

mxtra

10/2015
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THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

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MX-5 Club
of Victoria

In this edition:
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Favourite road? Not so much!
Keeping track of our busy Chapters

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10/2015



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NAs provide an escort for a guest ND on the annual Great Ocean Road dawn run in August. 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

October

25 Eastern: Khanacross, Bryant Park

25 NE Vic: Dinner Plain run

November

1 Sprints 2015 Rd 9: Broadford

8 Central: Annual CFA run

8 STas: Mike & Liz's run to Carrick

14: Central: Detailing day

15 Eastern: Jeeralang run

15 Western: Winery run

21-22 NE Vic: Warbirds Downunder

21-23 Eastern: 3 Peaks run

December

6 Central: Christmas run

12 Eastern: Social night

13 NE Vic: Christmas run

13 Eastern: Gippsland run

19 STas: Christmas get-together

20 Western: Alan & Dawn's
Christmas 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!

Hi everyone and welcome to our October edition of *mxtra*.

Firstly "Welcome Back" to Murray from his big overseas trip. We seem to have survived without him, thanks mainly to the efforts of the Committee.

After the August marathon AGM and Committee meetings, we managed a relatively short September meeting (who said it had anything to do with Murray not being there?). September's agenda was no shorter than usual, although many of the items were more "tick the box" than anything requiring a lot of debate. There were a couple of exceptions, the first being an *Event Cancellation policy*. At first we had thought a *policy* was needed to assist event organisers determine a course of action when faced with highly inclement weather. We managed to convince ourselves that this would be better as a *guideline* before finally deciding that a *policy* was more appropriate. We should have the final wording agreed in time for the October Committee meeting.

We are also in the early stages of putting together the Business Plan for 2015-20. I have touched on this previously. Although a "business plan" can sound commercial and probably more appropriate to big business, I believe it is important that the Club and its Committee have a clear idea of where it is heading and what we would like to achieve. *Ideas are always welcomed from Club members.* Once we have the three most important objectives for each stream agreed, we'll publish them (most probably in the November issue of this magazine) for comment and improvement.

At the meeting Bob de Bont was confirmed as the Assistant Central Chapter Captain. He has already hit his straps with a High Country run on the first Saturday of this month, as well

as arranging a car detailing event (see flyer) and has another motorkhana-style afternoon in the planning. *Go Bob.*

Some of you will remember that the Mazda website used to have a link which connected you to the MX-5 Clubs in Australia. The link disappeared a while ago, however Steve Maciver (at Mazda Australia) assures me that it is Mazda's plan to have the link reinstalled following some updating of the current site. While mentioning Mazda, I should also publicly recognise Steve for his efforts to support *NatMeet* in Tasmania next February. Without "letting the cat out of the bag", suffice to say, Steve has been really helpful in providing Mazda support for the event.

Having just got used to the idea that spring may at last be here, it seems that the weather gods have decided an early summer taster may be in order. Great for buzzing around with the top down, especially during the school holidays when the roads are a little quieter. Have you noticed how the school holidays bring out a different kind of driver? I'm referring to the ones that didn't holiday and decided to drive to work while it's quiet rather than catch public transport. *Well, I would be recommending they remain on public transport* – a lot safer for them and also for those of us who didn't go on hols and drive to work due to the lack of public transport going our way.

That's it for this month; been too busy painting the house in my spare time to even get the car out of the garage apart from going to work and dodging those different kinds of drivers I was just ranting about.

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

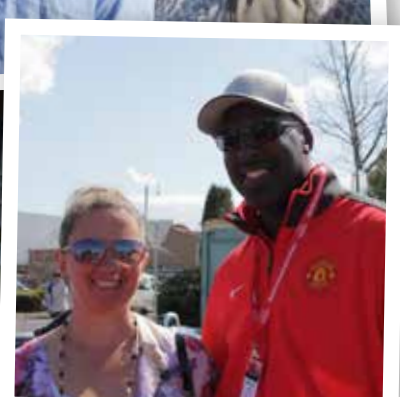
Remember ... Safety ~~fast~~ first!

Don



Scene about

■ Photos: Karen Bradshaw, Rob Tanner, Bronwyn Roche





Membership

Current
membership count:

562

and growing!

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

G'day again!

I welcome the following 15 new members to the fold, and wish you all a long and fruitful association with our dynamic Club.

Central Chapter

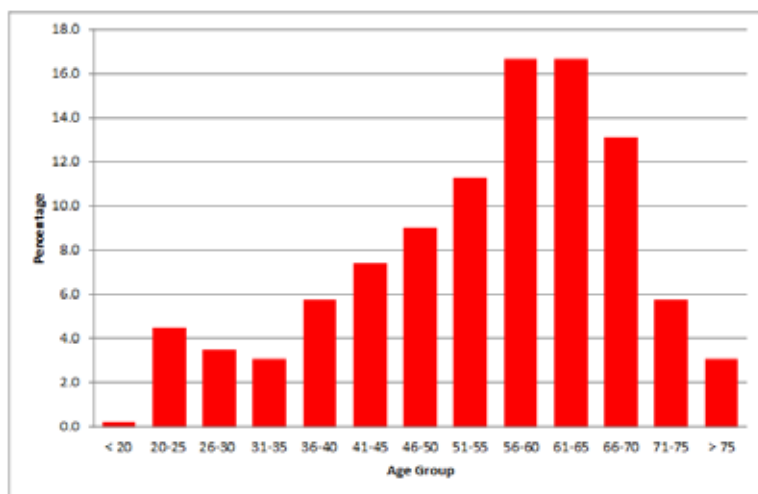
Dean Bray	1990 Classic Red NA
Rohan Carroll	1995 Classic Red NA
Alexander Corne	1996 Grace Green NA
Simon Gaites	1995 White NA
Fiona Kniveton	1989 Classic Red NA
Daniel, Denise, Sarah and Rebecca Sadique	2013 Stormy Blue NC
Cizar Touma	1990 Silver NA
Anna Wilde	2009 Blue NC
David Wilson	2015 Meteor Grey ND

Northern Tasmania Chapter

Andrew Boscoe	1999 Blue NB
Bruce Caterer	2011 Galaxy Grey NC
Bob Millhouse	1990 Classic Red NA

This month, I've analysed the age distribution of our membership.

Not all members have provided their date of birth, but there is sufficient data to show the spread. It will be for others to analyse the data but it's probably not surprising that membership numbers peak for those above 50. *Can this be put down to mid-life crisis or is just the time when members no longer need cars to accommodate kids?*



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

Trading Post



For Sale Four rebuilt NC rims – as-new condition

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

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

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Current financial Club members can purchase automotive parts, tools, accessories and car care products at trade prices from **Burson Auto Parts** stores.

Simply ask for your discount when you purchase, present your current membership card and quote account number **112558**.

Burson Auto Parts have more than 100 outlets on the east coast. Check out the range at www.burson.com.au



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

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Repco will e-mail you online catalogues and offers.



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Need a brake upgrade?

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

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



George Vellis

The MX-5 Club Grill

Central Chapter / Motor Sport Team

Name? George Vellis

Age? 52

Born? Melbourne

Current abode? Heathmont

Profession? Textile machinery agent

Partner? Married to Maree for 31 years

Pets? Does a Siamese fighting fish inherited from my son count?

Fave food? Steak, chips and salad

Can you cook? BBQ at best

Favourite tippie? Red wine

First drive? HQ Holden panel van with a column shift (three-speed manual)

First car? 1980 VC Holden Commodore

First fender bender? It was 1982.

I nudged the chrome rear bumper bar of a Holden Gemini, breaking my right-hand turning indicator lens

Everyday driver? 2001 E Class Mercedes; I like the bug-eyed front-end styling

How many MX-5s have you owned? Two; a 1998 NB8A (dare I say in evolution gold) and a 1990 NA6

Current MX-5? 1990 NA6 Classic Red

MX-5 improvements? Suspension, brakes, exhaust, roll bar, race seat, harness ...

MX-5 dislikes? MX-5s sit so low that other drivers just don't see you when they change lanes

Why an MX-5? Best-handling, value-for-money, two-seater convertible for both road and track

Fluffy dice? Never!

Passions besides the MX-5? Amateur (ham) radio and flying; nothing has scared me more than my first solo

Favourite TV show / movie / book?

Mr Bean / Eric Bana's "Love the Beast" / biographies

Dream wheels (money no object)?

Mid-80s Porsche 911 3.2 Carrera

Would you drive a Daewoo or SsangYong? Not likely

Favourite other Mazda?

First-generation RX-7

If not a Mazda (gasp!), then what? Mercedes SL Class roadster

How long in the Club? 10 years

How many MX-5 Club runs or track events? Numerous Club runs and 21 track sprint events (at last count!)

Favourite Club run/track? Reefton Spur Club run and, in recent years, Ben's high country run; the Eildon-Jamieson road just never ends. Phillip Island track; it's fast and scary!

Funniest thing seen at a Club event?

A Club member having their car washed whilst only three quarters of the way through a country run. Everyone else was enjoying a coffee break

Have you been to DECA or NatMeet? No

Ford vs Holden? Holden

What's playing in your MX-5? Jimmy Barnes

Favourite holiday destination? Lorne

Footy team (AFL / NRL / A-League)? Richmond

Final comments? The great thing about this car club is that people are genuinely friendly, down-to-earth motoring enthusiasts ●



▲ Top: in action at Phillip Island.
Centre: George & Maree on the Great Ocean Road.
Above: George and his beloved NA.



Car care products - member discounts

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

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Please add your Club membership number to the "comments" section of your order.



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My favourite MX-5 road ...

■ Words: Murray Finlay, Central Chapter

Applecross Road, Scotland

This was going to be my new favourite road – before reality hit.

In researching our (first) trip to Scotland last month I found what looked like a fantastic road ... a bit like the Whitfield Road from Mansfield, but without the trees. It runs from the A896 at the top of Loch Kishorn, between and over some very imposing Scottish Highland bluffs to the town of Applecross on the wild Scottish west coast near Skye.

"We're doing that," I told the navigator.

We weren't in an MX-5, but in a rented Golf diesel (*before the scandal!*). Not quite the same, but it would still be fun, right?

Welllll ... at the start of the road there's a large sign stating the road is "not advised for learner drivers, large vehicles and caravans". They might well add "anything except a motor bike". Still, having driven about two hours from civilisation to get here we weren't turning around.

Off we went ...

The road is paved, but it's only wide enough for one car, and many of the corners are blind. Every 200 or 300m there's a "passing place" (a slightly wider turnout) and, when two cars meet (we met a *lot* of cars!), the one closest to their last passing place must reverse and make room. After what seemed 100 of those, including several where the sheer drop meant all I could see out the back window was blue sky and oblivion, we'd had enough. About an hour into what we thought would be an hour's drive, we had reached the "Pass of the Cattle" at the top ... not even halfway to Applecross.

It had been very slow and very hairy, so we decided – if we were going to get back to our digs before midnight – that we'd have to go back. The return trip was just as hairy, with the odd expletive from both driver and navigator as we suddenly encountered



oncoming 4WDs and campervans.

"Well," said the navigator, "what did you expect? On the map, this isn't even rated as a road – it has no number!"

Unbelievably stunning scenery, but favourite road? ... Not so much! ●

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!

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Chapter chatter ...

12.9.15 | Eastern Victoria ■ Words: Peter Ferguson ■ Photos: John Poletti ■ Organisers: Peter Ferguson, Jenna Perks

On Saturday, 12 September, all Mazda dealers held M Day, the culmination of a week of sales support from Mazda where special deals are offered to purchasers of Mazda vehicles.

The Eastern Chapter took along several MX-5s to support Traralgon Mazda in a display with their two demonstrator NDs – one manual and one automatic.

We had three cars in the main display – Nic Bodey's pristine NA (that was featured in the October **MOTOR** as part of the MX-5 ND article), Rob Krygsman's NB SE and Peter Ferguson's NC. In addition, a number of other Chapter members turned up in their MX-5s to support the day. They were Jenna Perks, John Bodey, Chris Iddon, Paul Koopmans, Peter Ilijash, James Lang, John Poletti, Edward Laine, Stephen Green and Peter Shinn.

The dealer put on a BBQ and had the local radio station there promoting the day.

In addition to customers showing interest in the NDs and other Mazdas, later in the day, the dealer handed the keys to the two demo cars out and invited us to test drive the cars (with no adult supervision from the dealer!). We did not need to be asked a second time and the cars were quickly on the road. Rob Krygsman, who lives close by the dealers, even took the car home to try it for size in his carport and to get his wife Mel to go for a quick ride! It seems Rob is fairly smitten with the ND as were several others.

It is a credit to the design of the new cars that the driver feels so "at home" immediately they start driving. The upgraded six-speed is a joy to drive and the new soft top leaves one wondering if a powered roof is necessary. The 1.5 litre needs to be rowed along to get good performance, but this is no hardship at all – it is a joy to drive, made more so by sharp steering, predictable handling and great brakes!

Criticism of no glove box by many writers is real, but there is actually three large storage spaces for "stuff", one behind each seat and one in the centre between the seats. Additionally, the boot is deep and larger than you would expect when looking from outside.

I want one! (but I want it *AS WELL* as my NC and NA not instead of ... if only I had a bigger shed and fatter cheque book!)

The dealer, who took the manual ND along on the recent Tarra Bulga run,



M Day at Traralgon

informed us that they are going to offer a year's membership of the club with any MX-5 sales they make and also agreed to take BOTH cars out on our next run, the Dargo Run on 20 September.

Peter Johnson, Dealer Principal, and James Schonberger, Sales Manager – we welcome your involvement and look forward to further involvement in our Chapter.

Clearly, if you are in the market for an ND (or any other Mazda), these guys are worth having a talk with! ●



Chapter chatter ...

22-23.8.15 | Western Victoria

Day 1:

We met in Ballarat for a 9am start with five cars in the bright sunshine if not a little cool.



John Gleeson did a Jeff Woolf impersonation and had a battle with the sunscreen! But 10 minutes up the road at Dean, we had to venture through the fog – *no need for sunscreen here!*

At Daylesford we picked up the Carrolls and our group for the weekend was complete. We stopped at Woodend for a cuppa where Brian sampled the local vanilla slices (he is a vanilla slice addict!).

As we were leaving, Gwenda made the comment that she had had to buy a new aerial as hers went missing, and guess where the old one was ...on the driver's seat! No wonder she was complaining of a sore back. Apparently her nephew, being the good nephew that he is, had washed her car for her and had taken the aerial off ... but hadn't put it back on!

We travelled on to Kilmore, Broadford, had a regroup at Strath Creek then headed into Yea for lunch in the sunshine. Whilst there we admired and scrutinised the motorbikes parked nearby.

After lunch it was on to Mansfield where we refuelled the MXs, then it was on to Jamieson where we were stopped by a photographer and had our photo taken for the local paper, six MX-5s looking pretty spectacular. After a walk up and down the street (and an ice cream) it was time to tackle the road down to Eildon.

This road is 61km of twists and turns and is just pure delight for MX-5ers. On the way down we had a break to check out the lookout. After our regulatory "U" bolt we found our way to the dam wall for our group photo before heading down to Eildon Lake Motel, our lodgings for the night. Here the owner proceeded to tell us that "shagging" was not allowed – this statement was cause for much laughter! After settling in we gathered for drinks, nibbles and much chit chat. It was then off to the Golden Trout for a huge scrumptious meal and much more gaiety. What a fantastic day had by all.



^ Garden lake at Marysville



^ Gwenda finds her aerial



■ Words: Karen Bradshaw & Dawn Everett ■ Photos: Karen Bradshaw ■ Organiser: Gwenda Parkinson

weekend run ...



Day 2:

We left the Eildon Lake Motel at 9.30am, down to five cars as John and Noellene left early for their grandson's first birthday party.

We headed to Marysville with Gwenda leading the way. We met a group of Minis out for their Sunday drive – all looking very smart. Being a very cool morning, it was a beautiful place up this neck of the woods, with magnificent scenery all the way to Marysville.

After our morning tea (breakfast for some) we went to the local market, which they have every third Sunday of each month. We checked out the local shops and did some walking around the little park in town.

We left Marysville at 11.15am, heading for Healesville, then on to Nine Mile Creek Road. Here we saw some more car clubs out for their Sunday drive – WRX Subarus were the noisy ones! We arrived at Kinglake West to have lunch at the Flying Tarts Bakery. A very tasteful lunch followed by beestings, slices and, of course, vanilla slices.

After leaving the bakery we met a vintage car club out for a run too. The great weather certainly bought the car clubs out.

Our final stop was at Darley for a toilet stop and to say our goodbyes, with everyone heading off in a different direction. A great weekend had by all ...

But, with great cars and great company, what else would you expect! ●



Brian devours a vanilla slice



Allan wrestles the windscreen cleaner



^ L-R: Allan & Dawn, Mary & Brian, Kevin & Jan, Gwenda, John & Noellene, Ian (Karen's behind the camera)

Chapter chatter ...

23.8.15 | **Central** ■ Words & photos: Trudie Orchard ■ Photos: Alan Bennett, Bronwyn Roche ■ Organiser: Geoff Roche

Early Morning, Magnificent Run

I'll be honest – I really did not know if I could drag myself out of the bed at the early hour of 5am on a Sunday morning but the anticipation of my third Great Ocean Road Run had me waking almost every hour past 2am, and I was out and about by 4:45.

One hot coffee down the hatch and with the car already fuelled up and tyres pumped, I found myself on the M1 in time to pull into the BP station at Little River just after the appointed time of 6am. (I understand some of you got up even earlier so I commend you on your stamina).

After chatting with two Club Run 'newbies', Budi and Elisa (Silver NA), over a bargain \$2 latte at the Hungry Jacks end of the station, Geoff sounded the call for the pre-run talk. It was pretty straight forward – follow the signs to the Great Ocean Road, stop at Lorne, for a quick break, then head to Apollo Bay. After gathering a further five cars en route, the pack would total 90 people in 57 MX-5s.

Zippping along the back way to Anglesea, with mist clinging to the hills and in fields lingering just above the sheep, we were starting to get into sync with our mighty MX-5s – "horse and rider as one". The roads were damp and the odd shower did not stop everyone pulling back their cover for the road heading out of Lorne. Did everyone get to inhale the blue gum in the air once we hit the bush at Wye River?

Whoever coined the phrase 'Whoo Hoo' must have been on this run when they thought of it. I couldn't stop smiling as I followed

a group of five or six cars through the bends. However, ahead of us one car had spun out and unfortunately hit the inside rock wall. This is where 'mateship' kicks in. I understand that the occupants of the following cars swiftly came to their aid by pushing the car safely on to an adjacent verge and directing traffic off the road. I can report that there were no serious injuries to driver or co-pilot, just a little bruised pride.

The aroma of cooked bacon wafted in the air as the remaining 56 cars pulled up outside the Apollo Bay RSL. After quickly replacing rooves we lined up for a hearty \$15 breakfast thanks to the good folk at the RSL. After breakfast some decided to head off to view the Californian Redgum forest, others headed back to Melbourne through the inland route and I happily stayed on the Great Ocean Road, snapping a sombre photograph of Michael and his beloved car on the back of a tow-truck.

On top of the money raised through the breakfast, I am pleased to advise that the RSL raffle raised a total of \$220 – prizes included petrol vouchers ... and I trust the cat in the third prize terrarium is now settled in someone's home.

Thank you Geoff, for organising and implementing another successful morning run. Roll on next year. ●

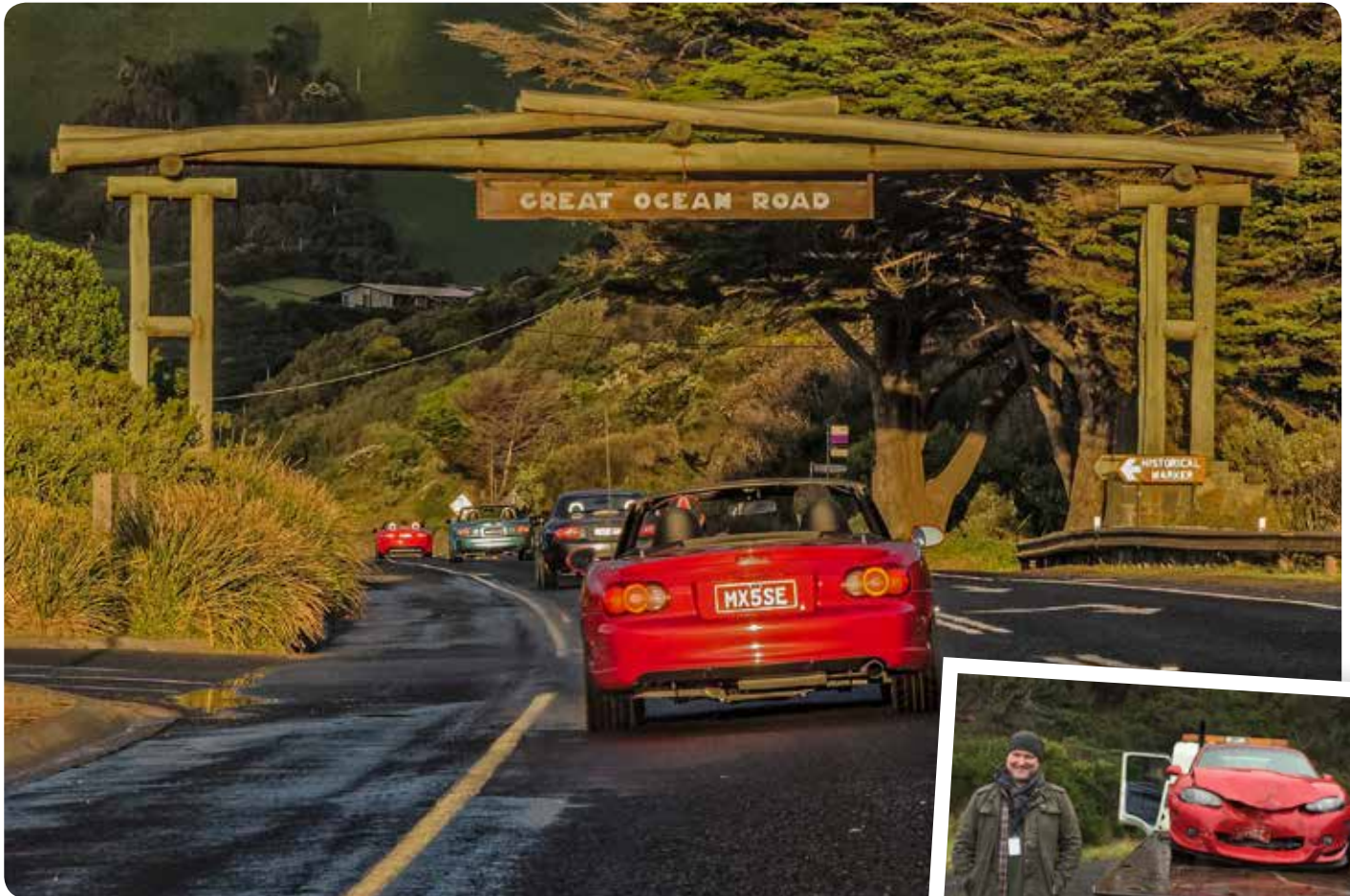


^ Trudie on the road ...

> Our hosts: Club member Fiona (left) with volunteers from the Apollo Bay RSL



and Strong Mateship Great Ocean Road run



Michael ... sorry mate!



^ Members wait to be interviewed about all things MX-5 and Club – with journalist Matt Brogan (centre) of motoring.com.au. You can see the result in “Mazda’s new MX-5 joins the club”, on carsales.com.au ... click on “All Reviews”, then (under “Refine my Search”) choose “Make / Mazda” and click on the link to the story

Chapter chatter ...

13.9.15 | Southern Tasmania ■ Words: John Waldock ■ Photos: Rob Tanner & John Waldock

■ Organisers: John & Michelle Waldock

Sunday morning saw a large group of enthusiastic members gather at Rosny for the Southern Tasmanian Chapter's "photo scavenger hunt".

The concept is easy: a set of directions is given, with a list of 40 different items to photograph. A maximum of 20 items would be counted, with points varying from one to five depending on each item's relative difficulty.

After the customary briefing the cars set off, most in the right direction. In the next two hours, a gaggle of cars could be seen along the route, driving, stopping, backtracking and arguing over the various things that needed to be photographed. *There was a report from one of the cars that a divorce was imminent at one point!*

The organisers had the pleasure of cruising along to the lunch venue and buying the 'long suffering' co-driver an early birthday present en route. Arriving early to witness the chaos as competitors arrived to submit their sheets and images for judging was cause for much hilarity on our part.

Much to the judges' disappointment, despite trying to make the requirements really challenging, one competitor had almost achieved maximum points and the next two competitors were only one point behind.

So, well done to Dennis and Ann Rau, Rose and Michael Grubbits and Carla and Ian Long for their outstanding efforts in finding so many of the required items. ●

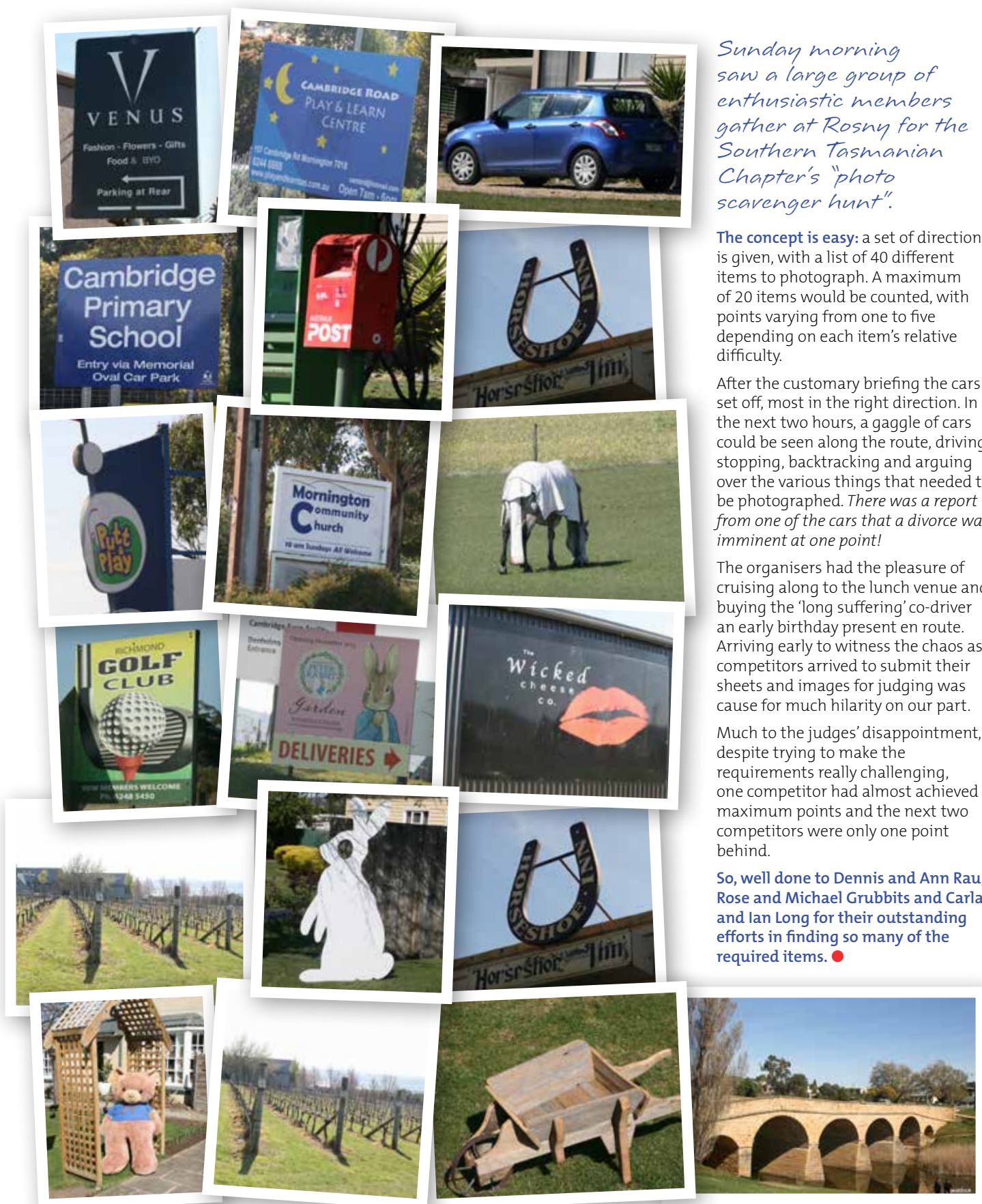




Photo Scavenging in Southern Tassie



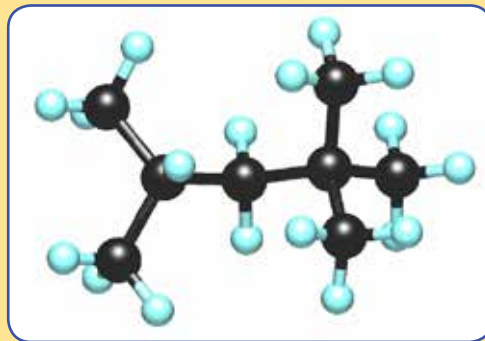
Refining Your Fuel Choice (or why 2,2,4-Trimethylpentane)

Words & images: Alan Bennett

Meet Ron, aka Research Octane Number.

He's a measure of the octane rating of petrol and he's essential to minimising the risk of damage to your MX-5's engine – so he's worthy of a bit of backgrounding.

In techno speak, RON is a measure of 2,2,4-trimethylpentane and n-heptane, so thanks for asking.



2,2,4-trimethylpentane



n-heptane

Ron says that there are four main types of petrol available:

- » regular or unleaded (aka ULP which is 91 RON),
- » premium unleaded (aka PULP) which is 95 RON,
- » premium 98 RON (also confusingly known as PULP) and
- » e10 which is a blend of 91 regular and 10% ethanol.

In a well-tuned internal combustion engine the spark plug provides, you guessed it, a spark – to ignite the fuel and air mixture and the energy released moves the piston and generates power, somehow the wheels turn and the horse and rider take off. All sensible stuff and good news. If however, the air fuel mixture ignites early then this is commonly known as *knocking* or *pinging*, and this can lead to engine damage so is to be avoided!

The higher the RON rating of fuel, the more resistant to knocking.

Time to fill up – so, what petrol to use?

When you open the fuel cap on your MX-5 there should be a sticker advising you of what petrol to use, for MX-5 NB, NC and ND models its 95 or premium unleaded (couldn't find an NA manual by press time), and for post-July 2005 NCs, "e10" is OK as well. **Note**, for imports: check the book as different markets have varying recommendations, probably due to the fuel having different qualities in different markets!

So what does the NC MX-5 manual say?

"CAUTION. USE ONLY UNLEADED FUEL". Yes, *all in caps*. But wait, there's more: "Leaded fuel is harmful to the catalytic converter ... Your vehicle can only use oxygenated fuels containing no more than 10% ethanol...". Some states have an 85% petrol 15% ethanol mix so this is **not** OK in your MX-5.

What about the idea that using a higher RON fuel will give you better mileage? Unproven, is the short answer. From what I have researched using a higher RON fuel will cost more and not give you any more kilometres travelled per litre. I think this 'concept' has come from much older

engines (pre-MX-5 days) where there was some merit in this. A higher RON does not necessarily mean more energy. Except with e10, which should give a bit more power (3-4%) but will be consumed faster than 95 RON ... so, not a money saver in real terms.

Interestingly, I have a Holden-driving friend (Astra convertible, sorry!) who changed from 91 to 95 RON fuel and observed an immediate and sustained major improvement in efficiency; ie, using 95 RON increased his kilometres travelled and lowered his overall fuel costs by "a significant margin" (his words). In this case, he was using 91 RON petrol when the manufacturer specified 95. My conclusion is that if you are using petrol of an octane (RON) rating below the manufacturer's specifications you will (a) get poor fuel economy and, more importantly, (b) potentially face engine wear and expensive failures if you continue to do so; ie, *it is important that you use the fuel type recommended by your car manufacturer*. MX-5 or no.

The only way to determine if the higher RON theory is worthwhile would be to run specific scientific tests – the same car on the same journey driven the same way by the same driver with multiple petrol types ... one variable only at a time. This means the same weather, temperatures, traffic conditions, traffic lights – you get the picture. Impossible for mere mortals. Given the lack of any credible evidence to support the theory I won't be testing this myself anytime soon.

The key learning is **not** to use a LOWER-rated RON fuel than is recommended for your car. That will likely lead to engine wear, damage and cost you money to fix. Given the choice of 91 only, I'll take a walk. Get a can of 95. Then walk back. Or, phone a friend.



methylpentane matters!)



So when is it OK to use a higher octane-rated fuel than the recommended? When there's nothing else available or if your engine is knocking, are my thoughts. My personal recommendation would be to put as little fuel in your tank to get you home or to another petrol source safely, then fill 'er up with 95 (assuming this is your poison).

Mazda's website provides an e10 compatibility chart. The important line for us is that MX-5s from July 2005 (model NC30F1) onwards can run e10. If you have an NA or NB then pass. If all else fails RTFM (*Read The Fantastic Manual*). ■

Before Driving Your Mazda
Fuel and Engine Exhaust Precautions

Fuel Requirements (Australia)

Vehicles with catalytic converters or oxygen sensors must use **ONLY UNLEADED FUEL**, which will reduce exhaust emissions and keep spark plug fouling to a minimum.

Your Mazda will perform best with fuel listed in the table.

Fuel	Research Octane Number
Premium unleaded fuel (Conforming to Fuel Quality Standards Act 2000)	95 or above

Fuel with a lower rating could cause the emission control system to lose effectiveness. It could also cause engine knocking and serious engine damage.

CAUTION

- **USE ONLY UNLEADED FUEL.** Leaded fuel is harmful to the catalytic converter and oxygen sensors and will lead to deterioration of the emission control system and/or failures.
- Your vehicle can only use oxygenated fuels containing no more than 10% ethanol by volume. Damage to your vehicle may occur when ethanol exceeds this recommendation, or if the petrol contains any methanol. Stop using gasohol of any kind if your vehicle engine is performing poorly.
- Never add fuel system additives. Never add cleaning agents other than those specified by Mazda. Other cleaning agents and additives may damage the system. Consult an expert repairer, we recommend an Authorised Mazda Repairer.

Petrol blended with oxygenates such as alcohol or other compounds are generally referred to as oxygenated fuels. The common petrol blend that can be used with your vehicle is ethanol blended at no more than 10%. Petrol containing alcohol, such as ethanol or methanol, may be marketed under the name "Gasohol".

Vehicle damage and drivability problems resulting from the use of the following may not be covered by the Mazda warranty.

- Gasohol containing more than 10% ethanol.
- Petrol or gasohol containing methanol.
- Leaded fuel or leaded gasohol.

Other fun warnings from my owner's manual:

- » clear snow from underneath and around your vehicle, particularly the tail pipe, before starting the engine
- » never park near or over anything flammable
- » exhaust gas is dangerous
- » if you plan to back up, make sure nothing is in your way
- » do not allow the vehicle to move in reverse on an up-slope while the selector lever is in a forward gear position, or move forward on a down-slope while the selector lever is in the reverse position
- » **warning:** this vehicle may contain traces of nuts (*OK, I made that one up*)

From the NC owner's manual ...

Chapter chatter ...

19.9.15 | Western Victoria ■ Words: Noellene Gleeson ■ Photos: Karen Bradshaw ■ Organisers: Karen & Ian Bradshaw

Well, Mother Nature has turned on a great day for our annual Forrest/Turtons Track run.

Eight cars line up at starting point and, after greetings, banter and instructions Jeff leads us out and on the way to Wallinduc spot on the starting time 10am.

The run out is quiet as far as traffic goes, which is good because you can have a good look around at the scenery.

Upon arrival at the fire shed where the Bradshaws and Everetts are waiting with the kettle on and yummy banana and orange cakes to welcome us. *Now that's country hospitality.*

Twenty minutes later, all refreshed, we head off with Ian taking the lead. Down a few metres and we are all very aware a farmer has fertilised his paddocks with chook poo ... *POOH alright!*

The next part of our trip is to pick up another car (Will and Coral) on the outskirts of Colac.

After quite a few turns on the back roads up ahead is this incredible blinding red glow – that's right, the Campbells' new addition to the family: Will's long-awaited Velocity Red NB SE ... *very nice.*



We all give them the once-over and the thumbs up and continue on to Forrest.

Here we turn into the reservoir where we are having lunch. This is a lovely place to stop. After inspection of Will's baby we pull out the food and settle in to enjoy

each other's company

After lunch walking back over to the cars a mother koala with her baby on her back decides to shift camp, and scamper across the road in front of us – great photo opportunity (*Karen's never far away!*).

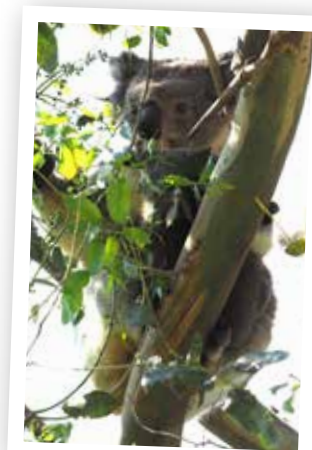
Now to the real reason we are all here: we head out again towards the turnoff to the Turtons track.

This is the most beautiful road but you really have to have your wits about you for oncoming traffic. We are fortunate to have our two-way radios, as today there is quite a bit of traffic and they are nearly all 4WDs. With Vergie calling oncomings in the lead car and others passing it down the convoy, it sure is a great help.

As we get to the end, a HUGE American ute comes through; thank goodness we didn't come up against him further in, especially on one of the many bends. Beats me why you would want something that size, and I'm glad I don't have to put the fuel in it.

We pull up in Beach Forest to talk over our adventure and – oh no! Will's baby will have to have wash number six (Coral told us) ... mind you, the rest of us will be doing the same tonight.

Time to get going again when we hear a ticking noise. Allan has left his driving lights on and so he is not going anywhere. Good



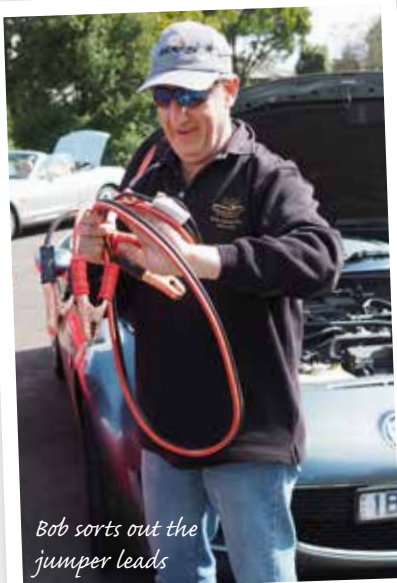
^ The line-up at Red Rock lookout



Forrest/Turtons Track run



A likely bunch!



Bob sorts out the jumper leads

old Kev has got some jumper leads and saves the day.

We say our goodbyes to the Campbells, and the rest of us head to Red Rock lookout. The weather is beautiful and the view is magic: Lake Hindmarsh spreads right around us as far as the eye can see.

The Bradshaws and De Bonts now go their different ways, leaving Allan to take us back, on roads we have never travelled before, to the fire shed at Wallinduc. Some head off home while a few of us take up that country hospitality again and have a natter and a cuppa.

Another terrific day full of friendship, laughter and fun. Till next time ... **ZOOM ZOOM.**



Lake Hindmarsh



^ Turtons Track

Chapter chatter ...

20.9.15 | **Central** ■ Words: Bronwyn Roche ■ Photos: Bronwyn Roche, David Salter ■ Organiser: Peter Dannock

Memories of Melbourne's long cold winter were forgotten when 28 MX-5s celebrated the late arrival of spring on the Central Chapter's Yarra Junction to Yarragon run.

Starting in the beautiful Yarra Valley we were soon out of the town limits and enjoying Peter Dannock's well-thought-out route.

Most exciting for those who enjoy a sprightly pace at the front of the convoy was the quality of the roads, sweeping bends, corners, hills and the 100kmh speed limit for most of the trip! There were plenty of other highlights for those who prefer a more modest pace and to take in the great scenery toward the rear of the group.

Other highlights included:

- » A chance to admire the 25th anniversary Club merchandise clothing that many members had ordered – thanks to Bruce, our Club 'merch' man
- » A chance to admire new member Dave Wilson's new ND, joining us on his first Club run
- » Meeting new Club members and catching up with familiar faces too
- » Enjoying the fantastic scenery this run covers, from giant mountain ash forests, to green and gold wattle groves, and on to some of our state's top dairy farms with cows knee-deep in clover
- » Travelling through some of our last active timber mill towns such as Powelltown and Noojee
- » Hitting the cafés in Yarragon for a coffee and cake or early lunch in the park
- » Very few intersections or tricky turns, allowing the navigators a chance to relax and check out the scenery





Spring Sensation!

Yarra Junction to Yarragon run



Chapter chatter ...

16.8.15 | Eastern Victoria ■ Words: Jenna Perks ■ Photos: Alan Laine, Jenna Perks, Peter Ferguson
■ Organisers: Nic & John Bodey



^ Nic Bodey delivers the drivers' briefing
v Listening intently ...



^ Peter Ferguson (left) adds his bit; Rob K looks inconspicuous
v Should we? Shouldn't we? (buy an ND ...) Alan and Rob ...





The Dargo Run was a repeat of the run from last year, when Nic Bodey, then a 16-year-old on L-plates, led the run with his dad John riding "shotgun".

This year Nic led it again, and while still on L-plates, is now only a couple of months off getting his licence. John was noticeably less nervous this year as Nic has several hundred hours under his belt in his MX5 including many club runs. Interestingly we caught John looking at MX-5s for sale online for himself – worried Nic might not invite him along when he gets his Ps!

The run had a 9.30 start in Stratford (on the Bairnsdale side of Sale) so we only had a couple of Central Chapter members come – understandable due to the fairly early start, plus Central had a run on finishing in Yarragon, so it made sense for most to do that run.

In addition, many Eastern Victoria Chapter members are also members of the Maffra Car Club and they had a "tops down" event on to raise funds for cancer research – a pity we did not know of this or we could have started the run at the Maffra car shed! Hmmm, might see what we can do for next year.

Anyhow, the start in Stratford saw a 10-car line up – five Classic Red NAs, two

NBs, two NCs and one ND (James from Traralgon Mazda is fitting in quite nicely with the Club!)

We arrived to find power company vehicles in the street and no power. No power means no coffee – *disaster!* With a bit of looking around we found only one side of the town was affected so coffee was sourced and all was well with the world again!

The run headed from Stratford across to Briagolong for a 'powder room' stop and a chance to stand around for more chatting – we are good at that! Then we headed towards Dargo – about 80km of *great* roads interspersed by several sections of **brilliant** roads – some really nice stuff.

At Dargo, we all backed up to the side of the pub with Nic doing some traffic control so the we were parked by model, the NAs, then NBs, NCs and the single ND – very artistic (*and, well, wanky!*).

We had about an hour and a half at the pub with a great feed and a lot of chat.

And in case you're wondering, I noticed that, surprisingly, Alan had a 'parma'!

I don't think he realised what a stealthy photographer I am either! LOL ... *who needs enemies when you've friends like me?*

The run home was a repeat of the "to" run with a variation near Stratford choosing some different roads for the last 15km or so. John, Nic's dad, was on the radio at one T-intersection where the run notes had missed a corner. Some rapid radio work saw everyone sorted and John's perspiration fixed – he has since fixed the notes.

The run finished at a café in Stratford where there is an outside garden area – given the great weather on the day, this was a fine spot to sit and have a coffee, a de-brief and general chat.

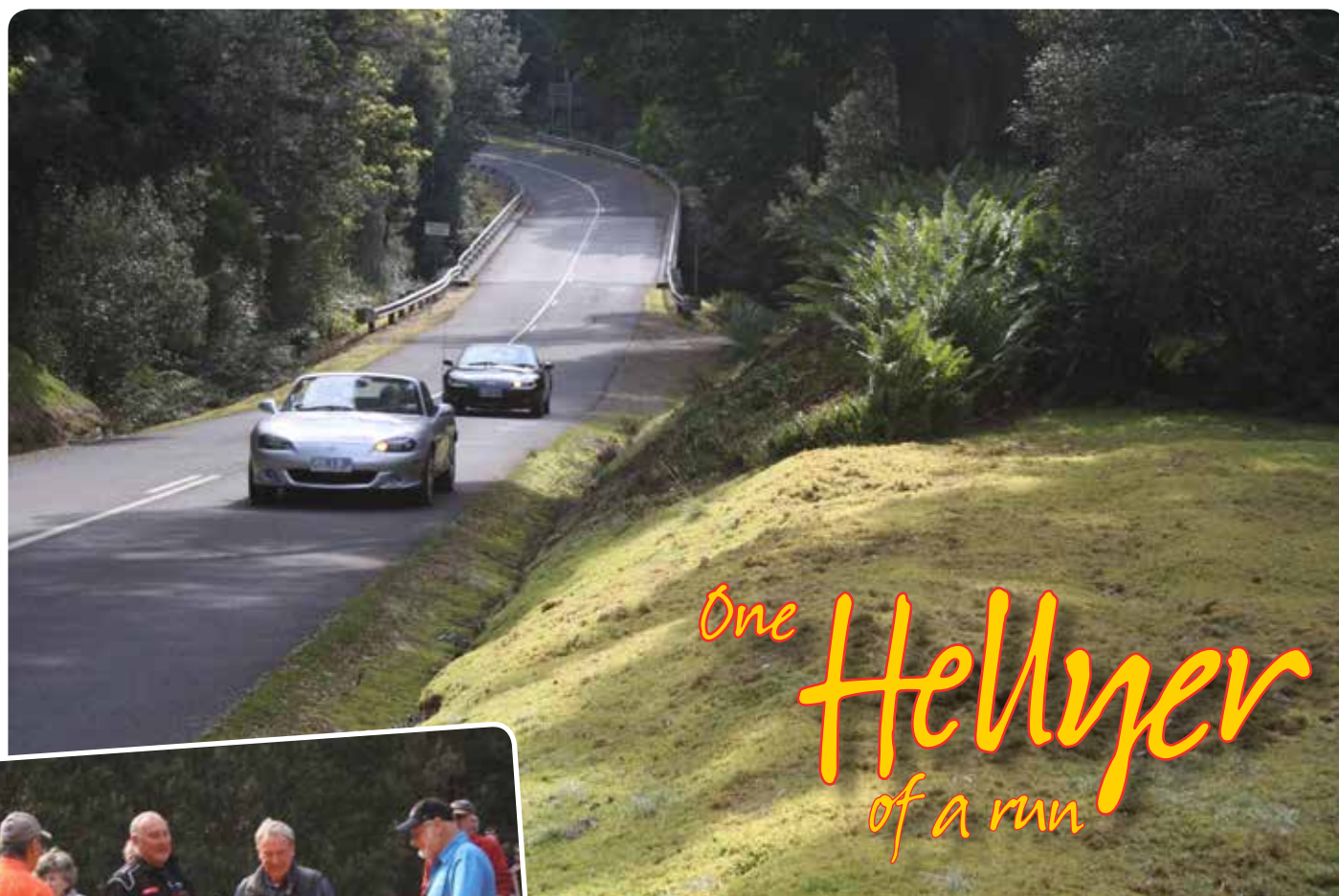
Another terrific run – thanks Nic and John and to all those who attended – in particular the guys from Melbourne and James from Traralgon Mazda. ●



^ *Who needs ice? We're cool enough!*

Chapter chatter ...

20.9.15 | Northern Tas^{mx}nia ■ Words, photos & organisers: Cheryl Murray & Bruce Harvey





The first official run for spring here in Northern Tas~~mx~~xnia brought 17 cars to the meeting point in Devonport on a clear and crisp morning.

Three potential new members (probably already members by the time you are reading this) were welcomed and were soon discussing their cars while finishing the cups of coffee scruffed from the adjacent coffee venue. We decided to form two groups to give us better control; Sandra and Keith Tillack volunteered to lead one group to give them valuable experience for the upcoming NatMeet. Life member Ken Beaton and Ruth joined this group to offer help if needed.

The pre-lunch part of the run was more about the scenery than the road, but it did provoke some radio chatter regarding the arrogance of some push bike riders when out in a group for a Sunday ride; single file, guys, and awareness of traffic would do heaps for your image ...

The morning drive led through Forth, along to Ulverstone and around the old coastal highway to Penguin, where we were briefly one group again, and then carried on around the coast, eventually emerging on to the Bass Highway. Still following the coast we passed through Burnie and Somerset and, continuing to hug the coastline, we arrived in Wynyard for lunch right on time. Wynyard is a vibrant little coastal town where the Inglis River meets the sea and to get to the lunch venue we had to pass right

through town. We received plenty of waves and yells as the cars filed past the Sunday market and through the town centre.

Buccaneers is a seafood restaurant and a good friend of the Chapter; we had not visited for some time so it was good to renew the friendship. It was not long before plates of Tasmanian scallops,



crayfish and other delicious menu options were in front of the group and the previous buzz was muted as plates were cleared by the hungry hoard.

The Hellyer Gorge is a Targa Tasmania stage and in fact now has its own one day "Targa Hellyer" event held each February as an affordable alternative to the main event. The Targa stage covers about 17km of the very best part of the Gorge but we were using the whole section from Yolla through to Fingerpost – a distance of around 44km. We know we continually *rabbit on* about Tasmanian roads but MX-5 ownership in Tas~~mx~~xnia just makes so much sense given our plethora of fantastic roads.

The road drops to the valley floor and crosses the Hellyer River and then climbs back up. We regrouped at a picnic area and toilet block on the valley floor, giving the cars a chance to rest.

Suitably rested the other half of the gorge was soon awash with the exhaust notes of happy MX-5s. Emerging from the trees a left turn led us on a simple drive into Burnie where we re-joined the Bass Highway for the drive home.

This was indeed another fantastic day out in Tas~~mx~~xnia with the best group of friends one could hope to find. ●



^ Huh! I know it was there when I left home ...

Chapter chatter ...

20.9.15 | North-Eastern Victoria ■ Words: Loz Thomas ■ Photos: Marg Gillick ■ Organisers: Loz & Shane Thomas



Except that we were driving on the left-hand side of the road, we could still be in Canada!

Shane and I returned home to Bright from our Canadian escapades late Thursday afternoon and it was with still some hints of jetlag that we joined our north-eastern Victorian MX-5 friends on Sunday morning in Yackandandah for the Mt Buffalo run.

It was a pleasure to meet Kerry Reynolds from the Central Chapter, who joined us for the day. There were five cars in total (four NCs and a lone NB) at the starting grid but before the day's driving started there was some business to attend to.

There were joint winners for the Club's 2014-2015 new member champion and no-one was more surprised than the winner himself. He is an active member of the Club, attends most runs, is always friendly and his 2007 NC is always immaculate. Congratulations Gerald Gill!

The second presentation was to yours truly as North-Eastern Victoria Chapter champion. I really look forward to all our monthly runs, enjoy taking photos and don't mind writing stories to try and capture and share the essence of the great north-east, so to be rewarded for something that I love is really crazy ... but thanks anyway!

Also acknowledged were Ron and

Marg Gillick who received their 10-year membership pins at the recent 25th anniversary celebration and were proudly displaying them on their MX-5 caps.

Time to get those tops down, start the engines and be on our way!

Now from Yackandandah to Mt Buffalo as the crow flies is less than 100km but we were about to embark on approximately 300km of some of the high country's best roads. We meandered our way through Allan's Flat, Dederang, Rosewhite, Running Creek on the way to the first stop beside the Kiewa River for morning tea.

After a relaxing coffee and a yak we then continued over Tawonga Gap (Kerry was overheard saying that this was the best road he had driven on), through Bright, Porepunkah and then up to Mt Buffalo.

Lunch was beside the beautiful Lake Catani. Just as we arrived at the picnic area a family was about to leave and they had the fire going in the barbecue ... if only someone had bought the sausages! Following lunch was a stop at the Chalet, and checking out the views from the lookout. We could even see Mt Kosciuszko on the horizon.

Then it was back down the way we had

come, finishing up with ice cream and blackberry pies at the Bright Berry Farm.

As I said in the title, except that we were driving on the left-hand side of the road in a fantastic MX-5 and not a rental Hyundai, we could have still been in Canada.

OK ... so the mountains are not quite as high and scraggy (but we could pretend that the white stuff on the top of them were ancient glaciers), the rivers running beside the road not quite as raging but equally as clear, and the lakes not a glacial green but they still perfectly reflected the lakeside trees. The mountains may not have been covered with dense green spruce and pencil pines, but the blue haze from the gums and the abundant yellow flowering wattles were perhaps more stunning.

On this magnificent sunny spring day (unlike Canada), we almost had the roads and picnic areas to ourselves! Even the cyclists who usually frequent both the Tawonga Gap and Mt Buffalo roads must have found something more enjoyable to do than cycle up very big hills for fun.

It was yet another great day with the MX-5 Club. Great roads, great friends, great cars! ●

▲ *Top, left to right: Peter Doyle, Marg Gillick, Kerry Reynolds, Loz & Shane Thomas, Gerald Gill, Roger Cowie and Ron Gillick kneeling in front.*



Loz receives her Chapter Champion award from Ron Gillick



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Motor Sport update ...

2015 City Mazda MX-5 Sprint Championship | Sandown, Round 7 ~ 5.9.15

■ Photos: Vanessa Macaulay (www.redbookphotography.com.au)



^ Well ... we're paying to use the whole track!

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Motor sport update – Sandown – 5.9.15

✓ Testing the limits ... Ajith Perera gets a bit out of shape



^ Dean Hasnat and Tim Meaden waits for the "go"

2015 City Mazda MX-5 Sprint Championship standings after Round 7 | Sandown – 5.9.15

(corrected points)	1st	2nd	3rd
Overall Champion	= Paul Ledwith, Russell Garner, Robert Downes » 60		
Standard NA	Robert Downes » 60	---	---
Standard NB	Peter Dannock » 54	Simeon Ouzas » 48	Geoff Sanders » 20
Standard NC	Alan Conrad » 60	Ian Vague » 17	= Lindy Anderson, Ajith Perera » 7
NA Clubman	Tim Emery » 50	George Vellis » 38	---
NB Clubman	Noel Heritage » 60	Max Lloyd » 55	John Reid » 24
Modified	Gavin Newman » 54	Tim Meaden » 46	Leon Bogers » 35
Super Modified	Russell Garner » 60	Robert Parr » 28	Colin Denman-Jones » 16
Restricted Open	Paul Ledwith » 60	Fabian Mastronardi » 38	---
Open	Dave Moore » 30	---	---

2015 City Mazda MX-5 Sprint Championship – results for Round 7 | Sandown – 5.9.15

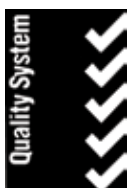
Results - Round 7	1st	2nd	3rd
Standard NB	Peter Dannock » 1:37.7962	---	---
Standard NC	Ian Vague » 1:38.0857	Ajith Perera » 1:45.4396	---
NA Clubman	George Vellis » 1:40.9325	---	---
NB Clubman	Max Lloyd » 1:34.7821	Noel Heritage » 1:34.8270	John Reid » 1:36.7979
Modified	Dean Hasnat » 1:32.5564	Tim Meaden » 1:32.8366	Gavin Newman » 1:34.0062
Super Modified	Russell Garner » 1:29.8039	---	---
Restricted Open	Paul Ledwith » 1:24.9866*	Fabian Mastronardi » 1:34.6393	---

* Includes new "long track" Club lap record

A new option for the MX-5 owner

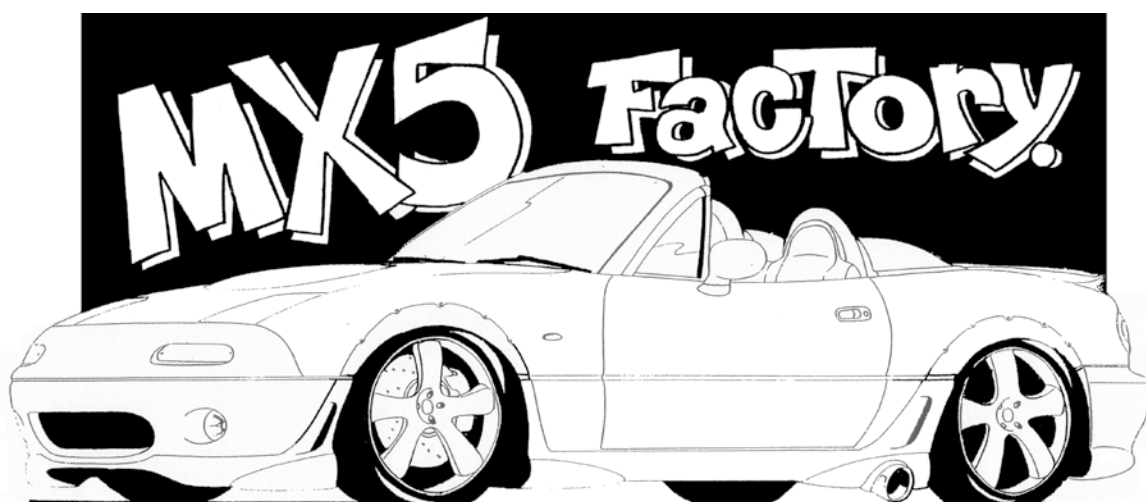
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