy as a swarm of blowflies at a barbie. Despite there being no hold-ups on the day, it was all over in no time.

It certainly was a day for some serious sprinting between some rivals ... or did I say *racing*? Gavin Newman, Alan Conrad and I went at it hammer-and-tongs all day with a few tenths of a second between us at any time. Notwithstanding the intense competition, I think it was the most fun we had all had for a long time. On the last run every time when I looked in the rear vision mirror, all I could see was Gavin chasing me hard, sometimes

with some impressive sideways action.

When we finally called it quits, Alan had managed a 1:10.6 with Gavin doing a 1:11.24 and me a 1:11.13.

Our Motor Sport Captain, Tim Emery, went head-to-head with Noel Heritage, Max Lloyd, Peter Dannock and Robert Downes. It was an epic struggle all day with plenty of *friendly suggestions* offered. Tim prevailed with a hot 1:11.99 time, followed by Noel with a 1:12.31, Max 1:13.05, Robert 1:13.22 and Peter with 1:13.57.

In addition to the competition, this highlights the depth of talent in the Club and the wonderful camaraderie and respect that the motor sport members have for each other.

It was good to see Bob de Bont on the track. I had watched him compete at a motorkhana in Bendigo earlier in the year, and it was obvious he was quite a steerer. He showed his form with the fastest time in Group 4 of 1:11.91. He worked hard to fend off James Meaden with a 1:12.45, Leon Bogers 1:13.37 and Ben Mott with 1:13.40. As usual there was plenty of friendly rivalry between all the MX-5s in Groups 1 and 4.

The Motor Sport group has an incredible spirit of mateship and offers a friendly supportive environment. If you are thinking of trying out the track for the first time, you can be assured of a warm welcome and given every support.

Just to top our afternoon off, Suzanne Newman and Max Lloyd, as per usual, shared their lovely slice and biscuits with us all. I think we all needed a sugar hit after such a big day!

**A big thanks again to AROCA, CAMS, the officials and particularly Neil Choi. They always manage to run a professional and well-organised event. ●**

### 2015 City Mazda MX-5 Sprint Championship standings after Round 3 | Broadford ~ 14.6.15

(corrected points)	1st	2nd	3rd
<b>Overall Champion</b>	= Paul Ledwith, Alan Conrad, Russell Garner, Robert Downes	» 30	
Standard NA	Robert Downes » 30	---	---
Standard NB	Peter Dannock » 27	Simeon Ouzas » 7	Ben Mott » 19
Standard NC	Alan Conrad » 30	Lindy Anderson » 7	---
NA Clubman	Tim Emery » 20	George Vellis » 14	---
NB Clubman	Max Lloyd » 24	Noel Heritage » 23	Peter Phillips » 10
Modified	Gavin Newman » 27	Tim Meaden » 24	Leon Bogers » 18
Super Modified	Russell Garner » 30	Robert Parr » 7	---
Restricted Open	Paul Ledwith » 30	---	---
Open	Dave Moore » 30	---	---

2015 City Mazda MX-5 Sprint Championship | Round 3 ~ 14.6.15



✓ The boys catch their breath between track sessions



^ Broad fields (and plenty of run-off) at Broadford

*When Monty Python sang about accountants being boring, they clearly hadn't met my accountant: MX-5 owner and former Club treasurer, Chris Biffin CPA\*.*

(\*That's Certified Practising Accountant, not Car Parking Attendant!)

Chris has been in the Club for 19 years. Like me, he owned an NA for many years before changing over to a new NB SE in 2005. He originated the Club's annual **Great Ocean Road dawn run**, and this year (*For Something Completely Different*) the **Midnight MXpress** run to Apollo Bay.

He's always trying new things and coming up with new ideas. So it was no surprise when some photos turned up in my inbox of his 10-year-old Velocity Red SE, gleaming like it had just come off the showroom floor.

Turns out he'd been down to the local auto shop, bought himself a Meguiars clay bar kit and spruced his car up like new. It was a sight to behold!

Now, I'd been to one of Steve Dunlop's detailing days out at **Waxit** in Tullamarine (see their ad on p6) about three years ago, and bought the works – *Poorboys* car wash, *Concours* clay bar and lubricant, *P21S* Carnauba polish, *Wolfgang* deep gloss paint sealant, and microfibre cloths.

The car wash and polish were *no-brainers*, but the warnings the Waxit people gave about the need for care when using the clay bar, and a story of a fellow Club member who scratched his duco when he continued using a clay bar he'd dropped put the wind up me, and I was too scared to use it!

Chris's response: "Murray, if I can do it, you can do it! I'll even come over at the weekend and help!"

What could I say but "yes"? On the Friday I washed and dried the car so it was set to go on the Saturday morning and, at 8am on the Saturday we were into it.

The clay bar is like an eraser for your paint. It removes bugs, bird poo, tar, wax and sealants and leaves your paintwork feeling as smooth as glass, ready for a showroom shine.

I won't go into the detail of the work here – there's a **Waxit** "how to" on the *Tech Talk* page on the Club website,

and any number of videos online – but ... it was sooooo e-a-s-y!

My "brand new" three-year-old blue clay bar needed a bit of kneading to become pliable. Chris's new white (Meguiars) clay bar was much better. The trick is to take about one third of your clay, "work" it to soften it up and bend it around your fingers – to help avoid the dreaded drop to the ground. Fold and re-shape the clay as you go.

I do suggest starting on a "less visible" part of your car to get the hang of the feel of the clay on the duco ... ie, don't start in the middle of your bonnet!

*Working in the shade on cool paint work*, spray a small-ish section of your paint (say, 500 x 500mm) with the clay bar lubricant and simply run the clay bar gently over the paintwork until the bar slides freely back and forth. You don't need to press – use *minimal* pressure only. When you get the hang of it, do the rest of the car and then wash and dry the surface.

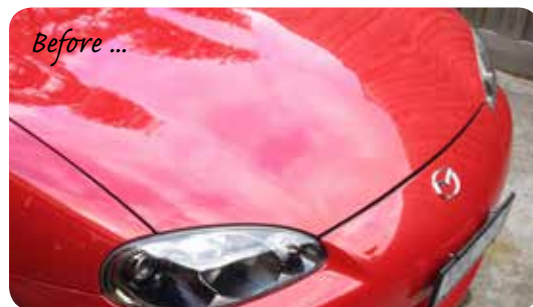
**Far from being the difficult, daunting task I thought it was going to be, I found the clay bar process simple, easy – and quick!**

When it's all done you'll need to wax and polish the car, and then (if you choose) apply a paint sealant to protect the coat and maintain a deep, long-lasting gloss.

Between the wax and the sealant, you can take the time to detail the interior. We used Meguiars *Quik Interior Detailer/Cleaner* applied with *Armorall* wipes to clean the hard interior surfaces – dash, centre console, doors, footwell walls etc – and (in my case) Meguiars *Gold Class Rich Leather* cleaner/conditioner for the seats.

The whole process took about three hours, including two coffee breaks and lots of chat time throughout ... and result was magnificent (if I say so myself). *Thanks, Chris!*

**If you can't afford an ND yet but want a "new" car with a s-m-o-o-t-h, mirror paint finish, don't hesitate to give the clay bar a try. ●**



Before ...



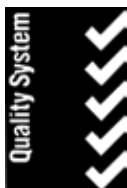
After the clay bar, wax and sealant



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