

Heaven on a diff!



**Happy
birthday
to us!**

Friday, 10 August,
marks 22 years
since the first
formal meeting
of the Mazda MX-5
Club of Victoria
& Tasmania.

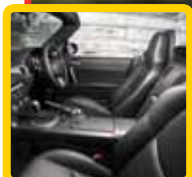
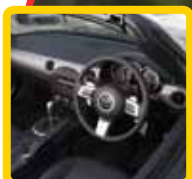
In this edition:

**2011-12 awards and recognitions
Mazda MX-5 meets the Toyota 86, and friends
Sh!tbox Rally 2012 - Cupcake's Crusaders**



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Your Committee: 2011-2012

President / Communications

> Murray Finlay | (03) 9588 2868 (ah)
 e: president@mx5vic.org.au

Vice President / *mxtra* Editor

> Don Nicoll | (03) 9437 2787 (ah)
 e: editor@mx5vic.org.au

Secretary / Public Officer

> Peter Dannock | 0408 522 093 (ah)
 e: secretary@mx5vic.org.au

Treasurer

> John Todd | (03) 8746 9529 (ah)
 e: treasurer@mx5vic.org.au

Club Captain – Motor Sport

> Robert Downes | (03) 9568 2761 (ah)
 e: captain@mx5vic.org.au

Assistant Club Captain – Motor Sport

> Daniel White | 0400 304 006
 e: captain2@mx5vic.org.au

Club Captain – Social

> Janette Todd | (03) 8746 9529 (ah)
 e: social@mx5vic.org.au

Assistant Club Captain – Social

> David Collins | (03) 9755 2167 (ah)
 e: social2@mx5vic.org.au

Membership

> Will Campbell | (03) 5261 4816 (ah)
 e: membership@mx5vic.org.au

Merchandise

> Steve Dunlop | (03) 9842 9065 (ah)
 e: merchandise@mx5vic.org.au

Points

> Coral Campbell | (03) 5261 4816 (ah)
 e: points@mx5vic.org.au

Department of Youth / Social Media

> Ben Sale | 0434 906 673 (ah)

Chapter Captain - Central

> Ron Macdonald | 0422 490 786 (ah)
 e: central@mx5vic.org.au

Chapter Captain - Eastern Victoria

> Grant Butler | 0403 929 315
 e: eastern@mx5vic.org.au

Chapter Captain - Northern Victoria

> Ron Gillick | (02) 6033 0253 (ah)
 e: north-eastern@mx5vic.org.au

Chapter Captain - Western Victoria

> John Gleeson | (03) 5333 1113 (ah)
 e: western@mx5vic.org.au

Chapter Captain - Northern Tasmania

> Bruce Harvey | 0427 656 074
 e: northtas@mx5vic.org.au

Chapter Captain - Southern Tasmania

> John Waldoock | 0409 658 716
 e: southtas@mx5vic.org.au

mxtra design/publishing

> Alyssa Finlay | (03) 9588 2868 (ah)

8/2012

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Cover image:

A piece of one of our favourite "20 Roads", the Whitfield-Mansfield road in north-eastern Victoria. (See p28 for details of the Club's "20 Roads" book.) Photo: Marg Gillick



Find us at:
MX-5 Club of Victoria

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All contributions welcome: please send articles and photos to the editor, **Murray Finlay**:

• e-mail: editor@mx5vic.org.au

• post: ***mxtra***, Mazda MX-5 Club of Victoria & Tasmania, PO Box 7438, Beaumaris VIC 3193

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Murray's Corner ...

■ Murray Finlay – Past President

G'day all!

By the time this column sees the light of day, we will have had our 2012 annual general meeting and August committee elections, and I will be "Past President"!

I congratulate my successor, and wish him or her well for their time in the hot seat. (Of course, at the time of writing, the elections for our 2012-13 committee positions have not been held.)

It's been a privilege to have held this job for six years, and a pleasure to have worked with the wonderful people who have served on the Committee in that time. We've had our moments along the way, but always with the best interests of the Club and the members at heart.

I think that's reflected in the phenomenal growth of the Club, however it's measured; membership numbers, the range and number of activities, the size and strength of the motor sport team, the advent and growth of the Chapters ...

I looked up the membership at the end of June 2006, which was a then-record 357. This year we totalled just shy of 200 more, with 541. And we posted a new record total in each of the intervening years.

I believe that's due to the many innovations we have put in place in recent years, not least the online payment system which makes it easier for people to join and to renew their membership.

I also believe our communications have improved, keeping everyone informed of what's going on in the Club and what's coming up.

And of course, as I said last month, the introduction and development of the six Chapters has had an enormous influence on the number and range of activities and on helping to make people all over Victoria and Tasmania feel that they belong to something pretty special, which in turn helps with number retention. Thanks again to the Chapter leaders and all those who support them for their very significant contributions to the Club.

But a great deal of the credit must go to the 12 people who meet around the Committee table each month and keep the Club ticking over in between, addressing tasks like ...

- » keeping membership working like clockwork
- » managing the finances

- » keeping the motor sport and social activities coming, and liaising with and supporting the Chapters
- » keeping relationships with Mazda Australia, the other State clubs and our friends like AROCA alive and mutually beneficial
- » keeping **mxtra** fresh and informative, and the website and the Facebook presence up-to-date
- » updating our merchandise and bringing it to the members
- » maintaining the competition points register
- » looking after the Club's day-to-day management and, of course,
- » planning for the future.

Not bad for a bunch of volunteers from very diverse backgrounds, who do all this in their spare time!

And there have been many others who have helped with projects large and small along the way. It says so much for the attraction of this little sports car we all have in common.

We have achieved a great deal in the last six years, but I truly believe *we ain't seen nothin' yet*.

The future of the Club is very bright indeed, and I know the new President and future Committees will be working tirelessly to plan and deliver on the promise.

I offer my sincere thanks to everyone involved in the Club, not just during my presidency but over our 22-year history.



So that's it from me, for the final time. Don't think it hasn't been fun, because it's been (and continues to be) a blast!

And, whenever you're on the road, on a Club run or just driving to work, please remember the Murcott mantra I've unashamedly pinched for the last six years:

Look up, stay back!

Murray

For your diary ...

See the full calendar for details

August

- 26 Western Vic: A winter's run
- 26 North Tas: Sideling run

September

- 8-9 North Tas: Coles Bay weekend
- 9 South Tas: Coles Bay run
- 22 Central: Garage Day at Dick's
- 30 Central: High country run

October

- 13-14 Western Vic: weekend run
- 14 Central: GO Road dawn run
- 14 South Tas: Maydena run
- 19 Central: 10-pin bowling night
- 21 Eastern Vic: Gippsland run
- 22-27 NSW south coast week away

November

- 4 Central: annual CFA run
- 4 South Tas: Orford run
- 10 Central: Detailing 101 (TBC)
- 17-18 NEV: Summit to Sea run

December

- 2 Central: Christmas run
- 16 Western Vic: Christmas run
- 16 South Tas: Christmas run



Add our Club calendar to your Smartphone

The smartphone version of the Club's events calendar is at www.mx5vic.org.au/smartphone/events.html

You can type this URL directly into your device, or you can visit the events calendar page on the Club website and click on the small icon at the top of the page. Once there you can add the above icon to your home screen. Label it something appropriate ...

Just as with the website and the printed calendar, the events are listed month-by-month. Just tap the month you want and the events will cascade down your screen. Tap the month again to close it.



Motor Sport Torque



■ Robert Downes – Club Captain - Motor Sport captain@mx5vic.org.au

Round 1, 2012/2013 Championship Season & Vic/NSW Interstate Challenge – Phillip Island, 30 June

See Ray Monik's separate report (page 25), but the day was characterised by a wet track for the vast majority of the day and a very small contingent of competitors from NSW. It was in fact a clean sweep of all Classes by the Vics.

Round 3, Sandown – 19 August

For Club members considering having a go on the track – or maybe helping out as an official – please come along and have a look and a chat with the MX-5 Club Motor Sport Team members.

Entry is free!

AROCA 6 Hour, Winton – 13 & 14 October

We have three confirmed team entries for this event.

Changeover of Motor Sport Captaincy

This is my last *Motor Sport Torque* as I am passing the Motor Sport Captaincy baton to my current assistant, Daniel White.

I am sure you will all join me in giving Daniel your full support and encouragement and I know that, under Daniel's leadership, motor sport within the Club will thrive and the quality of the motor sport program will continue to improve in the future.

As part of our succession plan, I will support Daniel for the coming year as Assistant Club Captain - Motor Sport.

I would like to thank the many people within the Club who have offered or willingly helped when asked, or have supported our initiatives and activity program throughout the year.

My special thanks to Daniel White and Russell Garner for their valuable contribution and support as Assistant Club Captain - Motor Sport and Classification/Results Officer respectively, over the past 12 months.

*So, for my last time ...
"drive responsibly at all times"*

Robert #26

Motor sport calendar

See the full calendar for details

2012-2013 Championship

August

19 Rd 3: Sprints, Sandown

October

13-14 Winton 6-Hour
(non-Championship event)

Motorkhana 2012-2013

September

1 Rd 7: Leongatha Saleyards, near
Koonwarra (Saturday)

22 Rd 8: Huntly Saleyards, Bendigo
(Saturday)

October

13-14 Australian Championship,
Queensland

2012-13 Championship | Round 1 Phillip Island Sprints – 30 June, 2012

Results - Round 1	1st		2nd		3rd	
Standard NA	Noel Heritage	» 2:07.817	John Stone	» 2:14.645	Robert Downes	» 2:28.595
Standard NB	Steven Downes	» 2:04.537	John Downes	» 2:12.610	Murray Seymour	» 2:13.279
Standard NC	Robert Hart	» 2:00.902	Randy Stagno Navarra	» 2:01.573	Colin Denman-Jones	» 2:02.381
Clubman	Peter Phillips	» 2:04.199	Sam Gumina	» 2:04.682	Fabian Mastronardi	» 2:20.102
Modified	David Wilken	» 1:55:805 ¹	Russell Garner	» 1:56:555	Dean Monik	» 1:59.332
Restricted Open	Brendan Beavis	» 1:59.722	Charlie Tickler	» 2:04.789		
Open	Owen Boak	» 1:52.009	Mark Fitzgerald	» 1:58.438	Christine Boak	» 2:01.068

Championship standings after Rd 1 - Phillip Island Sprints, 30 June, 2012

¹ New Club motor sport team lap record

(corrected points)	1st		2nd		3rd	
Overall Champion	Too early!					
Standard NA	Noel Heritage	» 10	John Stone	» 7	Robert Downes	» 6
Standard NB	Stephen Downes	» 10	John Downes	» 7	Murray Seymour	» 6
Standard NC	Robert Hart	» 10	Randy Stagno Navarra	» 7	Colin Denman-Jones	» 6
Clubman	Peter Phillips	» 10	Sam Gumina	» 7	Fabian Mastronardi	» 6
Modified	David Wilken	» 10	Russell Garner	» 7	Dean Monik	» 6
Restricted Open	Brendan Beavis	» 10	Charlie Tickler	» 7	---	
Open	Owen Boak	» 10	Mark Fitzgerald	» 7	Christine Boak	» 6



Membership

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

Hello everyone ...

We've had a healthy number of renewals over the last month although the pace has slackened off somewhat and quite a few of last year's members are still to rejoin.

I guess members who haven't yet renewed will not be reading this, but if you know of anyone who is in this category, please let them know that it's not too late!

With that out of the way, I would like to extend a hearty welcome to the following 15 new members, shared around most of our Chapters:

Central Chapter

Paul Cail	1990 White NA
Geoffrey and Debra French	2012 White NC
Jonathan Hutchinson	2001 Supreme Blue NB
Mona Bogers	2000 Heritage Green NB
Adam and Alison Trapski	2011 Aluminium NC
Toby Vinycomb	2002 Garnet Red NB
David Whitehead	1993 Classic Red NA
Rob Jones	1998 Black NB

North-Eastern Victoria Chapter

Brian Raine	2011 Aluminium NC
Kim Thompson	1998 Green NB

Western Victoria Chapter

Ian Quick	1999 Black NB
Anthony Stoffels	2003 Stormy Blue NB

Northern Tasmania Chapter

Anthony Hewitt	2005 Yellow NC
----------------	----------------

Southern Tasmania Chapter

Alana Page	2000 Burgundy NB
------------	------------------

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

Will

Enough about us ... let's talk about YOU!

Over the past few months the Club's committee has started the process of developing a strategic plan for the Club's future.



Through this process we have realised that we need to find out more about our members, to learn more about your opinions about the Club's activities and how the Club is run. This is in addition to finding out about you and your interests so that we can investigate further 'commercial' opportunities to increase the revenue of the Club and benefits for members.

To help us do this we will be conducting an online survey of all members over the next few weeks to find out a little more about YOU, our members.

From some of this information we will then create a 'partnership proposal' to go out in search of some commercial

partners, or sponsors. With costs increasing for insurance etc we believe this is just one way that we can develop a new revenue stream for the Club.

So, we ask **everyone** to complete the survey, thus providing an accurate profile of who our members are and what makes you tick.

We're planning to send out the survey in the next few weeks, via *Survey Monkey*.

The survey will be completely anonymous and the data gathered is held by the Club and not used for any other purpose. We won't know who you are so we can't (and wouldn't) pass that on to anyone else! ■

New Club video

We have added a new promotional Club video to the home page of the Club's website.

Inspired by Central Chapter Captain **Ron Macdonald** and produced by Committeeman **Ben Sale** of "Other Side Productions", it gives a brief (one minute 40 second) insight into the Club's range of activities.

Check it out at www.mx5vic.org.au.



So next time someone asks you, "Just what does the MX-5 Club do?", point them to the home page ... the pictures tell several thousand words!

And, if you're a member who hasn't been along to any of our events recently, it would be worth you checking it out as well ...

Scene about ... at the Awards lunch



■ Photos: John Waldock, Bob de Bont, Kelly Berggren, Karen Bradshaw, Ron Macdonald





» Ron Macdonald receives the 2011-2012 Mike Quist Award for Club Champion from Ginny Quist

<i>Years of Membership</i>	
15 years	
Ross Hartnett	
10 years	
Rod MacNab	Di Morgan
Judy & Jeff Searl	Robert Downes
David Jones	Jonathan Uphill
Peter Wu	Morre Bryner
Arthur Jones	Saeko Fujiki
5 years	
Chris Fox	Steven Cook
Rob Krygsman	Mick Hobson
Dennis & June Barry	Graham Keene
Darrell Jeffries	Ian Douglas
Shane Davey	Neville Pryor
Mark Clayton	Nick Zarlas
John & Marion O'Dwyer	Matt Henderson
Alan & Jenny Bennett	Teruo Delacroix

» Don Nicoll (left) receives the 2011-2012 Jinba Ittai Award from president, Murray Finlay



» Wendy Clark & Ron Macdonald, 2011-2012 Teams Champions, with Club Captain - Social, Janette Todd



» Bronwyn Roche (left), 2011-2012 New Member Champion, with Janette Todd

» 2011-2012 **mxtra** award winner (and Northern Tasmania Chapter Champion), Kelly Berggren



2011-12 winners and recognitions

22/7/11

■ Photos: Ron Macdonald, Bruce Harvey



2011-2012 Motor Sport Champions

This year saw a four-way tie for the Club's Motor Sport Champion Award ...

Pictured left, they were (from left) **Russell Garner, Peter Phillips, Robert Downes and Stephen Downes**. It was Russell's third consecutive award as outright Motor Sport Champion.

Pictured below left is **Randy Stagno Navarra** – Standard NC Class winner (with Robert Downes and Daniel White), and **Greg Savage**, winner of the Captain's Award for 2011-12.

Other winners on the day were:

- » **Robert Downes** – Standard NA
- » **Stephen Downes** – Standard NB
- » **Peter Phillips** – Clubman
- » **Russell Garner** – Modified
- » **Rookie of the Year** – Stephen Downes

Off competing elsewhere were:

- » **Brendan Beavis** – Restricted Open
- » **Owen Boak** – Open



Another award on proud display was the **NSW-Victoria Interstate Challenge Cup**, which our team has won at the last three challenges.

Chapter Champions



Alan Laine, Eastern Victorian Chapter



Gerry Engwerda, North-eastern Victorian Chapter



Noellene Gleeson, Western Victorian Chapter



John Waldock, Southern Tasmanian Chapter

Chapter chatter ...

Learning my ABCs 22/7/12 | Central

■ Words: Bronwyn Roche ■ Photos: Bronwyn Roche ■ Run organiser: Ron Macdonald

Heading off on Ron and Wendy's run from Melbourne to the Club's annual awards lunch at Macedon was an opportunity for my driver to give the navigator a lesson on the difference between the NA, NB and NC Mazda MX-5 models.

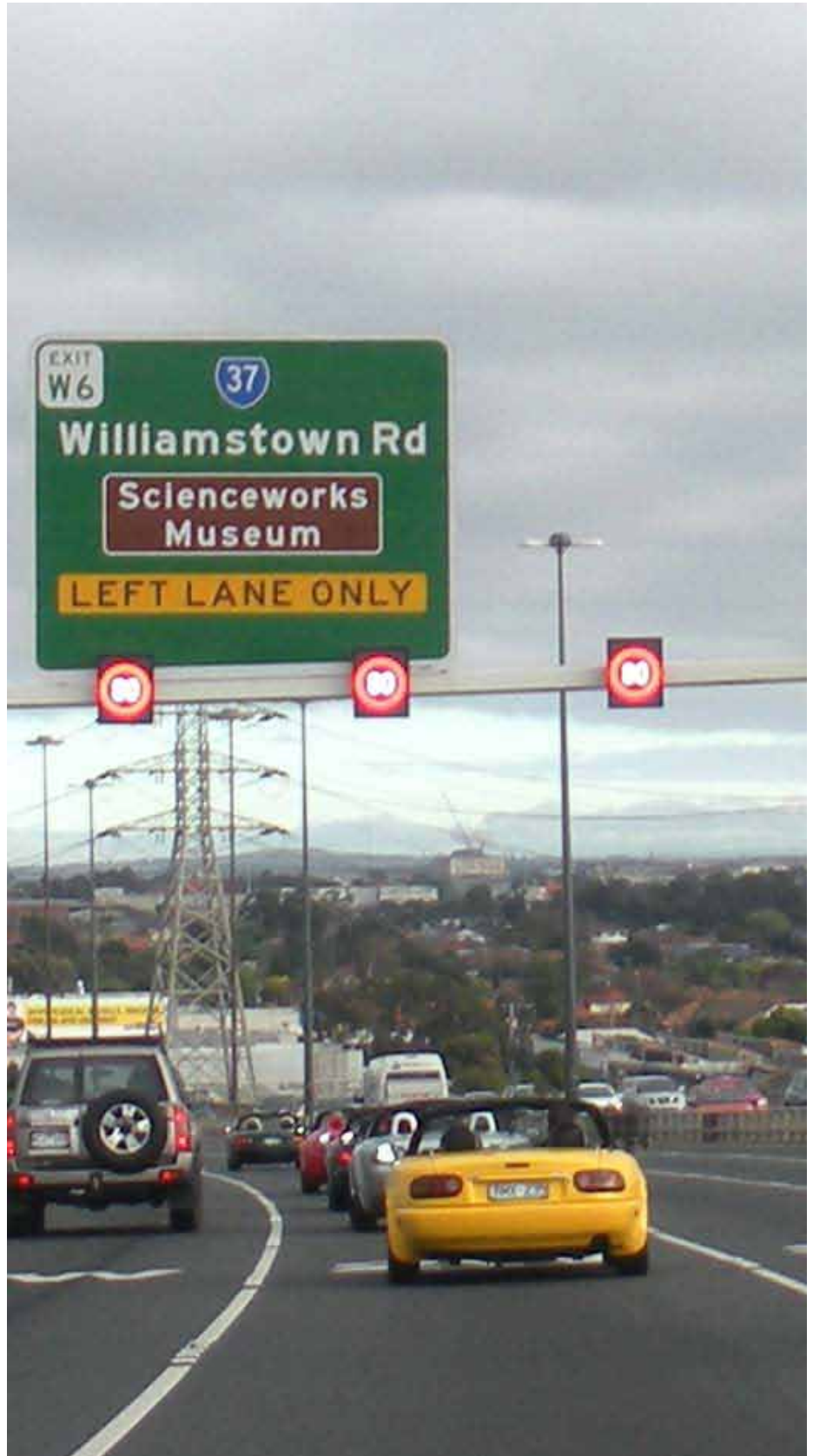
Given my level of car identification sits at the *red car/blue car* level, the run from Melbourne to Macedon was always going to be too short to really get to grips with life's big questions – such as the relative merits of the A, B or C models.

Eleven MX-5s (five NCs, three NBs and three NAs!) plus Tony Heasley in his “family MX” (BMW) headed west over the Westgate bridge for an easy run up the freeway to the Melton/Gisborne turn off. For some of us it was our second time over the bridge as we missed the slip lane into the starting point the first time around!

Joining the run were first timers Alison and Adam Trapski (in their silver grey NC) who brought along their very cute puppy for his first Club run too. We hope to see them all on many more runs.

The group headed off the main road out of Melton and skirted along a ridge on the edge of the Lerderderg forest with plenty of sweeping roads, passing some serious horse studs and great views over the countryside. The Merrimu reservoir was a mill pond reflecting the surrounding views. The picnic area situated on the hilltop looked like a good stopover for a more leisurely drive. The Merrimu reservoir was at 73.4% capacity last month, a staggering increase from the 9% capacity in June 2010.

The run passed through some of those small farming communities such as Bullengarook: consisting of a school, a CFA and a sports ground. We skirted around a second reservoir, Rosslynne, before arriving for a brief stop in Gisborne. These breaks are a great opportunity to chat to other run participants but also seem to be an opportunity to compare and discover new car bling ... or is that just *my* driver?



Over the Westgate



*Separated at birth ... ?
Ron Macdonald and the Colonel*



Heading to Mt Macedon

Leaving Gisborne we had a short but enjoyable and very zippy trip around the back roads. As the hills got steeper those properties got bigger until we popped out on to the Mt Macedon township road. From there it was onto an MX-5 dream road up and over the mountain, curling all the way down and into Woodend, stopping right outside the door of the Macedon Views restaurant with perfect Mazda timing. ■



At Gisborne ... what a line-up!

Chapter chatter ...

All roads lead to ... Beechworth!

28-9/7/12 | Western Victoria



Ian and I met up with Allan, Dawn and Beau on a chilly, dreary Saturday morning for an 8.15am start.

We headed to Ballarat to meet up with two more brave souls (Neil and Jeff) at the takeaway shop at the Learmonth Road/Ring Road roundabout. On arrival we had a very hot coffee – *it was hot, wasn't it, Allan?*

One of our brave souls turned out not to be so brave and not too fit; he left us to return to his sick bed with the 'flu – we missed you Woolfie!

So four little MX-5s left Ballarat at 9.20am. On the way we dodged some kangaroos just past Glenlyon (a *near-Lockie* experience!). We did suggest that Allan and Dawn should drive up front so their red car could scare the off kangaroos, but they weren't very obliging. The sun played peek-a-boo most of the morning (we were chickens and had the roofs up). We passed a Mr Plod carrying out his duties with a car pulled over near Woodend, travelled on and caught up with some slow drivers – someone should have told them it was Saturday, not Sunday! We lost our tail-end Charlie behind one of these "Sunday drivers".

Finally we got to Broadford at 11.15am to meet up with Pam and Tyrone, so of course we all had to put our roofs down – after all, it wasn't raining! So off we went, rugged up like Eskimos. Dawn had some hat trouble – somehow her fluffy hat didn't look right worn back to front! Before we even got to pull out on to the main road we heard "We can't find the car keys" from Allan (no spare either) ... no, he hadn't *done a Gleeson* and locked them in the boot! They just "fell" down the side of the seat. Yeh!

At last we are off to Yea for lunch. As we travelled through to Strath Creek with the roofs down it started to drizzle rain and my nose was *so cold!* The drizzle turned to rain and when we got to Yea there was a mad scatter to get the roofs up before we all got wet!



En route to Powers Lookout



We had a lovely lunch at one of the many bakeries that Yea has to offer, then strolled up the street to walk off our lunch. Before we took off, we lined up for a group photo. There was no rain until (of course) we were ready to head onwards ... so the roofs had to go up. Even Tyrone and Pam had their roof up! We stopped at Mansfield for a toilet break where a local fellow decided to tell us about the toilets – the male block was built to resemble Ned Kelly and the female block, his mother Ellen ... ! As soon as we left Mansfield with the roofs down, it started raining again!

The scenery was still fantastic even though it was cloudy. What a great run we had through the mountains into Whitfield – it would be even better when the road is dry.

We arrived at Glenrowan for the night at the *Ned Kelly Country Motel* where the owner asked for a photo of the MX-5s, so the guys lined their cars up next to each other and we took photos for the owner to put on her *Facebook* page.

Ron and Marg from the North-eastern Victorian Chapter came over to stay the night with us and to do the morning run to Beechworth and surrounds. We had a few drinks before the evening meal – typical Aussies though, with the men in one room and the women in another! We ventured next door to the Glenrowan Hotel for a lovely if not somewhat noisy meal. The local footy club was celebrating a loss of less than 20 goals – quite an achievement, we believe, as they usually lose by a lot more.

We were up bright and early on Sunday to leave for breakfast at the *Beechworth Bakery* and to meet up with Gerry and Ellie from the NE Victorian Chapter. The sun was shining and the sky was clear until we ran into some light fog. Did I say *light fog*? No, I meant thick fog! Thankfully we didn't have to travel far before we had clear skies again. After breakfast and lots of chatting,

we went for a drive along the Scenic Gorge Drive – some great scenery of the hills and a stop at the waterfalls at the edge of Beechworth. We then headed to Milawa to visit the *Milawa Cheese Factory* for a quick taste of cheese and pickles, some choosing to have more coffee – *gee, I wonder why they needed more coffee!* When leaving the cheese factory Pam and Tyrone took an alternative route to the rest of us, finally finding us at the back of the cheese factory.

From Milawa we travelled back through the very pretty King Valley which looks much better with blue skies and the sun shining and of course we had the roofs down – all seven of us ... *even the red NC.*

We continued on our merry way to Powers Lookout, which is off the beaten track and gravel, not quite 4WD. Our little cars did a great job travelling this track. It was well worth the effort as the views of the King Valley were just terrific and we saw snow on the distant peaks which we think were Mt Hotham/Falls Creek. The exercise helped build our appetites for lunch at Mansfield – be it a little late. When we got to Mansfield Pam and Tyrone left us to head for home. The rest of us went in search of lunch which we found at one of the many bakeries at Mansfield. After lunch we said goodbye to Ron, Marg, Gerry and Ellie – thanks guys, we really enjoyed your company on this overnight trip.

So now we were down to four cars and their weary occupants. We headed off towards home travelling through Bonnie Doon, Strath Creek, Yea, stopping at Murchison's Gap Lookout for a wet wintery view, and then it was back in the car and off again. We travelled through Broadford, Woodend, Tylden, Daylesford, Creswick and finally finished up at the Ballarat Golf Club for dinner with the Gleesons and to tell tales of our travels.

Thank you to everyone who joined us on our weekend away. Once again, great little cars and great people. ■



Chapter chatter ...

Circle work around Deloraine

29/7/12 | Northern Tasmania

Ominous black clouds were approaching from the Southwest as we enjoyed a coffee and waited for the last of the convoy to arrive at the designated meeting point alongside the Meander River in Deloraine.

A couple of the members had been around the local car dealerships and had test driven both the Subaru BRZ and the Toyota 86 GTS. The feeling was the Subaru was the better car but there were no doubts the MX-5 was still the best value available.

With the clouds getting closer a quick briefing and we zoomed away to do some driving. As the name of the run implies we were never going to venture far from Deloraine and the morning section took us out through Weetah, Parkham and then to Elizabeth Town. Here we turned to Moltema, on to Kimberley through Weegenah where we did catch up with the rain for a short time.

The shower was thankfully short and by the time we reached Dunorlan and Red Hills it had passed over and we could actually enjoy sun and blue skies.

Crossing the B12 we headed towards and then through Montana, pausing to regroup at the Golden Valley intersection. Keeping with the theme of the day – which was only to travel on the best MX-5 roads in the area – the next section took us through Quamby Brook, Osmaston and eventually Exton. From Exton the road to Reedy Marsh would lead us back to Deloraine completing the mornings circle and our lunch break at the “Cruzin’ in the ’50s Diner”.

Undoubtedly the Diner is the best example of its kind in Australia and probably puts a lot of US examples to shame. The menu has all the traditional ‘50s fare, burgers, fries, ice cream, sodas, spiders and milkshakes and we all had a great lunch served by the happy smiling staff.

After lunch it was my privilege to make a couple of award presentations to Kelly Berggren – one, the Northern Tasmania Chapter Champion award to acknowledge the part she has played at Chapter level, the other the **mxtra** prize for her contributions to our Club magazine over the year.

Formalities over and the sun shining strongly, we headed out for some more of the great roads. The destination for the afternoon was up towards the Great Lake, not only for the road but also for the photo opportunities in the late afternoon sun. The road climbs quite steeply with numerous hair-pin corners interspersed with flowing left and right handers ... it was MX-5 heaven until it started snowing.

Fortunately we had nearly reached the top and had been able to enjoy the road immensely to this point. The aforementioned sun was completely obscured by the snow clouds, the wind chill meant the temperature was probably equivalent to about -20° and the white line was getting wider and wider.

As no one had the foresight to bring chains, the decision was made very quickly to turn around and head back down the mountain to Westbury and the famous *Andy's Bakery* and coffee shop where the days run ended ironically in the warmth of the late afternoon sun. ■

■ **Words:** Bruce Harvey ■ **Photos:** Kelly Berggren, Bruce Harvey
■ **Run organisers:** Bruce Harvey & Cheryl Murray



L-R: Ian, Helen, Kelly, Sandra, Louise, Robert, Tony, Alanah (obscured), Michael, Anna, Michael, Trevor and Cheryl



A pleasant surprise ... MX-5 meets the 86, and

Well, it's not every day you get an email like this ... "Hi Randy, would you like to bring your MX-5 up to the Broadford Motorcycle Complex for a comparison against the Toyota 86 and a few other cars?"

This was from Matt Brogan, editor at *Motoring.com.au* and *Carsales.com*. As you can imagine I couldn't reply yes quickly enough.

Finally the day dawned, Monday the 18th, a cold day in Melbourne but thankfully a nice dry day up in Broadford.

Andrea and I were the first to get there and it gave me a chance to see the track for the first time. I'd heard a lot about it and knew it was going to be a tight and technical track. I was amazed just how tight it really is and there certainly isn't much runoff area.

It actually looked quite daunting but the layout is fantastic. This looks like a track that I could have some fun on! While we were admiring the track the rest of the convoy came through the pit and it was immediately obvious that I was going to have a fantastic day.

Leading the pack was the new **Toyota 86**. Now a lot has been written about this car but let me just say that at first glance it looks sensational. It easily looks like a car that's double its price.

Following it was a **Renault Megane RS250**, the hero car for many a motoring magazine. Then a **BMW 135**, the twin-turbo monster that I have always admired; love the looks and the power output is awesome. Then the **Hyundai Veloster**, the quirky but quite good looking three-door funky hatch. Then the surprise package, an original **AE86 Sprinter Trueno** straight out of the cult cartoon "Initial D".

This certainly was going to be a special day.

After making all the introductions it was straight down to business. We were certainly going to get an insight into how a magazine article is made. Plus this comparison was also going to be filmed to be shown online ... I guess I was under a bit of pressure to fly the flag for the MX-5 fraternity.

While the photographers set the cars up for all the still shots we stopped for breakfast, which was a very nice way to meet the rest of the crew and hear their thoughts on the cars that were on display today. It seemed like some of them already had their favourites. I had never driven any of the other cars so I was champing at the bit to experience each and every one, especially as it would be on the race track where there are no speed limits and I could really push them to their limits.

Breakfast done and it was back to business. Now I've been reading car magazines for years, but it really opened my eyes to how much effort goes into an article. The photographers must have moved the cars dozens of times searching for the perfect shot; their eye for detail was truly impressive. Next came the filming. Each car was going to be filmed alongside the 86. I was first up. Basically you drive inches away from the other car while following the chase car. All the while you're being directed to get closer, or move in front of the other car. It's a bit disconcerting as I really didn't want to be the first person to dent an 86. This goes on for a couple of laps before I get the thumbs up from the director and the call of a job well done. I breathe a sigh of relief as I've completed Task One.

The Second Task is a lot easier; cornering shots for the photographer. Basically attack the corner with gusto so that they can get as many shots as possible. Needless to say this was great fun ... nothing like having an MX-5 on opposite lock to put a smile on one's face. *Task two completed.*





Task Three: now this is what I had been waiting for ... *drive the cars!*

First key that was thrown to me was for the **86**, in GT guise and, to be honest, this is the car I really wanted to drive. I think we have all read so much about it and I really wanted to see if all the hype was merited.

Firstly the car looks fantastic. Now I'm not fussed if it's a Subaru or a Toyota but this is one good looking car. Personally I think it looks better in lighter colours as the darker colours hide its lines too much. The interior is good looking, though in my opinion quite cheaply made. The quality is nowhere near as good as the MX-5's but the driving position is excellent. Seat is comfortable and hugs you in place, plus the head rest is removable so you can turn it around and drive with a race helmet on as the back of the head rest contours to a helmet. The steering wheel feels great and the gear lever falls nicely to hand, topped with a very nice leather gear knob.

As for the drive, *it's awesome!!!* What has been written about this car is no lie. Everything about the car is perfect. The brakes are nice and strong and don't lose feel even when driven hard. It is beautifully balanced. So neutral and easy to drive just by adjusting the throttle. It loves corners, turning in at a whiff of an apex and the front end is so communicative it simply lets you know everything, almost like you're telepathically hooked to the front wheels. The rear end will do whatever you ask of it just by squeezing the throttle. It does everything so predictably that it's easy to drive quickly within a few laps. It does lack a bit of low down torque, but get it above 3500rpm and it will easily rev all the way to 8000rpm, all the while delivering a glorious boxer howl that is so addictive that you keep it in a lower gear just to hear it. The gear shift is fantastic; you could never miss a gear even when going hard around a track. This car really does put a

smile on your face. *Kind of reminds me of another sports car that I love.*

To quote Matt Brogan "The 86 feels like an MX-5 with a roof". I think that's high praise indeed ... for both cars.

Next up was the **BMW 135**. Now I've been lucky enough to have driven most of the M cars, and they are all great cars, so I was sure that this would not disappoint. Interior is brilliant, it just oozes quality; fit and finish is second to none. I found the seat to be a bit too hard and it offers no support at all, which is surprising considering what this car should be able to do. One real disappointment was the fact that it was an automatic. Now I don't really care what anyone says, but sport cars should have a manual gearbox. Flappy paddle gearboxes are for computer games. I'm not interested if they change gear quicker than a manual, it's all about feel for me. Trundle out of pit lane touch the throttle and my goodness ... it feels like the booster rockets on the space shuttle have just been fired!! Does this thing go? My word it flies. But then it all goes horribly wrong; brake for turn one and you find that the brake pedal hasn't got much feel even though the brakes do slow you down. But worse is the steering. There is no feel at all. You have no idea how much lock you've put on and it doesn't help that the rear end just wants to take over from the front. OK, I think to myself, I've gone into the corner too quick. Unfortunately this happens at the next corner, and the next. You fight the car all the way, but you don't know what you're doing as you have no feedback at all. Then there's the gearbox: *it's awful*. You never really know what gear you're in and even when you shift it doesn't always do what you want it to do. This is a car I wanted to love; it is a BMW after all, the ultimate driving machine. I just couldn't meld with it. Possibly it works well as a grand tourer but on the track it was horribly disappointing.

... continued »



MX-5 meets the 86, and friends



The **Renault Megane RS250**, another car about which many good things have been written. I'd driven the previous Megane Sport and thought that was a good car. Well this new Megane is nothing like it. It's totally superior in all areas. I like the way it looks. It looks aggressive just sitting there, though I'd option the 18-inch wheels as the 19s are too fussy and I'm sure they'd make for a harsher ride on the road. Slip into the heavily bolstered Recaro's and you immediately feel at home as they grip you in all the right places. The interior is a nice place to be. Maybe it's the collaboration with Nissan as everything feels solid and well built. Though in quirky French style, the instruments seem to be at a 45 degree angle floating away from you. Now front-wheel drive and sports car sounds alien to me, but is this thing front-wheel drive? What a revelation. Firstly it's fast; turbo spools up nice and quick with no lag at all. Once it's on boost, you find that you're changing gears in a flash – thankfully the gear change is nice and precise. Those Brembo brakes pull you up lap after lap with no sign of fading and with plenty of feel. The car handles so well. You would not even realise that it's front wheel drive as it has so much grip and the steering feel is fantastic. Turn in is rapid and it's hard to induce understeer even if you're being ham fisted. Yes it has that much grip! Best of all a slight lift off mid-corner and the rear steps out nicely and is so easy to control, so very easy to set up. Even the quick switchback corners don't pose any threat to the car as you can take them flat out since the car changes direction so rapidly. Then it started to rain, but surprisingly it made no difference. The Megane has great poise and grip; even in the wet it's unflappable. Best thing is that lap after lap you just go quicker in this car as you gain so much confidence with it. I have to admit it was hard getting out of the car.

Hyundai Veloster, the three-door with a difference. The styling definitely polarises opinion, I quite like it. Hyundai has come a long way from the cheap and nasty cars they first sold when they came to the Australian market. The Veloster feels and looks well built. The interior

has lots of kit and it's very well put together. Which is a great thing, as it's not a great drive. This model had the DSG gearbox and yet again it wasn't impressive. It simply wouldn't do what you asked it to do. The engine is uninspiring and simply had no go in it at all. I'm sure the turbo model will solve this issue. I just hope that at the same time they solve the steering and brake issue. You never know what the front end is doing and it gives up grip way too easily. It's as though you're driving the car with a *Wii* steering wheel. Brakes are certainly not designed for circuit work, giving up in under two laps. To be fair the car was out of its depth in this field. It's a competent road car but no weekend warrior. Dare I say it's designed for the hairdresser brigade.

Unfortunately I never got to drive the original **AE86**. Got given the keys twice and each time I had to give them back as the MX-5 was used as a camera car due to the fact that having its roof down was a great advantage for the filming crew.

It was a truly memorable day. It gave me a great insight in what goes on to get a motoring story out to the public. I got to test some cars in a way I normally wouldn't get a chance to do. I got to drive the MX-5 around a new track which I really like. I was grinning from ear to ear as I tussled with the 86 for three or four laps. Both cars are so evenly matched that there really is nothing between them. Best thing was hearing so many positive comments from the other testers in regards to the MX-5. Those who drove it loved it, which is great considering it's at the end of its life cycle. One thing I will say is that Mazda better lift its game with the new MX-5 as there is now a car that offers all the thrills at a cheaper price. True they are in different classes, if you want a convertible the MX-5 is the only way to go, but for most people the price difference will sway them to the dark side.

How did the MX-5 go on the track?
Well, it was me driving ... ;o)





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Chapter chatter ...

Ausmas in Richmond 8/7/12 | Southern Tasmania

■ Words: John Waldock ■ Photos: Rob Tanner ■ Run organiser: John Waldock





So it's the middle of the year, cold and quite wintry.

What better way to celebrate the middle of the year than getting together with the Southern Tassie chapter to mark the winter solstice ... even if it was a little later than the calendar!

The run began at Bellerive as usual, with the Chapter gathering in the morning for coffee and chat. It was really pleasing to see the strong turnout; we had 12 cars in the car park with the prospect of another two couples joining us later for lunch. It was great to meet new member Lisa Gershwin, who bought along her 1989 Classic Red NA for us to admire.

The convoy left Bellerive in sunshine, but with the roads damp in places from some overnight rain. We drove east from Bellerive towards Sorrel, on our way to the beach suburbs of Lewisham and Dodges Ferry. It's a pleasant drive ... some ocean views and slow winding roads. We then made our way back to the Tasman Hwy and on down to Dunally for a morning tea stop.

Morning tea was nice, sitting outside looking over the bay and Dunally canal. We met up with a vintage motorcycle group and had a chat about old motorcycles and more modern MX-5s. We eventually got back on the road; I think it was Jo's talking about her motorcycles that eventually got the group moving again!

So we headed back up the Tasman Hwy and eventually to Richmond, where we were booked in for our Ausmas dinner. Nicely early for once, we parked the cars and made our way into the Richmond Arms for lunch. We nearly filled the dining room with our throng – a great sight to see.

There was lots of convivial conversation as we waited for lunch to arrive. I had promised the Chapter a few prizes for attending and we were fortunate that Nils and Billy generously donated an MX-5 picnic set they received at NatMeet this year. Our happy winner was Maureen Whittle, with other members winning wine and keyrings.

Thanks to the Chapter for a lovely day. ■



Sh!tbox Rally 2012: Cupcake's Crusaders

■ Words & photos: Peter Phillips



What a trip: 130 cars (shitboxes), 3,500km of 4WD tracks and all in the name of charity.

Not quite your MX-5 run or track day, this was a rally with a difference.

Pam ("Cupcake") and I ("Princey"), with a friend of ours (Scott Featonby, known as *Shrek*), had the opportunity, in April this year, of competing in the third **Shitbox Rally** from Melbourne to Cairns via Cameron's corner. This was firstly to raise funds for the Cancer Council and secondly to have fun.

The first thing to do was to raise the \$4,000 in donations required for entry and to find a suitable car under \$1,000, roadworthy and registered. Through the generous sponsorship of City Mazda, many local businesses and donations through individuals (including many generous MX-5 members) we raised just under \$10,000.

Our efforts included a trivia/auction night in Rhyll where \$1,900 was raised. *Maybe this year we'll have an MX-5 trivia night.*

Next was the rally car. Initially through the son-in-law's insistence, we negotiated to buy a 1987 Nissan Patrol 3.2-litre turbo diesel which was snapped up by our friends in Echuca who had missed out on entry but had the opportunity to be a support vehicle. So we "on-sold" the 4WD. They loved it so much they kept it.

What to do now? We couldn't use an MX-5 because it had to be a four-seater (and we couldn't get one under \$1,000) so I approached Daniel White from City Mazda to see if he could source a trade-in for us. Daniel came up with a couple of

options *but we insisted on a Mazda.*

We eventually sourced a Sparkle Green 1997 **121 Metro**. Whilst it looked like it had been in a supermarket car park for two years and had been used to carry hay, it was mechanically sound. Pam blew our budget by insisting the air conditioning hose be repaired (another \$160). Daniel supplied four new tyres and I am sure he had the workshop boys go over it so it was almost ready to go.

Now all we had to do was load it up.

Roof rack, 40 litres of fuel, 20 litres of water, tools, spare parts, radios, two spare wheels, camping equipment and three passengers. This had the nett effect of putting us about 5cm off the road, which we were to pay the price for later!

The course had been set Melbourne – Wentworth – Tibooburra – Innamincka – Windorah – Winton – Cairns. Basically we're following the Burke and Wills track north, and then across to Cairns.

DAY 1: Melbourne to Wentworth

We started from Melbourne Zoo with great fanfare and full of excitement with all the cars dressed up in different flavours. We were to discover we were one of only two Mazdas in the fleet (they hold their value too much). All the competitors had a theme. There was a hearse (Code Brown), limo (Cold Feet), a '56 Vauxhaul, a Saab (Anita Tow), Mercedes, Subarus, Nissan Micras (The Italian Job), old 4WDs and the usual gaggle of Holdens and Fords. In line with their themes everyone was dressed up.

This first day was fine by us as it was all on bitumen ending up at Wentworth just out of Mildura. It was evident though that we were way too low, hitting the bump stops at every slight hump. One of the Mercedes blew up before we got out of Melbourne but they got on to the internet and replaced it with another.

The Metro ran like a treat and the aircon was great.

There was the suggestion by some of the old timers that we should consider placing tennis balls into the coils to try to raise our car. This sounded good. The first task was to jack up the car. *We were so low that we had*

to "lift" the car to be able to get the jack under. This being done we duly placed several tennis balls into each coil. This had the effect of raising our suspension considerably which proved to be helpful.

At the end of Day 1 we all had to dress up in fancy dress for dinner which proved to be great fun. If the word "MINE" was spoken you had to do 10 push ups, so there was great banter to see how many could get caught out.

DAY 2: Wentworth to Tibooburra

This day was to prove to be our most challenging. It was the beginning of the 4WD drive tracks and was soon to demonstrate that we were way too low. The road we were travelling on was a typical 4WD track with a high centre mound and very rocky. Whilst we were travelling well we were taking many "hits" from rocks under the car and bottoming out regularly. About 20km out of Tibooburra we came to a grinding halt. *No power!* This, we thought, was our rally over. On further inspection we discovered that our petrol tank had taken so many rock hits that it was holed and leaking. This was repaired by the race director with some *Knead It* liquid steel (the only spare we didn't pack!)

Still no go. After much investigation it was discovered we had no fuel pump working. We got towed by our friends over the last 20km into the camp site (an old race track), itself proving a challenge as we were still trying to avoid wheel ruts. At one point we got pulled sideways with such force we thought it would roll. Apparently *Cupcake* and our friends up front were so busy talking they turned off the CB radio and hadn't noticed.

On arrival we pulled the car apart and removed the fuel sender and wet fuel pump. We then discovered that we had



*Getting jack of this?? Shrek and Princey >
lift the car so Cupcake can get the jack under it ...*



✓ *Weary ... Shrek, Princey and Cupcake with the Metro, arriving safely in Cairns*



“bounced” the fuel pump off its carrier and it had disconnected. We bent the carrier into shape and remounted the pump with some zip ties. *We were off again – yay!* Now off to a well-earned meal. Tibooburra (population 12) had closed off the main street for our 450 rally people. The *School of the Air* catered for us (raising \$25,000 for their group) and we had a well-earned rest.

DAY 3: Tibooburra – Innamincka

After shedding as much weight as we could into a support vehicle we started the day tenuously with a new respect for the rocks and terrain. We still had a damaged, leaky fuel tank but we were going. Every rock seemed like a boulder and we were watching and dodging every one we could. Every hit seemed like an

explosion and there was still the concern for our leaking fuel. We stopped regularly, checking and repairing the tank. We had to reduce speed and ride the ridges of the track.

The scenery along the way was amazing as the outback had recently flooded and it was green everywhere. Along the way we encountered road trains that left the bulldust flying for ages, making it impossible to proceed until it had settled. By the time we arrived at Innamincka we were exhausted but had gotten through the day unscathed. There had been several more cars that had expired but our little Mazda was still going.

DAY 4: Innamincka – Windorah

More rocks, bulldust and slow going. By this stage we were the most passed car

in the rally. *Cupcake* (she was driving) suffered a puncture halfway through the day and, like a good racing car driver, pulled over, hopped out and let the “pit crew” lift and jack up the car to do the repair. Once complete, she got back in and continued unfazed. Other than that all went well. By the time we arrived in Windorah we were nearly out of fuel, and exhausted from rock spotting.

First job was to get the tyre repaired. This was achieved surprisingly by a blind guy using tyre levers. Quite an amazing feat. Back to the campsite, patch up the fuel tank, eat and get some rest. By this stage the rally had lost five cars and had to repair many others. Luckily our aircon was still intact but many were arriving with faces and cars full of dust and dirt. There were many cars being worked on

Cupcake's Crusaders (cont'd)

◀ Refilling the Metro after the first hole

DAY 6: Winton – Undarra

A 650km trip today encountering more rough roads, lots of road trains and another river crossing, all of which the little Mazda cruised through.

By the time we arrived in Undarra we decided to rent one of the accommodation huts and do our last night in luxury. *Cupcake* insisted

that she wanted to repair our leaky tank tonight. After jacking the car up – again – Pam was under there for all of 30 seconds exclaiming, “I can’t do this, it’s going to fall”. So ended *Cupcake’s* attempt at car repairs. Off to the hot showers and “boys please bring in my bags”. The life of Team Captain is tough.

DAY 7: Undarra – Cairns

Upon leaving Undarra, *Cupcake* exclaimed over the radio, “New rule: no passing *Cupcake* today” to all the other competitors. The reply came back: “That sucks!”.

This was a short run into Cairns to get ready for the auction and mainly on sealed roads. We had been attempting to stay ahead of the Alfas all week with no success, but today was our chance. The four Alfas raced ahead of us, only to stop through the winding road into

Cairns, as one of their crew was car sick. *Cupcake’s Crusaders* took their chance and steamed ahead, getting into Cairns before them.

On arrival into Cairns we had to do a quick empty to send our little Mazda to auction. We were most surprised to see that our little car fetched the second-highest price of \$750! The new owner was going to have to replace the fuel tank as it had more hits than Elvis, and the tank capacity was reduced from 40 litres to 32 litres.

DAY 8: Port Douglas

As a wind down post rally we spent 6 days relaxing at Port Douglas.

Next Year ...

We have just been notified that our team *Cupcake’s Revenge* has been accepted into next year’s rally from Adelaide to Fremantle via Uluru. We are thinking a “slightly modified” Mazda Metro might do the job for us.

But a MAZDA it must be!!

~ *Cupcake*, Princey & Shrek ■

✓ *Cupcake* pays a “push-up fine” in Windorah



overnight with anything from alternator failures to transmission reworks. The amount of parts that were being interchanged from Fords to Mitsubishis to anything they could get hold of to keep cars going was amazing.

Luckily for us, other than the fuel leak our little car was travelling very well ... and complete.

DAY 5: Windorah – Winton

After picking up our repaired tyre (\$35) we were on our way. By this time we had the dodging rocks thing down to a fine art. Fuel tank was still leaking but holding ... *just!* This day was a little easier on us as the roads were much smoother but there was a lot more dust. We were to encounter a river crossing or two that were supposed to be up to a metre deep but proved only to be about 15cm. We were still one of the slowest cars but also one of the most intact.



High-octane ballet at the Island



■ Words & photos: Ray Monik #124

We had so much rain in Melbourne over the past few weeks leading up to our first Club Sprint of the new MX-5 Club Motor Sport Championship – it would definitely be all rained out by Saturday for Phillip Island, giving us a pleasant dry day to enjoy and have some fun.

Or would it ?

I loaded the much-loved NB on to the trailer in the rain on Friday afternoon with a very positive feeling that when I woke up at 5am on Saturday, to make the trip to the Island, it would be a fine, dry winter's day, cold but pleasant.

And I was right. The alarm went off, I had a look out of the window: stars in the sky, no rain and a slight wind.

Phillip Island, here we come!

I arrived at the track at 7.30am on a cold but dry, pleasantly sunny day to find a very full pit area. So full that I had to squeeze my way in between two other vehicles so as not to be too far away from everyone. This was due to a massive entry of around 135, with 41 MX-5s, five of those coming from NSW for the annual MX-5 Club interstate challenge.

Everyone was happy to be together again with the usual banter between drivers, friends and helpers, and all saying how lucky we are with the weather; only a brief shower I was told and, if anything, according to the radar the rain could even pass us by.

Entries out of the way, drivers' briefing complete and away we went. Due to the large field there were five full-run groups, each getting a 10-minute practice to start the day's proceedings.

The track was in really good condition which would make for some quick times and everyone was very eager to get going for their timed runs.

With a slight wind down the straight it was ideal for some fast laps and a good day for some fun in the sun. Out went Run Group One, then Two, then Three, then Four, then Five.

2011-12 Championship | Round 1 Phillip Island Sprints – 30 June, 2012

And as Run Group Five takes off for their first timed session it all turns to ... RAIN!

And *more* rain ... and, yes, even a bit of hail just to spice things up. Then *more rain* for the better part of the day, and the end of any more dry runs.

Commiserations for those in Run Group Five who did not manage to post a dry run time. Not the best way to start and end a day. *(If you detect a bit of self-pity in the above ... yes, I was in Run Group Five!)*

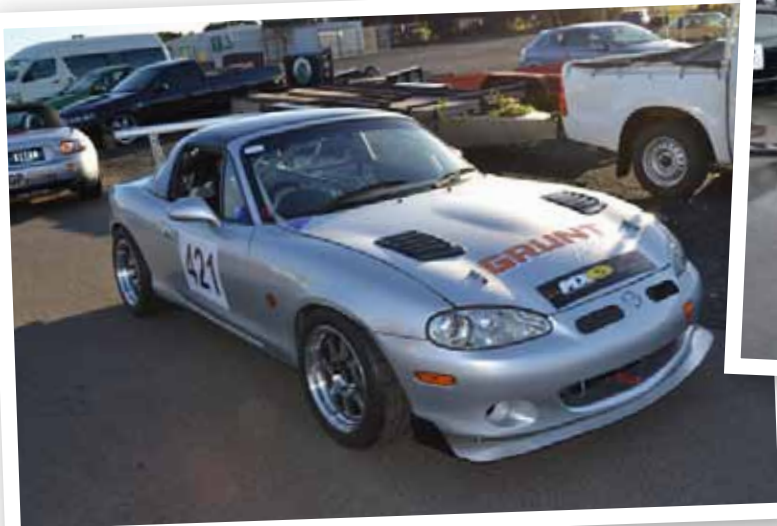
Well done to those who managed some quick times in their respective classes – Stephen Downes, Noel Heritage, Robert Hart, David Wilken, Russell Garner and Owen Boak. Also well done to Dean Monik and Brendan Beavis for breaking into the sub-two minute lap at the Island. *Good going indeed.*

However, that's not to say the weather spoiled the fun! Ask Sam Gumina what fun is. *I heard it is doing four pirouettes down the straight and then taking out a brake marker to end it all off.* Not to be outdone, Randy (I believe) did something very similar. Many spins by many others including yours truly added to the day's entertainment.

The annual NSW/Victoria interstate challenge added some interest to the day's proceedings and in the end went to Victoria. Thank you to those drivers who accomplished this for us.

As always, even with the adverse weather conditions, there is no better way to spend the day doing what we all come together to do with a common interest and enthusiasm shared by a great bunch of people.

See you all at Winton. ■



◀ *Mark Fitzgerald's magnificent NB ... raising the bar in vehicle preparation*

⤴ *Ray & Dean's rocket*

The trek north-west to Bendigo

■ Words: Bob de Bont ■ Photos: Brian Shanahan

Round 5 of the NGK Victorian Motorkhana Championship for 2012 was held on 5 July, hosted by the Holden Sports Car Club of Victoria.

The MX-5 Club was represented by Troy and Tony Heasley in Troy's NB8B, and Bob de Bont in his NB8B. We set off from the BP Outbound on the Western Highway towards Bendigo under threatening skies which became real as we approached Bendigo. However the weather cleared as we crossed the divide and on to Henty Livestock Exchange. We were met by Mark Szutta in his NB8A who had stayed in Bendigo to avoid a (very) early start from his home at Phillip Island.

We were greeted with sunshine and a damp surface with a good amount of clear sky as we prepared our cars for the day ahead. The cars were scrutineered and we caught up with the latest happenings. A large number of participants had entered on the day resulting in a delayed start. After the drivers' brief we headed to our first test area with Frank Rogan from HSCCV sharing Bob's NB8B for the day. In all there were 44 competitors entered, with eight in Class B. Of the eight cars in class B, four were MX-5s and two of these were double entered.

We were presented with three test areas and an opportunistic 15 tests planned for the day. During the day the weather cycled between sunshine and fairly heavy rain, however the lunch break was fine and allowed for more socialising before recommencing the battle. The day finished about 4pm by which time we had completed 12 tests, an excellent achievement considering the late start.

We prepared our cars for the return trip, repacked our flag and the team headed for home. As we entered the outskirts of Bendigo it started raining and steadily increased to become a downpour which stayed with us until Sunbury. We stopped at the BP Inbound for a quick coffee, leg stretch and farewell before heading home.

Thanks to all who participated and made for an enjoyable day. ■



^ Tony
^ Bob
^ Troy





✓ Mark Szutta

Motorkhana results

Bob narrowly won Class B and also achieved 10th outright and 7th on handicap. 2nd in class went to a very quick Datsun 1600 and 3rd to Frank in Bob's NB8B. Tony achieved 5th in class and first in Novice followed by Mark, then Troy who also achieved 2nd in juniors. In the Club's Championship, the team has cemented our position in 5th with the good results in class and category.

The next three rounds are all on bitumen:

Round 6 on Sunday, 5/8 at Mount Gambier Saleyards (bitumen).

Round 7 on Saturday, 1/9 at Leongatha Saleyards – near Koonwarra (bitumen).
Gippsland Chapter members might like to come and support or compete ...

Round 8 on Saturday, 22/9 at Huntly Saleyards, Bendigo (bitumen).

More information is available from www.motorkhanavic.com.au or from Bob de Bont on 0402 345 562 ■



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Market place ...

Please note: notices in the Market Place section are presented as a service to members only. The Mazda MX-5 Club of Victoria Inc. has not tested the products, equipment or services listed and makes no warranties or representations about any of the products or their purported uses.

autObarn Eltham



... is proud to offer all members of the Mazda MX-5 Club of Victoria a big discount (up to 15%) off their full range of merchandise.

For info or orders, contact Peter Rutherford at: autobarn-enquiries@mx5vic.org.au

Phone: 0414 630 024 or 9439 1466 (ah)

Please ensure that you identify yourself as a member of the Mazda MX-5 Club to get your discount. This offer is exclusive to Autobarn Eltham.



Autobarn Eltham

9/256 Bolton St (cnr Brougham St) Eltham 3095

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

Club library ...

Books



Workshop Manuals:

» 1.6 NA » 1.8 NA » 1990-2009



Miata Mazda MX-5

» original 1989
2-book set

To arrange a short-term loan, please contact president@mx5vic.org.au

Tools



Random orbital polisher, ideal for machine polishing your car. Consumables available (at your own cost) through the Club.

Contact merchandise@mx5vic.org.au

Bushing tool, for servicing or replacing your suspension bushes.

Contact president@mx5vic.org.au



Club stickers



Help promote the Club with one of our new windscreen stickers.

- » 300mm wide x 15mm high
- » available in black-on-white or white-on-black
- » Cost is \$2 + postage.

Contact Steve Dunlop, merchandise@mx5vic.org.au.

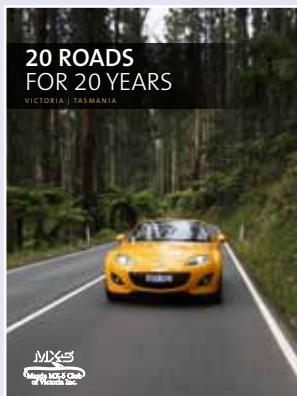
"20 Roads" book

Looking for the ideal birthday or Christmas gift for the MX-5 enthusiast in your life?

This is the perfect companion for the MX-5 glove box.

Put together by Club members for Club members to celebrate our 20th anniversary, this book profiles some great drivers' roads in Victoria and Tasmania.

» Cost is \$20 + postage. Contact Steve Dunlop, merchandise@mx5vic.org.au.



Club number plate frames



- » 6-digit Slimline or Standard size
- » White text on black plastic
- » Cost is \$10/pair (\$17.30 posted)

Ask at your next Club run or contact Murray Finlay, president@mx5vic.org.au.

Ring, ring!

■ Words & photos: Perry, membership no.1401



To the owners of NBs (series 2) ...

Have you ever wondered what chrome rings would look like around the front fog lamps? If so, have a closer look at these photos. To dress up the look around the front fog lamps of my NB model, I have had chrome rings made up. If any members are interested in the chrome rings the measurements are: 95mm outer, 82mm inner and 2mm thick. I then used outdoor double-sided

tape to adhere the rings to the car. A company called TSM (Tullamarine Sheetmetal P/L) made and chromed the rings at \$80 a pair. I have been advised that if a number of members are interested the unit price would be cheaper. Contact Diane Ryan (director) and she will assist – tel: 9335 1311 e-mail: sales@tsmvic.com.au




Alan Bennett's

MX-5 crossword #4

July 2012 – answers

T	W	I	S	T		T	U	R	N	S
R		D		A		A		A		E
I		L	A	P	P	I	N	G		R
P	S	I		P		L		E	R	A
		N		E						
L	I	G	H	T	W	E	I	G	H	T
A						N		A		O
P	A	D		B		C		T	O	E
P		I	S	O	L	A	T	E		C
E		A		D		S		A		A
D	E	L	A	Y		E	Q	U	I	P



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www.shannons.com.au

The MX-5 Club Grill



Introducing ...

Ian Bradshaw

*Assistant Chapter Captain
- Western Victoria Chapter*

Name? Ian Robert Bradshaw

Age? 54, but I don't act it!

Born? Lismore, Victoria

Current abode? Willowvale

Profession? Beef breeder

Partner? Very married to Karen, who tries to keep me in line ... ha ha ha!

Pets? A very lively Boxer - Ruby Rose ... thick as two bricks!

Fave food? Seafood – see food and eat it!

Can you cook? Yep – favourite restaurant: home

Favourite tippie? Beer, red wine, Beam ... and the list goes on

First drive? 15years old – SL70 farm motor bike

First car? 1969 two-door Corolla

First fender bender? Same car – the road wasn't wide enough

Everyday driver? Mazda Bravo 2004 farm ute (dud)

Current MX-5? 2000 Black NB Series 2

MX-5 improvements? Have added cold air intake, seat covers, grill, hot dog muffler, roll bar, 17" wheels

MX-5 dislikes? Black is too hard to keep clean

Why an MX-5? Because it is so much better than an MG!

Fluffy dice? No – dangly things get in the way!



Passions besides the MX-5? Water skiing (our boat can do over 160kmh), riding a Kawasaki Z1R1000 collector's item that doesn't get ridden, much as I'm off in the MX-5 every chance I get

Favourite TV show / movie / book? Happy Days, MASH, Pirates of the Caribbean

Dream wheels (money no object)? E39 RT Charger

Would you drive a Daewoo or SsangYong? When pigs fly backwards!!!!!!!!!!!!

Favourite other Mazda? 1999 Mazda Bravo Twin Cab Ute – damn good ute (not the farm ute)

If not a Mazda (gasp!) what? What would beat the MX-5???????

How long in the Club? Nearly three years

How many MX-5 Club runs? Too numerous to count!

Favourite Club run? Too many to pick from! Jindabyne weekend, anywhere with North-eastern Victorian Chapter ... really anywhere you can drive an MX-5

Funniest thing seen on a Club run? John Gleeson trying to get into Santa's suit and Jeff Woolf's continuing battle with the sunscreen!

Done DECA? No

Ford vs Holden? Holden, of course

What's playing in your MX-5? Suzie Q

Footy team (AFL/NRL/Soccer)? Geelong

Final comments?

The MX-5 has made us get out and about and see a lot of Victoria we would otherwise not have seen.

We have met some fabulous people and made some great friends.



A new option for the MX-5 owner

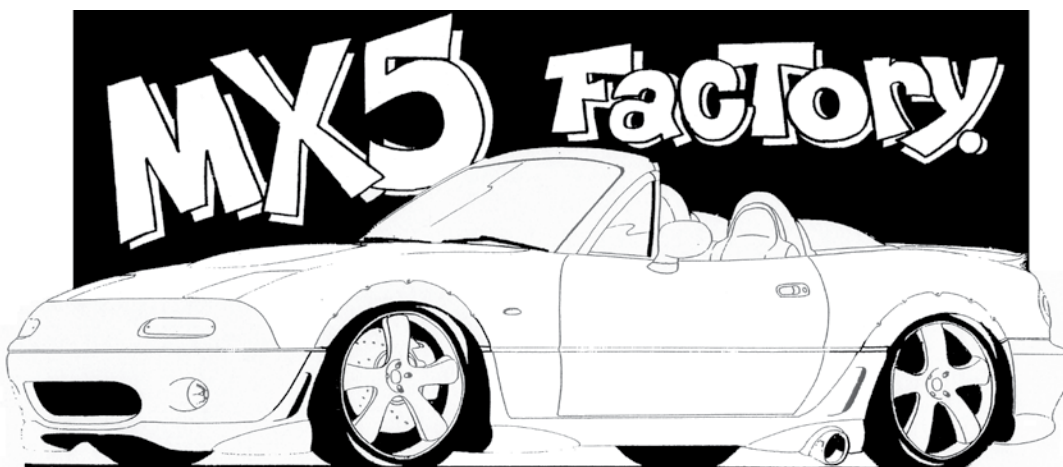
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- ◆ Suspension, exhaust and performance kits
- ◆ Fully equipped workshop facility
- ◆ Competitive rates on all work
- ◆ **FREE** towing for mechanical breakdown and collision
- ◆ Special rates to Club Members - Free loan car available to Members
- ◆ Contact Dick to discuss your mechanical needs



Oven Baked Enamel Services are a factory approved repairer with 20 years of experience on Mazda, your smash repair specialist

- ◆ Chassis alignment specialists
- ◆ Air conditioning and detailing
- ◆ Insurance claims, advice service
- ◆ Lifetime work guarantee
- ◆ All spray work in Seetal Low Bake oven

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FREE no obligation quote.

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