

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



Dave's big day out

In this edition:
2012-13 awards and recognitions
City Mazda championship gets going
All the Chapter news ...

23 up!

Saturday, 10 August, marks 23 years since the Club's first formal meeting in 1990.



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contents



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regulars

- 5** President's page: *Don's Drive(I)* **7** Motor sport: *Full Throttle!*
- 6** Membership | crossword #11
- 8** 2012-2013 Awards lunch and presentations
- 12** NatMeet 2014 ... *bookings extended!*
- 13** MX-5 Grill ... *meet Tim Emery, motor sport competitor*
- 14** "Graphite MX-5 – new UK limited edition
- 14** Favourite recipe ... *Thai Chicken*
- 24** Favourite road ... *Fingal to Avoca, northern Tassie*
- 32** Forced induction to an NC
- 33** Tech Talk: *NB ignition alarm / DIY NC footwell lighting*
- 34** The \$60,000 question ... *the best sports car/family wagon combo*

Chapter chatter

- 15** Southern Tasmania ... *Dinner in the Williams' garage*
- 16** Western Victoria ... *Sunday roast run*
- 18** Northern Tasmania ... *the Roland Circuit*
- 20** Central ... *Run to the Awards*
- 22** North-eastern Victoria ... *the No Idea run*

Motor Sport

- 25** Motorkhana ... *VMC Rd 6, Bendigo*
- 26** City Mazda Sprints Championship ... *Rd 1, Phillip Island*
- 29** City Mazda Sprints Championship ... *Rd 2, Broadford*
- 30** Motor sport is business for Mazda (*in the US ...*)

Cover image:

Club Captain - Social, Dave Collins, who led the organisation of the annual awards day, got more than he bargained for with *three* awards ... including the Mike Quist Award, presented by Mazda Australia MD, Martin Benders. *Photo: Ron Macdonald*

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Don's Drive(l) ...



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

Hi everyone!

Welcome to our August *mxtra*.

This one is being written before the AGM (which coincides with the despatch of this magazine) and so this could be my last *Drive(l)* as president if the Committee have had enough of the incumbent. There have been no rumours of a spill *but you can never say never in a democracy*, as Julia will confirm.

However, on the off chance the Club has been invaded by the faceless backroom boys, I'll take the opportunity to thank the Committee for all their hard work over the last 12 months.

It's said very regularly that the Club is fortunate to have some very committed people who are happy to donate their spare time for the good of the membership. Between the Chapter Captains and their assistants, the Committee members and the volunteers from within the Chapters and motor sport, we have a group of dedicated folk who make this Club what it is: a vibrant and active meeting place for enthusiasts of the MX-5. My sincere thanks to all of you for your efforts; I'm sure I speak for everyone in the Club when I say that your contributions are greatly appreciated.

With an average of a meeting every month in nearly all Chapters and the motor sport group, we are now staging around 75 events over a year. Throw in a high-quality full-colour monthly magazine and the other annual events, I think we are offering good value for the membership fees. *But are you of the same opinion?*

To find out, we still need members to complete the survey. My thanks to all 143 of you who have taken the time to answer the online questionnaire. As I said last month, this is all about finding out what you want from your membership fees, but that last plea appears to have had the opposite effect as we didn't get one more respondent since the July magazine was sent out! Undeterred we have placed an advert this month (p 14) to try to jog you to action. **I can assure you that your answers are totally anonymous which means you can be as honest as you like (which we would prefer).**

Last month I made some comments on the durability of the oil in the gearbox and diff of the NC. I thought it may be wise to get the opinion of Mazda on the frequency of gearbox and diff oil changes. They confirmed that they were

happy with the 100,000km oil change recommendation. Even though the oil may have looked black and thin from the gearbox at 50,000km, they were comfortable that it was still doing the job.

I guess it comes down to personal choice. Mazda's position is governed by a desire to ensure they have no drive-train problems, at least during the warranty period of the car, while at the same time keeping running costs as low as possible. My position is that the car may have to travel more kilometres and for longer than the warranty, so changing the oil more regularly than required is an attempt at some engineering insurance at a relatively low price. *I also like the fact that the drive-train rattle has not returned.*

This month we have quite a few photos from the annual Awards lunch. The event was a great success as you will be able to see. Thanks to the support of Mazda Australia (Ben Rounsefell and Emily Banger), we were able to stage the event at their headquarters in Notting Hill. **Martin Benders**, the Mazda Australia MD, and **Eugene Arocca**, the CEO of CAMS, provided us with some interesting insights into their organisations and what they see for the future. We are grateful to both for assisting in the presentation of awards to the winners and for donating their time on the day. My personal thanks to Dave Collins, Cary Warren and Murray Finlay for the organisation of the lunch and trophies, and to Ron Macdonald (not forgetting Wendy Clarke) for leading the run prior to the lunch, as well as undertaking the role of official photographer.

Finally a comment to the increasing number of enquiries about Club permits for owners of cars reaching the magic 25 years of age. VicRoads registrations for infrequently used cars, 25 years and older, are considerably cheaper than normal registration costs, so the interest is not unexpected. We have formed a sub-committee to look into how the Club should manage the permits. Fortunately there are plenty of clubs with experience to sample. The sub-committee will report back in October. We have time as the first MX-5 will not reach 25 until October 2014. But it will come soon enough and we want to have a system in place well beforehand.

Remember ... Safety *fast* first!

Don

For your diary ...

See the full calendar for details

August

- 18 Central: Trafalgar run
- 18 Eastern: Social day out
- 18 South Tas: Tasman Peninsula
- 18 North Tas: A to B run
- 18 Motorkhana – Leongatha
- 24-25 Western Vic: Eildon overnight

September

- 8 Central: Joint run with Alfa Club
- 21 Sprints: Rd 4 – Calder

October

- 5-6 Eastern: overnight to Bright
- 5-6 Australian Motorkhana Championship, Mt Gambier
- 6 Central: Ocean Road dawn run
- 18-20 NSW Club 3-day weekend
- 19-20 Motor Sport: Winton 6 Hour
- 26 Central: High Country run
- TBA Central: New members' night

November

- 2-3 Sprints: Rd 5 & NSW/Vic Interstate Challenge – Wakefield Park
- 9-10 NSW Club Canberra Chapter weekend – all welcome
- 10 Central: annual CFA run
- 17 Sprints: Rd 6 – Phillip Island

December

- 15 Central: Christmas run
- 15 Western Vic: Christmas run

2014

April

- 12-15 NatMeet XI – Caloundra, Qld





Membership

Current membership count:

426

and growing!

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

Hello everyone ...

This month's crop of 27 new members is easily a record, and our total count is already up 50 on that for the same period last year.

The month is also memorable because *the Club has now clocked up its 2000th member* since we started in 1990. The lucky member is **Todd Fletcher** who drives a black 1998 NB. Unfortunately, a prize doesn't accompany the number, but at least Todd should have no trouble remembering it!

Of course, the other 26 new members are equally welcome to our ranks and I trust you will all enjoy your time in the Club.

Western Victoria Chapter

| | |
|--------------------------|----------------------|
| Haig Becker | 2006 Marble White NC |
| Kev Brown & Jan Janetski | 2000 Silver NB |
| Steve Schreck | 1993 Classic Red NA |
| Chris Van Velzen | 2001 Black NB |

North-Eastern Victoria Chapter

| | |
|------------------------|---------------------|
| Maree Connell | 2011 Aluminium NC |
| Peter Doyle | 1992 Classic Red NA |
| Lorelei & Shane Thomas | 2007 True Red NC |

Northern Tasmania Chapter

| | |
|--------------|------------------------|
| Raymond Howe | 1998 Evolution Gold NB |
| Peter Steer | 1990 Red NA |

Central Chapter

| | |
|--|---------------------|
| Nicholas Cannizzo | 1993 Classic Red NA |
| Andrea Crawford | 2012 Aluminium NC |
| Adrian & Nola du Jardin | 2006 Silver NC |
| Robert (Barry) Ellem | 2000 Classic Red NB |
| Todd Fletcher | 1998 Black NB |
| Colin Mason-Hayes | 1999 Blue NB |
| Susan Pitcher-Kinnear & Ash Almunsiri | 2010 True Red NC |
| Tristan Roberts | 1990 Orange NA |
| Peter, Shelley, Ethan & Chelsea Thompson | 2001 Silver NB |
| Adam & Alison Trapski | 2011 Aluminium NC |

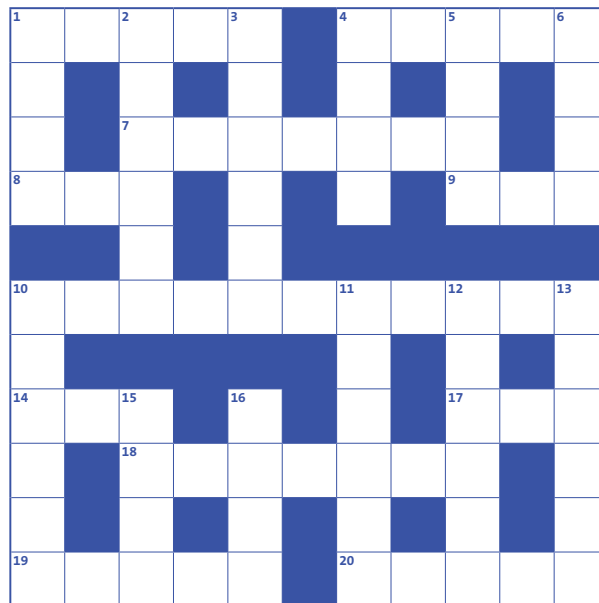
See you out and about *Will*

Alan Bennett's MX-5 crossword #11

Theme:
Palindromes & anagrams

Across

- 1 A belief or theory held between 9 and 11 (5)
- 4 *The great black cockatoo, often seen near Ararat* (5)
- 7 Off the cuff I would say that I would move the shoulder muscles (7)
- 8 Briefly tattoos my skin (3)
- 9 The sudden moment when I realise the answer (3)
- 10 Striped bird opens the auction (5, 6)
- 14 Syrian cloth but not quite a Swedish pop group (3)
- 17 Don agrees (3)
- 18 Lives on a Pacific Island in asylum! (7)
- 19 The editor lets it stand more than once in a set street (5)
- 20 Speeding? Fine, it will get you both ways! (5)



Down

- 1 To to press press the the horn horn (4)
- 2 and 15 down. Rang then or as I moved away from the South to level or align (5, 5)
- 3 I repeat, I shake my head and do not agree (3, 3)
- 4 A fault on the Suzuki, the altonator is shortening! (4)
- 5 Emanates from all living things, especially Laura (4)
- 6 Naan bread plays tennis with Kournikova? (4)
- 10 An MX-5 turbo (a fast SE) overcomes hunger? (6)
- 11 The person who is sure to give out something of value (6)
- 12 In the end and, when repeated, the past participle of itself (6)
- 13 More red than red (6)
- 15 *see 2 down*
- 16 On the cusp of drinking (4)

MX-5 crossword #10

July 2013

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| S | C | U | F | F | P | L | A | T | E |
| E | N | I | A | E | X | | | | |
| A | L | E | A | R | N | E | R | I | |
| T | W | O | S | E | O | U | T | | |
| C | C | | | | | | | | |
| A | C | K | N | O | W | L | E | D | G |
| I | | | | | | | | | |
| R | I | M | H | G | L | O | W | | |
| B | I | S | O | L | A | T | E | I | |
| A | C | O | C | T | T | N | | | |
| G | U | A | R | D | Y | I | E | L | D |

Answers next month ...



Full Throttle!

■ Daniel White – Club Captain - Motor Sport captain@mx5vic.org.au



Another busy month for Motor Sport with Rounds 2 and 3 of the City Mazda MX-5 Sprint Championship and the Club's awards lunch all taking place over the past five weeks.

Competitor numbers continue to grow in the Championship with a healthy MX-5 entry list of 30 at the most recent round at Winton (report in next edition of *mxtra*).

The annual awards lunch is always a great – and sometimes only – opportunity for the members of the motor sport team to meet with other members of the Club. This year it was great to see 3-4 tables taken up by some of the motor sport team and I have to say the event definitely took on a motor sport theme with the function room being surrounded by Mazda Motorsport vehicles and also us having the CEO of CAMS, Eugene Arocca

(left), speak and present the motor sport awards. Eugene gave a frank overview of his perceptions, and future plans for motor sport, including "grassroots" club-level motor sport, in Australia.

As the name suggests, the awards lunch is exactly that, with all the 2012-13 "gongs" being handed out.

The Motor Sport Champion title was a three-way tie between Robert Hart, Stephen Downes and Noel Heritage.

Class winners were:

- » Standard NA: **Noel Heritage**
- » Standard NB: **Stephen Downes**
- » Standard NC: **Robert Hart**
- » Clubman: **Peter Phillips**
- » Modified: **Russell Garner**
- » Restricted Open: **Paul Murphy**
- » Open: **Mark Fitzgerald**

The Rookie of the Year award went to Murray Seymour, while the Motor Sport Captain's award went to Tim Emery who, over the past 12 months, has provided input into our motor sport and other Club surveys, initiated sponsorship of the Sprint Championship also been a back-up support in the recent revising of the Championship rules (and ghost-writing this month's *Full Throttle!*). Many thanks, Tim.



As part of the overall awards, 5-, 10-, 15- and 20-year membership pins were presented and again some of the long-standing motor sport team members featured:

» 5 Years:

- Max Lloyd
- Ray Monik
- Ben Sale
- David Wilken

» 10 Years:

- Sam Gumina
- Andrew Hardeman
- Antoine Jacob
- Robert Parr
- Greg & Lynda Savage
- Randy Stagno Navarra

Congratulations to all the winners of these awards. See the next pages for all the photos from the day.

I personally was blindsided and humbled by being awarded the Club's *Jinba Ittai* award for 2012-2013. As an obvious MX-5 nut, this award will take pride of place in the White household, so I thank President Don and appreciate the recognition.

Enough about me, let's talk about you!

Over the next few months we will be conducting the first of a series of motor sport information nights, which will include technical sessions on suspension, tyres and driving dynamics. The ability to run these sessions is a result of us gaining a small amount of financial support from the new sponsors of our Sprint Championship.

Some of the other initiatives planned are the establishment of an 'on-track' spares kit for each series of MX-5, and official signage and decals for competitors' cars (right) that you may have already seen.



Daniel

#146

"Racing – converting money into noise!"

2012-2013 Awards



≈ Dave Collins (centre) receives the 2012-2013 Mike Quist Award for Club Champion from Mazda Australia MD, Martin Benders (left) and Club President Don Nicoll

≈ L-R: Gail & Dave Collins, 2012-2013 Teams Champions, with Ellen Engwerda, 2012-2013 New Member Champion

» 2012-2013 **mxtra** award winner, Karen Bradshaw



Chapter Champions ... L-R: Rob Krygsman, Eastern Victoria, Dave Collins, Central, Gerry Engwerda, North-eastern Victoria and Karen Bradshaw, Western Victoria. Absent winners this year (inset, right) were John Hadrill, Southern Tasmania (top) and Michael Nolan, Northern Tasmania.

28/7/13



Photos: Ron Macdonald



« President Don presents the 2012-2013 Jinba Ittai Award to Daniel White

Years of Membership

20 years

Alyssa Finlay

15 years

Joan Read | Ken Read | Barry Hollands

10 years

Chris Coghlan | Steven Eckfield | Sam Gumina
Andrew Hardeman | Antoine Jacob | Stephen Mannering
Robert Parr | Greg & Lynda Savage
Randy Stagno Navarra | Janette & John Todd

5 years

Simon Beal & Susan McMahon | George & Mary Cazanis
Matthew Curtain, Julia Multoff & Ethan Curtain
Peter Dannock, Jane Price & Melanie Dannock
Dianne & Lynton Forster | Andrew George
John & Noellene Gleeson | Bruce & Jenny Gray
Bruce Harvey & Cheryl Murray | Clifton Hutton
Jeff Isaac | Max Lloyd | Travis McInnes | Ray Monik
Don & Linda Nicoll | Terry Oates | Bruce Phillips
John Pocklington | Nils Powell | Faye Pryor
Ben Sale | Owen Shirreff | Perry Tountsios
Robert West | Ric Wigmore | David Wilken



« Far left: Alyssa Finlay receives her 20-year membership pin



Left: 15-year pin members (from left) Ken & Joan Read and Barry Hollands



« Far left: 10-year pins went to John & Janette Todd



Left: 5-year pin recipients (from left) Peter Dannock, Linda & Don Nicoll, Noellene & John Gleeson, Max Lloyd and Ben Sale

2012-2013 Motor Sport Awards

■ Photos: Ron Macdonald



2012-2013 Motor Sport Champions

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

Pictured left, between Club Captain – Motor Sport Daniel White and CAMS CEO, Eugene Arocca, they were (from left) **Robert Hart, Stephen Downes and Noel Heritage.**



Above: AROCA Victorian president Ross Flood (right) and Competition Secretary Neil Choi (left) presented our Club with the Alfa club's **"Most Supportive Organisation"** award. Club Captain – Motor Sport, Daniel White, accepted on behalf of the Club and all the motor sport team



Left: **Tim Emery** (centre) received the 2012-2013 Club Captain's Award from Daniel White and Eugene Arocca



All class!

Class winners

Pictured (standing, from left):

- » **Russell Garner** – Modified
- » **Peter Phillips** – Clubman
- » **Robert Hart** – Std NC
- » **Noel Heritage** – Std NA
- » **Stephen Downes** – Std NB
- » presenters **Daniel White & Eugene Arocca**

Front:

- » **Paul Murphy** – Restricted Open
- » **Mark Fitzgerald** – Open

Other awards:

- » **Tim Emery** – Captain's Award
- » **Murray Seymour** – Rookie of the Year

Scene about ... at the Awards lunch



■ Photos: Karen Bradshaw, Ron Macdonald



≈ In Appreciation awards: retiring Committee members Steve Dunlop, Robert Downes, Janette Todd and John Todd, and NE Victoria's Marg Gillick



28 July, day of the Mazda MX-5 Club of Victoria and Tasmania awards presentation ...

The day began in Doveton with a brisk morning run through the surrounding hills, led by our Central Chapter Captain Ron Macdonald. Once the early morning cobwebs were blown out, the team of 20 cars arrived at Mazda's head office in Mount Waverley, to greet the 20 or so already there, ready to celebrate the annual awards.

Members were greeted at the door by Daniel White's new pride and joy of the track, his Innocent Blue 10th anniversary NB, displaying the Club's new "City Mazda MX-5 Sprint Championship" logos.

Mazda Australia had dressed the perimeter of the room with a collection of new and old race vehicles along with a selection of Mazdas from the early years. Steve Dunlop, our trusty merchandise officer, was running hot bargains of Club merchandise prior to the official celebrations, whilst members enjoyed a warm cuppa, catching up with fellow members or viewing Ron Mac's audiovisual presentation.

President Don Nicoll welcomed us all before **Mazda Australia's MD Martin Benders** kicked off proceedings with interesting facts and figures about our beloved little sports car – such as, since the car's 1989 launch 930,000 have been sold worldwide, including 15,500 in Australia and, in the UK (with less than three times our population), 112,000! – and then continued to inform us of the next generation of the MX-5.

A good old carvery lunch was served before the award presentations, with second servings on offer if you could fit it in. The awards were presented by the President, committee members, Chapter Captains and distinguished guests.

Ross Flood and Neil Choi, president and competition secretary respectively of AROCA, the Victorian Alfa Club, presented us with their club's "most supportive organisation" award, in recognition of our motor sport crew's strong support for their sprint events

Eugene Arocca, new CEO of the Confederation of Australian Motor Sport, was our second guest speaker, talking to us about CAMS' drive to become more involved with and address the needs and interests of grass roots and Club-level motor sport.

The official proceedings came to an end, the Mazda car park came alive with the excitement of zoom zoom as members managed to grab the last of the day's winter sunrays, dropping their tops and heading home. ■ ~ Cary Warren

NatMeet 2014 - bookings extended!



Every two years, the Mazda MX-5 clubs of Australia get together for "NatMeet" - our national gathering.

The next one, the eleventh to be held since the inaugural event in South Australia in 1994, will be in Caloundra on the Sunshine Coast in Queensland in 2014.

It's planned for 12-15 April - which means that, for the first time it, will *not* be held over the Easter weekend. And that means less-congested roads, better access to accommodation and venues and a more cost-effective event.

NatMeet is five days of fun and frivolity, and a perfect chance to spend time with like-minded enthusiasts who share your love of



the wonderful Mazda MX-5. Being involved is an experience you will never forget.

If you have been to a NatMeet before, you'll know how much fun it is and will be keen to get along to this one.

And if you haven't, please consider the 2014 event. There's the full gamut of favourite MX-5 activities, from social to motor sport. You should get to at least one NatMeet in your life ... it's a great chance to get together with MX-5 friends, old and new.

The booking deadline has been extended, so you still have time to book for a great time with fellow MX-5 enthusiasts from all around Australia. See this month's flyer for details.

Registration, accommodation booking and other details are on the Queensland Club website, mx5clubqld.com.au



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The MX-5 Club Grill

Introducing ...

Tim Emery

Assistant Club Captain
- Motor Sport

Name? Tim Emery

Age? Stopped counting at 40

Born? Bethesda Hospital, Richmond

Current abode? Newport, Melbourne

Profession? Marketing, Communications Manager

Partner? Sally

Pets? 2 x kids (does that count?)

Fave food? Self-confessed 'foodie', love trying new styles, love anything Asian (Thai, Vietnamese, noodles)

Wow, is it lunch time already?!

Can you cook? Yep, in front of the barbie I am the master of my domain!

Favourite tippie? Red wine, Victorian. We are spoilt in Australia – we have some of the best wine producing regions in the world!

First drive? Mum's BMW E21 323i

First car? 1971 VW Beetle

First fender bender? Attempting my first 'Scandinavian flick' in a Datsun 1600 rally car in the Creswick State Forest. Turned out being a 'Scandinavian Flop' ...

Everyday driver? Mercedes Benz C Class

How many MX-5s have you owned? Three

Current MX-5? NA6 'Track Hack'

MX-5 improvements? Coil-overs, full exhaust, sticky tyres, race seat, roll cage, harness

MX-5 dislikes? When can we officially lose the 'Hairdresser's Car' stigma!

Why an MX-5? Cheap, reliable, rear-wheel drive ... a real sports car

Fluffy dice? Next question ...

Passions besides the MX-5? Family, home, food & friends ... Life's too short!

Favourite TV show / movie / book? Grand Designs / American Pickers / Top Gear

Dream wheels (money no object)? Porsche 997 GT3 RS (Orange please!)

Would you drive a Daewoo or SsangYong? I'll grab a cab!

Favourite other Mazda? RX-8

If not a Mazda (gasp!) what? I am a Subaru fan ...

How long in the Club? About three years

How many MX-5 Club runs or track events? Over 20 track days, and a Winton 6 Hour

Favourite Club run/track? Phillip Island – can't help smiling the first time I pull out of pit lane on to that main straight. One of the best tracks in the world!

Funniest thing seen at a Club event? Captain Daniel 'Hollywood' White 'reapplying' tyre gloss half way through a track day! (Not the funniest, but was worth some great ribbing for the remainder of the day!)

Done DECA? Yep, not with the MX-5 Club though

Ford vs Holden? Holden

What's playing in your MX-5? Track car, no radio, so strictly iPod on the long journey to the track ... so it's 'pump up' music, 'Eye of the Tiger', 'Final Count Down', that sort of thing ... LOL!



^ Riding in the 200km "Ride to Conquer Cancer", 2012

Footy team (AFL/NRL/Soccer)? What's that?

Final comments? In the words of the guy in the Shannons ad: "I'm not a car club guy ..." – but having said that the MX-5 Club has a great culture and the Motor Sport Team are a great bunch of people who as a whole don't take themselves too seriously, help each other out, support new comers and go out and have some fun in the cars they love!



^ In action on the track



^ Second from right, hiking the 'Great Ocean Walk' from Apollo Bay to the Twelve Apostles, last year

MX-5 Sport Graphite ... *new UK limited edition*

■ Words & photos: www.worldcarfans.com

■ Contributor: Sue Ransom

Mazda in the UK has introduced yet another special edition of the MX-5. It's called the **Sport Graphite** and is limited to 500 units.

This new version can be had with either a 126 HP (92 kW) 1.8-litre or a beefier 160 HP (117 kW) 2.0-litre engine. Exclusive exterior paint choices include Zeal Red Mica, Aquatic Blue Mica and Aluminum Silver Metallic – which all come with a Meteor Grey retractable hard top roof and 17-inch dark gunmetal alloys.

Standard goodies include black leather heated seats with grey stitching, 5.8-inch TomTom navigation with built-in Bluetooth hands-free kit, along with limited edition badges, colour-co-ordinated door mirrors and glossy dark grey bars. It also comes with stainless steel scuff plates, climate control, electric windows and mirrors, as well as body-coloured door handles.

It's on sale from £20,995 (A\$36,000). ■



We still need to hear from you!

IN JUNE we sent an e-mail to all members with a link to our second Club survey.

This survey is about YOU, the Club member, your interests and expectations.

What has been your experience since you joined, what have we done that keeps you coming to events and what can we do better? What benefits are you looking for?

The more information we get, the more we have to work with to assess future priorities for the Club.

We quickly received 143 responses, but there has been **no new feedback in the last month!**

If you haven't yet (or joined since June), please take the 10-15 minutes to complete the questionnaire:

<https://surveymonkey.com/s/mx5clubactivities>

Your responses are very important in determining the future direction of the Club. There are plenty of opportunities to add comments to many of the responses. Please use them to let us know what you would like to see.

The survey is 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! ■



Favourite recipe: Thai chicken ■ Dave Collins

A soup with that great Thai taste, and with just a little bit of a bite. The amount of bite can be adjusted to your personal choice.

This is a regular for us when we feel like Thai. No need to go out. The soup is quick, easy and just a wonderful taste.

Ingredients:

- » 3 tbs red curry paste
- » 800ml coconut milk
- » 450ml chicken stock
- » 1 tbs fish sauce
- » 2 tbs sugar
- » 250g rice noodles
- » 1 bunch bok choy
- » 4 shallots
- » 1 pkt bean sprouts
- » 2 cups sliced cooked chicken breast
- » 1 long red chilli
- » 1 bunch coriander

Serves four

Preparation time: 20 minutes

Method:

Combine coconut milk, chicken stock, fish sauce, curry paste and sugar in a large saucepan and bring to a boil. Turn down heat and simmer for five minutes.

Add noodles and continue to simmer for a further five minutes

Finely slice bok choy, shallots and chilli. Wash bean sprouts very well under cold running water.

Add bok choy, shallots and chicken and heat for a further one minute or until hot.

Pour soup into a deep bowl and garnish with bean sprouts, coriander and chilli. ■

Chapter chatter ...

13.7.13 | Southern Tasmania

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



July in Southern Tassie can be pretty cold, so it's a good time to have shorter runs with a more social theme.

Hence, Mike and Liz Williams offered to host the Chapter to dinner so that Mike would have a chance to show us his new car, plus the progress on his Buchanan.

We met mid-afternoon on Saturday, weather iffy but not too bad. We managed to find Allan P on the road, and so we headed off towards Richmond and environs for a little spin before making it back to Mike and Liz's place for dinner and car oggling.

I thought it was going well ... I was trying to time it so the group arrived as per the scheduled time. Having a little time up our sleeves I took a bit of a long cut but, as these things go, it being quite dark, I managed to lose one of the group (sorry, Royce and Gaye).

We all managed to get to Mike's place, and the group split in two, the co-drivers generally congregating upstairs

while the drivers went to look at Mike's cars under the house.

Mike (pictured, top right) showed us around the Rolls Royce 20/25, an early '30s car – quite spectacular and very different from a modern car in its engineering philosophy. We also looked at the two Alvises (*is that Alvisii, Mike?*) and the Buchanan, which is another whole story in itself.

It was about this time that we were called to dinner, a lovely variety of curries and Persian rice. Dessert was a yummy pavlova (thanks Carla) and John Hadrill's de-lish trifle. After dessert we had a lucky draw for a few donated bottles of wine, before we relaxed and chatted until quite late into the night.

Thanks to Mike and Liz for hosting a lovely evening and making us all feel very welcome. ■

Skid pan day

■ Words: John Waldock

Tasmania police open their skip pan quarterly to CAMS members for a general skills experience. The day started very wet, which isn't that bad for a skid pan.

Only two of us went along, Ian Long and myself, and we had two runs around the cones to test out our cars in wet and oily conditions. We both had a ball, finding it very difficult to get the back to slide and giving us a better idea of our cars' limit.

I urge everyone to have a go at this, if you get the opportunity. ■

Chapter chatter ...

14.7.13 | Western Victoria ■ Words & photos: Karen Bradshaw ■ Organiser: John & Noellene Gleeson

Yes, we were off on another run; this one a bit different with a short morning run and a Sunday roast for lunch.

It was an overcast and dreary day when Ian and I arrived at the Everetts' to travel into Ballarat together. Alan's car had other ideas! Somehow it managed to lock itself with the keys in the ignition – luckily the window was down a bit and Alan was able to get to the keys. I don't know, Alan ... what is it about you and your keys being locked in your car! After Dawn had run inside to check the phone and get the spare keys we were on our way to meet up at Gleesons'.

At Gleesons' we welcomed new member Kevin Brown and his partner Jan to the Club. We also welcomed Ron and Marg from the NE Victoria Chapter, and Pam and Tyrone, and Rosa (and her cute little dog who blended in with her fluffy coat) from the Central Chapter.

We set off in the misty rain, all with our roofs up – not game to risk the threatening down pour from the low, dark clouds. Being such a dull day Woolfie didn't have to worry about the sunscreen attacking him as it has been known to do in the past.

We travelled around the back of Mt Buninyong, into Buninyong and on to the Dereel-Mt Mercer Road the misty rain had cleared, we even had a hint of a rainbow! We then ventured through the Enfield State Forrest where the Pink Heath was out in flower – very pretty. We had to divert around a dead fox on the road, and no, it wasn't the lunch time special!

We went through Napoleons over Dog Track Creek, through Cambrian Hill and into the back of Sebastopol turning into Prince Street and then passing through Ross Creek and into Smythesdale. This is where Ian had to make an unscheduled stop and went off the directed route to do a Clifty Young shuffle in the rain – when you have to go you have to go!

We caught up with the convoy on the outskirts of Linton after going through Snake Valley. John pulled over for a regroup as Neil turned and headed back to Linton with possible overheating problems. Back on the move again, we turned right at Scarsdale then another right on to the Linton-Piggoreet Road. We went through the curvy MX-5 sharp turns at Devils Kitchen, then another right took us past the Clarksdale Bird Sanctuary (where we had lunch on another run).

It was still raining as we drove into Linton and parked at Cafe 80, our lunch destination, where we had a yummy country style roast beef/pork lunch waiting for us. Of course there was a lot of chit-chat over lunch as we caught up with old and new friends and discussed all things to do with MX-5s, even venturing outside to inspect the spoiler kit on Will and Coral's NB, of which I had to take photos so that we can get the same. A big thank you to Chrissie and her staff from Cafe 80 for looking after us so well.

After our very filling roast lunch we presented Dawn with a birthday cake (I won't mention which one but she had to have several goes at blowing the candles out and we only had five!). Just as well we didn't have the required number or we would have burnt the place down!

It was really lovely to sit down to a leisurely 90-minute lunch and not have to rush off. But lunch was over all too soon as many people had some distance to go to get home – Corowa, Torquay, Melbourne, Malden and Talbot. Ian and I were lucky; we were home in 20 minutes.

Another great little run with a social twist this time – which made a nice change of pace. ■



Sunday roast run



Our short escape to Adelaide ■ Words & photos: Karen Bradshaw

We had been talking about going to Adelaide to see the Pandas at the zoo – the only pandas in the Southern Hemisphere and to revisit the National Car Museum at Birdwood. So in the second week of the July school holidays we headed off.

We left on Monday, 8 July, travelling the long haul to Adelaide. We stayed at the Jasper Motor Inn in Hyde Park, walking distance to the shops in King William Street which runs through Adelaide.

Tuesday we spent all day at the Zoo – me snapping photos of everything!! The pandas were awesome and active all day, and we visited them three times.

Wednesday was our MX-5 day! We travelled out to Birdwood via the Gorge Scenic Drive, which was a fantastic MX-5 road with lots of corners and bends. But the little man who has been around the Great Ocean Road with his 80 signs had been on this road too, but with 70 and 80 signs most of the way ... not that you could go any faster anyway.



At Birdwood we visited the National Car Museum. There we found all sorts of cars – the very old through to the new ... not many Mazdas or Valiants though; there are over 300 cars and 100 motorbikes. We did find a three-wheeled Mazda, which was quite different. Mazda first imported this “small truck”, powered by a 596cc air-cooled engine, in 1959. According to the Mazda information

sign, Mazda began by producing gaskets for other vehicle producers. They designed their first vehicles in 1940 but it wasn't until the 1960s that Mazda volume production and export began to “crank up”. They are now the fourth largest Japanese car manufacturer.



Once we had finished ogling the cars in the Museum we headed down the street where we found the pub with the car hanging from the front second storey, complete with beer barrels. After lunch at Mt Torrens, where Ian found a make believe Mazda in the playground, we headed to Gumeracha, stopping at the giant rocking horse briefly before hitting



the road to Mt Lofty Lookout.

This was another fabulous stretch of road for the MX-5 – lots of curves and corners. Some young fellows in a small Mitsubishi tried to keep up with us, but after going sideways around a corner, conceded that the MX-5 was far superior ... something we already knew! The view was terrific from the lookout – looking out across the sea from Port Adelaide, Glenelg and down the coast.

On Thursday we ventured to the RM Williams museum and shop before heading to Port Adelaide, then on to Glenelg visiting old memories of when we holidayed there with the kids – not the same excitement without the kids.

Friday was the return trip home – long and boring! ■



Chapter chatter ...

21.7.13 | Northern Tasmania ■ Words & photos: Kelly Berggren ■ Organiser: Carl Berggren

The Roland Circuit



Ready to go: Scott, Carl & Michael



Sorry, Bruce ... the red ones go faster!



✓ *It's behind you! Mt Roland provides a stunning backdrop for Scott, Belinda (obscured), Karen, Michael, Carl and Michael*

Carl's run around Roland took us through some seriously fun roads ...

... including the tight, winding hill climb up to Paradise through old forestry cuttings, down the hairpins to the top of Lake Barrington at the Cethana Dam, back around Wilmot and down into the freezing valley below Black Bluff, for a picnic at the Leven Canyon with the fluffy natives.

On the way we stopped at Devil's Gate Dam (bottom end of Lake Barrington) to see if the water was flowing over the top (it's an amazing concave dam, with the top acting as the spillway).

Paloona dam was in full flood the day before, but alas Devil's Gate was just lapping the top lip – still a sight to behold, especially for those who hadn't seen it before – and the road in is a lovely winding bush road.

The weather had been more wet than cold, and we managed to stay on the other side of the rain clouds that were hovering over Deloraine.

Keeping the top down made it all the better to see the fantastical mail box creations that Wilmot is known for. The full-size Dalek was my favourite, followed by the huge Boags tinny and up-side-down bomb shell.

We came home via our favourite Paloona Dam road, (a Targa stage) to finish at Forth. ■



✓ *Karen almost loses her hat on the canyon lookout*

^ *Bruce leads Michael into Leven Canyon, proving that yellow cars are faster than red ones ... except for the red car he's following, of course!*

✓ *Leven River from canyon top lookout*



^ *Stasi with the Dalek mailbox at Wilmot*



^ *Roger*



Devil's Gate Dam (on a full day!) ^

Run to the awards

Rescued by a knight in shining crystal blue armour and other stories from the road ...

▼ Bert Brogan and Jeff Woolf

It's not often that tail-end-Charlie gets to be the hero of the day ...



▲ Bob de Bont

... but on the recent Central Chapter Awards lunch run, **Bob de Bont** deserved his own award for rescuing one of the MX-5 run participants

who inadvertently locked her keys in the car during an unscheduled stop.

Earlier, approximately 16 cars headed out under grey skies to take on a fantastic hill run around the Dandenong Ranges on the long way round to the annual Awards Lunch.

Mindful of the awards lunch deadline organisers Ron and Wendy had us all off the starting blocks right on time. We soon left the traffic lights and highways behind to head up into the hills around Upper Beaconsfield and beyond. Horse paddocks alternated with golf courses and bushland as we snaked up and around rolling green hills.

Joining the Central Chapter participants were a few visitors from near and far: Martin Benders, Mazda Australia Managing Director and Ben Rounsefell, Mazda Australia Loyalty Manager did a bit of serious product testing; Jeff Woolf from Western Vic Chapter along with Rob Krygsman and Mel Lees from Eastern Vic Chapter had risen with the sparrows to join in; and Southern Tasmania Chapter Captain John Waldock had flown in just for Ron and Wendy's run (or perhaps the awards too!).

Ron set a spirited pace out in front and Wendy gave the convoy clear advice over the two-way radio, especially useful when those turns on twisting country roads sneak up on you. As we zig-zagged over Mt Burnett we had great views south down to Westernport Bay. The section of road from Gembrook up to Launching Place was magnificent MX-5 material: a good road surface, dry weather, little traffic and lots of sweeping bends. Plenty of room to *zoom zoom*.

... continued



▲ Annette and Eric Field



▼ Halfway point of the run ...



▲ Wendy Clarke, left, with Sasha and Ben Rounsefell



So much to talk about ... ▲



Chapter chatter ...



28.7.13 | Central ■ Words: Bronwyn Roche ■ Photos: Wendy Clark & Ron Macdonald ■ Organisers: Ron & Wendy

After a quick pitstop at the Woori Yallock footy ground the convoy split into two, enabling the main part of the run to head off again. Whilst we waited for the next three cars and then the last two cars to arrive, we had a chance to enjoy the third-quarter sledging, elbowing and jostling for position at the Woori Yallock Under-12s footy match (*that was the parents, of course – not the kids!*).

Once the front convoy got back into mobile phone range again we learned the tale of the damsel in distress locked out of her car. Tail end Charlie escorted her in his trusty crystal blue steed back to her castle to pick up the spare keys.

Knowing that all was now well, the remaining gang of four headed off to enjoy the second part of the morning run.

Now I always pride myself on my navigation skills but you know pride comes before a fall and 20km out of Woori Yallock the instructions just didn't match the terrain anymore. We called in the second navigator aka the Melway, but even then it was tricky to work out if we had headed north east on the C404 or south west - we had done LOTS of corners! Where was our knight in shining armour when we needed one now?

We eventually found our bearings and as two of the four cars were heading to the lunch we decided to abandon the trip notes and head to lunch by the quickest route ... that was the intention anyway.

We made it to the Mazda headquarters in time and will just have to try that second part of the run another time! ■



^ Mazda Australia MD, Martin Benders, addresses the members at lunch

✓ Motor Sport Central: CAMS CEO Eugene Arocca (centre) with Robert Downes and Daniel White



^ 15-year members, Ken & Joan Read

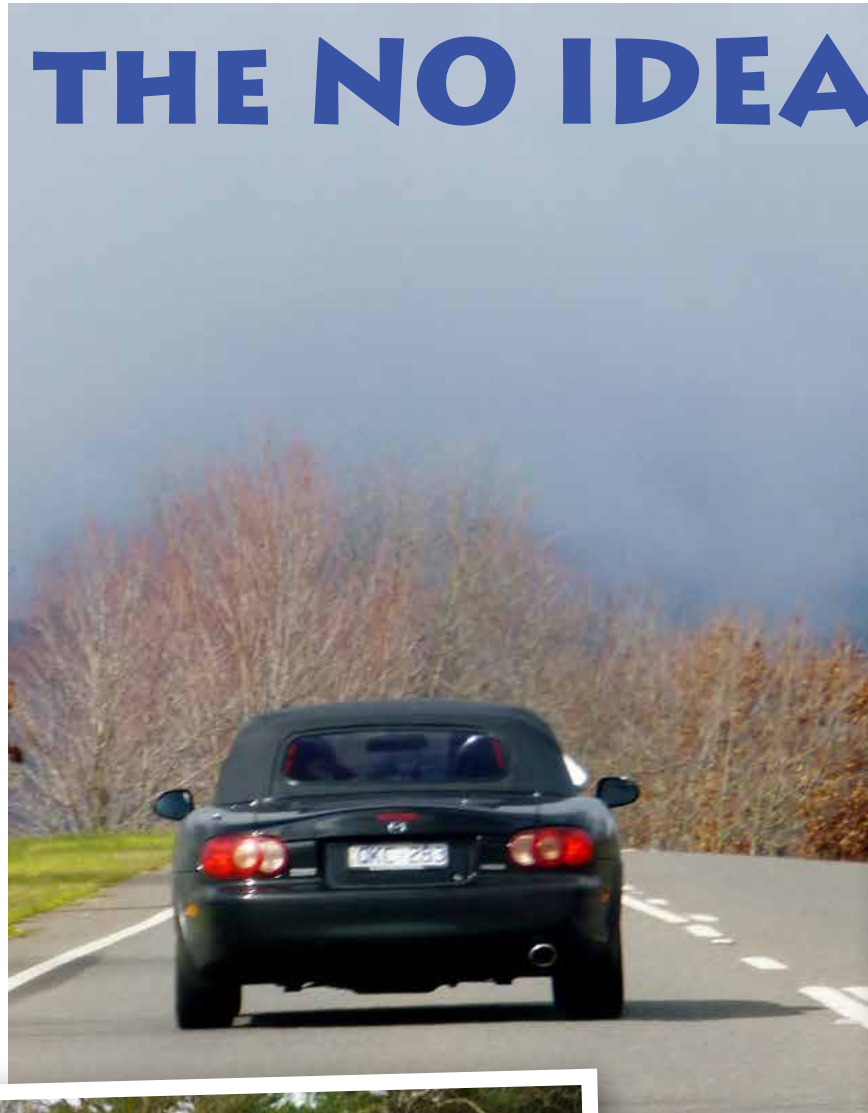
↳ Lunch ... ? ... is served! ^

Chapter chatter ...

4.8.13 | North-Eastern Victoria

■ Words: Peter Doyle ■ Photos: Marg Gillick, Karen Bradshaw ■ Organiser: Ron Gillick

THE NO IDEA RUN



◀ Almost cold enough for Ian (no shorts!), but Maree, Dierdre, Pam and Tyrone are well rugged up for the day



L-R: Ron, Marg, Dierdre, Peter, Gerry, Pam, Tyrone, Brian and Maree at lunch at Beechworth



On the Stanley Road ▶



Six cars assembled at Isaacs Park in Yackandandah on a chilly, overcast morning.

Rain threatened at any moment but Ron's car had its hood obstinately down and, bravely, two others followed suit shortly before departure.

The idea of the 'No Idea' run was to give each member of the team a turn at leading, destination unknown. Ron and Marg would take up the rear throughout to round up any lost stragglers.

First leader Gerry decided to get some heat into the tyres without delay. He headed out of Yackandandah to the east and was obviously feeling the *Zandvoort* (or was it *Assen*) vibes. Narrow, 'interesting' roads eventually took us back to the Yack-Myrtleford Road where Gerry handed over to Ian and Karen. They led us toward the Great Alpine Road, through Myrtleford to Ovens and the Happy Valley turnoff. From there the pace quickened until, as the road tightened up, Ian called on his Mark Webber muse and, with enviable smoothness, promptly disappeared. *(Must be something in the Ballarat water!)*

Ian and Karen were waiting for us at the Kiewa Valley Highway and it was Deirdre's and my turn to lead the convoy into Tawonga South for morning coffee. Brian and Maree nipped over to the Caltex service station opposite the café for a fuel top-up. (They later reported a price of \$1.75 a litre!)

With a slightly elevated pulse rate I led the group out of the café car park and headed for the famous (infamous?)

Tawonga Gap road. From the beginning of that hallowed tarmac to the second lookout my mirrors were filled with the predatory headlights of Tyrone and Pam's Heritage MX-5, *Clara*. Halfway to the top I was having visions of Graham Hill's Lotus skating past the casino at Monaco, looking for the inside line to get past this pesky back-marker.

A breather, a fond look at the spectacular view, some all-important photographs of the group, and it was back to the grid. Down the mountain, delighting in those beautifully surfaced and cambered corners to the Great Alpine Road again, and it was time for Tyrone and Pam to lead us to the lunchtime stop and the end of our run.

Rain showers and traffic dictated a very sedate drive through Bright, Porepunkah and Myrtleford, then the pace gradually increased until, from the Stanley turn-off, Tyrone moved to outright Jim Clark mode, pulled away and, with Brian in hot pursuit, led us triumphantly into Beechworth.

As usual, that beautiful town was under siege from the Sunday tourist crowd so parking was less than orderly. The group reformed in the main street and decided on the *Beechworth Pantry* for lunch. Excellent decision; the staff set up tables so we could all sit together and the mood was buoyant. Great tucker and lots of laughs brought the 'No Idea' run to a satisfying close. ■

Member news

Great Ocean Road queen **Joni** and Club motor sport identity husband **Chris Condos** have added to their family with the arrival of **Ethan Christopher**.

Joni told us: "Ethan was born 12:56 pm on Monday, 24 June, 2013, weighing in at a hefty 3.984kg or 8 pound 13 ounces in the old. Everyone settling in well except the car, which is sadly covered in bird poo and sitting idle."



Western Victoria Chapter identity and regular **mxtra** contributor **Lockie Story** is recovering at home after a close encounter with a red deer which saw the demise of his recently-purchased and very much-loved SE.

Lockie's evasive action avoided the deer but not the roadside ditch, which caused the car to flip end-over-end and then roll twice. In true intrepid journalistic style, Lockie has written about his misadventure to praise the strength of the car's cabin in such a bad accident. That will appear in the September **mxtra**.

Members who attended the annual awards lunch signed a get-well card for Lockie, and fellow Western Vic Chapter members called in to see him at the Austin hospital (below) on their way home from the event.



My favourite MX-5 road ...

■ Words & photo: Bruce Harvey, Northern Tasmania Chapter Captain

The B42 from Fingal through Rossarden to Avoca, northern Tassie

Google Rossarden and you will find houses for sale for less than \$50,000, reports labelling it as Tasmania's crime capital and a rich mining history.

The 43km detour from Fingal through Rossarden, eventually re-joining the main highway at Avoca is a personal favourite road that, in a state renowned for its MX-5 purpose-built roads, choosing only one road is a tough call.

The B42 is now the road very much less travelled with the chance of meeting another vehicle a lot less than finding a couple of deer wandering up the middle of the road.

The road's other hazards are also due to its lack of use, with moss holding the seal together in a lot of places and the very real possibility of branches or complete trees across part or all of the road. One-lane bridges with wooden decks and frost and ice are a winter threat.



The solution: drive the road twice – once in each direction ...

The result: – MX-5 Nirvana. ■



If you have a favourite MX-5 road, you're welcome to submit a short description (150 words) and a photo to <editor@mx5vic.org.au> and share it around!

You can discover the Club's favourite MX-5 roads with your own copy of our book, "20 Roads for 20 years" ... just \$16 + postage from our online shop. See the merchandise page on our website. Perfect for a glove box near you!



Burson automotive products at trade prices

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

Burson Auto Parts have generously extended their Club discount offer to all financial MX-5 Club members around Australia.

Simply ask for your discount when you purchase, and present your current membership card.

Quote account number 112558.

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

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

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... 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.

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

A cold & wet winter's drive ...



Words & photos: Bob de Bont » debounce60-mx5@yahoo.com.au | 0402 345 562



The setting for this round was the Bendigo Livestock Exchange, Huntly, hosted by the Bendigo Car Club.

The forecast for a cold day with rain and possible hail kept the field to 29 competitors. Following the obligatory scrutiny and drivers' briefing, the competitors were presented with a total of 10 tests at two test areas on a good bitumen surface which threatened to dry out ... but never did.

The day included JRace, the CAMS junior development program, which proved popular.

Class B had four entries, with all driving MX-5s. The Club was represented by Troy and Tony Heasley in their Titanium NB8C, Brian Marks in his Titanium NB8C and Bob de Bont in his NB8B.

Troy opened the day with two fast times, followed with three more and was on target for an easy class win until a late WD, handing the win to Bob by 7.70 seconds. Brian scored two fast times taking a close third from Troy, but Troy convincingly won the Junior Category.

The halfway point in the Championship sees Bob in the lead of Class B with Tony in third and Troy holding down second in Juniors.

The MX-5 Club received a healthy boost of points and moved up to fourth in Club Championship. ■

More photos are at: <http://minus.com/mbd1s5QV0m4d1E>

Next round

18 August: NGK Victorian Motorkhana Championship, Round 7, Leongatha Saleyards, Koonwarra, Victoria

For more information on motorkhana, contact Bob at debounce60-mx5@yahoo.com.au or 0402 345 562.

Information on the NGK Victorian Motorkhana Championship at <http://www.motorkhanavic.com.au>



▲ Brian Marks



▲ Bob de Bont



Troy (in car) and Tony Heasley >

New springs in the step at the Island ...

■ Words: Ben Sale ■ Photos: Alex Hailstone



Ben Sale on the straight

It was a bit over three years ago when I wrote an article following my first MX-5 sprints day, also at Phillip Island.

Thankfully the weather was a little kinder three years later for the first round of the City Mazda MX-5 Sprint Championship; while rain was a constant we were lucky enough to get a number of dry sessions on what has to be one of the worlds best race tracks – although you do know why the track has a corner called “Siberia” when you head to Phillip Island in winter!

Preparations for the day started the week before the event, thankfully there is nothing too extreme involved in preparing an MX-5 for a track day, check all the vitals, bleed the brakes, find someone to do a good wheel alignment (*thanks City Mazda*), come down and brave the cold to take some good photos (*thanks Alex, who wasn't driving at this event*) and help bring down some semi-slicks (*thanks Toby*).

For me I was excited to be trying out a new addition to my car, a set of KW Competition suspension. The competition suspension is

... continued



Ben displays his sponsors' logos



Phillip Island, boots 'n' all



Toby Redlich, City Mazda



2012-13 City Mazda MX-5 Sprint Championship Round 1: Phillip Island - 6.7.13



City Mazda MX-5 Sprint Championship - Round 1: Phillip Island - 6.7.13

| Results - Round 1 | 1st | 2nd | 3rd |
|-------------------|------------------------------|----------------------------|--------------------------|
| Standard NA | Noel Heritage » 2:06.2982 | --- | --- |
| Standard NB | John Downes » 2:05.6254 | Leon Bogers » 2:08.0210 | --- |
| Standard NC | Robert Hart » 1:59.4974 | Alan Conrad » 2:02.7640 | Brian Mutton » 2:29.4245 |
| Clubman | Peter Phillips » 2:02.4702 | Max Lloyd » 2:03.2780 | Tim Emery » 2:07.1265 |
| Modified | David Wilken » 1:53.4980** | Ben Sale » 1:57.7357 | Dean Monik » 1:58.4268 |
| Super Modified | Russell Garner » 1:55.4083** | --- | --- |
| Restricted Open | Paul Ledwith » 1:53.0589** | Brendan Beavis » 1:54.7186 | |
| Open | Mike Kirby » 2:03.9957 | --- | --- |

** New Club lap record

Championship standings after Rd 1 – Phillip Island, 6 July, 2013

| (corrected points) | 1st | 2nd | 3rd |
|-------------------------|--|--------------------|------------------|
| Overall Champion | = John Downes/Robert Hart/Noel Heritage/Paul Ledwith/Peter Phillips/David Wilken | | » 10 |
| Standard NA | Noel Heritage » 10 | --- | --- |
| Standard NB | John Downes » 10 | Leon Bogers » 7 | --- |
| Standard NC | Robert Hart » 10 | Alan Conrad » 7 | Brian Mutton » 6 |
| Clubman | Peter Phillips » 10 | Max Lloyd » 7 | Tim Emery » 6 |
| Modified | David Wilken » 10 | Ben Sale » 7 | Dean Monik » 6 |
| Super Modified | Russell Garner » 10 | --- | --- |
| Restricted Open | Paul Ledwith » 10 | Brendan Beavis » 7 | --- |
| Open | Mike Kirby » 10 | --- | --- |

Launching the new Championship ..

designed and built by KW specifically for each individual car and features adjustable compression and rebound, as well as separate high- and low-speed valving. Their philosophy is different from other suspension manufacturers in that they control the set-up through the damper rather than spring rates which results in significantly greater setup adjustment possibilities. At Winton I found a 1.1 second improvement on my previous PB with the new set-up so I was excited to see what it could do at Phillip Island.

The day started off cold, but dry with a massive tailwind down the front straight, which gave a good boost of straight-line speed (about 10km/h) but made the car very unstable at other points of the track. In a NA6 you're never going to knock back a straightline speed increase though; to see a maximum (GPS) speed of 195km/h was pretty novel!

The day was on and off wet and dry, the first few sessions were mostly dry with heavy rain falling at the end of the second timed session and leaving the track wet for the third. The fourth session was dry and the "warmest" weather we got on a pretty cold day and resulted in my best time of the day of a 1:57.7 (two seconds better than my previous PB). To be honest I would have never expected a time like that to be possible around Phillip Island in an NA6 with 328,000km and a standard engine beyond a modified exhaust and intake ... but good suspension and some good tyres (Federal FZ201s) made it possible. I think there is still more in it too, track conditions weren't ideal, I made a mistake which cost 0.4 seconds in one sector and I didn't take enough brave pills which meant I was a bit slower than last time through turn one (maybe something to do with flying off backwards at 183km/h there the last time at PI).

The day ended with rain which meant I basically decided to sit out the last two sessions; the tyres didn't like the amount of water on the track much and started aquaplaning at 140km/h.

The best part of that is it gives an opportunity to chat to friends, eat Max's slice, marvel at Robert and Melanie's organisation and note taking, and then drive home in a car seemingly oblivious to the abuse you've just thrown at it. ■



David Wilken



Daniel White



Robert Hart



Gary Prescott



Tony Heasley



Craig Healy



Peter Phillips



John Downes



Brendan Beavis



Peter Phillips with Max Lloyd



Robert Hart with Daniel White



Ray Monik



Leon Bogers

City Mazda MX-5 Sprint Championship - Round 2: Broadford - 21.7.13

| Results - Round 2 | 1st | 2nd | 3rd |
|-------------------|------------------------------|-------------------------|----------------------------------|
| Standard NB | Leon Bogers » 1:23.1953 | John Downes » 1:25.4524 | --- |
| Standard NC | Robert Hart » 1:16.6952 | Alan Conrad » 1:19.6778 | Randy Stagno Navarra » 1:19.9987 |
| Clubman | Peter Phillips » 1:19.4519 | Max Lloyd » 1:21.6736 | Fabian Mastronardi » 1:25.6498 |
| Modified | Tim Meaden » 1:25.9732 | --- | --- |
| Super Modified | Russell Garner » 1:18.1604** | --- | --- |
| Restricted Open | Brendan Beavis » 1:15.2652 | --- | --- |

Championship standings after Rd 2 – Broadford, 21 July, 2013

** New Club lap record

| (corrected points) | 1st | 2nd | 3rd |
|-------------------------|-----------------------------------|-------------------|---|
| Overall Champion | = Robert Hart/Peter Phillips » 20 | --- | = Brendan Beavis/Leon Bogers/John Downes » 17 |
| Standard NA | Noel Heritage » 10 | --- | --- |
| Standard NB | John Downes/Leon Bogers » 17 | --- | --- |
| Standard NC | Robert Hart » 20 | Alan Conrad » 14 | Brian Mutton/Randy Stagno Navarra » 6 |
| Clubman | Peter Phillips » 20 | Max Lloyd » 14 | Tim Emery/Fabian Mastronardi » 6 |
| Modified | Tim Meaden » 11 | David Wilken » 10 | Ben Sale » 7 |
| Super Modified | Russell Garner » 20 | --- | --- |
| Restricted Open | Brendan Beavis » 17 | Paul Ledwith » 10 | --- |
| Open | Mike Kirby » 10 | --- | --- |

Motor sport is big business for Mazda ...

Words & photos: carsales.com.au ■ Contributor: Tim Emery

SCCA MX-5 Cup start

But US business case doesn't fit Aussie market demands ...

Mazda's competition division in America has sold parts worth around US \$80 million since its inception in 1990.

It's a nice little earner for **MAZDASPEED** and its parent, but in a smaller market like Australia the business case for selling competition parts across the counter is harder to justify, suggests Mazda Australia's Public Relations Manager, Steve Maciver.

"It's a different scenario here," Maciver told *motoring.com.au*. "There's a much smaller number of people participating [in motor sport] here."

Allied with that is Mazda Australia's status as "a fairly lean organisation", which discourages business development in areas unlikely to show more or less immediate profit.

While cars like the MX-5 and *Mazda3 MPS* are popular in Australia for club-level track events, the brand's penetration in motor sport circles here cannot compare in any way with what Mazda has achieved in the US. In California for the launch of the *Mazda3* in July, Australian journalists were treated to an informative run-down of the American motor sport scene and Mazda's part in it by MAZDASPEED Motorsports Communications Officer, Dean Case – seemingly the only bloke at Mazda who appreciates Australia's V8 Supercars series.

Case began by explaining that NASCAR (oval track racing) and the NHRA (drag racing) amount to the lion's share of motor sport activity in the US. But what remains (ALMS, Grand-Am, SCCA and NASA, to name a few) is roundly dominated by Mazda. The Japanese brand may hold just two per cent of American market share for new-car sales, but on the race track in those series mentioned, the Mazda badge outguns Toyota, Nissan and Honda combined for a 'market share' of around 50 per cent.

Probably the standard bearer for Mazda in American motor sport is the MX-5, which can be put on the track for USD \$47,000 – including the purchase price of the car – but could earn a winning driver in the MX-5 Cup Championship as much as \$250,000. That's potentially a 500 per cent return on investment for the winning driver.



According to Case, reasons for Mazda participating actively in motor sport competition include durability/reliability monitoring, technology transfer and enhanced brand management. And then there's the revenue to be earned from selling parts too, of course.

In 2013 Mazda competes in, or supports and sponsors, nine different categories of motor sport, with club-level racing at the base of the pyramid. The two forms of club-level racing are represented by the Sports Car Club of America (SCCA) or the National Auto Sports Association (NASA). Mazda is the SCCA's official brand. This type of racing is often a feeder for the MX-5 Cup, the IMSA Sports Car Prototypes Lites category (cars powered by 2.0-litre MZR engines), Grand-Am ST production cars and Grand-Am GX (silhouette formula).

This year the Mazda6 has been campaigning in Grand-Am GX racing. After an unfortunate start – a DNF at Daytona – the diesel-powered car placed second in the next two rounds and won the subsequent four rounds. With five more rounds remaining, the *Mazda6* is in a strong position to win the championship, Case believes. The race cars share many of the components with the production cars, but the output has been raised from 175hp

and 310lb-ft to 400hp and 450lb-ft. Mazda has knocked back the compression ratio from 14:1 to 12.5:1 and the rev limit has been lowered from 5200 to 4900 rpm.

Mazda's turbocharged 2.0-litre MZR engine powered the winning team and driver in ALMS (American Le Mans Series) P1, and the company was the winning manufacturer also.

The company is also heavily represented in open-wheeler categories of different types – sometimes as a sponsor, sometimes as an engine supplier. Young Aussie Matthew Brabham, grandson of Sir Jack, won the Pro Mazda championship in USF2000 last year. The first rung of the ladder is karting, with upward steps via Formula Mazda, the Skip Barber Series, USF2000 (2.0-litre MZR engines), Pro Mazda (RX-8 rotary engines), and Indy Lights, which is sponsored by Mazda.

It sounds like a real success story for Mazda, but the various categories of motor sport in America have experienced peaks and troughs since the Global



Dyson Mazda ALMS >

(in the US)

Grand-Am
production Mazdas

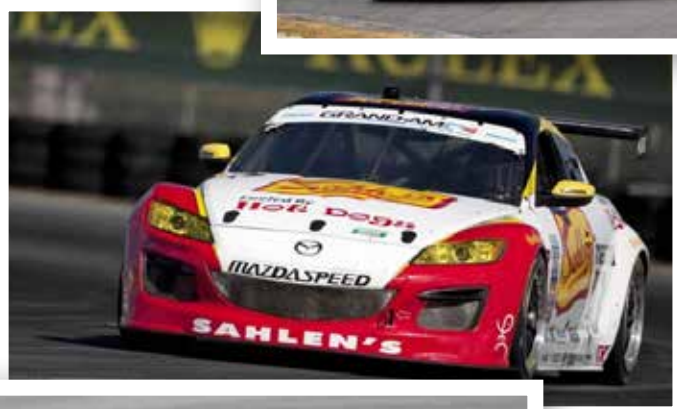
John Morton in an MX-5 Cup car



Financial Crisis, Case explained. Indy car racing has reunited, the Atlantic Championship has "faded away", the Miller Mustang Cup and the VW TDI Cup were both created and killed off in the same period, and Formula BMW ceased.

Motor sport's swings and roundabouts were reflected throughout the broader industry also, as Case pointed out, with GM and Chrysler reborn after bankruptcy; Jaguar, Land Rover, Saab and Volvo all sold; and Ford selling off its share in Mazda barring 3.5 per cent.

But the recent stability across the motor sport spectrum may be taken as a sign that the wider US economy is recovering – and Americans are returning to the sport(s) they love. ■



Grand-Am
production MX-5s

Grand-Am
RX-8 (Sahlens)

Grand-Am
production
Mazda3 MPS

Indy Lights
(Jack Hawksworth)



Matthew Brabham, 2012 USF2000 champion

“Forced induction” to an NC

■ Words & photos: Paul Roche, Eastern Victoria Chapter

I live in Gippsland and recently had the need to go down to Melbourne on some business so it was good excuse to take my 2003 NB for a run.

With my business matters completed, I was returning home via the Burnley tunnel when I was involved in a collision with three other vehicles. This resulted in an ambulance trip to the Alfred hospital where I was to spend the next two nights. Nothing too serious, and all the staff at the Alfred were fabulous.

CityLink arranged to have the NB towed away and it was taken to a holding warehouse in Abbotsford. I was in hospital, and unable to do anything practical so my brother Geoff got onto the Insurance side of things for me. The NB was insured with *Shannons*, (who coincidentally advertise in the *mxtra* – p12) and a claim was lodged. The long and short of it, the NB was “written off” and from the time the claim was lodged until the time I received my settlement cheque for the agreed value of the MX was just six working days. I was impressed. There were no delays, no problems, just straight forward good prompt professional service. Following my experience I would certainly recommend Shannons.

For every cloud there’s a silver lining and with my NB written off I started to plan what I could get to replace it. This time I thought I would take the opportunity to change to an NC.

The criteria were: it had to be manual, folding hardtop, complete documented service history, “low” kilometres (say around 30,000), preferably one owner, ideally a “local” (Victoria) vehicle and all for a “fair and reasonable price”.

Carsales, here I come! None of the locally-

listed vehicles fitted the bill, but there was one in Newcastle, NSW; it ticked all the boxes and at least now you can fly directly from Melbourne to Newcastle. I was straight on to the phone and by the end of the conversation a deal had been struck. It was agreed I would arrange to have a pre-purchase inspection on the NC and, providing it was all the seller said it was, I would be on the next flight to Newcastle.

The NC was a 2007 build, manual, folding hardtop, complete documented service history (it had been serviced every six months), one owner and with just 5,049 km on it (*yes, six years old and only 5,000km!*) and all this for a “fair and reasonable” price. The colour was True Red. I was telling my wife about this fantastic discovery and when I told her the colour, she said. “You can’t get that one, it’s exactly the same as your brother’s! That would be weird to have exactly the same MX-5”. Weirder? *Why? We have exactly the same parents, so why not exactly the same MX-5?*

The report came back from the vehicle inspector who said the MX looked like it had come straight out of the showroom. With such a glowing report, a deposit was paid and I was on the next flight to Newcastle.

I had some time up my sleeve, so I took a few days to drive it home to really get to know it and feel the difference between the NB and NC. The trip home took me on some great MX-5 roads: down the coast through Sydney to Merimbula on the NSW South Coast where I then headed



inland through Bombala, up the Snowy Mountains Highway to Tumut, down through Corryong, across to Bright via the Kiewa Valley, down through Whitfield, Mansfield and home. I could have just kept going! It was a fantastic trip and by the time I got home I had added another 2,600ks on to it and my ‘new’ MX-5 and I had truly bonded.

Once home it was a straightforward procedure to have the vehicle registered here in Victoria and to cancel the NSW registration.

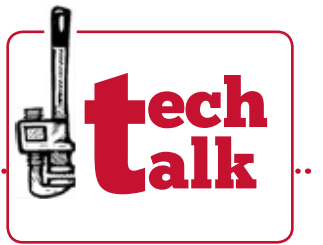
At the risk of starting a full blown debate, I reckon I have noticed a few differences in the NC with the seating a little more comfortable, cornering possibly slightly sharper and the acceleration a little more willing. Overall the ride might be a little quieter (or have I just had the stereo a bit louder?). But I do think the NB’s gearbox had a nicer feel to it.

My daughter had nicknamed my NB ‘Baz the Maz’ so this one is naturally ‘Baz 2’. What started out as a rather unfortunate event has now really ended quite well.

I hope to see you on a run soon, but please don’t mistake my True Red NC for my brother’s True Red NC! ■



That “bleeping” NB alarm!



Words & photos: Ron Macdonald, Central Chapter

A recurring discussion among NB owners is the “you left the keys in the ignition idiot” alarm that Mazda saw fit to include in the NB.

This is one that has driven me crazy since I got the car (and many others I know of feel the same way), but relief is only 10 minutes away! *All you need to cure this is a Phillips head screwdriver and the ability to use it!*

Remove the top cover from the steering column by pulling it upwards (fig. 1) and put aside. There is a kick plate on the underside of the dash which is held by two screws located along the bottom edge, remove both screws and remove kick plate (fig. 2). Next remove the three screws from the bottom steering column cover and remove the cover (fig. 3). You can actually do this job by just removing the kick plate, however the two minutes it takes to remove the steering column covers does make it easier to see what you are doing.

Now you have all the plastic out the way, have a look at the left hand side of the steering column and you will see a connector with two green wires coming out the top of it (fig. 4) (there is only one connector with two wires). On the bottom of this connector is a white button, depress the button and pull the bottom half of the connector downwards (fig. 5). You have now disconnected the alarm. Just to be on the safe side I did cover the bottom half of the connector with electrical tape to make sure it could never short out, but this is probably unnecessary.



Finally replace all the plastic covers in the reverse order they were taken off and the job is done!

By disconnecting these wires you have disabled the “you left the keys in the ignition idiot” alarm, but have not affected the “your lights are still on fool” alarm or the “Oi, seatbelt mate” alarm. It’s a very simple job that requires a very minimal skill level and 10 minutes of your time. ■



DIY footwell lighting for your NC

Words & photo: Greg Brown, Western Victoria Chapter

I used some generic LEDs from Jaycar (three in each solid state unit) and the rest is easy. A constant active is found in the fuse box adjacent to the passenger’s feet (see footnote) and the earth is from the passenger side door switch. **Note** that the door switches are closed to earth, so you will not be able to have the foot lamps operate independently.

How to ...

- » Remove the rear trim from the passenger’s door pillar to expose the door switch.
- » Remove the sill trim.
- » Remove the passenger side kick panel (carefully, so as not to break the push centre clips).
- » Using a scotch lock-type connector to join a 2.4m cable to the one that exits the back of the switch. This will be the earth in your circuit.
- » Run the cable along the door sill, behind the kick panel and under the dash to the first lamp position (I mounted mine above the transmission tunnel.) Leave a loop of cable to work with, and then continue to the next

position, leaving the cable tail.

- » Locate a constant active in the fuse block above the passenger’s feet. There are a number of ways of attaching a cable here, but a piggy-back fuse is the easiest (an auto electrician should have one – 3 amp is perfect and it will act as your in-line fuse safety). **DO NOT CONNECT THE POWER YET.**
 - » Run this cable to the first lamp position, leave a loop to work with and continue on to the second lamp.
 - » Connect your lamps and, if you do use LEDs, remember that they are polarity sensitive (ie, + to +, - to - ...).
- I soldered all of my joints, but crimping is fine (you can twist and check your circuit if you like). Ensure that there are no exposed ends, attach the power side, and open and close both doors to check the LEDs’ operation.
- » If all is OK, secure your new cabling out of the way where it cannot rub on anything, leaving the lamps to hang for now.
 - » Refit all of the trim, again making sure that nothing will rub.



- » Wait until dark and tune the position of the lamps to suit and then secure them into place with a cable tie.

The image show the LEDs wired in series, but you can just cut them off as required. Think about which end you cut so as not to waste the last one. I also installed an extra lamp in my boot, in the centre and above everything.

Oh, and if you are up to it, you could also install a lamp into the glove compartment, using the same active, a micro switch (you’ll need to drill a hole and find a different earth).

Once you install them you will be shopping for an LED insert for the overhead light, just to match the colour!

These details were developed around an NC and, whilst I have owned two NBs, I cannot think where one might source constant power ... but I am sure that it will not be too difficult. The fuse block above the driver’s right knee might be a good place to start. ■

The \$60,000 question ...

Words: Neil Dowling, Herald Sun Cars Guide

The Herald Sun 'Cars Guide' on 26 July ran a centre spread posing "the \$60,000 question" ... offering a budget of \$60,000 for one new car and one used car.

Journalist Neil Dowling looked for the ideal combination of two cars to suit a number of different modern lifestyles:

1. Sports Car and Family Wagon
2. City Car and SUV
3. Fun Car and People Mover
4. Baby Hatchback and Family Wagon
5. Sporty Coupe and 4WD Wagon

Apart from price, the key criteria were **reliability** and the **highest possible safety rating**.

And the winner is ...

In the first category, the Mazda MX-5 coupled with the Mazda6 Touring Wagon:

"This is an ideal mix for a range of families. The used MX-5 here is an NB model with 1.8-litre engine. It grew to 2.0 but performance gains weren't huge. The price range is \$15,000-\$20,000 – get the car thoroughly checked out before buying. It should prove a reliable and enjoyable Sunday car that may just become your everyday drive. The Mazda6 wagon is specified with the dearer diesel because apart from being very economical it is such a rewarding drive. The Mazda also has good space to load up kids and weekend gear, has all the latest safety features and even looks smart." ■

1 Mazda MX-5


PRICE \$18,000 (2003, 50,000km)

SAFETY 4 stars, 2 airbags, ABS

ENGINE 1.8-litre 4-cyl, 106kW/165Nm

TRANSMISSION 6-speed man; RWD

THIRST 8.9L/100km, 95RON, 214g/km CO₂



Mazda6 Touring Wagon


PRICE \$41,650

SAFETY 5 stars, 6 airbags, ABS, ESC, EBD, TC, BA

ENGINE 2.2-litre 4-cyl bi-turbo diesel, 129kW/420Nm

TRANSMISSION 6-speed auto; FWD

THIRST 5.4L/100km, 141g/km CO₂



Trading Post

Please note that our "Trading Post" section for buy, swap, sell and borrow is now in the "Clubroom" section of the Club's website, mx5vic.org.au



Club merchandise - shop online now!



The Club's online merchandise shop can be found via the "merchandise" page on the Club website, www.mx5vic.org.au

- » an exciting, fresh new range of MX-5 Club and Motor Sport merchandise, many co-branded with the Mazda logo
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- » 24/7 access

- » a streamlined order placement and processing experience
- » two weeks for delivery to your door (under normal circumstances)
- » secure credit card or PayPal payment facilities
- » full-time customer support

A percentage of each sale goes to support the Mazda Foundation, a public charitable trust that assists a broad range of causes throughout Australia.

Happy zoom zoom shopping!

A new option for the MX-5 owner

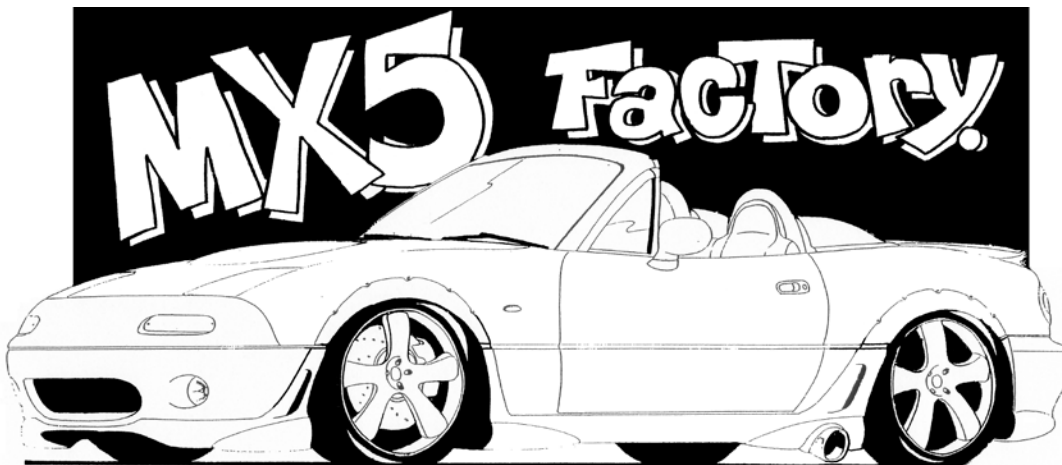
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- ◆ Competitive rates on all work
- ◆ **FREE** towing for mechanical breakdown and collision
- ◆ Special rates to Club Members - Free loan car available to Members
- ◆ Contact Dick to discuss your mechanical needs



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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| | | |
|-------------------|---|-------------------------------------|
| 8am - 9am | In & out before work | <input checked="" type="checkbox"/> |
| 9am - 10am | You can pop in straight after you drop the kids off to school | <input checked="" type="checkbox"/> |
| 10.30am - 11.30pm | Catch up on the daily headlines while we work on your car | <input checked="" type="checkbox"/> |
| 11.30am - 12.30pm | Book in now and have the car before lunch | <input checked="" type="checkbox"/> |
| 1pm - 2pm | Beat the traffic rush, this could be your spot | <input checked="" type="checkbox"/> |
| 2pm - 3pm | Get the car serviced and pick-up the kids in one go | <input checked="" type="checkbox"/> |
| 3pm - 4pm | Grab an afternoon coffee and relax in our lounge | <input checked="" type="checkbox"/> |

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* One hour turnaround time is calculated from the time the customer approves the maintenance at reception to delivery of the serviced vehicle to the customer. The dealership is not liable for delays in vehicle maintenance if the customer does not adhere to their booked appointment time. Priority is given to on-time customers. Available for selected cars and scheduled services only. ^ Limited to 1,000km, 10,000km, 20,000km, 30,000km Scheduled Mazda Book Services. Additional repairs required above service are limited to minor items such as wiper blades and globe replacement.

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