

mxtra

9/2015
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

Rack 'em up ~ 25 years!



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MX-5 Club
of Victoria

In this edition:
25th anniversary celebrations
2014-2015 Club & Chapter awards
The ND - members' first impressions

Print Post Publication: 100018450



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9/2015



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Cover
image:

Our 25th anniversary party in Melbourne certainly took the cake(s) ... fun, awards, cars on display, memorabilia, and lots of MX-5 talk. *Photo: Alan Bennett*



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

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Don's Drive(l) ...

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



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

For your diary ...

See the full calendar for details

September

- 13 *STas: Mystery photo scavenger hunt*
- 19 *Western: Forrest picnic run (Sat.)*
- 20 *Central: Yarragon run*
- 20 *Eastern: Dargo run*
- 27 *NE Vic: Mt Buffalo run*

October

- 4 *Eastern: Licola run*
- 10 *Sprints 2015 Rd 8: Calder Park (Sat.)*
- 13 *Eastern: Lunch & Lies #2, Noojee*
- 17 *Central: Trentham run*
- 17-18 *2015 Winton 10 Hour: Winton*
- 18 *Western: RAAF Pt Cook air show*
- 25 *Eastern: Khanacross, Bryant Park*
- 25 *NE Vic: Dinner Plain run*

November

- 1 *Sprints 2015 Rd 9: Broadford*
- 8 *Central: Annual CFA run*
- 15 *Eastern: Jeeralang run*
- 21-22 *NE Vic: Warbirds Downunder*
- 21-23 *Eastern: 3 Peaks run*
- 22 *Western: Winery run*

Mark those corners!

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

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

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

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

Welcome to the September edition of *mxtra*. Once again Murray has put together a packed magazine for your enjoyment despite the fact he is off to Europe for a well-earned rest from Melbourne and the Club at the end of August.

In our September magazine last year we featured Ben Sale's pictures and reports of the LA launch of the ND. This year we have photos of our 25th anniversary celebration at City Mazda together with photos of the actual car in Victoria.

Since the anniversary event, I had the pleasure of an ND test drive thanks to Max Kirwan Mazda. *I wish I hadn't!* It is so much lighter and nimble than the NC that the trip home in the aforementioned NC felt very pedestrian. Don't get me wrong – I still love the NC but the ND really is closer to the concept of a go-kart with a CD player. I'm not sure about the 1.5 litre power plant, plenty for the corners but in a straight line the NC's two litres is a bonus. I guess it depends on how many corners versus straight lines you plan to drive. Give me corners anytime, but for a cruiser the NC will hold its own.

The 25th anniversary event in Melbourne was very successful with many people commenting on the informal format allowing people to mingle more than is usually possible at sit-down events. Many thanks to the Committee, the helpers, the travellers and the guests for making it a special occasion.

The Victorian Chapter Captains' meeting which preceded the 25th anniversary was well received by participants. It is amazing how face-to-face discussion of a subject can achieve so much more than email exchanges. Hopefully things are a little clearer for those (both Chapter and Committee people) who were able to attend. We need to find a way to repeat the exercise with those unable to attend. As Karen Bradshaw said, sitting around a table discussing Club issues is quite different from the odd hurried conversation on a Club run.

On 12 August we held the 2014-15 Club Annual General Meeting. In a return to normal proceedings, we had one guest (*last year we had guests – plural*), more of which in a minute. In a departure from recent years we have not provided profiles of the new Committee in *mxtra* as the members have not changed from last year and their roles have remained the same. Page 3 provides all the contact details. Although the Committee has not changed, we do have one new blood to swell our ranks. Bob de Bont offered his services to the Committee in the absence of there being a vacancy for a non-official seat. He has offered to take on a *dogsbody* (his words) role as an unofficial 13th member which was warmly welcomed by the Committee.

At the Committee meeting which followed the AGM, I advised the group that I may not be able to complete a full term as President. The co-pilot and I are seriously considering a move to the Apple Isle. This became a little more of a reality when we engaged a real estate agent to sell our house in spring. I didn't know what a housing bubble was until the agent started talking time frames for a sale. We might need a temporary tent if we get the illusory offer you can't refuse. We're looking forward to some snow on the doorstep in Hobart!

It's that time to check the roof drains on the soft top NAs, NBs and NCs to prevent any sloshing under the feet in a spring deluge (*see the June *mxtra* if you need guidance*). I note that the ND has some fancy sieve device which makes the job of cleaning out debris a lot easier. *Another reason for an ND?*

That's about it for this month, save to wish the *evergrey* Murray (his words) and Alyssa a great holiday. I guess we'll survive until he returns, but I would not be taking bets.

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

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

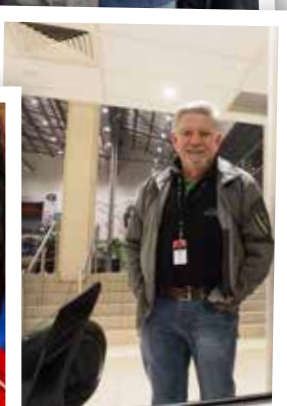
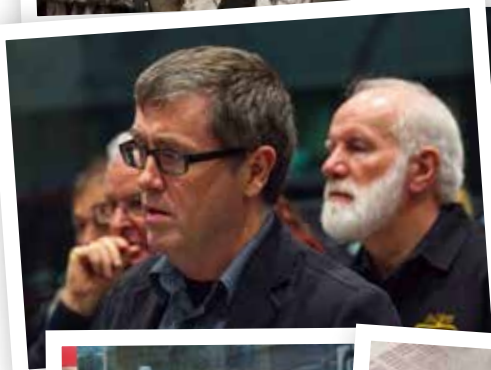
Don



Scene about ... at the 25th



■ Photos: Bronwyn Roche, Marg Gillick, Karen Bradshaw, Alan Bennett, Ben Sale, Rob Tanner, Jill Steer, Alana McDougall





Membership

Current membership count:

536

and growing!

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

G'day again!

In the past month, another 19 enlightened individuals have joined our ranks:

Central Chapter

Harrison Gibbs	2001 Silver NB
John, Clancy, Mirella & Finley Ivanac	2015 Silver NC
Ross and Natalie Kenneally	1990 Neo Green NA
Helen Lehman	2001 Crystal Blue NB
Alistair Riddell	1990 Mariner Blue NA
Allan & Julie Simpson	1998 Dark Blue NB
Peter Stevens	2000 Silver NB

Eastern Victoria Chapter

Peter Ilijash	2006 Blue NC
---------------	--------------

North-Eastern Victoria Chapter

Allan Griffiths	1998 Grace Green NB
Rodney McDonald	1998 Black NB

Western Victoria Chapter

Ronald and Ann James	2000 Blue NB
Rodney and Wendy Freeman	1999 Black NB

I wish all these new members a long and fruitful association with our dynamic Club.

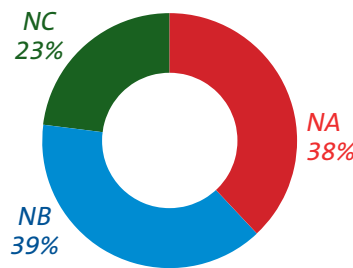
I wonder if you are disappointed with the electrostatic window membership sticker you received when it is attached to your windscreen – it doesn't adhere uniformly to the glass and looks a bit tacky. And this despite following the instructions provided by the manufacturer and that we provided to you!

We've now been back to them and they have revised their directions:

To apply the decal, clean the glass and leave it *damp* (the decal won't stick to grease, oil or dirt). Position the decal as required, so that one edge clings to the glass first. Then slowly "roll" the decal out across the glass, using a cloth (or your finger) to press out any air bubbles that are trapped between the decal and the glass as you go.

I've followed this and it works – give this a try if you have also been disappointed!

Some more Club statistics – this time car model.



I was rather surprised with the relative numbers of NAs, NBs and NCs, expecting more of the latter. It will be interesting to see how long it takes for ND numbers to grow – at this stage, there is only one! That's it below on its first run – on the Great Ocean Road on 19 August. It belongs to brand new Club member Robert McFarland, and his comments are glowing ...

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

Will



Robert McFarland, owner of the first ND in the Club, took his car down the GO Road to "run it in". Here are his impressions:

I clocked up 600km on the second day, which must be a good sign.

I've had a few cars since I started driving in 1980: five Lotus Elises and two Elans, seven Porsche 911s, an Audi UrQuattro, a Triumph GT6, TR6 and Stag, an Alfa Spider Duetto, Giulia Spider, Giulia coupe, 2600 and Montreal, a Reliant Sabre 4 and Sabre 6, an Alpine A310, a Daimler Dart, two Range Rovers, five BMWs, one Mercedes, six Saabs and five Volvos. Oh, and an Austin Champ!

Lots of others but I just remember the good ones and try to forget the junk.

This is my first MX-5 – a very interesting experience after 12 years of Elise ownership.

The driving characteristics of the ND are remarkably similar to the series one Elise that came out in 1996: superb ride and handling, zippy performance up to about 140 kmh, and most notably a fun drive at the legal limit!

The Mazda outdoes the Lotus in a number of key ways: far superior gear change, brilliantly fast soft top (3-4 seconds for the MX-5, 5-6 minutes for the Lotus!), easier access, much better fit and finish, and it even sounds better!

After just three days I'm completely sold on the ND experience and will be using it daily as well as for the weekend fun!

I'm very much looking forward to participating in Club activities. I'm sure the ND will build up a great following and win many converts to the brand. ●





Track Torque



■ Tim Emery – Club Captain - Motor Sport captain@mx5vic.org.au

City Mazda MX-5 Sprint Championship - Round 5, Winton, 2 August

What seems to be a theme running through the 2015 Sprint Championship, Round 5 at Winton looked like it was going to be wet!

Driving up on Saturday afternoon it rained the entire way. Even when we congregated at the Northo in Benalla for dinner, the rain kept falling outside which meant one thing: *wet Winton!* We had another great turnout of MX-5s for the traditional 'Short Track – Long Track' round with only one MX-5 forgetting which way the track went after the swap at the lunch break. Read the full report on page 28.

AROCA 10 Hour Relay - Winton

We are looking forward to another big event in the 2015 AROCA 10 Hour. I really believe the new event format and rules are a great advantage for our MX-5 teams, so *this is the year to get all three teams in the Top 10!*

After receiving all the expressions of interest in joining a team, Randy and I have finalised the teams and again I think we have a great mix of cars and drivers across all three teams.



Flyin' Miatas	Team MX-5 Motorsport	City Mazda Motorsport
Noel Heritage	Tim Meaden	Kim Cole
Robert Downes	John Downes	Peter Dannock
Max Lloyd	John Reid	Alan Conrad
Tim Emery	Paul Murphy	Dave Moore
Paul Ledwith	Gavin Newman	Randy Stagno Navarra

As always, this event requires a lot of organisation and now with the condensed format it is going to be a busy few days. As I have mentioned before, co-ordinating three teams, 15 cars and 15 drivers requires a *team of over 20 people*. We always have a great team of wives, partners, fathers, brothers and friends who help out but, in some cases, these people are not even MX-5 Club members. **So it would be great to see some members who would like to experience some Club motor sport lend a hand. If you would like to, let Randy or myself know.** ■

Tim

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



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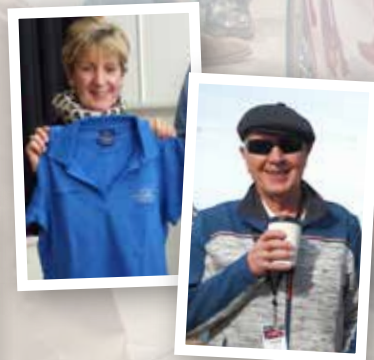
For more information, e-mail: rdaebcoffer@mx5vic.org.au.

2014-2015 Awards presentations



≈ Karen Bradshaw (left) receives the 2014-2015 "Mike Quist Award" for Club Champion from Ginny Quist

» 2014-2015 joint New Member Champions, Lynsay Millar (Southern Tasmania) and Gerald Gill (North-Eastern Victoria)



≈ Club Captain - Social, Cary Warren, presents Karen & Ian Bradshaw with the 2014-2015 Teams Champion Award



« Bruce Harvey - Northern Tasmania Chapter Champion

≈ Michelle Waldock - Southern Tasmania Chapter Champion



« Karen Bradshaw - Western Victoria Chapter Champion with Captain Ian



» Peter Ferguson - Eastern Victoria Chapter Champion

» Bronwyn Roche, Central Chapter Champion



« Loz Thomas - North-Eastern Victoria Chapter Champion

8 August, 2015

■ Photos: Ben Sale, Alan Bennett, Rob Tanner, Bruce Harvey



≈ Alan Bennett (left) receives the 2014-2015 Jinba Ittai Award from Mazda Australia MD, Martin Benders

Years of Membership

25 years

Margaret & Michael Cemm
Malcolm Brand | Murray Finlay | David Henry

15 years

Pam Bown | Tyrone Dark | Kim Cole
Sylvia & Nick Oklobdzija | Andrew Van Der Mei

10 years

Graeme Adams | John Downes | Marg & Ron Gillick
Jo Hirst | Mike Kirby | Daryl Koochew | Ian McInnes
Colin Nicoll | Ian Schofield | George Vellis

5 years

Lindy Anderson | Karen & Ian Bradshaw | Greg Brown
Bob & Jessica de Bont | Colin Denman-Jones
Dawn & Alan Everett | Eric & Annette Field
Annie Geard | Douglas Gill | Bill Hines
David Hustwaite | Rhys Jewel | Henny & Garry Lynch
Gay Matthews | Alice, Jessica & Paul Murphy
Terry Murphy | John Myers | Michael Nolan
Nick Papadopoulos | Bronwyn & Geoff Roche
Lois & Lester Scott | Bruce Telfer | Keith Tillack
Tammy & Daniel White | Graham Wilson



≈ From left: Martin Benders presents Malcolm Brand, Club Founders Margaret and Michael Cemm, and Murray Finlay with their 25-year pins



« Alan & Dawn Everett (Western Victoria Chapter) receive an "In Appreciation" award from Ian Bradshaw



« the mxtra award went to Kelly Berggren (Northern Tasmania)

Great drive, great cause!



Sunday, 27 September, 2015

Club racer Max Lloyd is urging Club members to turn out for the "Drive for Life" touring road event in support of suicide prevention education in September.



Organised annually by the **Drive For Life Suicide Prevention Association**, the 2015 event will run in two separate divisions using different roads for each division.

1. **Social Drive** for beginners and enthusiasts who want to take their car for a nice drive on interesting roads by following

a simple set of directions (no traps). There are no special requirements – just a current driver's licence and a passenger to read you the directions.

2. **Championship course** for those competing in the HRA Touring series and Standard Car class championships. This is a challenging tulip route course for CAMS-affiliated club members. A CAMS Level 2NS licence or better is required. Licences at this level can be purchased from the CAMS website (www.cams.com.au) or applied for on the day.

No experience is necessary to enjoy this event and you won't be alone as a new starter.

All you need is a registered road car, a licensed driver and a passenger who can read and interpret basic route instructions.

Please note: this is NOT a speed event. All Victorian road rules will apply.

The event starts in Eltham and tours through the picturesque Yarra Ranges and Yarra Valley areas. It will take approximately four hours in total to complete the event, including a rest stop. A BBQ lunch is available at the finish destination. It's a great way to spend your Sunday with family or friends.

We are expecting a capacity field this year, with places allocated on receipt of official entry.

Are you up for the challenge? Don't miss out, book now!

Visit www.driveforlife.net.au for more details and entry information.

All funds raised go towards funding suicide prevention education through Rapid Response Ministries.



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Michael Nolan

The MX-5 Club Grill

North Tasmania Chapter

Name? Michael Nolan

Age? Post-World War II baby

Born? Launceston Tasmania

Current abode? Launceston

Profession? Retailer

Partner? Anna

Pets? After my last dog died, pond fish – they don't bark

Fave food? Rare steak off the BBQ

Can you cook? Yes

Favourite tippie? Red wine and a beer or two

First drive? Ford Consul

First car? Hillman Minx

First fender bender? A guy not giving way – bent the poor old Hillman in a big way

Everyday driver? Kia Sorento Platinum

How many MX-5s have you owned? Two

Current MX-5? 2005 Velocity Red NB SE

MX-5 improvements? None – no need!

MX-5 dislikes? None to speak of...

Why an MX-5? A Ferrari is out of reach!

Fluffy dice? No way

Passions besides the MX-5? Motor sport, music, travel

Favourite TV show / movie / book? F1 grand prix, James Bond

Dream wheels (money no object)? Ferrari

Would you drive a Daewoo or SsangYong? No

Favourite other Mazda? RX-8

If not a Mazda (gasp!), then what? Is there anything else?

How long in the Club? 5 ½ years

How many MX-5 Club runs or track events? Too many to count – missed maybe three or four

Favourite Club run/track? In Tasmania we have so many great MX-5 roads it's hard to pick a favourite

Funniest thing seen at a Club event? Ducks being chased by a member's dog whilst we were eating our lunch on the river bank on one of our runs – hilarious!

Have you been to DECA or NatMeet? Not yet

Ford vs Holden? Ford, always!

What's playing in your MX-5? Van Morrison

Footy team (AFL / NRL / A-League)? AFL – Saints

Final comments? Great handling car, great company ... what more could I want? ●



^ Top: Michael and Anna on a Chapter weekend away. Above: Michael receives his 5-year membership pin from Chapter Captain Bruce Harvey.

✓ Michael with his much-loved SE.



Driving the ND ... first impressions

■ Words & photos: Lockie Story, Western Victoria Chapter

I, like many others, have been waiting with baited breath to see the new ND, so when I received an email from City Mazda with an offer for a drive, I was like a rat up a drain pipe.

I arrived at City Mazda in South Melbourne and was escorted to a stunning black ND 1.5L GT. One with all the bells and whistles. After a short "tour of inspection and instruction" I was tossed the keys and asked to be back in an hour. What? On my own? *You little ... !*

Firstly the car. It looks every bit as good as in the pictures. Better perhaps. Black with black leather interior.

Keyless start, electric soft top, GPS, awesome stereo and VERY comfortable seats with easy entry and egress. The steering wheel feels nice in the hands and is adjustable. The instruments are easy to see and clear and easy to read.

Enough of that; let's just say they got the interior right.

Foot on the brake, push the start button and away we go. I took a little while to get the feel of the car and as my confidence grew I relaxed into it.

This car drives very well. The gearing of the diff/six-speed is as good as it gets, with even power through all of the rev range and it goes plenty quick.

It is comfortable and easy to drive. It inspires confidence. The

steering is pretty well neutral and, although I didn't try it, I imagine it would be hard to make it break loose. They have even managed to give it a real sports car "note." Using the hands-free phone I spoke to Tracey and said I was in lust and could I PLEASE have one. "No!" Not "not just now" or "We'll see" ... "No!"

I guess she needs to think about it.

In some ways it reminds me of *Molly* with that NA driveability, but with comfort. Hard to put into words. Would I have one? *In a flash!*

I recently spoke with Will Campbell who was tossing up whether to buy an ND or a very low-km 2004 NB SE. I could not give advice as to value but I realised that in his place I would take the SE. *Hmmmm ...* maybe that's because I am an SE addict.

Anyway, I think Mazda have nailed this one. It is everything we were hoping for and more. The styling, in my opinion, is heading very much in the right direction and with an entry level at \$32K and one with the lot for \$41K, it would have to be the best value-for-money sports car on the market.

Well done Mazda and a BIG thanks to City Mazda for the opportunity to test drive this wicked car! ■



Chapter chatter ...



15.8.15 | Western Victoria ■ Words & photos: Karen Bradshaw ■ Organisers: Karen & Ian Bradshaw

Having fun with the ND ... Ballarat City Mazda Drive Day

We had been looking forward to experiencing the new ND since Lucas from Ballarat City Mazda contacted us to arrange a 'drive day'.

AND what a day it was! Twenty-three members rocked up in their MX-5s, all very keen to try the ND and put it through its paces. Toss in a free BBQ, show bag and some sun in the afternoon and you have a recipe for a fantastic, sociable day.

Ballarat City Mazda were very generous and supplied three NDs – two manuals and an auto – for the day for us to take for a spin and for several hours the cars were constantly put through their paces.

There was much animated talk of performance, colour preferences, pros and cons and comparison with all of the previous ND siblings. The general consensus was that the ND is very much improved over the NC. One lady member who has a NC has even pre-ordered the 2L ND.

Here are some of the written comments we collected:

- » Love the shape, handles well, stops well, very comfy, easy to get into and out of, very little wind and road noise. To get the best out of it, you need to hit the rev limiter in every gear. Preferred the auto to the manual. Disappointed in the lack of storage – needs a glove box.
- » Impressed with 1.5L. Manual needs to be worked, seems to be more wind noise at highway speed.
- » Beautiful gear box, surprised at the power from such a small engine. Impressed with the ease of raising the roof. And the seat warmers!
- » Really liked the new shape and new colours – particularly the Soul Red. Not sure how the back glove box will work – in the NC it is not used much. Gear change smooth.
- » Not convinced with the new shape but it may grow on me. Quality and finish is excellent. Positive on the road – good feedback

- » Love the new shape and look. Needs a little bit more sound then it would be awesome. Comfy, feels good, looks great!
- » Nice car to drive, good note, looks good.
- » Good replacement for an NC – still like my NA!!
- » Good handling qualities, loved the gear box, boot a bit small, would be good if the old sock would fit when roof down, maybe a part could be developed to fit sock (storage issues).
- » New car is smooth, seats are a good shape. Could do with a little more grunt.
- » Very smooth, needs a bit more power. Would love a note on it, otherwise I would certainly have one.
- » Nice car to drive, corners well, lacks storage space, under powered. Will wait for 2L.
- » Loved the Soul Red colour, a big tick for seats (loved the heating), stereo system fantastic, first and second gear low in power after third and upwards plenty of guts. Handling and steering great.
- » I am tall but found it comfortable, responsive and tight. Great sports car.

A big thank you goes to Ballarat City Mazda for arranging the drive day, the fabulous BBQ and show bags.



Noellene & John
Gleeson

Lucas and his team are an absolute credit to Mazda; they were very friendly and obliging and nothing was too much trouble. They made the day very enjoyable ... just like the ND! ●



Tony Stoffels



Lawrie Hocking & John Thorne



Jeff Woolf & Beau McLennan



Ian Bradshaw



Brian Carroll

My favourite MX-5 road ...

■ Words: Tyrone Dark, Central Chapter

Buchan – McKillops Bridge / Orbost

This is a difficult task. There are so many wonderful MX-5 roads, especially in Gippsland and Tasmania, of which many can be classified as a favourite. However two roads stand out, though for completely different reasons and both start from Buchan.

Road number one goes from Buchan to McKillops Bridge and starts out as a fantastic MX-5 road, with tight corners and sweeping bends. Unfortunately, after 54km you arrive at Wulgulmerang Junction where the road deteriorates into my favourite goat track, suitable only for tractors and 4WDs! Pam and I did traverse it in her wonderful Heritage MX-5 and you can read about this misadventure in my chapter on Gippsland in the Club's 2010 "20 Roads For 20 Years" book, which is a great read for MX-5 enthusiasts.

Road number two goes from Buchan to Orbost – a real cracker, testing the skill of any MX-5 driver and the terrific handling of the MX-5.

This 46km stretch to the Orbost information centre is a must drive for any MX-5 driver. Behind the main sign to Orbost is a yellow sign which warns of winding road for 30km ... *woohoo!*

According to my count, that 30km stretch of road contains 267 corners, and requires 100% concentration.

At Buchan, it starts in open country and

then enters a forest area with plenty of up-hill-and-down-dale driving thrown in for good measure. The drive through the forest is magical and then the road emerges into open country again, while running alongside the Snowy River for quite a distance. You can relax a little now because there are only 44 corners in the last 15km.

Just before arriving at Orbost, you leave the Buchan-Orbost road, join the Princes Highway and cross the only other Victorian bridge that crosses the Snowy River.

As you enter Orbost, you will see a number of signposts. The C612 takes you to Bonang and then on to McKillops Bridge.

The C107 takes you to Marlo, where the once-mighty Snowy River meets the sea.

Turning right at the signposts into the main street of Orbost, you will see a lovely park on your left. I recommend spending some time here.

At the entrance to the park on your left, you will see a tall dark blue pole mounted on a large piece of red gum. At the top



of the pole you will see two yellow rings: the lower one signifies the height of the flood waters at Orbost during the 1934 flood, which washed away the top of McKillops Bridge (above); the top one marks the height of the flood waters at Orbost during the 1971 flood, caused by torrential rain in the reaches of the river below McKillops Bridge. Adjacent to the flood pole on the right side of the path is a wonderful mosaic path, and further up the hill is the historic Slab Hut. This treasure trove of the district's history is worth visiting.

I hope you will take the time to visit this area and enjoy the wonderful Buchan-Orbost road.

One thing is for sure: *when you own an MX-5, there's always a great road ... somewhere.* **Enjoy!** ●

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

Mazda to unveil new crossover concept

HIROSHIMA, Japan: The Frankfurt Motor Show will be the setting for the world unveiling of the new Mazda Koeru crossover concept on 17 September.

Koeru means "exceed" or "go beyond" in Japanese – a fitting name for Mazda's new foray into the growing crossover SUV market as the model aims to exceed existing category standards and stereotypes.

As the latest embodiment of Mazda's *KODO-Soul of Motion* design theme, Mazda aimed to impart the *Koeru* with the power and vitality of a wild animal while maintaining a sense of refined dignity.

The latest SKYACTIV technologies ensure the model provides outstanding environmental performance without compromising on Mazda's renowned driving pleasure.



The *Koeru* will be amongst the full line-up of 14 new-generation models that Mazda will display at the Frankfurt Motor Show. ■

*President Don Nicoll
leads the Club in a
toast to our 25 years*



To us!

25 years young! 10.8.1990 ~ 8.8.2015



Outside looking in ...

A grand occasion to celebrate a

It hardly seems like 25 years ago, in January 1990, that Margaret and Michael Cemm were driving their brand new Mazda MX-5 through the Dandenongs, east of Melbourne, enjoying being among the very first people in the country to boast ownership of the sensational new Mazda MX-5 roadster.

It's fair to say they were more than a little surprised to see a mini-convoy of two other MX-5s; they stopped for a coffee and a chat and someone, probably half in jest, said "we should form a club!"

Working with Mike Quist and Sue Ransom of Mazda Australia, it was only a few months later, on 10 August, 1990, that Michael chaired the inaugural meeting of the Mazda MX-5 Club of Victoria – with 167 foundation members, the largest inaugural lists of any CAMS-affiliated car club in Australia's history.

Twenty-five years on we gathered to celebrate that occasion with a party at City Mazda in South Melbourne. After welcomes from President Don Nicoll and Club Captain – Motor Sport Tim Emery (on behalf of City Mazda), CAMS CEO Eugene Arocca congratulated the Club and the Committee on the milestone before Michael Cemm regaled us with tales of the Club's foundation. Certainly he and Margaret had no idea back then of what the Club would become.

Mazda Australia MD Martin Benders presented Don with a copy of the MX-5 ND media kit from the model launch in Noosa the week prior to our celebration, along with a photo of the new model signed by Nobuhiro Yamamoto, Program Manager of the all-new Mazda MX-5.



President Don Nicoll welcomes the crowd



Club Captain – Motor Sport, Tim Emery



CAMS CEO, Eugene Arocca



Club Co-Founder, Michael Cemm



grand milestone

■ Words: Murray Finlay ■ Photos: Alan Bennett, Ben Sale, Karen Bradshaw

After that it was time to present “years of service” pins to many of this year’s 57 recipients, including 25-year pins to Margaret and Michael, Malcolm Brand and me, and then the Chapter and Club awards to the deserving winners, including Alan Bennett with the *Jinba Ittai Award* and Karen Bradshaw with the *Mike Quist Award* for Club Champion (see pages 8-9 for the details).

A prize draw, thanks to the generosity of Mazda Australia, saw Peter Lawson-Gillies win a mini HD movie camera, and high-quality noise-cancelling headphones go to Margaret Cemm.

But my personal highlight was the (very) surprising presentation of a poster celebrating 25 years of the MX-5 from last year’s global ND launch

in California. Not only did Ben Sale bring it back from the event, he got it signed by four of the most integral people in the history of the iconic roadster: Bob Hall, the “father of the MX-5” who encouraged Mazda to resurrect the front-engined, rear-drive convertible sports car; Tom “*Always Inspired*” Matano, the chief designer of the 1989 MX-5; Mark Jordan, the automotive designer whose concepts evolved into the NA, and Derek Jenkins, Mazda North America’s Design Director who led the ND team.

Those who know me know that this Club means the world to me, and I was completely blown away by this presentation of such a wonderful piece of MX-5 memorabilia.

Thank you, everyone! I will cherish it ... until the Club finds a clubroom, when it will be the first thing hung on those walls! ●



Mazda Australia MD, Martin Benders, with Don Nicoll



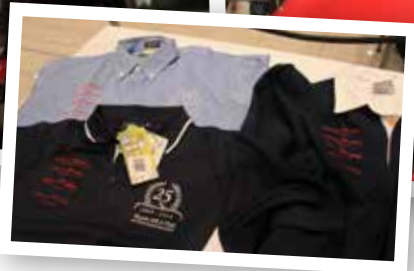
Martin presents Don with an ND media launch kit



VP Murray Finlay proudly displays his poster



Photos: Randy Stagno Navarra, Bronwyn Roche



Bob de Bont ... checking the drainage holes?

20-year-plus Club sponsors Carole & Dick Richey, from the "MX5 Factory"

Chapter chatter ...



20.8.15 | Southern Tasmania ■ Words, photos & organiser: John Waldock



^ John Waldock ... does my head look big in this?

We have been waiting for a year and for some, including the author, its almost impossible to describe the excitement.

Like Christmas when you're five years old, but even more fun.

As the organiser, I decided to get to DJ Motors, the Mazda dealer in Hobart, really early. But I wasn't the only one with that thought and I arrived to find at least 10 Chapter members there already ... some hopping from foot to foot with anticipation.

We waited outside for a few minutes, chatting excitedly and trying not to look too eager. A few more members arrived and we all decided to go in early – we just couldn't bear the suspense any longer.

We were greeted by the sight of three pristine NDs – Soul Red, Crystal Pearl White and Jet Black, all 1.5L GT models.

As quick as a flash, doors were being opened, and people fighting each other to get in the cars and check it all out.

By now everyone will have seen the new model, so I won't gush too much about aggressive stances, lovely lines or the design reminding me of a modern take on the NA.

After our initial look, DJ Motors' sales manager spoke for a few minutes before we went to looking at the cars, sharing opinions and generally behaving like children in a candy store. All seemed to be impressed with the quality and excellence of the new car, with many members expressing the need to have one straight away.

Congratulations to Jill Tilley, who won a free service voucher from DJ Motors on the night.

We thank DJ Motors – especially Emily Hills – for hosting this event. They went to a lot of trouble to display the cars in such a lovely way, and made us all feel very welcome. ●



Wayne Kelly tries one on for size ...



Get the wife on side! Michelle Waldock



Chapter chatter ...

8-9.8.15 | Northern Tasmxnia ■ Words: Bruce Harvey ■ Photos: Alana McDougall, Jill Steer
■ Co-ordinator: Bruce Harvey

Everyone knows the Australian fondness for not calling a person by their actual name, adding a "y" or maybe "ie" to create uniquely Ocker lingo. Nicknames also add to the colour of the language.

As I hail from Australia's closest neighbour and rival *across the dutch*, I have had to listen to plenty of the standard affectionate NZ'er ribbing ... *fush & chups*, for example.

Just recently I acquired the "Fearless" moniker, and even found myself using it when attempting to get attention on the UHF. However, just when I thought I had seen everything, the Chapter surprised me with a presentation (left) that I think actually brought out their closet *Kiwiness*.



With the fun complete, eight cars set off on the Saturday to make a weekend out of the planned 25th anniversary celebration on the Sunday, 9 August. We had booked to stay at the Swansea Motor Inn and, while this is in no way a travel endorsement, can I be allowed to congratulate the venue for the way they looked after us – even organising a complimentary minibus to ferry the ... somewhat noisy flock ... to and from dinner.

Sunday morning the girls decided to walk through to the outskirts of town to the previous night's dinner venue, which was now the breakfast venue, leaving the men to wash and dry the cars. All the rooms were sea-facing and the morning sunrise was spectacular. Due to the lack of any breeze the sun was warming, a sharp contrast to the other side of the building where the cars were covered in a white frost. Cars hosed and chamoised off, we too headed off for breakfast. Post-breakfast the ladies again decided to walk back, having spotted some crafty shopping opportunities, while we blokes filled the cars with fuel.

The rest of our Chapter arrived about this time and it was not too long before the Southerners started to arrive as well. The Swansea town hall had been booked for a few hours so, once lunch was finished, a few presentations were made and everyone present signed the 25th anniversary photo book.

I was lucky enough to win the Chapter Champion award, Keith Tillack (right) and Michael Nolan (page 11) received their five-year pins, and Kelly Berggren (absent) was announced as winner of the Club's annual **mxtra** award (again!).

Special thanks to Mazda Australia for the travel case lucky door prize. ●



^ Cheryl models the new 25th anniversary reversible jacket



9.8.15 | Southern Tasmania

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



The anticipation for the 25th Anniversary has been building for months.

The big day arrived, and we gathered to be greeted by sunny blue skies with Mount Wellington hanging behind us shrouded in snow. **Perfect!**

Seventeen South Tas cars in total left for Swansea, making a large convoy by the Chapter's standards.

We made our way first of all to Triabunna, a stop over half way up along the drive and a good place to grab a coffee and have a chat. A small advance party left early to open the hall, setting off while the rest relaxed and talked the merits of all things MX-5.

The advance party arrived after a nice drive, and things quickly fell into place as willing helpers set up the tables and chairs.

Members arrived, the rest of the Southern group having had a slow and frustrating drive behind a Nissan Micra! Someone was heard to remark that it was worse than following a caravan.

The Northern Tassie Chapter added about 20 cars to the group and we lined both sides of the road! Quickly, the hall was full and buzzing with conversation as Bruce and I displayed books, brochures and model MX-5s.

After lunch, it was the pleasure of both Chapter Captains to present awards and badges and the lucky draw, which was won by a very happy Nigel Honey. *Well done sir!*

Michelle Waldock was the Southern Tassie Chapter Champion, and Lynsay Millar was the Club's joint New Member Champion. Jo Hirst received her 10-year pin.

After more chat the group dispersed, with many willing helpers making it a breeze to pack up (thanks very much, everyone). The drive back was relaxed and a pleasant way to finish the day.

It was terrific to see the cars lining the street and to have so many enthusiasts in the same room. ●



Chapter chatter ...

Eastern welcomes a special visitor to the Tarra Bulga run



They say it's not WHAT you know, it's WHO – well the Gippy Chapter has proven that to extremes lately!

With the organisation of VP Murray and then Chapter Captain Ferg (Peter Ferguson), Nic Bodey and Rob Krygsman became the proud co-stars of Motor Magazine at a photo shoot for the new ND at the Bryant Park track! The event was top secret and clearly well before the ND became available for sale – so exciting!

As covered in the August *mxtra*, Nic, our inspiring L-plater (who works on his car with his biggest fan and dad, John, and YouTube's 'Miata King'), has managed to get his beautiful NA and his cheeky dial on the glossy pages at the unbelievable age of 17! Men three times his age DREAM of such things! *Lock up your daughters, fellas – this kid's fast becoming a triple threat!*



Alongside him, acting all cool, calm and collected, stood Rob Krygsman, our Chapter's biggest MX-5 collector. Rob has

three MX-5s on the road, plus two off the road (at the moment) and a shell in waiting for 'something' and, who knows, perhaps he has his eye on the new ND – time will tell! Now to top it all off he's a part of a glossy spread; what will he dream for now?

So ... not enough hype created yet? With the new ND being released and some of our own livin' the dream as a result. Nah, we can do better than that right!?! Yep, I guess Rob believes in sharing the fun, as he went and arranged for the dealership ND from Traralgon Mazda to join us on the Tarra Bulga run today! James Schonberger (Traralgon Mazda) and his partner Cathy showed up with the ND at the Trafalgar Holden Museum to join an impressive 16-car turn out.

Now, my joy did not start or end with this. As my dad (Ferg) is overseas he entrusted me with his baby NC for the day. *Did Christmas come early or what!*

After coffee and a catch-up at the museum (who were nice enough to open early for us) we headed off on a 125km cruise through Willow Grove, Erica, Rawson, Traralgon and through to Tarra Bulga. Awesome roads as usual but unfortunately for some the trip was a little long, at two hours, without a toilet stop – might need to start reviewing our runs to account for this issue! In partial

defence we did keep getting stuck behind 'pace cars' (all other cars should be banned from the road when we're on it, I say!). Good thing it was a lovely day to coast so we weren't too put out. We did have to pull up at one point to give Leanne a different UHF radio. From the start of the run hers was picking up everything she was talking about but when we realised she was only talking about caravans and not some juicy gossip enough was enough!

So we got out of the cars at Tarra Bulga and were hit full force with a wind that made me wonder where the bleatin' snow was! As quickly as possible the majority of us filled the Tarra Bulga Café. Oh, those poor people. Even though they had been warned of our numbers before we left Traf I don't think they realised just how crazy their day was to become! Two people to cook around 20 meals and probably 30 coffees! Of course there were a few hiccups and it took a while but all in all I was pretty impressed with how they got through it all.

While warming by the fire and munching away, James handed the keys of the ND over to the boys and told them to go for a drive! One by one and sometimes by twos, excited little men ran out the door squealing with joy (I might be pushing reality a little here but just go with me)

16.8.15 | Eastern Victoria

■ Words: Jenna Perks ■ Photos: Jenna Perks & John Poletti ■ Organiser: Rob Krygsman

and came back with grins from ear to ear. I was just waiting to see them jump up and down holding hands! (See right for the feedback I got.)

All the while James sat at a table answering all of my annoying questions and watching me take a bite out of his sandwich – yep, you read right: *I accidentally took a bite of his sandwich!* And what a champ – when we realised it was his he laughed and ate the rest! *Way to treat the guests with the good toys, Jenna!*

Even though I ate some of his lunch, James was all for the idea of the MX-5 Club having a subtle presence in the Traralgon Mazda lounge/showroom and agreed to hand out Club information with each sale. Looking forward to having some more new playmates to add to our fun group!

With a great layout idea from Chris Iddon, we herded back to the cars to capture a photo (left) to commemorate this one-off event. Wow, I will never be a professional photographer! Trying to coordinate 17 cars whose drivers are cold and itching to get on the move again is quite the challenge!! I'm glad we pushed through though and got the pictures to share for this article. I just wish Dad had been there to be a part of it ☺. Ah well, I'll get over it ... *he did go to Alaska without me!*

We hit the wonderful Gippsland roads again for the remaining 60km back through Traralgon, Churchill, Yinnar, Morwell, Thorpdale and landing back at the Trafalgar Holden Museum. Due to lunch taking much longer than anticipated, the day had gotten away from us. A few peeled off to their homes on the trip back (including the ND) and almost everyone had to take off fairly quickly, so unfortunately the day came to a very quick end ☹. There was however time for a few wise cracks! Now I'm the first to admit that I give these guys a hard time on the runs; take Alan with his love of a good chicken parma; Rob with his awesome little red driving boots etc, etc!

But I'm going to let you all in on a little secret ... when they're on fire, they give as good as they get. Apparently UHF's don't

need to be talked into ALL the time – *WHAT?* But I thought you liked the sound of my voice as much as I do (lol). A couple of comments about me being a bit of a lead foot too (don't tell Dad!) and a few other things that I don't need to include because *I'm* writing the report! *Ha ha—she who laughs last, suckers!*

In summary I'm going to clock it up to yet another awesome day run by the Gippy Crew (Rob Krygsman in particular) and I would like to thank you all, especially James from Traralgon Mazda, for allowing me to be a part of this event. *X X X*

I would also like to note that Peter Ilijash was trying out the Club to see if he would like to join. Before the day was over Rob received a text from him announcing that he is now a member! Welcome Peter – glad you had a good day and we look forward to getting to know you better on the upcoming events!

I'm also looking forward to seeing as many of you on 12 September for **M Day at Traralgon Mazda**. It would be great for us to return the support to James extended to us by getting as many MX-5s there on display. Besides, who can knock back a free BBQ?

Traralgon Mazda M Day

12 September – 8am-4pm

BBQ starts at approx. 10am

Lots of kids' activities

MX-5s on display

Dealership 'One day only' deals

Radio station live on site

Lastly, I am really excited about the *Three Peaks Run* that is now occurring on 21-23 November. I cannot rave about this trip strongly enough; it really is a 'Must Do' run. So if you're on the fence about it, get off and make the commitment – you won't regret it! Please lock in your booking ASAP as Rob only has 12 rooms on hold and they are going fast. If we need to get any extra rooms we would need to try sooner rather than later. ●



Gippy Chapter ND Review

Well I'm no reporter by a long shot but while the MX-5 Club was off having a drive of the Traralgon Mazda 1.5L ND, I took the opportunity to ask James Schonberger a few questions.

Traralgon Mazda had one grey 1.5L ND and was expecting the arrival of their second one next week.

So far there have been about 12 potentially serious test drives!

Two of the 2L models are already pre-sold!

Predominately the market is attracting 'the kids have finally left' buyers.

The 1.5L is ranging from \$35,700 to the 'all bells and whistles' \$48,000 on road.

So, what did our crew have to say in one word or short phrase?

David Salter: "Fantastic"

Nic Bodey: "Exhilarating"

John Bodey: "Sensational"

Siddique Fisher: "New car nice but no power in third, waiting for the 2L"

Rob Krygsman: "Hmm – nice. Looking forward to trying the 2L!"

Kyp Kassabis: "Definitely a step forward, more sophisticated"

John Poletti: "Epic"

David Evans: "Very good!"

I believe my notes have let me down because I don't have a record of what James Lang or Chris Iddon had to say and I have a feeling that there were more than 10 who took it for a run!

I did however get a few comments that no-one actually wanted to put their names to:

"Too cheap, has devalued all of our cars"

"Needs more torque"

"Has a nice note to it at 5K – lol"

It also saddens me to report, 'cause I do like a nice tall gentleman, Peter Lawson-Gillies' wife took him to a dealership and said "if you want it, buy it" – unfortunately at 6'3" he couldn't fit in!

Guess I'm just lucky I'm 5'1"; now I just need a wife to say I can buy the 2L ... lol!



What goes up must come down

... repeat, repeat (hey, it's a cycle!)

It's the Saudis v the US shale producers at the moment – and we are the winners.

Last year the Saudis effectively broke the OPEC cartel pricing system and started shipping high volumes of oil in an attempt to head off the US shale oil producers – an attempt that has so far failed. Oil prices continue to decline and shale production continues to increase, creating pressure on high-cost producers.

According to the Reserve Bank, the price of petrol has fallen 30% since January. *With the \$A still falling against the \$US, will prices rise?* Perhaps. Historically, profit margins for retailers and refineries have increased this year. *If the long-term average margin were still in place, even with the lower dollar, we should be paying \$1.15 per litre!*

A recent article in The Age (9 August) put the price of petrol \$8 a week higher per household than 'normal'. It goes on to detail that the gap has occurred since January and (*surprise!*) the difference is flowing into the profit margins of the refineries and retailers.

So where are the costs from the oil well to your petrol tank?

- » Refinery cost – varies “according to demand across Asia”
- » Terminal cost – regulated in Victoria but not Tasmania
- » Tax – excise and GST
- » Retailer pricing
- » Profit margins

Did you know that wholesale fuels are sold at *temperature-regulated prices* as specified by the Federal Government? The higher the temperature the higher the cost ... expanding prices lead to contracting wallets (ie, buy petrol on cold days).

If you have deep pockets, and a large container, you can bulk buy. For example, the BP minimum spot tanker load price is for 30,000 litres. *Ouch.*

There are nice people out there trying to help us by researching and publishing petrol prices and trend information. You just need to do a bit of old fashioned surfing to be better informed and, more importantly, work out how to save your money.

To get started, log on to the RACT or RACV website and check out “fuel watch” (RACT) or “my car\fuel” (RACV). These show lots of up-to-date details per litre across your state. Another popular site is *Motormouth*, which is much the same ... only different. If you want to get serious check out wholesale prices (via the Australian Institute of Petroleum) and for even more fun go to the ACCC or *globalpetrolprices* websites.

Motormouth, though, is not perfect – searching for prices in my suburb brings up six petrol stations in adjoining suburbs and none in mine. RACV, on the other hand, finds one – and that's because there is just one!

RACV trend analysis shows:

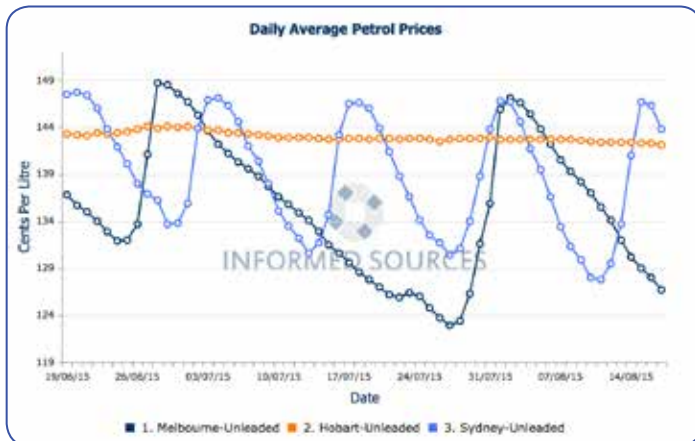
- » wholesale price varied very little (1-2 cents per month) over the last month
- » retail can be *below cost* (yes, it will be included in *Ripley's Believe It Or Not* shortly) and up to 23c/litre *above wholesale* (before any coupon or other discounts such as a fuel card).

The cost of petrol in the five mainland capitals shows some similarities and some key differences. First, there are cycles in each of these capitals but they are not the same ... some increase and decrease more often than others, Melbourne has the slowest cycle, Perth the fastest. The most obvious similarity is that prices rise much faster than they fall and none more so than in Melbourne. This means in Perth you need to wait an average of a week to reach the bottom of the cycle but in Melbourne the cycle currently takes a month.





Words & photos: Alan Bennett



Source: <https://www.informedsources.com/petrol-pricing.aspx#MelbournePriceGraph>
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So what can you do ... Stop using petrol? Part fill? Make sure you fill up at the bottom of the cycle even if you've still got half a tank?

Today (mid-August) in my local area:

Fuel Brand	BP	Coles*	7 Eleven	United	Woolworths*
91 Unleaded	126.5	125.9	125.9	126.7	125.9
Diesel	123.9	125.9	124.9	124.9	124.9
Autogas/LPG	51.5	51.5	51.9	-	51.5

* Coles and Woolworths offer a 4c/litre discount with a supermarket voucher.

Is it worth it? In my humble opinion, a qualified yes – if you are shopping at these supermarkets it makes sense to save the extra. My NC has a nominal 45L tank (I put in 47L one day), so $45 \times 4c = \$1.80$ possible saving.

How far is it worth driving to get the discount? My average fuel consumption is 8L/100km so, at \$1.25 a litre, I can travel 11.5km for \$1.80. You should do your own maths based on the weight of your right foot and the distance to your petrol station of choice.

The price for 95 premium unleaded was about 10 cents more – and, no, don't use 91 when the manual says 95. Some use 98 and see an increase in kilometres travelled but I have not been able to reproduce a distance benefit.

A couple of things to note about my local price survey: different outlets a few kilometres apart often have slightly different prices. The two Coles Express (Shell) petrol stations across the road from each other had identical prices ...

You might be like me, and have random trips and regular trips. On my regular trips I go past several service stations and my observation is that I can save 3-4c/litre by checking prices on the outbound journey and filling up on the return. That \$1.80 saving becomes \$3.60 with a voucher if the planets align.

All is lost by planting the right foot during leisure activities so it's all relative. My strategy is to keep an eye on the cycle, buy part of a tank when I get caught out and fill up at the bottom of the cycle as soon as I get below half a tank.

How are our neighbours faring? The average world price today (mid-August) was \$US1.10 per litre (\$A1.49). The Kiwis (and Bledisloe Cup holders for the 13th year in a row, LOL) are begrudgingly paying \$NZ2.05 a litre (about \$A1.80). The cheapest place to emigrate to, for petrol, is Venezuela followed by Libya, Saudi Arabia and Kuwait. *Not on your short list?* Then avoid Hong Kong, the Netherlands, Norway and the UK as these make you hand over your first born when filling your tank.

So, the moral is: petrol may be dearer than logic alone indicates, but it could be a lot, lot worse.

Profits take it up faster than gravity brings it down, so look before you fill up. ●



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Storage

Cars: \$150/month

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

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

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

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Oh for some grip!



2015 City Mazda MX-5 Sprint Championship | Round 5 ~ 2.8.15

■ Words: Randy Stagno Navarra ■ Photos: Vanessa Macaulay, redbookphotography.com.au

Winton, in my eyes, is my home track – it was the track where I got my first taste of motor sport and it was great to be back again for Round 5 of the City Mazda MX-5 Sprint Championship.

I've done a few laps of the circuit in several MX-5s that I've owned and today was going to be the first time that my 'newest' MX-5 was going to hit the track. So you can imagine my disappointment when on the drive up it started raining. Still, I knew it was going to be a fun day.

With 23 MX-5s entered it was again a great showing for the Club. After all the usual preliminaries and after the shock of people seeing me in an NB rather than an NC it was time to see what this MX-5 could do. Now I knew it was going to be a slow day as I was still on the budget tyres that came with the car. Everything else had been checked or replaced with new items.

First up was the *short track* ... and a very tentative few laps as the circuit was still wet and grip was pretty limited. The NB feels totally different from what I've been used to over the last six years. Power delivery is so high up in the rev range with very minimal torque, but the hardest thing for me was the braking. An NC can really stop quickly whenever you want it, while you need to plan your braking in a NB. Still, first session under my belt with no major drama.

Second session was drier so time to push harder. The car certainly responds very well but is horribly hampered by its tyres. One thing that I managed to do in that session was break



almost the entire field going past you while you're facing the wrong way! Not the best place to spin.

Still, the times kept coming down and I was starting to get the hang of the new car. There is one attribute that doesn't differ between the various MX-5 models, and that's feedback. All of the models are great and you know exactly where you're placing the car. So it's easy to gain confidence with the car. *If only I had some grip!*

The afternoon was the good old *long track*. The car behaved itself perfectly. More fun sliding around the track. I probably should have entered a drift competition as I would have fared a lot better.

I have to say I really enjoyed learning the limits of the new car. It's a new learning curve for me and one that I'll enjoy. The basics are there, I now need to fine tune the car to my liking. I have a certain expectation of what the car can do – *now to get it to do it.*

continued ...



the car's track virginity with a spin after clipping the wet ripple strip going into the chicane. *It's very interesting watching*

◀ Randy (#96, right) greets the oncoming traffic

2015 City Mazda MX-5 Sprint Championship - results for Round 5 | Winton ~ 2.8.15

Combbined Short Track and Long Track

Results - Round 5	1st		2nd		3rd	
Standard NA	Robert Downes	» 3:05.276*	---	---	---	---
Standard NB	Simeon Ouzas	» 3:05.260	Geoff Sanders	» 3:06.731	---	---
Standard NC	Alan Conrad	» 3:06.216*	---	---	---	---
NA Clubman	Tim Emery	» 2:59.515*	George Vellis	» 3:13.218	---	---
NB Clubman	Noel Heritage	» 3:02.029*	Max Lloyd	» 3:04.731	John Reid	» 3:05.622
Modified	Dean Hasnat	» 2:54.201	Gavin Newman	» 2:55.886	Leon Bogers	» 3:02.181
Super Modified	Russell Garner	» 2:50.368*	Robert Parr	» 2:52.017	---	---
Restricted Open	Paul Ledwith	» 2:46.124*	Fabian Mastronardi	» 3:01.147	---	---
Open	---	---	---	---	---	---

* Includes new "long track" Club lap record

Row 1: Geoff Sanders (#15), Paul Ledwith (#39), Daryl Ervine (#65), George Vellis (#11)
 Row 2: John Reid (#205), Tim Emery (#25), Steve Shreck (left) and Robert Downes (#26), Tim Meaden (#55)
 Row 3: Max Lloyd (#141), Fabian Mastronardi (#40), Alan Conrad (#50), Dean Watchorn (#46)
 Row 4: Randy Stagno Navarra (#96), Noel Heritage (#62), Gavin Newman (#021), Dean Hasnat (#79)



2015 City Mazda MX-5 Sprint Championship standings after Round 5 | Winton - 2.8.15

(corrected points)	1st	2nd	3rd
Overall Champion	= Paul Ledwith, Robert Downes » 50	Alan Conrad » 44	
Standard NA	Robert Downes » 50	---	---
Standard NB	Simeon Ouzas » 38	Peter Dannock » 37	Geoff Sanders » 20
Standard NC	Alan Conrad » 50	= Lindy Anderson, Ian Vague » 7	---
NA Clubman	Tim Emery » 40	George Vellis » 28	---
NB Clubman	Noel Heritage » 43	Max Lloyd » 38	John Reid » 18
Modified	Gavin Newman » 41	Leon Bogers » 30	Tim Meaden » 29
Super Modified	Russell Garner » 40	Robert Parr » 21	Colin Denman-Jones » 10
Restricted Open	Paul Ledwith » 50	Fabian Mastronardi » 21	---
Open	Dave Moore » 30	---	---

Oh for some grip ... continued



Robert Parr (#92) leads Tim Emery

All in all a successful day. Who said you can't have fun driving slowly?

A big thank you to my dad for letting me take his Mini GP (right) out for a session. It's one really quick car and I'd love some more seat time in it. Also thank



you to Fabian for letting me take his car out too. A very lovely and well sorted NB that will certainly be fun to drive in Sydney as we are sharing the car at the NSW/Vic-Tas MX-5 Club Interstate Challenge at the end of August.

In the rest of the field it was also great to see young Jarrah Pitt out on the track for his second track day, and second 'wet' track day! His lap times continue to come down and again, although being only on his learners, he is out there mixing it with the best of us.

Paul Ledwith certainly scared a Porsche driver around the short track by posting quicker times than the GT3 he was in, and only just being beaten by that car on the long track. Just shows you what a well-driven MX-5 can do.

As for me to answer the question everybody kept asking, I still prefer the NC but I can see myself liking the NB. *Though the ND trumps them.* ●



Paul Ledwith leads through the esses



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^ *Simeon Ouzas in "discussion" with a Porsche*



^ *Robert Downes (left) in battle with Steve Schreck*



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Strange times indeed!

Words & photos: John Waldock, Southern Tasmania Chapter Captain

Here's a potential trap for young players ...

When I checked the timing of my NA with my trusty timing light I could not see the timing mark on the crankshaft pulley at all!

Eventually I found it hiding out of direct view, well to the left of the end of the scale on the plastic cover. I have been known to time my NA to 14 degrees before top dead centre (14degBTDC) but this corresponded to something like 30-40 degrees!

Thinking maybe it was advancing under higher revs I confirmed the RPM was around 850 as should be the case with the 'bridge' in place in the 'diagnostics box' (see internet or your workshop manual). Interestingly the car had been behaving pretty much as normal prior to this.

Being adjustable, via loosening the Camshaft Position Sensor (CPS) unit at the back of the rocker cover, I rotated it to its full extent but the mark was still nowhere near the scale.

"Camshaft timing?", "timing belt skipped a couple of teeth?" I hear you ask? I removed enough covers to see that the camshafts were in the correct position for top dead centre (TDC). The aligning pin for the pulley was in the right place too – at TDC.

Bizarre. I wondered about a faulty CPS and also the crankshaft pulley itself – but how could that be out when it is locked in place by a pin?

I started to trawl the internet for clues and found a couple of forum comments mentioning timing that was wildly out. As is often the case with internet searches, one has to know the right terms to include to get the best results.

By the time I had gotten to "MX-5/Miata harmonic balancer timing mark out" and "... harmonic balancer delaminating" I had hit upon a rare – but known – issue where the crankshaft pulley moves slightly in relation to the harmonic balancer.

Yes, it's a two-piece affair joined via a rubber material which can break down over time. This movement is not something you can do by hand but under driving conditions it can occur.

I found a picture that showed the pulley mark similarly way-off from its usual position for TDC.

Aha!

The harmonic balancer/pulley part is a nasty little expense at \$290+ ... perhaps I could time by feel/a good ear?! No, I would go for it so I could get it right, hopefully. What if it was not the problem? But it had to be! Maybe?

So here, below, is a comparison of my old and new. You can see how close it had come to being 180 degrees out, and that just added to my initial confusion as to what was happening.



When I had fitted the new part I positioned the CPS centrally and held my breath as I held the timing light in position. Initially I couldn't see the mark – aargh! It was hiding under the thermostat housing.

After a bit of adjusting of the CPS all was well and the car drove with a smile! ●

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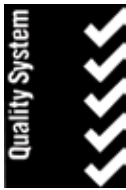
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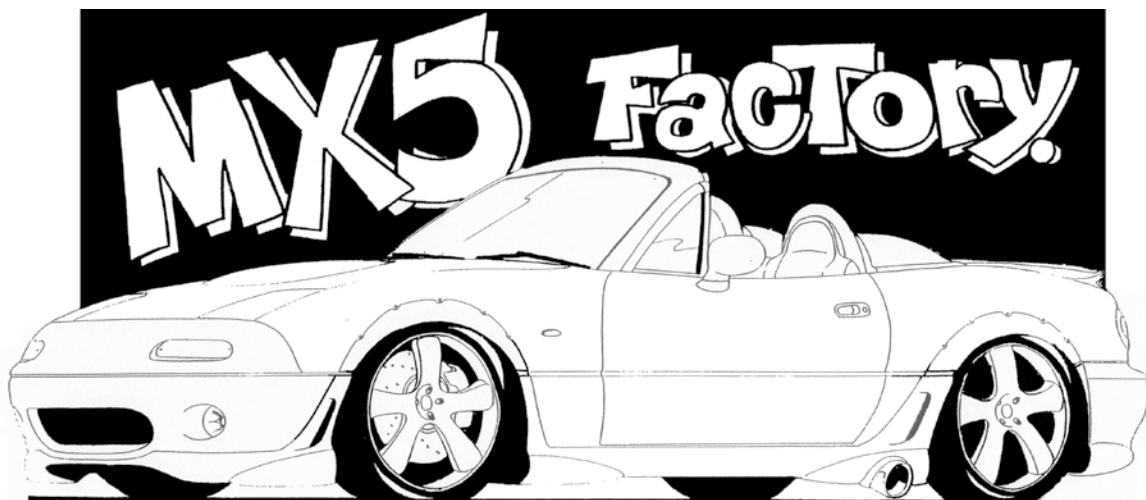
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