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11/2015  
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

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MX-5 Club  
of Victoria

**In this edition:**  
Another strong showing at Winton  
Fitting an NC luggage rack  
RX-Vision steals the show

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11/2015



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**Cover image:** *Is that a secret wing?* Peter Ferguson works through the obstacles at the Eastern Victoria Chapter's khanacross at Bryant Park.  
Photo: Alan Laine



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

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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**

*For your diary ...*

**See the full calendar for details**

## November

- 14: *Central: Detailing day*
- 15 *Eastern: Jeeralang run*
- 15 *Western: Winery run*
- 15 *NTas: Pete & Rog's Big Day Out*
- 21-22 *NE Vic: Warbirds Downunder*
- 21-23 *Eastern: 3 Peaks run*

## December

- 6 *Central: Christmas run*
- 12 *Eastern: Social night*
- 13 *NE Vic: Christmas run*
- 13 *Eastern: Gippsland run*
- 13 *NTas: Christmas picnic*
- 19 *STas: Christmas get-together*
- 20 *Western: Alan & Dawn's Christmas run*
- 30 *Central: Murray's unplanned run*

## January 2016

- 26 *Western: Australia Day run*

## 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 corner!*

**Welcome to another busy month ...**

**I can't report much on the last Committee meeting** as I was AWOL. Not quite, but definitely not there. At home we were in the last days before our house went on the market. Quite an experience. We thought we had everything about right when the photographer came and basically re-arranged the place for each shot. And then we had to re-arrange things for the first open inspection. I don't think the house has ever been so clean and tidy in all 13 years that we've lived here. Mind you, it looks more like a display house than a home, remarkably similar to a car prepared for sale. All those little marks that you never get around to gently removing with a bit of cutting compound suddenly disappear in an afternoon, only to leave you wondering why you didn't do it earlier.

**Anyway, back to the Committee** and this time a bit of news *ahead* of the next meeting. Given that the house selling plan is to allow Linda and me to move to Hobart, there has been some discussion about continuing in the Presidential role from Hobart, but I'm not enthusiastic. It's not that I haven't enjoyed being President of this great Club, it's more that we need to keep bringing new talent on to the Committee. The only way we can do this is if people make space and this seems one of those opportunities to me. I'm happy to keep supporting the Committee in some way that works from a remote location but "President" and "remote" don't sound too good in the same sentence.

Although we may not move until early January, I think it also makes sense for whomever steps up to have a good six months to get used to the role before facing the AGM. We'll see what happens at the next meeting, but for anything to happen yours truly has to step down, so that's my plan.

**The ND seems to be making quite an impact.** It is easy to get the impression that it has been road tested by just about every motoring magazine or organisation that exists in this country.

All the reviews have been very positive, particularly about the return to the MX-5 roots while keeping in touch with modern requirements. I'm still miffed that you can't move the sun visor around to the side window but I haven't read any adverse commentary on this. From what I have read, the inability to move the steering wheel forwards or backwards has got the experts in more of a sweat than anything else. I wonder how many grams were saved by not providing that option.

**Last month I mentioned** the need for a new five-year plan now that the last one has expired. At the last committee meeting, which I missed, there was a final list put together of the things we should be doing. While I am familiar with most of the content and the reasoning behind the ideas, it may be a little premature to go talking about what we want to do until I've had a chance to talk to the Committee at our next meeting. However we will publish the final list.

**One of the things that is on the list** and one which I feel strongly about, is the need to spread the communications workload. This has become more important since Murray has now moved into a full-time job. The Club has enjoyed the benefits of a lot of his free time in recent years but it is now time to give him the support he needs to manage the Club communications role and work. This is an issue which I'll be raising at the next Committee meeting.

**Finally a quick mention about the motor sport team.** You will read all about it in this edition, but to get *three teams in the top 10* of the Winton 10 hour was remarkable. There have been plenty of emails running back and forth from both the competitors and helpers in the days after the event. I would just like to say that it was a great example of what this Club does best: *great team work, great support and fantastic acknowledgement of all involved.*

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

*Don*



# Scene about

■ Photos: Bronwyn Roche, Peter Ferguson, Marg Gillick, Karen Bradshaw





# Membership

Current membership count:

**586**

and growing!

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

## G'day again!

It's hard to believe, but membership is up approximately 80 members over the same time last year!

This is helped by a bumper crop of 17 new members over the last month. Please welcome:

### Central Chapter

Alex Brawn	2001 Silver NB
Simon Fock, Sallie Vels, Imogen and Reilly Groves	1999 Blue NB
Ashley Gamble	1999 Grace Green NB
Gie Go	2002 White NB
Waqas Jamall	2005 Galaxy Grey NC

Rodney and Vicki Lee	1990 Classic Red NA
Clark Menze	2010 Metropolitan Grey NC
Eugene Michael	1989 Classic Red NA
Craig Paine	2000 Silver NB

### Eastern Victoria Chapter

Wayne and Kim Murphy	2006 Silver NC
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### North Eastern Victoria Chapter

April and Barrie Halliday	2000 Heritage NB
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Enjoy your MX-5 and I'll see you out and about ...

*Will*

*Mazda steals the show in Tokyo*

## Mazda RX-Vision

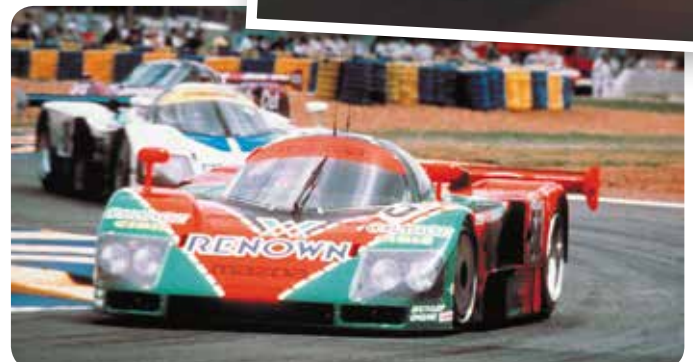


Mazda Motor Corporation turned plenty of heads when it unveiled the rotary-powered Mazda RX-VISION sports car concept at the Tokyo Motor Show this month.

RX-VISION represents a vision of the future that Mazda hopes one day to turn into reality; a front-engine, rear-wheel drive sports car with exquisite, KODO design-based proportions only Mazda could envision, and powered by the next-generation SKYACTIV-R rotary engine.

Over the years, the rotary engine has come to symbolise Mazda's creativity and tireless endeavour in the face of difficult challenges. It fitted the first commercial rotary into the *Cosmo Sport* (right) in 1967, and took overall victory at the 1991 24 Hours of Le Mans with a rotary engine-powered race car.

While mass production is currently on hold, Mazda has never stopped research and development efforts towards the rotary engine. The next rotary engine has been named SKYACTIV-R, expressing the company's determination to take on challenges with convention-defying aspirations and the latest technology, just as it did when developing SKYACTIV TECHNOLOGY. ■





# Track Torque

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



## NSW – Vic/Tas Interstate Challenge

This year's annual NSW vs Vic/Tas motor sport 'Grudge Match' was held at **Sydney Motorsport Park** back in late August, and it was great to see 15 of *Team Vic* make the journey of an over 11-hour drive to battle for the trophy.

Having had previous interstate challenges at Wakefield Park, it was decided to mix it up a little and tick another circuit off the list by running at SMP. Although it meant it was a circuit that none of our team had driven on before – making it tough to come away with the trophy – the chance to drive at such a great motor sport facility was worth it.

Being a Saturday event, most of *Team Vic* were on the road bright and early Friday morning for the long drive. Not wanting to break with tradition, Downsey, Max and Noel started their motor sport weekend with the 'Breakfast of Champions' scrambled eggs at the Bakery in Benalla!

The majority of the team 'trailed' their cars to Sydney, but extra points must go to Peter Dannock and Max Lloyd who drove the 22-hour return journey ... *in their race seats!*

The NSW MX-5 Club had arranged a meet and greet so, after unloading cars and stretching the legs, it was off to commence the trash talking and sledging.

Our accommodation was close to the track so Sunday morning was quite civilised, with breakfast at the hotel and then off the circuit. Some of the team were not taking any chances and were in their driving suits early!

The SMP (South Circuit) is a very tight, short circuit, perfectly suited to MX-5s. After some initial sessions for *Team Vic* to get in the groove, our times started to come down, and the eyebrows of the NSW team went up! Although we put up a tough fight with Travis McInnes winning his class, yours truly coming in Clubman class and some other quick times, *Team NSW* came away with the win.

The journey home on Monday was always going to be tiresome, but for one unlucky *Team Vic* member it was even more so, with



a dodgy trailer wheel bearing giving way only an hour into the trip. Once again the amazing camaraderie of our Club Motor Sport Team swung into action with a team of people stopping to help Tim Meaden get back on the road.

Special thanks to Gavin and Suzanne Newman, Randy and Fab. for helping out!

### *We did it! Winton 10 Hour*

Our teams have had a string of great results in recent Winton 10 Hour events, including two wins, a few seconds and thirds over the past 10 years, but one achievement that had alluded us was to have all three of our teams in the Top Ten.

### **Well, we did it this year!**

With a change of both rules and 'hours' of the event from six to 10, the 2015 event was always going to be a challenge, but one our teams were up for and clearly relished in coming away with 4th, 5th and 7th ... oh, and *Best Presented Team* award!

Read the event report on page 16. ■



*Tim*

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

## Trading Post



### **For Sale** Personalised plates ...

For details of this and other items to buy, swap, sell or borrow, see the "Trading Post" section in the "Clubroom" section of the Club's website, [mx5vic.org.au](http://mx5vic.org.au)



### **Car care products - member discounts**

Waxit Car Care in Tullamarine is offering Club members 12.5% off all products (*excluding already-discounted kits and the following brands/products: Polishangel, Vikan, Flex and Concours 900 Polisher*).

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# New stuff worth a look ...



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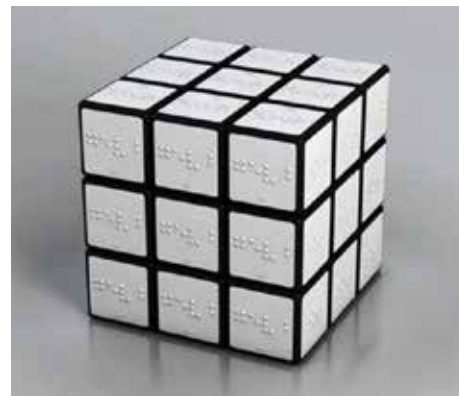
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# Andrew van der Mei



## Central Chapter / Motor Sport Team

**Name?** Andrew van der Mei

**Age?** 39

**Born?** Sydney

**Current abode?** Doncaster East, with wife Sheree, and 4yo daughter Elyse (right) ... plus another on the way!

**Profession?** Marketing Manager

**Partner?** My beautiful wife, Sheree

**Pets?** No, but the neighbours have enough to make up for it

**Fave food?** Indian

**Can you cook?** No

**Favourite tippie?** Sauvignon Blanc

**First drive?** Mum's JE Holden Camira

**First car?** 1983 Renault Fuego

**First fender bender?** None to date (touch wood!)

**Everyday driver?** 1997 NA8

**How many MX-5s have you owned?**

Seven ... 3 NAs, 3 NBs, 1 NC)

**Current MX-5?** 1997 NA8

**MX-5 improvements?** Replaced the standard 14" alloys with NB8A 15"

**MX-5 dislikes?** I can't get it up the stairs to park it in my lounge room! Seriously, I can find something I don't like about all of the different cars I've owned over the years, but I struggle to find anything of note with the MX-5s

**Why an MX-5?** Simply, there is no better driver's car for the money

**Fluffy dice?** Not with the NA. With the headlights up and fluffy dice in place, I wouldn't be able to see a thing out the windscreen!

**Passions besides the MX-5?** Family, music, property

**Favourite TV show / movie / book?** Anything written by or starring Ricky Gervais

**Dream wheels (money no object)?** A fully-restored NA6 to factory specs

**Would you drive a Daewoo or SsangYong?** Sure ... if merely for transportation purposes

**Favourite other Mazda?** FD RX-7

**If not a Mazda (gasp!), then what?** That's a tough call ... a Eunos Roadster perhaps!

**How long in the Club?** 15 years

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

**Favourite Club run/track?** Any run that starts with a drive on a twisty road and ends with lunch, a drink and more chat about the MX-5

**Have you been to DECA or NatMeet?** I've been to DECA outside of the Club, but not to NatMeet. One day for sure

**Ford vs Holden?** I don't mind either. All brands have their strengths (and weaknesses)



**What's playing in your MX-5?** My NA still has its original AM/FM radio/cassette player, so it's playing FM 105.1 Triple M at the moment

**Footy team (AFL / NRL / A-League)?** The AFL Footy Show on Channel 9 is the closest I get to watching a game of football

**Final comments?** Congratulations to the Club for achieving its 25th anniversary and supporting the MX-5 enthusiasts. And a big thank you to Mazda for having the courage to create the brilliant MX-5 / Miata / Roadster all those years ago. ●

# Chapter chatter ...

3.10.15 | Central ■ Words: John Hayhurst ■ Photos: Bronwyn Roche ■ Organiser: Bob de Bont

## AFL Grand Final Day ...

... to me it's one of the most respected days of the year on the Victorian calendar – so why would the MX-5 Club even think of organising a run on this day?

I saw the long-range weather forecast for the extended weekend, 26, 30, 26 degrees ... hmmm – those are perfect MX-5 temperatures. Geoff Roche did say it was one of the best runs and Bob de Bont, the co-ordinator, said the early start meant there would not be too many tourists to get in the way.

To hell with the Grand Final – the Hawks keep winning, the Eagles are from over there somewhere (sorry, Victorian bias) and I've shivered through enough winter runs to not miss this one. *I'm in!*

Come 7am at Maccas and not a footy colour in sight, just hard-core MX-5 enthusiasts.

morning and we head for the hills, along Maroondah Hwy into Lilydale, over the railway line and slowly through the main street (*well known for the Revenue Raisers*).

Steven joined the group here and back onto the open road we went. Once through Coldstream the Yarra Valley opens up to the rolling hills so lush and green, dotted with the vineyards starting to show their new lime-green growth and the orchards displaying stunning blossoms on the fruit trees.

Passing through Healesville (the well-known Beechworth Bakery on the right) George met up with the convoy. Once through the town we wound our way through the tall timbers of the forest. By now the temperature had cooled noticeably so I gave the heater a tweak up.

Our first pitstop was at Buxton to regroup

Bob again realigned our focus and suggested that, if the winding road was taking its toll on our tummies, there was no shame in slowing down and dropping back ... *"it is not a race"* was the emphatic quote. I just wonder if Bob was feeling a bit ordinary, payback for making me "volunteer" to write this report.

After the descent and back to level earth we coasted on a more relaxing drive on to the Mansfield BP servo where we regrouped at 12 noon and all agreed it was a great drive made possible by perfect weather, roads, countryside and above all the people who took part. Considering it was a long weekend the roads were fairly quiet. From here we made our way to various points in Mansfield for lunch, then a warm and sunny drive back home.

*Who cares which team won?* It was a

# The High Country run ...

Bob gathered us together, went through the usual dos and don'ts and asked for a run report writer. As usual there was stunned silence. Bob, not to be outdone, had the answer and a very unique way of nominating a "volunteer".



*I was the lucky one.* So much for trying to hide in the crowd. Still, there always has to be a first time, so look out as I think this might just catch on. *Well done Bob, we should all share the load.*

So, at 7.30am, 14 cars "kick off" on a truly beautiful clear Melbourne spring

^ Bob de Bont (right) gets his "volunteer"

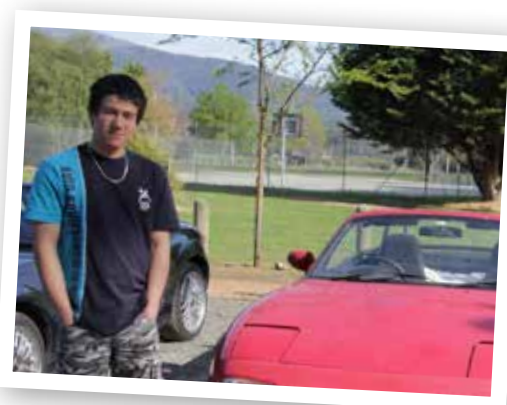
and stretch our legs. Unfortunately due to an overheating issue we left one car behind. We set off again and more magical MX-5 winding roads, fantastic views (if you dare to look), colourful wild flowers along the roadside and I lost count of the very motionless wombat bodies.

Coming into Eildon we could see glimpses of the lake below and at 9.45am we arrived at our morning tea break where June and Dennis joined up. A quick brief from Bob on what was ahead and at 10am we put the boot into it for more of the roller coaster ride. After 50km of excitement and avoiding a number of cyclists, we re-grouped at a lookout with views out across a stunning panorama of mountains to the still snow-capped Mount Buller.

Just before we headed off, there was a bit of urgency when Siddique's car started to roll forward without him in the driver's seat – but he quickly rectified the situation. It just goes to show ... we thought *he* was responsible for the vehicle's "over performance", but it seems this car has a mind of its own.

**Grand** day without the crowds and hype of a **Final**. Thanks Bob and the organising team.

**Special mention to Johannes** (below), who decided to tighten his wheel nuts before leaving to go home – something I had never seen or thought of doing before. These young guns can teach we older folk a thing or two and it makes for a reassuring drive home that all four wheels are with you all the way. Also to Arthur and Helene and Mark and Helen, who were planning to front up again for the Eastern Vic Chapter Gippsland run the next day – well done! ●



^ "Young Gun" Johannes Abandowitz-Lee, whose NA is four years and one month older than he is!



^ Siddique Fisher with his "self-driving" NB

^ Men in their element!

# Chapter chatter ...

4.10.15 | Eastern Victoria ■ Words: Nic Bodey ■ Photos: Peter Ferguson ■ Organisers: Travis McInnes, Peter Ferguson



^ Top: Kyp Kabassis signs on in Traralgon ...  
Above: How's the serenity? Relaxing over lunch after a spirited drive



# ventured before ... except for the other times!

*The Licola run – a day trip into the wilderness, where there is no mains water supply, electricity, or even phone service, where no MX-5 has ventured before ... apart from this time of the year for the last few years, but besides that!*

Licola is a remote town located in Gippsland, about an hour's drive from Traralgon, involving long twisting roads, sharp S-bends, U-turn-style curves and undulating hills that no MX-5 owner can resist!

An early morning start at the Aura Café in Traralgon on a sunny spring morning brought out the best of the bunch, a total of 11 MX-5s ... including new member Dave, in his brand new ND "SMURFR". *Welcome to the Club, Dave.*

A scenic drive down to Licola resulted in a lunch stop, where a limited general store was the option for some, and a home-cooked lunch on a picnic blanket

took the fancy of others.

To our surprise we were joined by about 13 modern-day Minis from the Victorian Mini Club. Jenna and I later joined the group, where it was proposed that the two clubs should amalgamate for a joint Club run, potentially a run for next year? *Watch this space!*

Once more, the drive was on and we progressed to the Glenmaggie Weir; to the relief of Helene and Arthur, there were no fuel pump issues! (At this spot last year, they unfortunately had to be towed on a flatbed due to a dead fuel pump.)

After a short break we headed off home to Traralgon, albeit the wrong way; unfortunately Jenna still needs lessons in reading run notes to her co-pilot, Peter.

A tranquil drive ended at the Traralgon McDonald's over a coffee, where it was decided that the run was yet another success, and one of the best, with a great turn out from the Eastern Chapter.

**Thank you to Chapter Captain Peter, who stepped up in place of run planner Travis who was double booked ... you missed out, Trav! ●**



# Chapter chatter ...

13.10.15 | Eastern Victoria ■ Words, photos and organiser: Peter Ferguson

*Tuesday the 13th saw a small group of those lucky enough not to have to be at work, assemble at Obsessions Coffee shop in Trafalgar in readiness to head off to meet some of the Central Chapter members in Noojee for lunch.*

After suitable lubrication (and emptying!), seven cars headed off for the 50-minute drive to Noojee over some typically nice Gippsland roads, including a section through tall, straight timbered forest with some great corners – beautiful surroundings, corners and the roads to ourselves – *we did not see one other car* in the “nice stuff”.

*This sure beats being at work!*

When we got to *The Toolshed* in Noojee, we were met by three cars from the Central Chapter, including Ron Diprose from Sunbury – he likes to travel around, this bloke!

As we had agreed to meet at 11.30 for an early lunch – so that those who had to pick up grandkids from school would be home in time – we were the first to be served. The Toolshed is so popular it's moderately busy, even during the week. No wonder: great roads which ever direction you approach, top notch *pub-style* food and really nice surroundings.

As usual, the huge fireplace was well alight, but because it was such a nice day, they simply left all the doors open so it didn't get too hot! Even on a warm day, it's still nice to stand in front of the fireplace to talk!

We enjoyed a very leisurely lunch and a lot of talk both at the table and outside in the glorious weather we had – this was definitely a tops down day!

In all, 16 people in all attended. After lunch and a long chat, various ones started heading off and a group of us decided to head back to Trafalgar via different set of roads (different from those we used going to Noojee) that someone knew and said were really nice.

They were right: the roads were great BUT, the truck we got stuck behind, THEN the tractor with huge trailer of silage that could only just get up the hill, led to a lot of radio banter about the wasted great roads! Still a nice trip.

Four cars arrived back at Trafalgar and found a coffee shop still open for even more chat – surely we were “talked out” by now ... *apparently not!*

**Great weather, great company, nice roads and a top setting – this *does* beat being at work! Must do it again asap. ●**

## Lunch & Lies

at Noojee





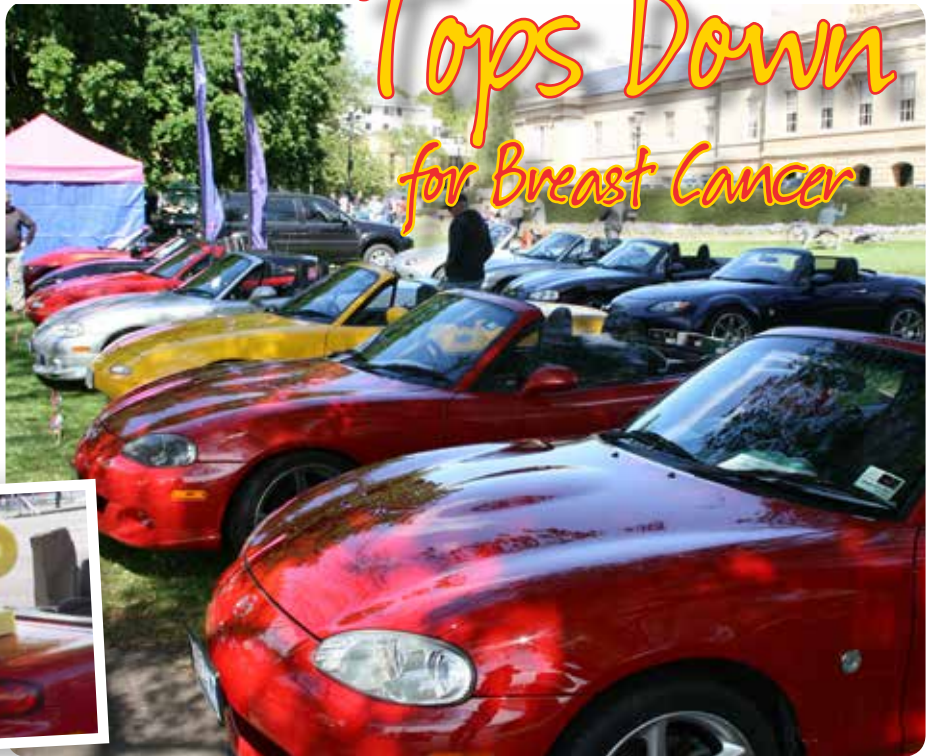
**17.10.15 | Southern Tasmania** ■ Words, photos and organiser: John Waldock

*As well as our normal run, the Chapter supported the Shannons "Tops down for breast cancer" car show on the lawns of Parliament House in Hobart.*

It's a great chance to polish up our cars and share the good news with members of the public. Despite being a windy day, seven cars came along to fly the flag.

We also had an opportunity to get together and test drive the ND. Lots has already been written about the new MX-5, and 10 members came along to see what they thought. We were all mightily impressed; Mazda have really done a terrific job with this new car.

Thanks to Emily and DJ **Motors** here in Hobart for letting us give the car a spirited test. ●



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# Another outstanding effort at the Win

■ Words: Tim Emery, Club Captain – Motor Sport ■ Photos: Suzanne Newman

*This year's Winton 10 Hour was always going to be a tough event and again the Mazda MX-5 Club's teams were ready for the challenge.*

With the annual AROCA Winton 6 Hour relay being increased to 10 hours in recognition of the event's 10th anniversary, along with some new rule changes, meant to get all cars to finish 10 hours of competition was one achievement, but to do well and hope for a top 10 result was another.

And so after three days of practice, strategising and lap after lap of the Winton circuit, our Club's teams came away with the amazing result of all three teams in the Top 10! And the icing on the cake? We were also awarded the *Best Presented Team*!

Having all three teams finish in the Top 10 has always eluded our Club and, although some of our teams have had some wins (Flyin' Miatas in 2012 and 2013), a few seconds, thirds and almost every position in the Top 10, coming away with 4th, 5th and 7th was a great achievement. We usually don't take much notice of the 'other' awards being announced, such as *Best Presented Team* or *Highest Placed Alfa Team*, so it was a pleasant surprise when our team's names were called as the winners of *Best Presented*. Our team shirts have definitely become a feature of our teams each year, but not to try to win an award!

The longer event meant an added amount of activity was packed into the weekend. Normally run over two days – scrutineering and practice on Saturday then six hours of racing on Sunday – the added race time meant scrutineering was required on Friday, a brief practice session on Saturday morning and then straight into the first four-hour component of the 10-hour event.

Our teams are experienced 6 Hour competitors, so our Team Managers were prepared with all of the slickness of a V8 Supercar team. Come Saturday morning, our pit garages were set up, all our cars were scrutineered, and we were ready to go!

Each year it's great to see our mix of experienced drivers and newbies combine to really push our teams' results, and it always tough to put the teams together to ensure a good mix of experience. This year saw Gavin Newman, Tim Meaden and Randy Stagno Navarra all as relative first-timers to the event. Another first-timer to the event was a 'Special Guest Appearance' from 'friend' of the Club and the Motor Sport Team, Dean Brooking from *Motorsport Essentials* was a last-minute call up, driving his 'Special Edition' Hyundai MX-5.

It wasn't only first-time drivers, with James Meaden stepping into the role of Team Manager for *Team MX5 Motorsport* for the first time after helping out last year. *Flyin' Miatas* had pulled out a secret weapon for 2015, enlisting two-time winning driver Peter Princey Phillips into the role of 'Celebrity Team Manager'.

This year's rule changes put even more emphasis on the ability to 'nail' your nominated lap time. A wise old man (... sorry Downsey!) once told me "There is as much skill in nominating the right time as in driving the car". In previous years the formula was simple: hit your nominated lap time within one second and you get a bonus lap; go faster than your nominated lap and you lose a lap. This year there was more precise scoring, giving you the ability to score three bonus laps, on any lap, if you could get within 5/10th of a second of your nominated time. *Now that is seriously hard!*

Two o'clock Saturday arrived and the event was started with Kim Cole (*City Mazda Motorsport*) and Paul Ledwith (*Flyin' Miatas*) both starting up at the pointy end of the field. There was a collective

sigh of relief, especially as Kim lapped without fault for his whole first session after a disappointing last few events being plagued with mechanical issues. All three of our teams adopted different strategies for this first part of the event and, with no result being known after the first four-hour session, we all went to our traditional team dinner at the end of the day none the wiser of how we were looking in the results. With a great turn up of 32 people for dinner, the regular strategising and inter-team 'sledding' was rife, and I must admit everyone went home a little earlier than usual with still another six hours of racing to do on Sunday!

With a more leisurely start on Sunday morning, the usual suspects were up early and at the bakery for the 'Breakfast of the Champions', and a quite unexpected international phone call from 'Captain Hollywood' himself, (Past Motor Sport Captain) Daniel White calling us from his French villa while on holidays. (*Seems he really does miss us!*)

The final part of the 10 Hour kicked off at 10am and, as it was evident from the Saturday lap times that any one of eight to 10 teams could actually win the event, our teams all had their 'race faces' on. A new Porsche team, the BMW E30 team, the MINI team, the Lotus team ... they were all in the race!

Because of the added length of the event and tight time schedules, the need for a great 'team' was even more important. Every time I turned around there seemed to be another one of our team 'helpers' asking if anything needed to be done, or just doing 'stuff' – they were amazing! As the day went on our teams continued to perform; lap times being shown on all our teams' lap boards always seemed to be very close to nominated times ... this was going to be close.

Finally 4pm ticked over and the chequered flag was shown for another incredible Winton Relay event. As mentioned above, our combined teams effort in coming away with 4th, 5th and 7th is officially the best result the Club has achieved. Being awarded with *Best Presented Team* was an unexpected surprise and hopefully will make up for my constant nagging of the team to "wear your team shirt" or "that's not the right hat!" *Sorry guys, but it was worth it!!*



^ Great to have "Princey" (third from right) step into the role of 'Team Manager' ... although some of us used other names!



# ton 10 Hour



## Top 10 – and looking good!

As I mentioned above this year's event was even more of a team effort with tight schedules and longer hours out on the pit wall, and I have to say I was amazed by the level of assistance given by our Team Managers and volunteers.

So, from a very proud Club Captain – Motor Sport, "Thank You ..." James Meaden, Chris Bruce, James Cole, Scott Ballie, Ron and Marg Gillick, Lesley Lloyd, Pam Phillips, Peter Stagno Navarra, Robyn Conrad, Suzanne Newman and Kirsten Brooking. Special thanks also to Brigitte and Maurice from *Executive Hideaway* for supplying lunch for the whole team on Saturday.

As always we have some great sponsors each year to help us pay for our team uniforms, lunches and team dinner, so again a massive thank you to Jonathan and Daniel from **City Mazda**, Keith Malcolm from **Safe Pack**, **Mazda Australia** and **Coffee Solutions** for the now traditional fresh coffee machine in our pit garage ...

*Bring on the Winton 12 Hour!*

4th	<b>Flyin Miatas</b>	Tim Emery, Robert Downes, Noel Heritage, Paul Ledwith, Max Lloyd <b>Team Manager:</b> Peter 'Princey' Phillips
5th	<b>City Mazda Motorsport</b>	Kim Cole, Peter Dannock, Randy Stagno Navarra, Dave Moore, Alan Conrad. <b>Team Manager:</b> Peter Stagno Navarra
7th	<b>Team MX-5 Motorsport</b>	Tim Meaden, John Downes, John Reid, Dean Brooking, Gavin Newman <b>Team Manager:</b> James Meaden

^ *Best Presented Team!*



^ *Flyin' Miatas talk tactics ...*



^ *This year's MX-5 team uniforms were the talk of the weekend*

# Championship update ...



## 2015 City Mazda MX-5 Sprint Championship Round 8 | Calder - 10.10.15

Results - Round 8	1st	2nd	3rd
Standard NB	Peter Dannock » 1:15.9658	Simeon Ouzas » 1:16.5357	Geoff Sanders » 1:18.0741
Standard NC	Alan Conrad » 1:12.7585	Ian Vague » 1:15.4460	---
NB Clubman	Noel Heritage » 1:14.3724	Max Lloyd » 1:14.8912	John Reid » 1:16.0837
Modified	Dean Hasnat » 1:12.7978	Leon Bogers » 1:15.3113	---
Super Modified	Russell Garner » 1:10.4046	Robert Parr » 1:12.0618	Colin Denman-Jones » 1:12.3216
Restricted Open	Paul Ledwith » 1:07.6580*	---	---
Open	Dave Moore » 1:13.3430	---	---

\* new Club lap record

## 2015 City Mazda MX-5 Sprint Championship standings after Round 8 | Calder - 10.10.15

(corrected points)	1st	2nd	3rd
Overall Champion	= Paul Ledwith, Russell Garner, Robert Downes » 70		
Standard NA	Robert Downes » 70	---	---
Standard NB	Peter Dannock » 64	Simeon Ouzas » 55	Geoff Sanders » 26
Standard NC	Alan Conrad » 70	Ian Vague » 24	= Lindy Anderson, Ajith Perera » 7
NA Clubman	Tim Emery » 50	George Vellis » 38	---
NB Clubman	Noel Heritage » 64	Max Lloyd » 55	John Reid » 30
Modified	Gavin Newman » 54	Tim Meaden » 46	Leon Bogers » 42
Super Modified	Russell Garner » 70	Robert Parr » 35	Colin Denman-Jones » 22
Restricted Open	Paul Ledwith » 70	Fabian Mastronardi » 38	---
Open	Dave Moore » 40	---	---

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*This offer is exclusive to AutObarn Eltham.*

Please identify yourself as a Club member to obtain your discount.

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

### 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)

### Recco VIP Club retail discount



Financial MX-5 Club members may join the Recco VIP Club for 10% off full retail at any time, and up to another 30% off full retail with advertised offers.

Enter your details at <http://vip.recco.com.au/registration/register/1160>.

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

Recco will e-mail you online catalogues and offers.



### Brakes - member discounts

### Need a brake upgrade?

RDA EBC Brakes offer all members discounted pricing on a range of rotors and performance / race pads for your MX-5.

For more information, e-mail: [rdaeboffer@mx5vic.org.au](mailto:rdaeboffer@mx5vic.org.au).



# Fried brakes ... and what I miss about my Volvo!

## ■ Rob McFarlane's ND running report #1

*4000km on the clock in two months and the ND is now nicely run in.*

The 1.5 engine is smooth enough all the way to the red line at 7500, but revving to 6000 through the gears seems to be enough to get it moving, and is a little easier on the ears. Sounds great too. I haven't had the opportunity to try a 2 litre ND yet, but from what I've read in the press the 1.5 is more my cup of tea: lighter, smoother and more free revving.

I can't say the performance is lacking but I do wonder how it would go with a supercharger under the bonnet. I'm sure there will be some kits coming onto the market soon enough; I could well be tempted ...

On the subject of mods, I bought front and rear strut braces from *Autoexe* in Japan, the plan being to keep the structure nice and stiff. Front one bolted straight in (see pic below, and thank you *City Mazda*) but the rear has yet to be fitted. It requires some cutting of the carpet trim in the boot and will take up a little luggage space. I'm not quite ready to take that step just yet ...

**One thing that will definitely require an upgrade**, supercharger or not, is the brakes. After diligently keeping to under 3000 rpm for the first 1000km, I had my first proper run in the Macedon ranges, setting a fair old pace on a few deserted roads. *Well, it would have been rude not to!*

It didn't take long for the whiff of smoking brake pads to drift up into the cabin, and after a few downhill stretches the pedal

was getting alarmingly soft. I see from the Aussie specs that bigger brakes are only available with the 2 litre version. Such a shame. It's definitely time to upgrade to a set of (Club sponsor) **EBC Brakes** pads and some decent brake fluid. That might help for now.

**Familiarity has uncovered a few minor niggles**, most irritating of which is the automatic operation of the side windows on raising or lowering of the hood. If the windows are in the up position, they drop half way to allow easier hood operation, but they don't return to the up position! *Why not?* It's irritating, and far too easy to forget to raise both windows after each hood movement! And on the subject of windows, there is the usual one-touch operation for lowering each side window, but no one-touch function for raising them again. *Why not?* Other manufacturers do this as a matter of course.

I also find over-the-shoulder vision very poor – it's impossible to set the door mirrors without leaving a blind spot when changing lanes, and a look over the shoulder doesn't solve the problem if the hood is raised. I can hardly blame the MX-5 on that though, and it's much better than a hood-up Elise.

The rev counter is in the correct place, directly in front of the driver, but it should really have change-up lights fitted to help avoid hitting the rev limiter. Such a small thing, but would have cost buttons to fit as standard. Alternatively, a zero-cost solution would have been to fit the rev counter so that the red line is in the 12 o'clock position. Far easier to see when it's time to change up! It worked perfectly well for Alfa Romeo 50 years ago; it would make sense on the ND.

**Last of the gripes:** the digital gear indicator within the rev counter is a real pain, flashing distractingly when the car thinks I should change up, and also flickering every time I change gear. Still not used to it! A digital speedo would be far more useful in its place, as the speedo dial is not only out of direct eye-line, but rather imprecise.

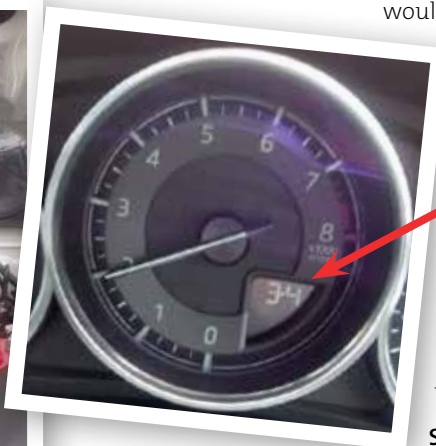
**Small complaints really. I love the car unreservedly. Can't**

**think of anything I would rather drive, even at four times the price! Must do a few Club outings sometime soon too!**

**And my Volvo?** After driving the ND over the course of a wet week and filling up the washer bottle THREE times, I calculated that I would use five washer bottle fills for one tank of petrol. Grrrr! Must hold about 350ml, though I haven't measured it. Interesting fact: my Volvo 240 held about four litres – now that's more like it. And the clever Swedes made sure it didn't need filling very often as the washers were specially designed to dribble gently on to the screen! Volvo still have the best seats in the business too. *I wonder what they'd say in Hiroshima if I managed to squeeze a pair of 240 armchairs into the little ND?*

**Not quite the right image, I suspect. Best just sort the brakes then, I guess ... ■**

◀ *Autoexe front strut brace*



# Chapter chatter ...

17.10.15 | Central ■ Words: Alan Bennett ■ Photos: Bronwyn Roche, Alan Bennett, Karen Bradshaw



*Who is short and who is sweet?*

**“Stand up Will!”**

“That’s why I’m standing up here [on a bench] so you don’t say that.” (*Rhetorically speaking?*)

“You won’t guess who told me but it’s a special day for ... where is she?

It’s June Barry’s (21st) birthday.”

“I’ll kill him,” was the muted response.

And so the briefing started in good jest. A relatively short and straight forward run with promises of coffee and cake in the park to conclude the day. “It’s not a race,” was mentioned, as was marking corners and obeying speed limits.

And so it was that on a day when tens of thousands raced off to Caulfield to watch horsepower led by Mongolian Khan run round in circles, dozens of car club members turned up the kilowatts to travel in rolling twists and uneven turns – the closest we got to an oval was a roundabout or three. So, as horse

and rider combine in this metaphor (*jinba ittai!*) we set out on our gentle canter, meandering through the rolling countryside towards the historic locale that is Trentham some 100km away and North West of the \$3million-in-two-minute Caulfield Cup hopefuls. *Now that’s a race.*

One new member was Clark, who bought his 2010 NC, joined the Club and made his first outing all in a couple days. He also lowered the average age of participants all by himself – something I have been trying to do for several years but, for some reason, I am finding it harder each passing year.

Seen en route, a signed septic truck getting on with its business (“No 1 in No 2s”) ... amusing, however it was soon wasted by a rubbish removalist (“satisfaction guaranteed or double your rubbish back”) ...

There was evidence of more horses along the way, in the paddocks (free range) and by-products at the gate in bags to take away. Not wanted to be saddled with the aroma, I passed on this opportunity.

Chicken poo \$1 a bag, horse poo 50c (the former being less productive?), it’s amazing how cheap things are when you don’t want them. I was tickled to see a real chicken sitting on top of a similarly bagged fertile product shortly after but, again, no desire for a wiff of a bargain.

Suddenly, Trentham appeared: population around 1,411 and ‘about an hour’ from Melbourne. Curiously, it took some well-engineered sports cars 50% longer than this, which says something either about our skill levels, or our intent.

Luckily the MX-5 requires occasional tuning – not constant training – for peak performance and reliability. But it wasn’t, after all, a race ... though, for the record, Coral and Will finished first and Bob radioed in last.

Accordingly, we arrived for refreshments, briefly overran the *Red Beard* café, and then sauntered off for a chat in the park that was still going at 5pm – a sign of car club friends having a good time, relaxing.

**After all, there was no prize for finishing first ... though lollies were handed out as a sweetener (pun intended). ●**





Organisers: Coral & Will Campbell



Will & Coral's

# Smart & Sweet

Trentonham run



# Chapter chatter ...

**17-18.10.15 | Northern Tas<sup>mx</sup>nia** ■ Words: Bruce Harvey ■ Photos: Jill Steer, Bruce Harvey  
■ Organiser: Bruce Harvey

*It is traditional that the Northern Tasmanian chapter have an overnight trip to Tasmania's great ocean road equivalent the Great Eastern Drive ... "one of Australia's most dramatic and beautiful coastal drives" (as described by the Tasmanian Tourist Board).*

The trip this year was shaky from the beginning with more apologies and expressions of remorse at not being able to attend than confirmations, and when we lost another couple due to unforeseen circumstances in the week prior the decision was made to postpone the overnight stay to a time that would suit the majority. With permits already in place, a forecast of clear winding roads, the decision was made that those that still could attend would combine the two days' driving into one "Super Sunday".

The roads referred to in the last sentence are definitely not the best-maintained in Tasmania, have no painted markings and are really only just wide enough for two vehicles. They do however twist and turn continually, offer visibility through several corners ahead and offer maximum enjoyment for agile sports cars and the odd temporary Australian/organ donor on a motorbike.

From a geographical point of view we passed through Parattah, Whitefoord, Woodsdale, and Levendale eventually emerging at Runnymede on the aforementioned Great Eastern Drive. After a left turn here we joined the Sunday drivers and holiday makers for the cruise up to Orford and lunch beside the beach.

Lunch and a walk over it was back on to the road heading north through Triabunna, Swanport

and Swansea ultimately reaching the turnoff to the Lake Leake highway. This is another favourite road especially with some of our members who have travelled the road regularly when fulfilling their crayfish cravings. The road twists and snakes up to a plateau before dropping again into the middle of Campbelltown on the main highway. After a late afternoon coffee at Campbelltown we decided to follow the Macquarie River through the farms back to Longford completing the circle.

**Some 500+ km, not one complaint, smiles everywhere, new roads to boot, perfect weather, Tas<sup>mx</sup>nia really is one of the best places anywhere in the world to enjoy motoring. ●**

## The East Coast run

So it was that eight dedicated MX-5s lined up in the main street of Longford quite early on a Sunday morning for what was going to be a big day out. The first milestone was the central highlands town of Bothwell. To reach Bothwell one must first enjoy the 20-odd km up the constantly direction changing Poatina hill and the subsequent flowing drive through the highlands. A quick break at Bothwell was followed by an uninterrupted flowing run emerging on the main Launceston-Hobart highway. Left here, a short sprint to Oatlands, then a right turn on to some roads that quite a few of the group have never been on.





*Our new male models, Peter and Roger*



*Jill, Cheryl (Evans) and Cheryl (Murray)*



*Rob, Michael, Darren, Andrew*



# Chapter chatter ...

## 18.10.15 | Western Victoria

■ Words: **Virgie Hocking** ■ Photos: **Karen Bradshaw**  
■ Organisers: **Karen & Ian Bradshaw**



*Seven MX-5 cars assembled at Lucas (Alfredton) at 9.30am for a cup of coffee and left at 10 o'clock.*

We drove through the Ballarat Ring Road to the Melbourne Freeway and on to Bacchus Marsh where the Todds and the Parkers joined the run, then to the RAAF Museum at Point Cook for our check in.

Traditionally the leading car is supposed to be the one that does the U-turn for the Western Victoria Chapter, but this time it was the three tail-enders. We nearly lost them, and were just about to call for a search party when they turned up. A couple more MX-5s joined us at the museum.

We had a good tour inside the museum where we saw many different designs and models of planes – old and not so new. We were thinking of bringing one home but we couldn't fit it in the MX-5!

When we had contented ourselves in the museum, we had a leisurely lunch at the picnic tables outside.

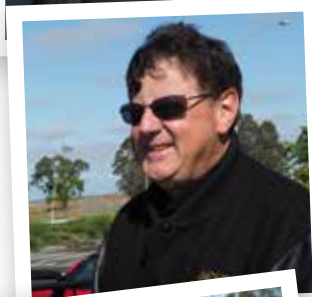
After lunch Karen Bradshaw organised a group photo, before the *chika chika* continued until everyone was ready to move on.

The people from Melbourne and other areas went their separate ways. The Western Victoria group headed back to Ballarat.

We left from the RAAF museum at 2.30pm via Wyndham Harbor, the new development area of Werribee South, and drove around Beach Road where a new beach is being built. It used to be brown, but now it's white – that's why it's called "White Beach". We continued past the market farm and *hmmm 'baho!* Even the famous Werribee ducks had disappeared because the air was so ripe!

We headed home via the Brisbane Ranges and Rowsley. After a stop in Ballan, Kevin, Geoff and Tony left separately while the Hockings, the Bradshaws and the Everetts travelled together back to Sebastopol for a coffee.

**What a great day of fun, driving, sightseeing and excitement. ●**



▲ From the top: Dawn & Allan Everett with Virgie & Lawrie Hocking; Jeff Woolf; John Thorne; Kevin Brown; Ian Bradshaw, and the group in front of a retired RAAF Caribou





A visit to  
**RAAF Point Cook**



# Chapter chatter ...

## 18.10.15 | Southern Tasmania

■ Words: Rob Tanner ■ Photos: John Waldock & Rob Tanner

■ Organisers: Rob & Dianne Tanner

*Sunday dawned with beautiful clear skies, and a promise of a lovely 17 degrees, with the bonus of no wind. With a great turnout of 11 cars, and 19 eager MX-ers, we set off from our usual Rosny Park meeting spot at 10am.*

Heading east over Tunnel Hill, past the airport and on through Sorell to Dunalley, we stopped by the canal for the usual pitstop and coffee.

Duly fed and watered, we headed off down towards Tasman Peninsula, with only light traffic, and a reasonably clear run. We stopped briefly at the Eagle Hawk Neck lookout for a re-group and photos. A nice surprise was to catch up with Billie and Nils Powell, our long-time members who live down this way.

Down the steep and winding 3km past Lufra Hotel and Eagle Hawk Neck, our next stop was at the *Federation Chocolate Factory* at Taranna, which is run by Helen and Maurice Curtis, who also run a chocolate stall at the famous Salamanca Market every Saturday. They proudly gave us a great chocolate making demonstration, leading to all the "sweet tooths" spending up big on some of their beautiful chocolates.

Once more on our way, we turned right out of Taranna on to the beautiful 30km, winding and undulating Nubeena loop road. With a clear run, and virtually no traffic, we made good time through Nubeena to Port Arthur, arriving at our lunch destination, *the Lavender Farm*, right on our scheduled 1pm lunch booking. "Good one, Rob" (Michelle's words!)

The Lavender Farm is a large modern complex situated on the water's edge just north of Port Arthur. It features a sizeable restaurant, coffee shop and gift shop, and is surrounded by lavender fields and beautiful gardens with a small lake.

After a great lunch, and a pleasant couple of hours socialising, we formed up our convoy in the car park, and headed off back to Hobart. With some great comments over the radio, as various members peeled off the convoy for home, we are sure that everyone had a great day, and sincere thanks to the powers that be, for the perfect weather. ●

## Lavendar Farm run





25.10.15 | Eastern Victoria ■ Words, photos, organiser: Peter Ferguson ■ Other photos: John Poletti

*The weather looked very foreboding at the Haunted Hills track first thing in the morning and rain had been predicted in Melbourne.*

Perhaps this is why the MX-5 Club had only four cars competing and two more spectating. It must have affected other clubs as well, as it was a fairly small field all up.

That was fine for those of us there as it meant we got six runs in with very little time waiting, AND finished by about 2pm so we could go and have a coffee and work out where we went wrong.

In addition, after the freezing start, the clouds cleared and it became quite hot. The weather at this track always seems unpredictable and wind always seems to be the order of the day.

Competing were Rob Krygsman, Chris Iddon, Peter Ferguson and *Alain the (parma) Professor* (aka Alan Laine). Spectating were Peter Iliajsh (in the morning), John Poletti in the afternoon and Alan's dad, Ed.

The beauty of khanacross is that it's basically a slow event (this does not mean it's not VERY challenging, plus you have to remember which way to go!). It's doubtful any cars get out of second gear. As such, it's allowable to have kids over 12 competing and to have someone with you to help instruct your driving – this was very handy for *Alain* and me as we both need lots of help! So Peter, John and Ed put their helmets on in various runs and came along to yell when something substantial *like a fence* was looming!

We did six runs in all – a clockwise and anti-clockwise version of three different lay out runs – one using the entire track, another using about two-thirds of the track and the other using the car park for a motorkhana-style event.

Chris Iddon spent one run chasing one of the witches hats around half the car park, while others practiced their "drift" techniques.

A couple of us managed wrong directions on some runs, and I picked up a witch's hat (not to be outdone by Chris!) but a lot of fun and tyre smoke was had by all.



On the final run *Alain* took John Poletti for a run with him and rigged up his "wanker cam" on the bonnet looking IN at him! The camera must have known something and promptly broke down – *I don't blame it!*

On four of the runs, an official on a postie's bike and with a helmet cam, chases you around the track to ensure you go the right direction around the many witches hats – it's really disheartening to be all crossed up

feeling like this is as fast as anyone could possibly go and then get a flash in the mirror of the postie bike looking like it could pass you! Luckily for him, he can go straight through (not around) the witches hats.

The GCC (Gippsland Car Club) did their usual great job of running a top day at their superb hillclimb track.

This was our last run at khanacross for this year but we are scheduling at least three events for the 2016 year – you owe it to yourself to come along and have a run and, if you are *really* keen, have a go at one of the hillclimb days as well.

**You only have to be as serious as you want to be as you are only competing against yourself. ●**

▲ From the top: Alan Laine, Peter Ferguson, Chris Iddon, Rob Krygsman and Alan Laine

# Chapter chatter ...

25.10.15 | North-Eastern Victoria ■ Words & photos: Marg Gillick ■ Organiser: Ron Gillick

*The anything but plain ...*

## *Dinner Plain run*

*We gathered to smell the roses at Yackandandah. Plenty of sunshine, perfect for a run up into the mountains.*

Bill Hines was presented with his five-year membership badge, Ron described the route and we decided the lead car spot could be shared around – there are not a lot of intersections and with only five cars it would be hard to get lost ... and how can I take photos if I am at the front?

After a welcome day of rain last week, every shade of green imaginable filled the landscape as we zoomed along. Ron led to Dederang then Roger took over to Riverside Park at Porepunkah where we sat beside the Ovens River for morning tea. Gerald took the lead up to Mt Hotham ... we only had *one* four-wheel drive hold us up but nearly every biker and cyclist in the North East was out and about.

There were still a few patches of snow and a chill in the wind at the top but the picnic ground at Dinner Plain is in a sunny, sheltered spot, so we sat and enjoyed our picnic ... all except Loz who had banked on the café being open (it wasn't!), but she didn't starve ... Elaine and Bill shared theirs.

After we played on the monkey bars, it was back in the cars so Loz could lead us down the mountain to Harrietville where we finished the run at *Morrie's Icecreamery* with live music and yummy home-made ice cream. ●

^ *Bill & Eileen Hines*



◀ Captain Loz leads the Chapter charge

▼ Six wise monkeys?  
Or "hands up who loves their MX-5!"



# Installing MX-5 NC luggage rack

Words: David Evans, Eastern Victoria Chapter

*I purchased an NC luggage rack from MX5 Mania (mx5mania.com.au) in Sydney for \$895.*

I found that the installation was not straight forward, as many of the dimensions in the installation book were not very accurate and the rack LED brake light did not work.

Below are photos of the rack installed (left), and the wiring harness (green tape) in front of the left-hand side boot lid strut. Also attached is my wiring diagram for the luggage rack.

As mentioned above, when I finally installed the rack I found that the LED tail light built into the rack would not work. With the rack installed the wiring is setup so that the third brake light behind the rear window is disconnected. If you remove the rack then the LED brake light on the rack cable must be disconnected by removing male connector "B" from female connector "A".

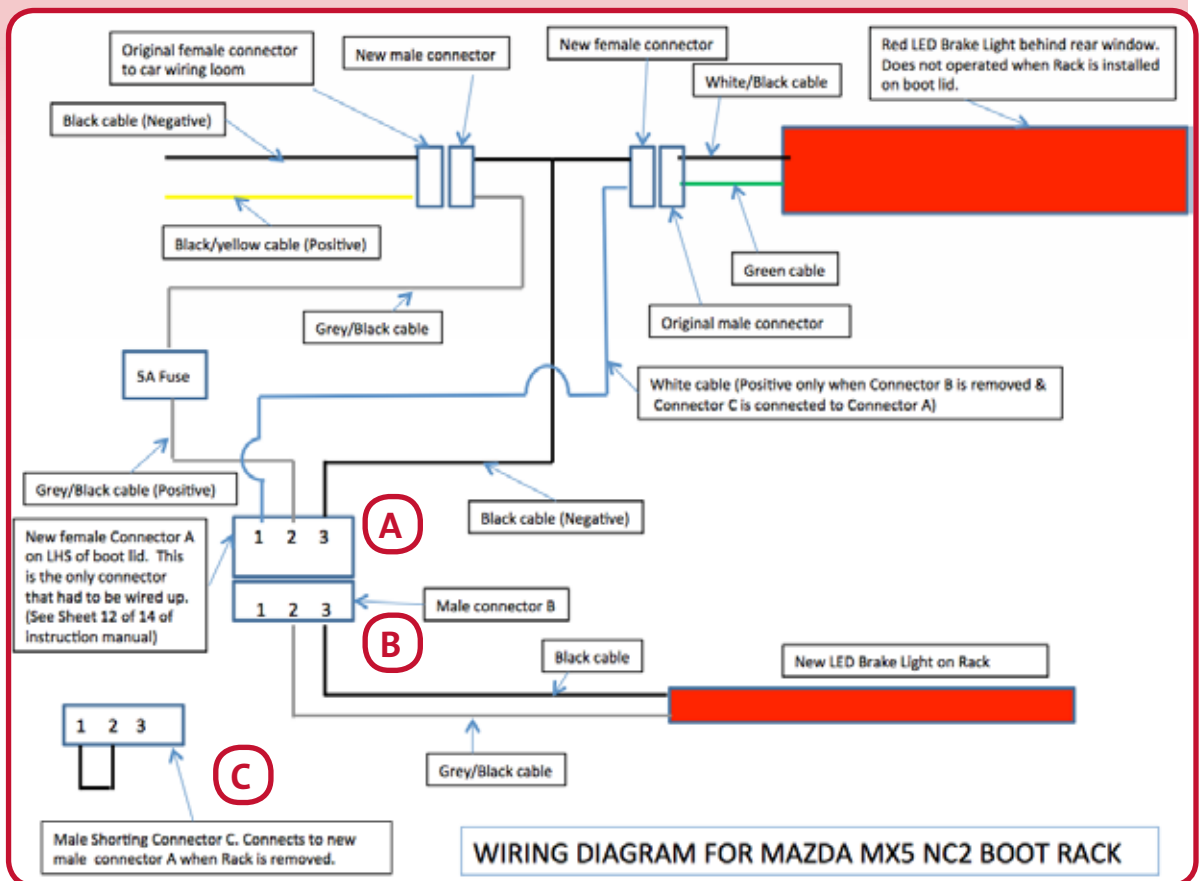
A male shorting connector "C" is supplied which you plug into female connector "A" to get the brake light behind the rear

window to operate. See my wiring diagram, below.

By doing this I found that the wiring I did was correct as the brake light behind the rear window worked. Next I connected the rack LED directly to a battery and found that the wires in the male connector "B" were around the wrong way. I reversed them and the rack LED finally worked.

**On another NC matter,** owners should be aware that the NC's puncture repair kit liquid has a shelf life of only three years. If you go to Mazda they want about \$190 to replace this liquid. However, you also get replacement tyre valves etc that you don't need. So, all you need to do is go to an auto shop and get the liquid for less than \$10.

*That's all folks. ●*

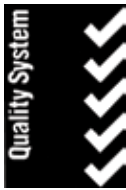


■ Please note: All "Tech Talk" information is provided as a guide only. All work is carried out at the owner's risk.

## ***A new option for the MX-5 owner***

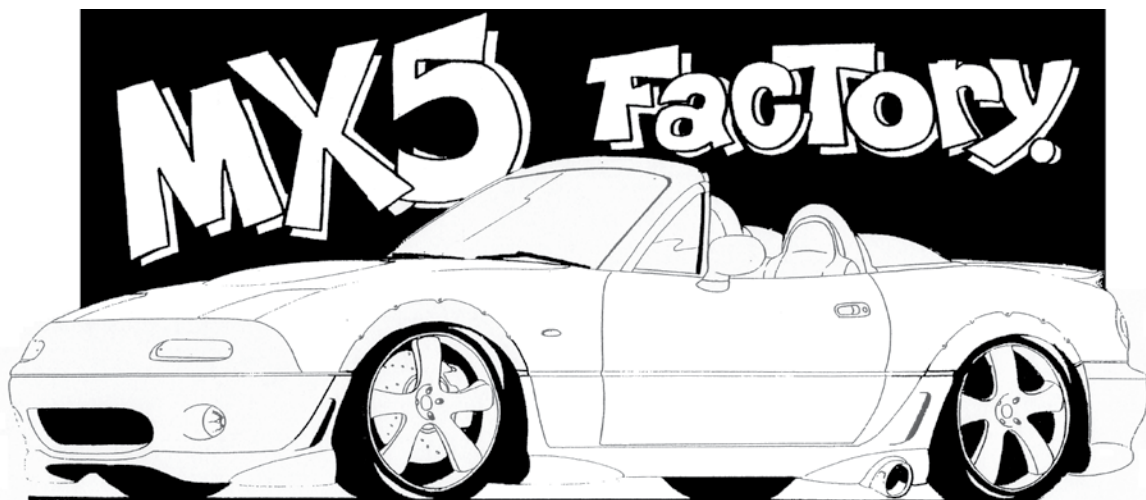
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