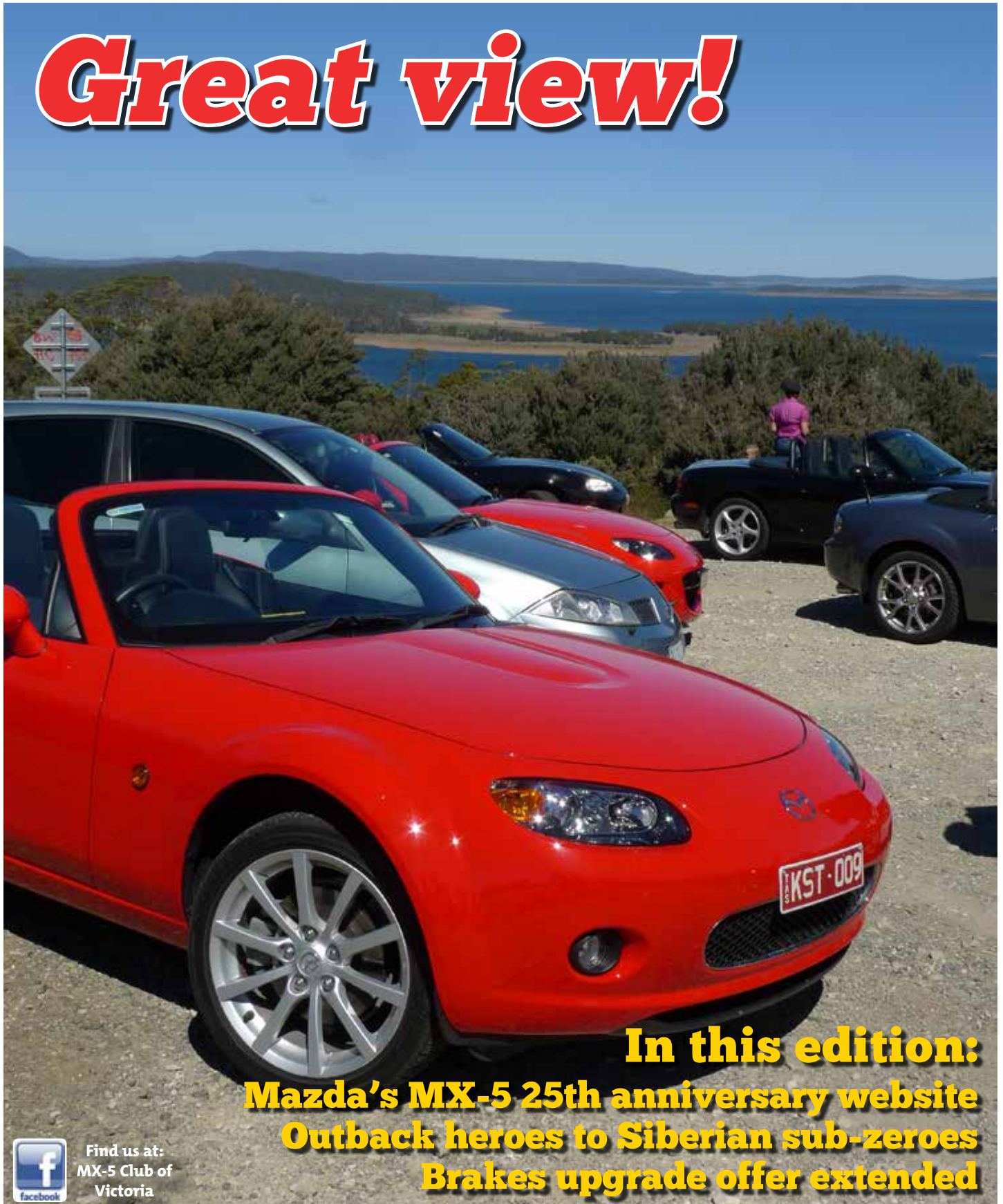


mxtra

3/2014
mx5vic.org.au

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

Great view!



In this edition:
Mazda's MX-5 25th anniversary website
Outback heroes to Siberian sub-zeroes
Brakes upgrade offer extended



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MX-5 Club of
Victoria



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MX-5

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3/2014

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Cover image: Overlooking the Great Lakes in northern Tasmania after zooming up the tiers from the foot of Quamby Bluff. *Photo: Kelly Berggren*



Find us at:
MX-5 Club of Victoria

mxtra is the monthly newsletter of the Mazda MX-5 Club of Victoria Inc (#A0021659A) PO Box 7438, Beaumaris VIC 3193. Registered for Print Post: 100018450

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Don's Drive(l) ...

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

Hi everyone, welcome to the March *mxtra*.

It has been quite a month. It started with the Chapter Captains' meeting on the first weekend of February. The Central Chapter, under Ron Macdonald's guidance, has gone crazy with four events in the space of four weeks and all appealing to very different tastes.

Firstly my thanks to the Chapter Captains and the Committee members who donated their time to participate in the meeting on 1-2 February. The proposed changes to the "Statement of Purpose and Rules" were agreed by the participants. Apart from the changes demanded by the new Act, the biggest change will be to the membership categories. At the moment, for reasons steeped in history, we have 11 categories of membership, some of which are no longer used. This compares with our WA Club colleagues for example, who only have *one* category.

We have agreed to propose to Club members that we reduce the membership categories to four: Full, Family, Friend and Life Member. Full and Family memberships will remain largely unchanged although the fee structure will be changed. Full and Family members will receive all current benefits including the online copy of this magazine. A separate charge will be made for a printed copy of the magazine and also for those wishing to utilise the Club Permit Scheme for Victorian cars 25 years and older. The overall costs of membership will not change significantly although we will be encouraging Country couples who had two separate memberships to take out a Family membership, as this will be a cheaper option with no changes to benefits.

"Friend" membership will replace the current Junior and Associate membership categories. Entitlements will remain

almost the same and the costs will also change only marginally. The proposed changes will make the job of Will Campbell, our Membership Officer, considerably easier. It is also an essential step before bringing our membership application and payment system in-house. Once we have the software up and running we will be able to save the considerable costs of the current IMG system.

The Chapter Captains' meeting also signed off on the decision to hold the 2016 NatMeet in Tasmania. Our thanks to Bruce Harvey for volunteering to lead the team that will be needed to host the event. We expect that the proposed venue and location will make the event highly attractive to Club members from around Australia.

Moving on, a little more from the last Club survey. The final section of the survey dealt with benefits that membership could bring to members. There was overwhelming support for the Club to seek commercial support, although there was roughly 40% of members who did not expect to gain any commercial benefits from arrangements that the Club might be able to make. Of those that would appreciate commercial benefits, there was an even spread between car servicing, spare parts, tyres and insurance. Detailing deals appear less interesting than the above list but was still quite heavily supported. Based on this outcome we have made some enquiries about insurance deals and service discounts with Mazda dealers. The latter is proving more difficult than might be expected as the Mazda dealers are independent companies, each with their own ideas about discounting (plus, Mazda recently announced capped-price servicing for all cars). Nonetheless, Mazda has indicated a willingness to ask on our behalf.

We also asked about interest in non-car related discounts. In terms of offers of least interest, wine and sporting tickets lead the way. I must admit to being surprised at the low interest in sporting event tickets (I always believed the joke that Melbournians would pay to watch two flies fight). There seems to be a lot more interest in entertainment vouchers, such as movie tickets and restaurant offers. We will investigate.

Finally we asked about your preferred means of receiving communications from the Club. A good 40% preferred to receive information via *mxtra*, either online or via printed copy. The next most popular (30%) was email. This probably reflects the increasing use of email by Chapter Captains to advise of upcoming events. The Club website was the next most popular source of information followed by a small but rapidly increasing use of Facebook, particularly by our younger members (and many older ones too).

To complete the survey we asked you to nominate the Chapter to which you belong. The responses reflected the relative sizes of each of the Chapters which, in turn, indicated that the survey results were representative of the whole Club. Interestingly there were a few people who admitted that they did not know their Chapter. I would like to thank them for their honesty. I'm guessing that many had joined the Club long before we had Chapters.

One of the things that intrigues the Committee is what it is that attracts people to our great Club. Well, the survey showed quite clearly that meeting others with a similar interest is the main reason for many while the monthly Club runs are a near second, closely followed by motor sport and this monthly magazine.

Thanks to everyone who took the time to complete the survey. You can be sure that the Committee will continue to review the results to ensure that we are responding to your preferences and suggestions.

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

Remember ... Safety ~~fast~~ first!

Don

Scene about ...

■ Photos: Arthur Howie, Bruce Harvey, Bronwyn Roche, Marg Gillick, Wendy Clark, Ron Macdonald, Karen Bradshaw





Membership

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

Current membership count:

552

and growing!

Hi all!

Another bumper month with 15 new members.

We're rapidly closing in on last year's record of 554 and are on track for yet another consecutive year of growth.

On behalf of our fine Club, I extend a warm welcome to:

Central Chapter

Greg and Sue Boysen	2007 Stormy Blue NC
Geoffrey Cooney	1998 Grace Green NB
Dean Isreb	2006 Galaxy Grey NC
Robert & Barbara King	2001 White NB
Thomas Langton	2009 Stormy Blue NC
Dominique Moollan	1990 Classic Red NA
Andrew Potter	1993 Classic Red NA
Steven Quigg	2009 Metropolitan Grey NC
Frederick and Janet Wilson	2008 Grace Green NB
Oscar Zarate	1999 Grace Green NB

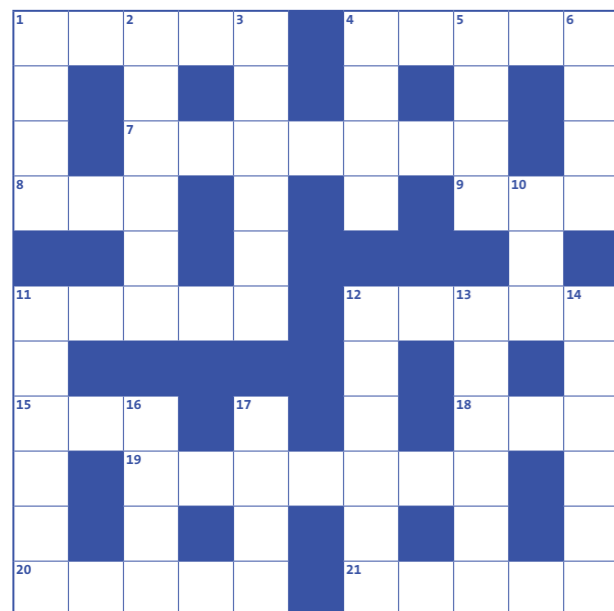
Northern Tasmania Chapter

Brent and Jo Common	1990 Mariner Blue NA
---------------------	----------------------

See you out and about ...

Will

Alan Bennett's MX-5 crossword #18



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

MX-5 crossword #17

February 2014 – Answers

Theme = Racing

Across

- and 4 across. Dark parcel drags out to be a Melbourne race track (anag) (6,4)
- see 1 across
- Let's circle them to protect ourselves (7)
- Biomechanically speaking this is a lifetime in a paragraph (abbrev) (3)
- Forbidden motorbikes absorb sorbet whilst orbiting something in common with a sphere (3)
- Drives a car, is carried along in a vehicle (5)
- Victorian drag racing north of Benalla (5)
- Contact in an emergency if it gets too hot in the country (abbrev) (3)
- A pot and a spoon begin with a refreshing drink between races in a cup? (3)
- To score a two-wheel mode of transport (anag) (7)
- Races on this; to follow closely (5)
- Really not nice (5)

Down

- Useful for beatings or a membership of (4)
- Not high, a timber track in Tarampa, Queensland (6)
- and 17 down. UK hillclimb track with sharp-eyed birds and a stone (6,4)
- MX-5 floor misses the left in reverse? (4)
- Not only but (4)
- Gear thingy (colloquial) (4)
- Tease Adam and Eve difference? (3)
- Goes extremely fast like a salad vegetable? (6)
- Two inn a row doubles as a racetrack near Benalla (anag) (6)
- Used now instead of gallons (6)
- Once a year event (6)
- Automotive Supplier Excellence Australia (abbrev) (4)
- see 3 down

Answers next month ...



Full Throttle!

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



Defensive Driver Training - update

Although we received some expressions of interest for the intended Defensive Driver Training at Winton on 22 March, unfortunately we were unable to get enough numbers to make it financially viable. The good news is that the Committee still has a Defensive Driver Training Day still on the agenda, with our longer-term plan being to run one of these in a similar format to the Symmons Plains day we ran in Tasmania last year for our Tassie members. Stay tuned for updates.

Sprint Championship Season revisions

2013-14 Revisions

Over the past 12 months we have experienced some challenges in finalising some of our Sprint Championship dates. This has been as a result of some pressure from AROCA, to ensure that competitor numbers are sufficiently maintained to keep their events cost effective. As we have stated previously, our relationship with AROCA provides our Club with a reliable, well-organised and safe platform on which to run our Sprint Championship. We value this highly. With this in mind we are advising you of some revisions to our MX-5 Sprint Championship round dates in the coming months.

The first of these revisions will affect the upcoming round at Winton on 23 March. In order to add some variety and innovation to their events, AROCA have declared that the format for this event will now include both the Short Track in the morning, and the Long Track in the afternoon. *Two tracks in the one-day!* As a result of this opportunity we have declared that this event will now be run as two separate rounds ... **a Double Header round!**

This means that the morning Short Track session will be classified and

scored as Round 8, and the afternoon Long Track session will be classified and scored as Round 9 of our 2013-14 Sprint Championship.

We are confident that these revisions will ensure we deliver consistent, safe and enjoyable Sprint Championship events, while adding some variety for all our competitors!

2013-14 Revised Dates

- » **Sunday, 23 March, 2014:** Winton Double Header - Round 8 & Round 9 (NSW | Vic/Tas Interstate Challenge)
- » **Saturday, 5 April, 2014:** Phillip Island - Round 10 (Final Round)

2014-15 Season Revisions

Please note the following revisions to the 2014-15 Season dates.

- » **Saturday, 10 May, 2014:** Sandown - Round 1
- » **Saturday, 5 July, 2014:** Phillip Island - Round 2
- » **Sunday, 3 August, 2014:** Winton - Round 3

Remainder of dates TBC

A Double Header Round 8 & 9 with the annual NSW Interstate Challenge – a huge weekend of MX-5 motor sport!

If you're looking for an excuse to take a drive in your MX-5 on Sunday, 23 March, then I suggest you head to Winton – it's going to be a huge turnout of MX-5s on track. Not only will it be a double header for Rounds 8 & 9 of our Sprint Championship, we are also taking on NSW in our Interstate Challenge.

The NSW Club has indicated that approximately 20 members will be heading to Winton for the weekend. Combine this with our regular 30-40 competitors and we have more than 50 MX-5s on track!

Spectators and helpers are welcome – so come and cheer us on!

Daniel #146

"Racing – converting money into noise!"

For your diary ...

See the full calendar for details

March

- 20 Central: Weekday breakfast run
- 23 Eastern: Neerim run
- 23 Sprints Rds 8 & 9: Winton
- 29-30 N Tas: West Coast Overnighter
- 30 Motorkhana: Werribee

April

- 5 Sprints Rd 10: Phillip Island
- 12-13 Central: "VicMeet" 2014
- 12-15 NatMeet XI – Caloundra, Qld
- 27 Central: Phillip Island run
- 27 NE Vic: No Idea run
- 27 Motorkhana: Deniliquin



May

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

June

- 1 Central: Yarragon run
- 8 Eastern: Gippsland run
- 19 Central: New members' night
- 22 NE Vic: Tastes of the North-east

July

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

August

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

Your chance to shine!



Flemington Racecourse - Sunday, 30 March

The RACV and AOMC are staging a one-day showcase for classic and Japanese cars at the Flemington racecourse carpark (Melway 28 G12) on Sunday, 30 March.

Let's be the "belle of the ball" with a large display of gleaming MX-5s. It would be great to have as many MX-5s of all ages there as we can muster.

The cost is \$15/car (including all passengers), with proceeds supporting the Wheelers Hill Lions Club's community projects. Display cars need to be in position between 9am and 11am; gates will open for spectators at 10am.

Full details can be found on the AOMC website, www.aomc.asn.au

If you missed out on the AGP display, this is your chance to show off your pride and joy to an appreciative public,

and help raise money for a worthy cause.

To book your spot, please contact Cary Warren ASAP at social@mx5vic.org.au.



25th anniversary

reminder

2015 Club calendar : call for photos

Next year will be a big year for the Club – we celebrate our 25th anniversary – and we would like to help you mark every day of the year with a fantastic Club wall calendar.

It will be sent free to all financial members in December ...

But before we get to that, we have to put it together, and that's where you come in.

We're calling on all members to submit your best MX-5 photos whether they be something spontaneous from a Club event, something staged with a scenic backdrop, or even something shot in your back yard. It could be at sunrise or sunset, or with storm clouds or a rainbow in the background. It's up to you.

If you think it's worth consideration for the calendar, then we would like to see it. *So far we've received only three photos!*

All photos are welcome, no matter what your level of skill as a photographer or quality of your equipment. The shots don't need to be new – you might have an all-time favourite in your archive.

There are just three pre-requisites:

- » the car must belong to a Club member
- » the format must be "landscape" (ie, wider than high) to suit the layout, and
- » your image should be the highest resolution you can make it. The higher the resolution, the better for printing. As the calendar will be A4 size, a picture size of 3600 pixels wide x 2600 pixels deep would be ideal (about 8 to 10MB)

Some hints:

- » when taking your photograph, please take a moment to think about the composition of the shot ...
 - is anything obscuring part of the car or other elements you want in the photo?
 - is there anything in view that you *don't* want in the shot?
 - is there anything reflecting in the glass or paintwork that you don't want to see?
 - is the lens cap off (... sorry!)
- » try to get the best shot you can without too much in the foreground or background
- » make sure the car is in focus!

Overly altered, composite or edited images will *not* be used. We want the photos to reflect the purity of our great little sports cars.

We're only looking for 12 great MX-5 photos – so please just send your best images for consideration ...

All images will be credited, so please include as much detail as you can with your submission: your name, Chapter, when and



where the photo was taken, including (if applicable) the name of the run or event. Please re-name your image something that identifies you as the photographer (eg, *fred-nerk-1.jpg*).

Please e-mail your entry to editor@mx5vic.org.au, with "2015 Calendar" as the subject. The deadline for submissions is 30 September, 2014.

The entries to be published will be decided by a panel that includes a graphic designer. There's no prize for the selected images, other than seeing your work in print on over 500 walls!

As they say, "no correspondence ..." etc

Oh, and this is a labour of love. The Club won't be paying for the artwork, and can't pay for any photographs. ●

Mazda's MX-5 25th anniversary website

Words: Mazda Motor Corporation

HIROSHIMA, Japan — Mazda Motor Corporation has launched a website to commemorate the MX-5's 25th anniversary.

View it here: http://www.mazda.com/mazdaspirit/craftmanship/mx-5/mx-5_25th/

Commemorating the 25th anniversary of the debut of the Mazda MX-5, the website aims to deepen the bond between Mazda and its customers all over the world and express gratitude for the support the model has received over the years. The website will be gradually updated to provide information on the past, present and future of the Mazda MX-5, including a look back over the model's 25-year history, messages from the engineers behind its development, and event notices and reports.

During the 1960s and 1970s, numerous lightweight and fun-to-drive sports cars offered nimble handling and free-spirited open-air motoring. In the 1980s, Mazda decided to resurrect this spirit with a new roadster for the modern age. Using the latest engineering techniques of the time, Mazda developed the MX-5 and announced it at the Chicago Auto Show in February 1989 as a reminder that driving could still be fun despite ever-stricter safety and quality standards. Through a variety of product improvements and full redesigns in 1998 and 2005, the body has been kept lightweight and weight distribution optimised in order to enhance driving, safety and environmental performance, while preserving the pure driving fun that is unique to a lightweight open-top sports car.



Total production volume of the Mazda MX-5 exceeded 920,000 units in December 2013, and the model continues to hold the Guinness World Record for the world's best-selling two-seater sports car. To date the model has received more than 200 awards from around the world, including *Car of the Year Japan* 2005-2006, and *Wheels Car of the Year* in 1989 (NA) and 2005 (NC).

Popular the world over and passionately adored by a zealous fan base, the Mazda MX-5 is a car that has truly made history. ●



❖ Mazda Australia has given us permission to use the 25th anniversary logo on our own merchandise. Stand by for more news from merchandise man, Bruce Gray.

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Member price: **\$271.00** + GST
+ \$16.50 P+H
*RRP = \$299 + GST

Compare that to the cost of replacing a destroyed tyre!

10% off*
for MX-5 Club members
Contact John Benson† to order.
*RRP

†John Benson, Davies, Craig
– (03) 9369 1234, ext 204



For full details, see the Davies, Craig website:
www.daviescraig.com.au



My favourite MX-5 road ...

Words & photo: Allan Pryer, Southern Tasmania Chapter

Melton Mowbray to New Norfolk

Between Oatlands and Kempton on Tassie's bitumen "backbone", the Midlands Highway, turn off on to the A5 (Highland Lakes Road) at the old coach-stop hotel of Melton Mowbray.

Heading west, the first leg to Bothwell is very enjoyable. Straights and "sweepers" keep up the pace but the latter still keep the driver involved, requiring fine adjustments as the radii shift.

Bothwell is another historic location and boasts Australia's oldest golf course (1850s) and a golf museum. Turn left on to the B110 and you are soon amongst open pastures with some nice sweeping bends, followed by tighter corners towards the end of this section. The path ahead often stretches out in clear view, allowing time to plan those entries and exits.

Turn right on to the A10 (Lyell Highway) and it's a short run to Hamilton. Settled in the 1820s this was once a bustling frontier town, at one stage even being touted as the capital of Tasmania. Enjoy the old sandstone buildings and maybe picnic on the banks of the River Clyde.

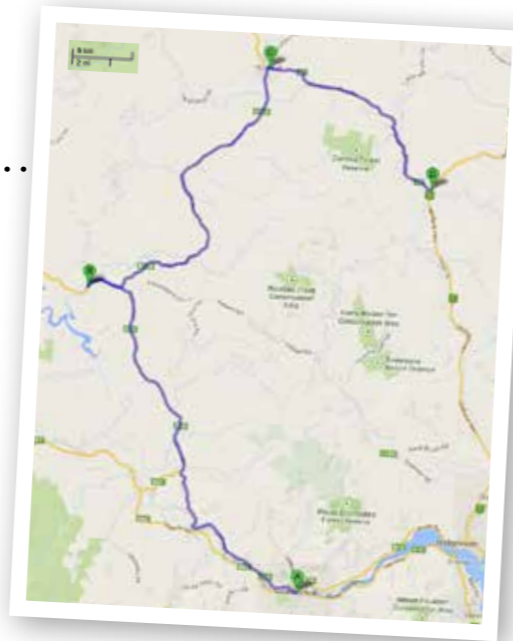
It's very tempting now to keep on heading west on my second

favourite journey: an "overnighter" to Strahan via some of the best MX-5 roads you'll find, but today we're heading south-east to the picturesque Derwent Valley and on to New Norfolk.

Doubling back 3km the A10 now takes us through rolling plains, through Gretna, with its prominent war memorial high above the River Derwent and Rosegarland. The river now accompanies us as we reach Plenty and the road twists along between trees and cliffs. The trip comes to an end at New Norfolk which is bisected by the river and has some beautiful spots on both sides, especially in autumn when the exotic trees are ablaze with leaves of red and yellow.

If it's Hobart you are heading for, you get to decide which side of the river to go by. I prefer the B10 on the northern side.

I hope you enjoy the route as much as I do. ●



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!

Rob Krygsman

The MX-5 Club Grill

Assistant Chapter Captain, Eastern Victoria

Name? Rob Krygsman

Age? 55

Born? Yallourn

Current abode? Traralgon

Profession? Boilermaker

Partner? Melva

Pets? Two dogs Meggie & Jasper, one cat Miata

Fave food? A good serve of veggies

Can you cook? Just ...

Favourite tippie? Bourbon & Coke

First drive? HB Torana

First car? Fiat 600 (with suicide doors)

First fender bender? Backed into my mate's V6 Capri

Everyday driver? Golf GT

How many MX-5s have you owned? Five

Current MX-5? NA6 x2, NA8, NBA (the wife's), NB SE

MX-5 improvements? Depends which one you mean by "improvements"... as some already know I like "pimping" my wife's NBA!

MX-5 dislikes? Could do with seat heaters for the early mornings

Why an MX-5? We had a Capri turbo for a while, then decided to get a real sports car and we have always liked the look of the MX-5

Fluffy dice? NO!!!!!!

Passions besides the MX-5? With five 5s, who has the time ... and Mel says we can't afford for me to have other "passions"!

Favourite TV show / movie / book? Rockwiz, The Big Bang Theory

Dream wheels (money no object)? Audi R8

Would you drive a Daewoo or SsangYong? I did buy a Daewoo once ☹️

Favourite other Mazda? 3 MPS

If not a Mazda (gasp!), then what? New Golf GTi or R32

How long in the Club? It must be six or seven years now

How many MX-5 Club runs or track events? As many as I can



Favourite Club run/track? It's hard to pick one ... I seem to enjoy them all

Funniest thing seen at a Club event? Someone travelling 2½ hours to an event – only to be a week early (shhh ... it was me!)

Have you been to DECA or NatMeet? DECA - yes; NatMeet - not yet

Ford vs Holden? Holden

What's playing in your MX-5? The sounds of an MX-5!

Footy team (AFL / NRL / A-League)? Pass ...

Final comments? Great cars, great people, great club!



Photo: Ben Sale

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Chapter chatter ...

8-9.2.14 | Southern Tasmania ■ Words: Ian Long ■ Photos: Lisa Gershwin ■ Organisers: Carla & Ian Long

festivale Launceston Festivale

On a lovely sunny Saturday morning seven MX-5s ambled their way out of Hobart heading to the north of our state for an overnight run. Our aim today was to get to Festivale, a fine food festival in Launceston.

Unfortunately it seems that some drivers just have to 'bust their guts' to get past a convoy of sports cars. One such moron felt he needed to pass at the top of Spring Hill and forced one of our cars into the gravel shoulder and then into an Armco rail. The offending driver did not stop but fortunately no one was injured. The red NC however did not fare so well and had to return to Hobart with a badly damaged passenger side and suspected suspension damage.

The remaining six cars continued to Launceston and we enjoyed a wonderful and very warm afternoon of fine food, some wine and music before heading out to our accommodation on the west Tamar at Legana. One of our group had the dubious honour of turning 50 so a barbecue had been arranged to assist in the celebration of this milestone. *Happy birthday, Lisa!* These gatherings are a great opportunity to get to know our fellow MX-5-ers better and we gleaned a lot more knowledge about our birthday girl and her equine interests. No fewer than two birthday cakes were decorated by our own Allan Pryer, including Lisa's box jellyfish cake (right), and the celebration certainly, er, ticked all the boxes.

The following morning we set out heading north along the west Tamar, sidetracking though Rosevears and via Gravelly Beach to the Supply River where a short walk took us to the Supply River Mill ruins.

From there we travelled across the Batman Bridge, continuing north along on the East Tamar highway before turning right towards Bridport. We drove along this road to Pipers River and from there headed south towards our final location for lunch. As our intrepid leader was unable to make his survey trip a few weeks earlier (due to his wife having an operation) he was depending on GPS technology to lead him. Big mistake. The technology took us back to the East Tamar Highway, then back through Launceston city, out towards the airport ... informing us we were at our destination when we were nowhere near it!!!

After a few minutes' discussion with the rest of the convoy our leader led us off again without the GPS aid and found our destination around 30 minutes later. A disused fish farm called Corra Linn on the North Esk river is a beautiful swimming hole and picnic location. The weather then decided to turn against us and we found ourselves fighting a dust storm and wondering if the gods were against us today. It did ease slightly giving us a break to have a pleasant lunch. From this location the convoy separated with each choosing their own track back to Hobart.

All in all it was a great weekend: fabulous food, fine wine, great friends and our MX-5s. Who could ask for more? ●



Other image credits:
visitlaunceston.tamar.com.au,
blog.discovertasmania.com



15.2.14 | Southern Tasmania ■ Words & photos: John Waldock ■ Organiser: John Waldock

So Saturday afternoon rolled around and we met at our new meeting point, near the boat ramps at Kangaroo Bay on the eastern shore.

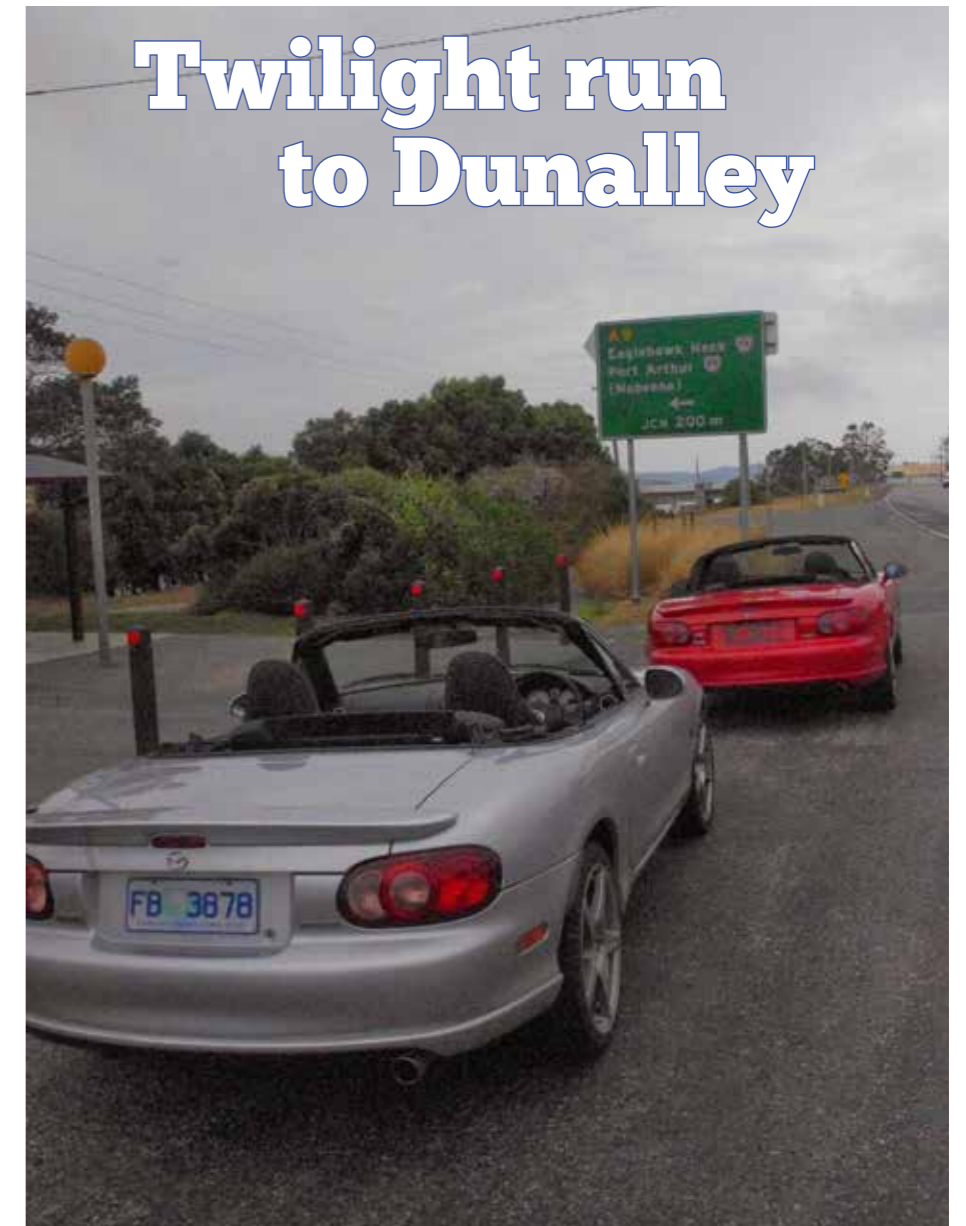
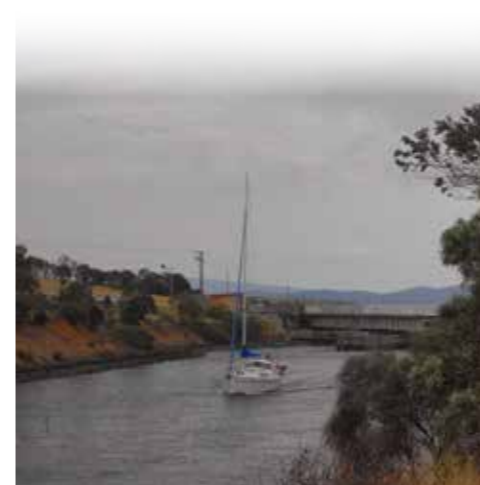
A good turnout of members and cars set off south east towards Sorell, where we turned on to the Tasman Hwy south to Dunalley, which was devastated by bushfires a little more than 12 months ago.

The road is a pleasant driving road, and we were soon at Dunalley.

It was nice to come back and see the rebuilding that's been going on – new houses and repaired buildings were evident. We stopped by the Dunalley Canal, waved at a rather bemused sailing boat (someone Jo Hirst knows, most likely) before heading off to Lauderdale for afternoon tea and a chat about this year's calendar events.

Apologies to those on the run who found the dirt stretch a hassle; it goes to show you can't always believe people who tell you it's a good bit of smooth and even road and that it will be no trouble. The rutted and corrugated surface was nothing like it had been described and, while not a big problem, was at least a little embarrassing for the run organiser, who had to make profuse apologies to one member whose car never goes near dirt (*SE owners can be like that*).

We all enjoyed afternoon tea, nibbles and a glass of wine organised by Michelle Waldock (thanks also to Graeme and Christine who contributed some food and wine too). ●



Chapter chatter ...

9.2.14 | Eastern Victoria ■ Words: James Lang ■ Photos: James Lang & Arthur Howie ■ Organiser: James Lang



You can plan a run,
but you can't control the weather ...

On the Friday before the "Chip Run" to Port Albert, a fire started in the Hernes Oak area near the Yallourn brown coal mine, and I had some calls and texts to ask me if the run was still on. Since the fire activity was not in the area of the run, I assured them it was.

Come the start of the run on Sunday morning, I was pleased to see that there were a few 'die-hards' at the Trafalgar start point. After the usual exchange of pleasantries and drivers' briefing, I explained since I was not a very fast driver, I was happy to hang back a little bit and let somebody else take the lead with the run notes as a guide. The response was that I should go first, since I knew the route we were to take.

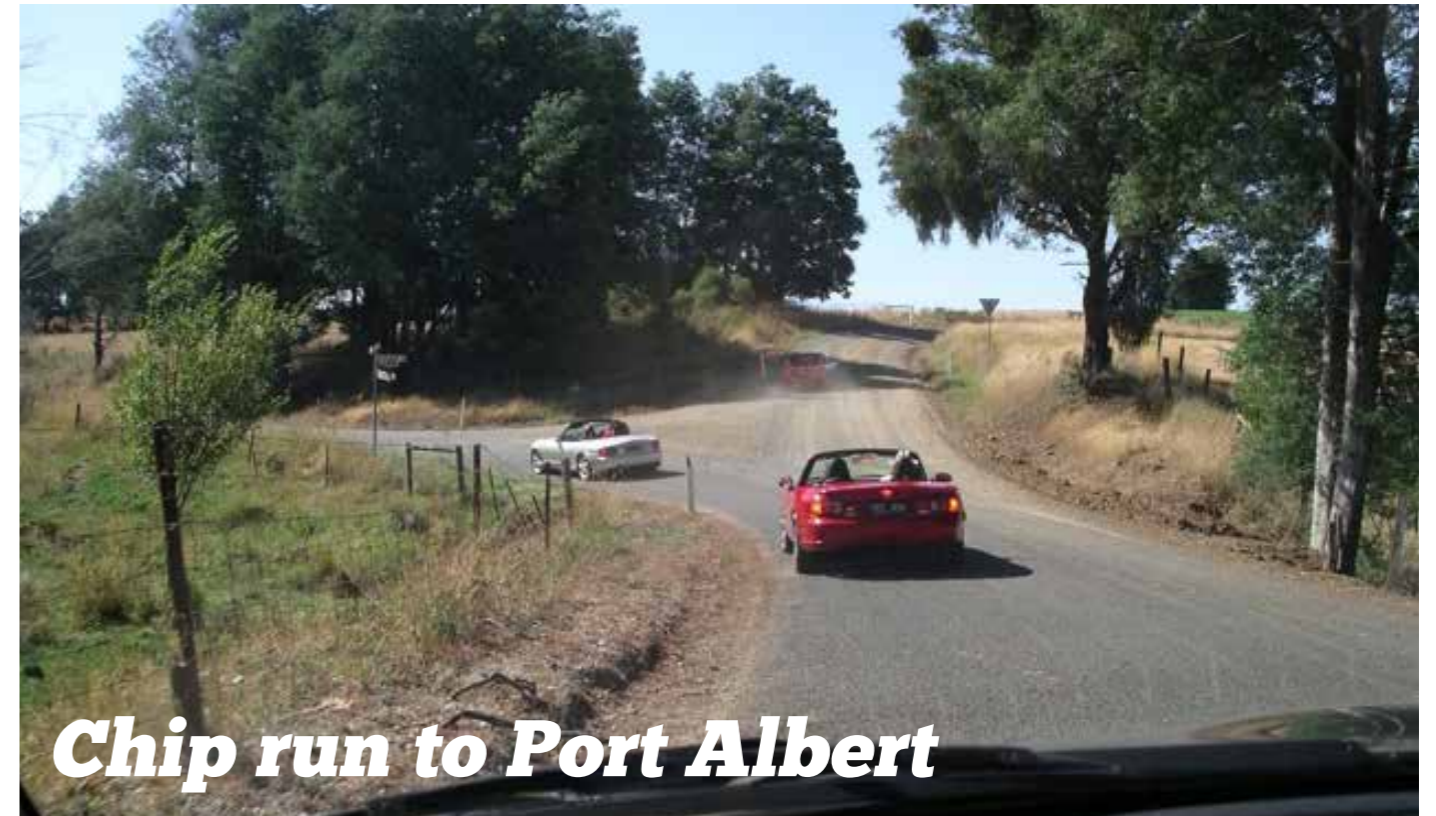
OK then, I'd better keep the pace up and remain in the limits of my skill level, and at the same time not upset my navigator with excessive 'G' forces ... or there would be no hot meal for me that evening! Nicholas (accompanied by his father John) who has recently got his L-plates was happy to go sweep car in his Classic Red '89 NA, which is the third MX-5 sold new in Australia. *Great choice of a first car, Nicholas!*

in any rally driving ... In retrospect it was a good thing I went first. Lesson learnt: *Google Earth* should be used as a preliminary guide only; it is very important to drive the course and take accurate notes, and review the notes while the memory of the layout of the land is still fresh in your mind.

The very strong north-westerly wind had left the road strewn with bits of tree and lots of steering corrections had to be made at very short notice. Good thing the MX-5 responds to changes in direction with very little hesitation!

Coming in to Yinnar we noticed a small fire starting up at the Morwell River bridge, but the local CFA jumped on it quick smart. We had a fairly good run on the lovely twisty bits from Boolarra to Mirboo North, apart from a rather slow vehicle for the last few kilometres. After a coffee break at Mirboo North and an assurance to all that the rest of the run notes were not totally bogus, our merry band set off for Port Albert.

We took the road from Mirboo North,



Chip run to Port Albert

through Mirboo and Dumbalk and on to the South Gippsland Highway. The first half of the run has enough bendy parts in it; the same cannot be said for the part from Dumbalk to Port Albert. You try to make it entertaining – but you still have to get from Point A to Point B. Apart from the relentless sun beating down on our heads (if you did not have air conditioning) all was going along according to plan. As we were approaching Toora, you could see a large thick plume of smoke to our north east. The ABC local radio was issuing emergency warnings for a fire that started in the Devon North area (photo,

opposite page). It was not looking good for the rest of the run through the Tarra Bulga national park.

At Port Albert, we sat down and ate our fish and chips while battling the obligatory horde of ravenous seagulls. After discussing the current fire situation, we concluded that driving over Mount Tassie was definitely out of the question, and that we should all make tracks before any more road closures occurred.

So a few quick photos were taken, and that was the abridged version of the run. Arthur, Helene, Siddique, Steve, and Greg went back to Melbourne via the South

Gippsland Highway, Nicholas and John went in the other direction home to Sale. Your humble narrator, co-pilot Valerie, Rob (our Chapter champion!) and Phil went home via the Hyland Highway to Traralgon.

Oh well – better to have part of a run than no run at all. ●

PS: fire claimed the historic wooden Port Albert pub, built in 1841, just a week after this run. The foreshore won't be quite the same again.



^ The "Sam the Koala" monument at Mirboo North



^ Lunch at Port Albert | inset: Group photo ... on the run!

Chapter chatter ...

23.2.14 | Northern Tasmania ■ Words: Jill & Peter Steer ■ Photos: Kelly Berggren & Bruce Harvey



Eleven MX-5s plus one left Blue Barn Cafe at Frankford and went through to Harford, crossing the highway on to some lovely country winding roads including some of Tassie's famed Targa roads.

We drove our way through Merseylea, Railton, Kimberley, Weegen and along Montana Road – a good MX-5 track that everyone enjoyed. Next we went to Meander for a pit stop, then travelled on to Westbury where a few cars left us. Westbury Village Green was a great place to have lunch under big old trees ... it was very peaceful for the ladies while the men talked cars (as usual).

Our next drive was up Lake Highway to the lookout. It would have been a quick trip except for one gentleman who wouldn't let anyone pass. After a little rest and chat, a couple more cars left us. Six cars went back to '50s Diner at Deloraine for milkshakes and spiders to finish off a great day.

Thanks to Cheryl and Bruce for their great organisation. ●



Under the



■ Organiser: Bruce Harvey & Cheryl Murray



Western Tiers



Ode to my MX-5



*by Michael Stosh,
Northern Tassie*

*I love my little MX-5,
It corners very fast.
The seats are made of leather,
It was really built to last.*

*I zoom along the country roads,
The sights and sounds flash by ...
My heart and the engine pumping –
This car can really fly.*

*When I die and go to heaven,
I hope the curves up there are sharp.
My convertible is coming with me,
You'll see my headlights after dark!*

Chapter chatter ...

16.2.14 | Central ■ Words: Bronwyn Roche ■ Photos: Bronwyn Roche & Ron Macdonald ■ Organiser: Ron Macdonald

A drive to the Mornington Peninsula on a Sunday in summer? You have to be kidding!

Every weekend in summer Melbourne empties out to the coast including 10,000 people who hit the Peninsula on each summer weekend.

Undaunted, 15 MX-5ers and their crews met on a Sunday in February to join the happy crowds on a run criss-crossing Melbourne's beach playground.

Originally planned as a "Picnic at Hanging Rock", the run was diverted to the Peninsula to avoid the post bushfire mop-ups around the north-west of Melbourne.

It was a surprise to see all 15 cars at the starting point with roofs up. After a very hot and dry summer the morning started misty and overcast. Fortunately the weather improved and we left Frankston with tops down for a leisurely run south on the Peninsula Link freeway before picking up the Old Moorooduc Road and driving into the Peninsula hinterland.

Nestled between Port Phillip and Western Port bays are a network of "B" and "C" roads that make a fun drive any time of year. Through rolling hills and farmland we headed up to the little township of Red Hill, past the showground – home of the famous Red Hill market – and back down the hills again to Dromana.

No Peninsula MX-5 run is complete without a drive up Arthurs Seat – a strictly-policed 60km/h section (always a clue to a good MX-5 run) – that gives a short but sprightly set of very tight and twisty turns, looping back and forth across the face of the hill, including a couple of hairpins, a steep climb and sensational views, before arriving at Arthurs Seat and views of Port Phillip Bay.

After a series of well-publicised problems, the now-closed Arthurs Seat chairlift has been demolished; all that is left is a steep hiking trail straight up the hill for those who like a real heart-starter walk.

We had a quick pit stop to admire the views before heading further inland past former apple orchards, now converted to vineyards, restaurants and cideries. Wine tasting was in full swing at the vineyards scattered across Red Hill and Main Ridge. We zipped past the *Pig & Whistle* tavern, the Enchanted Maze, Pine Ridge car museum and historic Seawinds Gardens – all

worthy of a day trip on their own – and we found ourselves back at Arthurs Seat for a run down the hill.

A memorial cairn to Matthew Flinders is located high on the slopes of Arthurs Seat to mark his survey of the Port Phillip area in 1802 and offers sensational bay views particularly down the peninsula to Rosebud, Rye, Portsea and out the treacherous heads of Port Phillip Bay into Bass Strait.

With the sun out and plenty of boats on the bay, we could have stopped to admire the view for hours ... but our run was only half way through.

A couple of quick k's on the Peninsula Freeway took us down to beachside Rosebud where we headed inland and past the market gardens on Boneo Road.

The pace then picked up a little on the open roads, safely avoiding any bushrangers at Bushranger Bay, we dropped down through sweeping corners to Main Creek before curling back up the hillside. This stretch of road in the daytime is great, but can be a bit tricky at dusk when the local roos are very active (*take note, Lockie*).

With the iconic peninsula pine trees on the left and sea views to the right, we zoomed from Cape Schanck to just near Flinders before heading back into the Peninsula hinterland. We criss-crossed back to Red Hill where this weekday sleepy village was well and truly busy with the Sunday lunch crowd. Looping around to avoid the throng we headed to the picturesque seaside town of Flinders.

In the park by the Flinders pier overlooking the bay to Phillip Island and the Nobbies, we enjoyed a picnic lunch and had an opportunity to chat and meet the old and new members, prospective members and visitors who had joined the run: Siddique and his son; Naomi and her guests Steve and Helen; prospective members Greg and Sue, and new members: Arthur and Lyn who were previously members of the Queensland MX-5 Club, Chris and Roger and Rosemary. We hope to see you all again soon.

Thanks to Ron and Wendy for organising a great social run at such short notice. ●



Chapter chatter ...

16.2.14 | North-eastern Victoria ■ Words: Ron Gillick ■ Photos: Marg Gillick ■ Organiser: Ron Gillick

After having congratulated myself for not having staged the run the previous Sunday when the temperature was up to 43 degrees, I was questioning my wisdom on the day before the run when we were getting drenched by 21mm of rain.

However, in true north-east Victorian tradition we rarely get two consecutive days of rain and the day of the run dawned fine and sunny. Warwick and Jill Gibbon from Bendigo had stayed with us for a couple of nights and we left for the starting point of the run in Yackandandah with the tops down.

At "Yack" we were joined by some of the regulars along with visitors from Rochester, Neil and Mary Parker and a guest having a trial run with us, Gerald Gill. As always we were on our best behaviour so we are hoping that we impressed Gerald sufficiently that he will be joining the Club soon.

Following a short briefing we were into the cars and off for our first taste of the twisty bits with the run up from Woolshed Falls towards Beechworth; a short but enjoyable piece of road.

Through Beechworth and we were soon having some more fun on the descent heading towards the Great Alpine Road before arriving in Myrtleford for a coffee stop. Over coffee we got to know our visitors and guest a little better, while Shane and Roger came across some of their biker friends. Between them, Shane and Roger own 13 bikes (Shane has 10 but Roger is making a desperate effort to catch him).

Back into the cars and it was time to do one of my favourite roads through Happy Valley before heading back towards Beechworth. There is a great little road running from the Yackandandah-Myrtleford Road up to Stanley. Having only been sealed a year or so back, it is fast becoming another of our favourites.

After Stanley another nice little piece of road took us back into Beechworth for lunch and another session of talking with old and new friends to finish off another day enjoying the great little cars which bring us together.

Too soon, though, it was time to part, with our Bendigo and Rochester visitors having a reasonably long drive home. ●



^ Clockwise from front: Gerry, Ron, Bill, Elaine, Jill, Gerald and Ellen



^ Elaine and Jill



^ L-R: Warwick, Stuart and Mary

Yackandandah to Beechworth - the long way around



◀ The mountain people ... standing (L-R), Gerald, Roger, Warwick, Neil, Mary, Ron, Jill, Gerry, Elaine, Bill, and Ellen; in front, Shane (left) and Stuart.



^ One of the north-east's roads less travelled

Chapter chatter ...

16.2.14 | Western Victoria ■ Words: Noellene Gleeson ■ Photos: Karen Bradshaw

Well, the Western Chapter is at it again. Nine cars leave from Victoria St, Ballarat ... including Craig Baird from Torquay on his first Club run.

We decided on *no run notes*. **Let's just go!**

We head towards Daylesford and on to Glenlyon for a coffee break and pick up Ian and Lyn Williams from Trentham.

Coffee done and we are now on terrific roads as we turn on to Springhill Road. After plenty of twists and turns we arrive at the spillway at Lauriston Reservoir. From here we travel to Kyneton, and on to quiet country roads passing through Pastoria and Sidinoa. With Ian in the lead we stop at a stone monument to a local aviator which had a large aeroplane propeller attached. At this point Gwenda and Noellene ask for an urgent toilet stop ... too much coffee.

Away we go again and suddenly Ian turns right into an oval, tennis courts and toilet block in the middle of nowhere. Well, off goes Gwenda! "Is that them over there?" she asks as she runs towards the loos. I go into the cubicle next door and next thing there are these blood curdling screams. "Where is he, where did it go?" screams Gwenda!

Well I can tell you I was ready to get out of there, pants up or down, I did not care. I thought it was a rat or a snake. NOOOO ... it was a very large frog having his Sunday rest in the toilet water. Gwenda said it was so big, like a toad.

The others all had a good laugh with a couple of the guys taking the mickey out of Gwenda and commenting, "Bet he is one p####d-off frog". As you can imagine, this was the subject of jokes for the rest of the day.

Off again to our lunch destination at Lake Eppalock where it is a bit windy, but we all settle in and enjoy our food, banter and sunshine. Alan Griffen from Bendigo dropped in for a while to say hello, good to see him.

OK, now it's time for some more MX-5 fun. Allan suggested that Ian lead us up over Mt Alexander on the way home, and was he right. Great roads.

After a while we pull up in Castlemaine and John and I lead the group through Chewton and turn on to more twisting, turning roads with stomach churning crests to Fryerstown and then to Vaughan Springs mineral park. Jeff has a go down the giant slide to the cheers of the group.

From here we head to Daylesford where the Williams leave the convoy and head for home. Back in Ballarat a dozen of us finish off the day with dinner at Ballarat Golf Club bistro.

Another great day with fabulous people enjoying their fun cars. ZOOM ZOOM!! ●



^ Jeff and his spare tyres at Vaughan Springs



^ A very rare photo of Gwenda actually putting the roof down



Organisers: John Gleeson & Ian Bradshaw

Lake Eppalock run



^ Did you speak?



^ Every photo needs good props



> Coliban Reservoir



^ Morning tea line-up

Time for our 7th Chapter?

Words & photos: John Todd

We have all come to recognise that the concept of Chapters has been very successful within our Club, offering more scope for all members to participate in events closer to home.

Is it time for our seventh Chapter?

When the Club conducted the first member survey last year it came as no real surprise to learn that we have quite a number of members either already retired, or approaching retirement age.

Going hand-in-hand with retirement comes the desire to partake of things previously too difficult to undertake – for example: travel.

And when you mention travel, the desire for some of us is to join the “grey nomad” brigade and hitch up a caravan and travel far and wide around our wonderful country.

Janette and I recently joined this fraternity, acquiring a 4WD a couple of years ago and then, when we retired in July, we purchased a caravan and are starting to set out on various trips, be



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- » 1998 Grace Green NB
- » 2010 Blue NC
- » original NA wheels
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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



Janette Todd (left) with Joan Read

they near or far.

We have already discovered several other MX-5 Club members who own caravans/campers and we would like to make contact with these folk and others who may like to get together and perhaps travel as a group for a few days or even a few weeks. For example, we recently had a great couple of days away with Joan and Ken Read enjoying wonderful company and learning yet more about each other.

If you are interested please contact John or Janette (0448 833 321) and we will endeavour to arrange a meeting where we can discuss our various ideas.

PS: the mention of the 7th Chapter was only a joke, but we would like to hear of any caravaners who want to get together and continue to grow the friendship that was first born out of our wonderful Club.

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Chapter chatter ...

26.2.14 | Central Words: Ros Eastwood Photos & organisers: Ron Macdonald & Wendy Clark



Pulling into McDonald's at Berwick for this mid-week lunch cruise, I mused that there could not be many MX-5 owners who had Wednesdays off work (like me) or were retired (like Rob) as only four cars had turned up for the run.

Perhaps the threatening skies had put people off?

Before long our quartet of MX-5s set off for Koo Wee Rup. None of us was tempted by the “Free Poo” signs at the farm gates so we kept on driving. We found one bonus of having a small group was that we had no trouble keeping the leader in sight or staying within radio contact. Although we were initially surprised by Wendy’s apparent gruff voice and blue language, we soon realised that some truckies were using our radio channel as well! Just past Lang Lang we were relieved to leave the trucks behind and enjoyed the last 5km into Loch along a very pretty road with great views.

Stopping at the *Cosy Kitchen* for morning tea, we found another bonus of such a small group was that we could all sit and chat together. As well as the two of us and the two organisers, we enjoyed the company of Eric and two new-comers, Margaret and Steve, a couple from Trafalgar who were on their first run, having recently graduated from a motorbike to an MX-5.

Leaving Loch, the drizzle had stopped and our quartet swooped happily up hills, down dales and around sweeping bends, all with amazing views of green tinged paddocks dotted with cows. We were relieved when Wendy announced over the radio that there were “no lions ahead” but soon realised that the message was “no lines ahead” as the road narrowed.

We passed through Wonthaggi with its official sign pointing towards the desalination plant and the not so official one on the other side of the road denouncing the cost and value of the plant! As we headed towards our first sight of the ocean at Kilcunda, the clouds started to lift and a line of bright blue sky appeared above the ocean.

Crossing the bridge at San Remo we were in perfect time to see the hoards of tourists watching the hand-feeding of the pelicans. A slow cruise into Cowes and before long we were seated outside in the sunshine enjoying our lunch at the *Bali Café*. Much chatting and sharing of memories of our childhoods, travel stories and of course, a little car talk, and before we knew it, it was time to make our ways back to our respective homes.

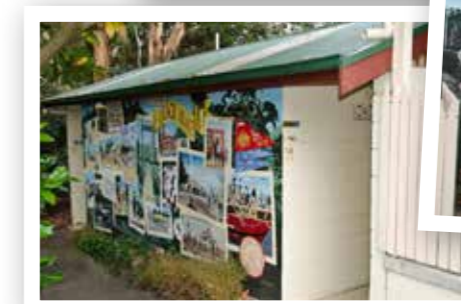
Thanks to Ron and Wendy for organising another great day out. ●



San Remo



Margaret, Ros, Rob and Eric



Loch



Feeling the heat at Sandown ...

Words: Todd Fletcher Photos: Andrea Stagno Navarra

It's an early start, up at 4am to get ready for my second track day.

Already the exciting feeling has started as I make my way up the freeway to meet Tim Emery and Motor Sport Captain Daniel White at the service station over the Westgate. Tim and I are on time as always as we wait for our superstar captain to arrive.... Late as always!

We arrive at Sandown Raceway and it's already bloody hot! We're all ready to battle the heat with a forecast of 41°, first job for the day was to setup all the Eskies and fill them with the drinks supplied by the Club – a terrific effort by the Club members who supplied Eskies and ice for the day.

We all make our way through scrutineering and tick all the boxes, no problems and then the call goes out that Russell Garner needs a hand trying to clutch start his car. After a few tries of pushing the car through the pits with it popping and spluttering but not willing to fire it was decided a tow vehicle was going to be a better idea as a few of us were close to worn out and we hadn't even turned a wheel in anger yet!

I jumped in Daniel's not-so-"Innocent Blue" #146 for the first practice session as a passenger to get an idea of the track, braking points and corner apexes. It's great that newcomers like

me can jump in with experienced drives and learn all the details of the track like the little bumps and different points to use around the track to ensure you're on the correct line.

The quickest times were set in the early sessions, as the temperature quickly headed north so did the times and an Alfa engine as it was heading down the main straight.

As a newcomer I try not to focus on the times, I know they are slow ... very slow! Each time I headed onto the track I try and make each apex cleanly and hit all my braking markers that I have been shown, I know the times will get better as long as I do all the little things right.

A big thank you to all the officials that gave their time to ensure the day ran smoothly.

It was hard work inside the car and I'm sure it was hard work standing out in the middle of the track with 41° beating down on you. ●

▼ Hot ... damn hot!



City Mazda MX-5 Sprint Championship - Round 7: Sandown - 2.2.14

Results - Round 7	1st	2nd	3rd
Standard NA	Noel Heritage » 1:38.3033	---	---
Standard NB	John Downes » 1:40.2683	Peter Dannock » 1:41.4507	---
Standard NC	Randy Stagno Navarra » 1:34.2701	Alan Conrad » 1:35.7223	---
Clubman	Tim Emery » 1:39.1333	Simeon Ouzas » 1:40.0739	Fabian Mastronardi » 1:40.4132
Modified	Dean Monik » 1:32.6253	Gary Prescott » 1:34.4846	Ray Monik » 1:34.8156
Super Modified	Russell Garner » 1:31.1929**	---	---
Restricted Open	Paul Ledwith » 1:26.6226**	---	---
Open	David Bruce » 1:31.5652		Mike Kirby » 2:58.4497

** New Club lap record

2013-14 City Mazda MX-5 Sprint Championship | Round 7 - 2.2.14



» Alex Conrad (Galaxy Grey NC) chases them down



» Paul Ledwith



» Daniel White

Championship standings after Rd 7 – Sandown, 2 February, 2014

(corrected points)	1st	2nd	3rd
Overall Champion	Noel Heritage » 60	Randy Stagno Navarra » 56	Leon Bogers » 53
Standard NA	Noel Heritage » 60	Daryl Ervine » 7	---
Standard NB	John Downes » 44	Leon Bogers » 37	Peter Dannock » 30
Standard NC	Randy Stagno Navarra » 56	Alan Conrad » 40	Robert Hart » 20
Clubman	Max Lloyd » 45	Peter Phillips » 40	Tim Emery » 37
Modified	= Dean Monik / David Wilken » 40		Gary Prescott » 34
Super Modified	Russell Garner » 70	---	---
Restricted Open	Paul Ledwith » 47	Brendan Beavis » 44	---
Open	David Bruce » 24	Mark Fitzgerald » 20	Mike Kirby » 16

Outback heroes to Siberian sub-zeroes ...

Words: Toby Hagon, National Motoring Editor, drive.com.au Photos: drive.com.au | 7 March 2014



Sitting stationary on the snow-laden start line of a temporary race track forged into a frozen Russian lake debating what gear to use for the fastest getaway was not a typical start to a motor sport event ...

Adding to the eccentricity was that I was in a convertible Mazda MX-5 – with the roof down.

In many ways, though, that's ice racing, a form of racing not especially familiar to Australians.

In the end I took off in third gear on the recommendation of our Russian coach, who was adamant it would be the best for minimising wheelspin and reducing a later gear change.

"You'll be leading by the third corner," he said, semi-confidently.

He wasn't quite right. As I gently released the clutch the car bogged down slightly before wheelspinning briefly and eventually building speed. While I lost time initially on the rivals surrounding me, within 100 metres I was gaining on them, before quickly slicing into second place through that third corner. Half way through that first lap I spotted a gap and was soon out in front, free of the snow spray that gently peppers the windscreen when following another car.

That clear air gave me a chance to settle into a rhythm and build a buffer. But within three laps, the lead Russian driver – and a man with plenty of ice racing trophies – was bearing down, hounding me for the lead. I managed to hold him out for three laps; after a small mistake from me he tapped my car's back



Drive's tilt at the 2014 Mazda ice racing title ended abruptly in Russia.



bumper before getting past half a lap later.

Still, we were well positioned for a one-and-three-quarter-hour endurance race that would involve four drivers in the #4 Australian car.

Within minutes of our second driver stepping in he was back in the lead and storming away from the fastest #10 Russian team that quickly proved itself to be the ones to beat.

But it soon came to a slow, slushy end when a simple mistake crucified our chances with five minutes stuck in a snow bank. By the time our roadster had been towed from the otherwise innocuous fluffy white wall we were second last of nine contenders. *Our dream of finally beating our Russian competitors on ice had literally come to a crashing end.*

It was an anti-climax to a competitive two days. Fresh from an Australian summer we were thrown into sub-zero Siberian temperatures on a constantly changing surface that required completely different driving styles to those normally employed when driving fast.

Accelerating out of tight hairpin bends at 30km/h had us using fourth gear to minimise excessive wheelspin, the enemy of any competitive driving. While an MX-5 is by no means a high-powered car, with a modest 118kW, you never tap into that potential, instead relying on lower revs and torque to pull the car up to speed.

While our pace was not quite at the level of Russia's two quickest drivers, it was enough to make us a favourite for second place, and a possible contender for the top spot on the podium.

Unlike previous years of racing on ice, 2014 also included a race in the popular *Mazda3* small car, with a points system determining the winning team for the day. While the MX-5 is a purebred sports car driving the rear wheels, the 3 is a conventional small car powering the opposite end.

Whereas in the MX-5 you can use gentle throttle applications to tease its tail into pointing the direction you want it, the 3 requires more steering input and the occasional dab of the brake pedal to upset its balance.

»»»»»»

Repco VIP Club: you're invited!



Words: Don Nicoll, President



All members of the Mazda MX-5 Club of Victoria & Tasmania are now eligible for a 10% retail discount through Repco outlets.

The Club has signed up as a member of the **Repco VIP Club**, which qualifies all financial members to join.

Membership is invitation-only, via selected car clubs; non-car club members can't get access to these benefits of member-only discounts and offers.

To join, simply join up online and quote our Club's code.

Type this link into your browser:

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

and then enter your details.

You'll receive a temporary "VIP" card, with a permanent barcoded card and key tag following within 14 days.

You're guaranteed of 10% off full retail at any time, and further offers of up to 30% off full retail at various times throughout the year.

Repco will e-mail you with online catalogues, and advance advice of special VIP offers.

If you work on your own car, or buy gifts for the car nut in your family, you'll love this deal from Repco.

It's another way we're trying to offer you a bit more bang for your membership buck! ●



Then there was the second race in MX-5s, which were faster and more lively on the low-friction ice. The agility of the MX-5 is instantly familiar – and rewarding.

While there were some sizeable bumps on the 4.1 kilometre track on the outskirts of Ekaterinburg, the MX-5 recovered quickly, most times after a brief brush between my helmet and the roll cage. At speed the MX-5 is a brilliant companion, responding faithfully to driver inputs and slipping and sliding in a controlled manner. It's immediately apparent that more power is the last thing we need.

Grip is so minimal that wheelspin is a constant companion; containing it – and harnessing the power that can make its way to the snow – becomes the name of the game.

Once we recovered from the spin it was back to business in trying to claw back some credibility. We managed seventh – and plenty of smiles along the way – enough to earn us fifth overall against eight other teams for the points challenge.

While ice racing may not be the fastest form of motor sport – top speed was about 130km/h and through some corners we were struggling for traction at 30km/h – it's certainly one of the more fun. ■



Bleeding your brake system

Words & diagram: RDA EBC Brakes, Club Supporting Sponsor

This is the method by which fluid is replaced within the pressurised brake system and air is eliminated.

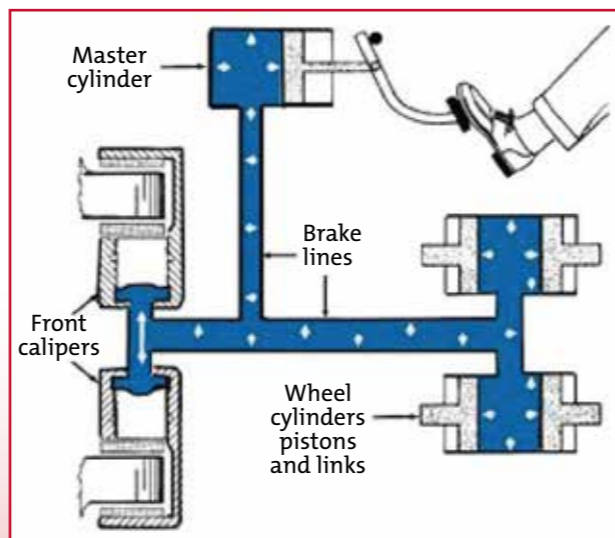
Replacing all the brake fluid throughout the lines, cylinders and calipers must be undertaken with extreme care as any trapped air will decrease significantly the operating performance.

The objective here is to obtain an air-free brake system.

There is not a brake fluid available that will allow you to run indefinitely without periodic changing or bleeding.

When racing or doing laps *the brake fluid should be replaced both before and after the day's racing* (each event would be better) and using a cool down lap before stopping, will assist greatly in preventing boiling, as it will avoid the heat soak when the airflow stops.

The brake fluid's job is to provide you with a consistent stable performance and regular bleeding and replacement, will ensure optimum operating performance and *eliminate the possibility of brake failure when you need your brakes the most* – that all-important emergency or hard-braking situation. ●



Special member-only brakes offer

Brake Upgrade Packages from RDA EBC

RDA EBC Brakes, supporters of our 2013-2014 City Mazda Sprint Championship, have extended the offer to all Club members for great savings on the range of RDA and EBC Brakes products for your MX-5.

The package includes RDA slotted/dimpled rotors combined with your choice of EBC 'Ultimax', 'Green Stuff', or 'Yellow Stuff' performance brake pads.

See the RDA EBC website, rdabrakes.com.au, for product details and specifications.

This is a great opportunity to take advantage of this member-only offer!

For pricing and availability, please e-mail rdabcoffer@mx5vic.org.au. You will then be contacted by RDA EBC Brakes. They will need details of your:

- Name
- Member number
- MX-5 model / year
- Contact phone number
- Post code (for freight cost)
- Package required

[ie: front / rear, Ultimax, Green or Yellow]



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Central Chapter

Weekday Breakfast run

Thursday, 20 March, 2014



Miss the crowds with this weekday run starting with breakfast at the Rosebud Hotel* followed by a 90-minute tour of the Mornington Peninsula ... including a run both up and down Arthurs Seat.

We will finish at Frankston where you will be welcome to join us for coffee before you wend your way home.

RSVP is vital for this event so we can book for breakfast.

**Please park in the REAR car park of the Rosebud Hotel (makes it easier to start the convoy run after breakfast).*

Where: Rosebud Hotel: 1099 Point Nepean Road, Rosebud

Time: 9am for breakfast

RSVP: Required by 13 March to book a meal
– Ron & Wendy: 0422 490 786 or central@mx5vic.org.au



Eastern Victoria Chapter

Drouin to The King's Arms

Sunday, 23 March 2014



Join us for a pleasant Sunday's run through some of Gippsland's best MX-5 roads as we head to lunch in Neerim.

Heading towards Korumburra initially, we will make a quick stop for morning tea back in Drouin, then proceed north.

Lunch will be at Neerim from 1:00pm. We will make a group booking for lunch, so please respond by 14 March.

Meeting place: Southern end of Civic Park in Drouin
(*parking is available on Young Street and McCay Drive, behind the Woolworths supermarket*)

At: 9.30am for 10am start

RSVP: Required by 14 March for lunch booking

Contact: Travis McInnes 0408 025 220 | skootnsubie@gmail.com





Central Chapter's

Lest We Forget

Sunday,
27 April, 2014



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

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

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

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

.....

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



The "No Idea Where We're Going" run

North-Eastern
Victoria Chapter



Sunday, 27 April, 2014

Meet at Isaacs Park, Yackandandah (opposite hospital).

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

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





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City Mazda is thrilled to welcome the highly-anticipated All-New Mazda3 onto our showroom floor. Experience the next great drive by booking an All-New Mazda3 test drive at City Mazda and see for yourself what all the fuss is about. The All-New Mazda3. City Mazda's Next Great Drive.

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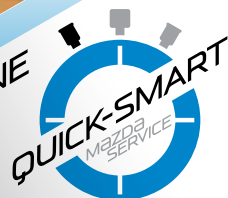
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