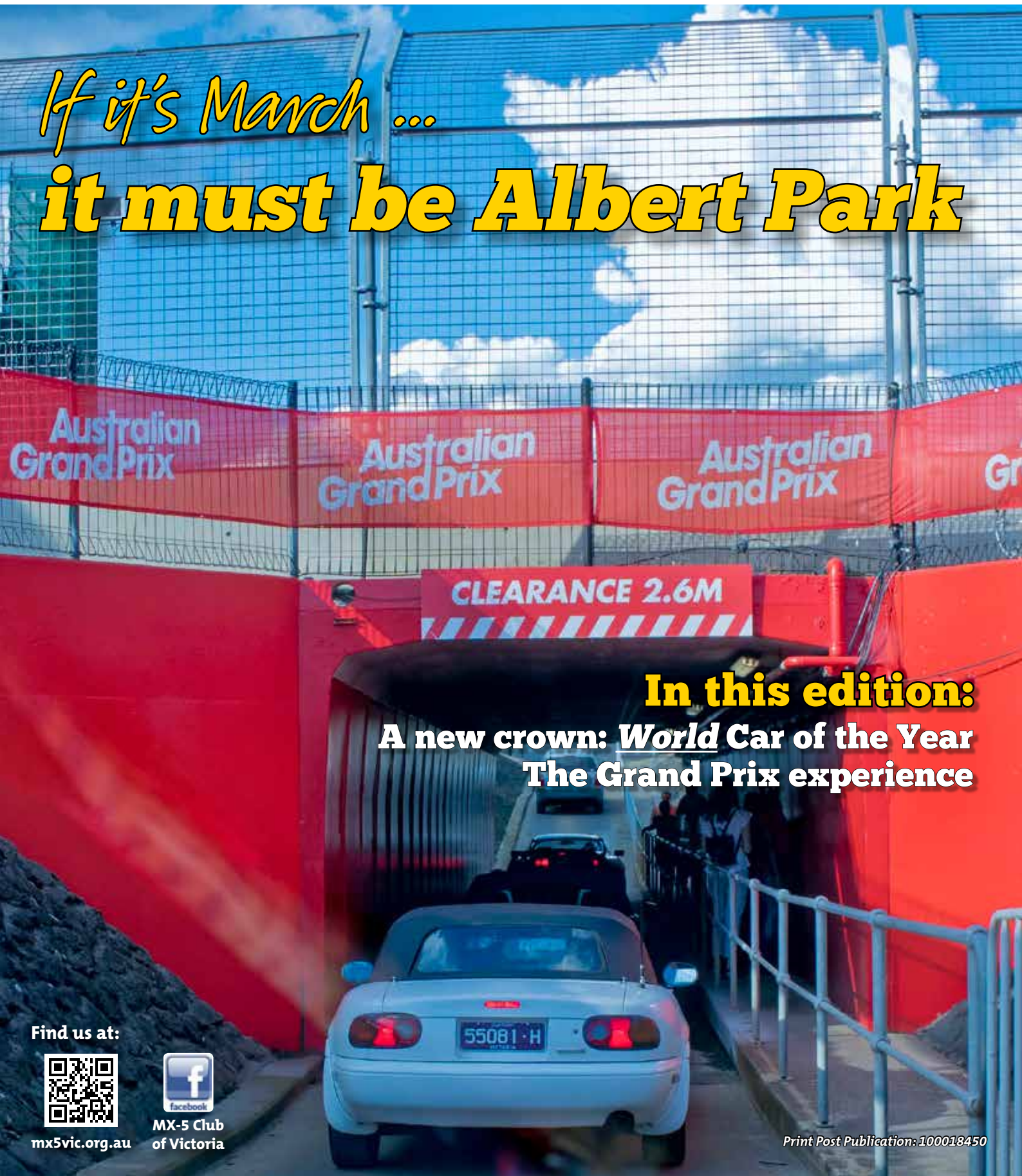




THE MONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF VICTORIA & TASMANIA

If it's March ...

it must be Albert Park



In this edition:

**A new crown: World Car of the Year
The Grand Prix experience**

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MX-5 Club
of Victoria

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4/2016

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Cover image: Watch that clearance! Club members make their way to Automotive Avenue for our Club display at the F1 Australian Grand Prix at Albert Park.
 (Photo: Alan Bennett)



Find us at:
MX-5 Club of Victoria

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 - > please email photos to **Murray Finlay**, secretary@mx5vic.org.au
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Pete's Perspective...

■ Peter Dannock – President president@mx5vic.org.au

I think we were all surprised when Mazda lifted the lid on a new targa style for the ND MX-5.

Revealed at the New York Auto Show and known as the RF (Retractable Fastback), the new car (right) is the first time Mazda has offered a fastback version of the MX-5. The development of the MX-5 RF is an ambitious undertaking for Mazda, aimed at broadening the appeal of the fourth generation MX-5. As Mazda says, the basic premise of the soft-top model is top-down driving and, in comparison, Mazda expect MX-5 RF owners to spend more time with the top closed.

Every member will have their view on the new style. Though many members will admire the new look, some will be adamant that an MX-5 will always need a soft top. Others will be attracted by the fastback coupe styling and the convenience of a folding hardtop. Either way, Mazda have come up with a fantastic convertible sports car with fastback lines when the roof is closed and an exhilarating open air feel when open.

Expect to see the MX-5 RF arrive in Australia late in 2016 or early 2017. It will cost at least \$4000 more than the soft top Mazda MX-5 and it will only be sold with the bigger, more powerful 2.0-litre engine. As the worldwide production

of the MX-5 approaches one million cars, the RF will be a new version of a great lightweight sports car that will bring the joy of driving a convertible sports car to a wider audience.

The RF was not the only news from the New York Auto Show; it was also announced that the All-New Mazda MX-5 has won the **2016 World Car of the Year award**. Awarded by a panel of 73 international automotive journalists, it beat the new Mercedes GLC SUV and Audi A4 into runner-up positions. **It also took the award for Best Car Design**, beating the Jaguar XE and Mazda's own CX-3.

Well done Mazda – winners are grinners.

I am always amazed, using the internet, of the plethora of photos and information available on-line about the MX-5. As I work through my daily dose of social feeds and emails, there is often many old articles re-published on-line, providing a nostalgic look into the past.

One article I recently enjoyed reading was one re-published by *Car and Driver* magazine from September 1989. It was a review of the 1990 MX-5 Miata, titled *'The Return of the Honest Sports Car'*.

In reading the review the author comments:

"Perfect, that's what the new Miata is. Some of the



young lions around here are calling for more horse, but I say whoa boys. Would you ask for a splash more color on a Rembrandt, or demand a rewrite of the last scene in *Gone with the Wind*? When it's right, it's right. Period."

We could apply the same thinking today; it seems that the more things change, the more they stay the same.

See the link below if you would like to read the full article for yourself.

www.caranddriver.com/reviews/1990-mazda-mx-5-miata-archived-test-review

During Easter, I had an opportunity to drive the Great Ocean Road between Lorne and Apollo Bay, enjoying an annual camping holiday at Cumberland River with family and friends. As much as I wanted to stretch the legs on my roadster, it wasn't possible. The Easter holidays bring a lot of tourists to the area and frustration can quickly build, with the numerous bicycle pelotons and slower drivers

refusing to yield, slowing my progress. Driving at an easier pace allowed me to soak in the scenery and what was clear to see was the devastation caused by the fires at Christmas. Though a number of houses were lost, it was fortunate that there were no fatalities.

It is one of the great roads to drive your MX-5, as experienced by members on the recent Great Ocean Road run. See page 12 to read the report on their run.

As I write this article, daylight saving is about to end ... a sign that it is getting colder, but it shouldn't stop you enjoying your car.

And remember ... leave sooner, drive slower, live longer.

Pete

Below: Ikuo Maeda, Mazda's Executive Officer and General Manager of the Design Division, accepts the 2016 World Car of the Year award at the New York International Auto Show.



Mazda MX-5

2016 WORLD CAR AWARDS
WORLD CAR OF THE YEAR

Scene about

■ Photos: Alan Bennett, Phillip Menezes, Bronwyn Roche, John Poletti, Arthur Smith, Marg Gillick



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Membership

Current
membership count:

683

and growing!

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

G'day again!

We're fast approaching 700 members for the first time in our history ... the last four weeks have seen 13 new members join our ranks. So, a big welcome to all our new members – may you enjoy all aspects of our great Club.

Central Chapter

| | |
|--|----------------------------|
| Janine and Andrew Boyce | 1999 Twilight Blue NB |
| Gavin, Verity, Mietta & Jasmine Carson | 2005 Winning Blue NC |
| John Duke | 1989 Classic Red NA |
| Robert Gordon | 2005 Nordic Green NC |
| Ross McKinnon | 2004 Sunlight Silver NB SE |
| Clive Small | 1999 Twilight Blue NB |

Eastern Victoria Chapter

| | |
|-------------------------|------------------|
| Adrian and Linda Weedon | 2000 Heritage NB |
|-------------------------|------------------|

Northern Tasmania Chapter

| | |
|-----------------|--------------|
| Patricia Turner | 2000 Blue NB |
|-----------------|--------------|

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

Will

For your diary ...

See the full calendar for details

April

| | | |
|----|------|--------------------------|
| 16 | CEN: | Two Spurs run |
| 16 | WV | Two Spurs / birthday run |
| 17 | EV | That Dam MX-5 run |
| 17 | NTas | Back Roads run |
| 24 | EV | Khanacross |
| 26 | NEV | King Valley run |

May

| | | |
|-----|-------------|--------------------------|
| 1 | CEN | Mornington Peninsula run |
| 7-8 | NEV | Eildon weekend run |
| 15 | CEN | Seven Shires run |
| 15 | EV | South of the Highway run |
| 15 | WV | Bendigo Exploration Day |
| 15 | NTas & STas | Picnic at Ross |
| 17 | EV | Lunch & Lies at Noojee |
| 22 | NTas | Sand to Summit run |
| 28 | NEV | Historic Winton |
| 29 | EV | Wilsons Prom run |

Now it's **World Car of the Year!**

The sensational fourth-generation Mazda MX-5 has won the 2016 World Car of the Year award.

It is the second Mazda to win the award, following the *Mazda2* in 2008. The third generation MX-5 was one of three finalists for the same award in 2006, as was the *Mazda3* in 2014.

In an unprecedented double achievement, the MX-5 was also named **World Car Design of the Year**. It is the first time in the history of the awards that a single model has taken both titles.

World Car of the Year was established in 2004 by an international group of automotive journalists, and the judging panel this year consisted of 73 journalists from 23 different countries. The MX-5 was announced victorious over other finalists Audi A4 Sedan/Audi A4 Avant and Mercedes-Benz GLC at the New York International auto show on 24 March. The other finalists for World Car Design of the Year were the Jaguar XE and Mazda CX-3. ■



Ikuro Maeda, Mazda's Executive Officer and General Manager of the Design Division, proudly holds the 2016 World Car of the Year award.

(Photo: Mazda Corp.)



Track Torque

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

2016 City Mazda MX5 Sprint Championship – Round 2, Broadford

The Motor Sport Team were back on the track for Round 2 of the City Mazda MX-5 Sprint Championship on 28 February. With some changes to the track capacity and entry numbers capped, numbers were down and we had a few of our MX-5 competitors miss out on a place. Despite the smaller numbers, MX-5s still out-numbered any other brand of car, so again another great showing of the strength of our motor sport program. The 'tricky' Broadford circuit is not for the faint hearted and some people took a few sessions to warm up.

Once again, being an event relatively close to Melbourne we had a number of new members come along to check out how our tracks days run and meet some fellow members to get some 'tips' on joining the action.

With what seems to be a regular occurrence at our rounds, another lap record was broken with Russell Garner doing a 1.06.6 in Super Modified.

Starting out in MX-5 Motor Sport

Over the past 6-12 months we have had an increase in the number of new members wanting to try some motor sport in their MX-5s.

When Randy and I speak with these people, a lot of common questions come up: "What MX-5 should I buy?", "Do I need a CAMS licence?", "Can I get an instructor?" In our Club we have always tried to support new people taking the big step of putting their MX-5 on to a track.

The Club has a number of steps in place to make this leap a little less daunting. A lot of people starting out are concerned that they need to have all the gear for their first event: helmets, tools, race suits, race seat, harnesses etc. are all great to have, but not all are required on your first event. The Club has loan helmets that can be used by new members just wanting to try a track day, to see if they enjoy it.

Likewise a few people ask, "Should I go and do an advanced

driving course before I go on the track". Again, if you are just wanting to come and have a try, then the Club makes sure we allocate an experienced competitor to sit with you for the first session on the track and help you through what, for someone who has never driven on a race track before, can be daunting.

So, if you are thinking of coming along and having a try here are my tips:

- » Don't rush off and buy an MX-5 that you 'think' you 'need' for motor sport – a standard MX-5 with basic safety checks, good tyres and brakes is a very capable car on the track.
- » Come along to one of our track days and introduce yourself, ask questions; our Motor Sport Team is a great bunch of people and they all started out once with their first day.
- » There's no such thing as a 'dumb' question. Randy and I are always on the other end of an email to help out with any information you need.

So you think you can write ... or take photos?

Ever stopped to think that everything you read in **mxtra** is produced by our own Club members? Whether it be technical articles or reports about our motor sport events, all the copy and a lot of the photos come from those members. If you are a keen photographer, or like the sound of your own words, why not come along to one of our events and become an official **mxtra** reporter?

We are always trying to get different perspectives on how a track day runs for our reports, and you don't need to be competing to do it. If you enjoy taking your camera with you on Club runs and taking shots of other MX-5s, a track day is a great chance to test your photography skills and we are always looking for photos to use in the magazine!

If you would like to give it a try let Randy or myself know ...

Tim

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

Abarth 124 Spider confirmed for Australia



Australia will get only the high-powered version of the MX-5-based Fiat Spider when it goes on sale locally later this year.

Pricing is yet to be confirmed, but the Spider – made on the same Japanese production line as the MX-5 – is expected to cost close to \$40,000, putting it in direct competition with the car on which it is based.

Fiat Australia had been considering whether to bring both or either the regular version Fiat Spider, or the flagship, high-performance Abarth. But the company has confirmed it will only import the top-of-the-range model for now.

Both Spider models are powered by a 1.4-litre turbo four-cylinder engine, but the Abarth edition has more grunt (126kW/ 250Nm versus the standard car's 104kW/240Nm). Mazda says it has no plans to fit the Fiat's turbocharged engine to the MX-5. ■

Source: carsguide.com.au



Name? Kim Cole

Age? 62

Born? Melbourne

Current abode? Clayton

Profession? Contract Draughtsman
(Railway Signalling)

Partner? No

Pets? No

Fave food? A juicy rare steak, Kangaroo or Atlantic salmon.

Can you cook? I can burn water

Favourite tippie? Red wine, cider or bourbon

First drive? At about seven years old I "drove" from Melbourne to Adelaide in the family Morris Minor, sitting on dad's lap

First car? Mini

First fender bender? A driver came through a red light on my right on a dark wet night and destroyed the front of my Mini. His insurance tried to hold me accountable for failing to give way

to the right, despite witness and police statements.

Everyday driver? Land Rover Discovery 4

How many MX-5s have you owned? One

Current MX-5? 2000 NB Heritage

MX-5 improvements? A few performance-orientated upgrades: suspension, wheels and tyres for track, front brakes and supercharger

MX-5 dislikes? No

Why an MX-5? I wanted a reliable and competent car I could use for all manner of club motorsport as well as the appeal and enjoyment of top-down motoring

Fluffy dice? Not really – they're too distracting bobbling about.

Passions besides the MX-5? Motor sport

Favourite TV show / movie / book? Apollo 13, Breaking Bad, Orphan Black

Dream wheels (money no object)? So much choice! Probably an Aston Martin or Audi R8

Would you drive a Daewoo or SsangYong? It beats walking! (That's why cars were invented.) Don't forget that the likes of Mazda, Toyota and Honda etc started from very humble and sometimes compromised beginnings

Favourite other Mazda? RX-7 SP

If not a Mazda (gasp!), then what? Tesla P90D could be a bit of a hoot

How long in the Club? 15 years

How many MX-5 Club runs or track events? Way more than I can count

Favourite Club run/track? Phillip Island. Fast, flowing and rewarding

Funniest thing seen at a Club event? On a Tassie trip when the convoy of

about a dozen cars was coming into Queenstown, the local copper pulled over the leader for a breath test. Naturally, when following convoy rules, we all pulled over. The young constable looked up the line and proceeded to carry on, showing every intention of testing us all. By this time a number of locals were watching on and enjoying the show. His sergeant looked on unamused and incredulous, then proceeded to come and ask each remaining driver if we had had an drink and then move us on.

Have you been to NatMeet? Yes. Six altogether, including the honour of being named National Champion in 2002. NatMeet is a fantastic gathering of MX-5 people and cars, but not enough Victorians attend!

Ford vs Holden? Ford

What's playing in your MX-5? "front speaker" – Supercharger whine; "rear speaker" – exhaust note ...

Favourite holiday destination? Australian bush/outback. Touring and camping in the middle of nowhere has a lot going for it

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

Final comments? The MX-5 has given me 16 years of enjoyment and fun, and I can't ever see the day I will get rid of it – although doubtless that day will come, maybe to replace it with another. In all of that time, since day one, it has been used heavily in all forms of club motor sport, and with the exception of some minor issues, has performed brilliantly and reliably. It still puts a huge smile on the dial when I drive it, be it road or track.



MX-5 Unicorns #1 ... the NB MPS

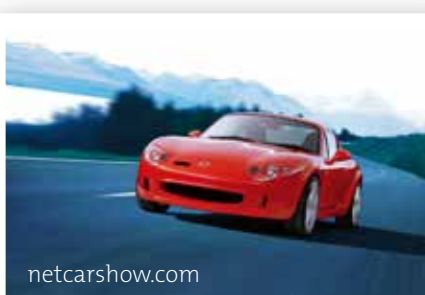
■ Words: Siddique Fisher

Our beloved Roaster is now in its fourth generation and is showing no signs of rescinding its position as the quintessential sports car of the modern era. It will always buck the trend and never become a rich person's play thing.

As much as this is preaching to the converted in mxtra, there are a handful of MX-5s you may not have ever heard of. These special models have helped lead Mazda to where it is today.

I will start with (in my opinion) what is the greatest most true to form MX-5 to ever be produced. It embodies all the heritage of design, engine and chassis. It truly defines the 'Jinba-Ittai' philosophy. It is in fact my dream car: **The MX-5 NB MPS.**

MPS. Height adjustable mono-tube shock absorbers and coil springs replaced the more prosaic items fitted to other Mazda Roadsters/Miatas/MX-5s (including the turbocharged **MX-5 SE**). Lower suspension mounting points had been reinforced with an aluminium ladder underbody reinforcement to improve chassis rigidity.



Revealed at the 2001 Tokyo Motor Show the MPS version of the Mazda Roadster, (the *Mazdaspeed*-modified, 200hp/147kW version of the world's bestselling two seat sports car) was unlike the turbocharged Mazda MX-5 SP announced in early

October of the same year by Mazda Australia. Japan's Roadster MPS was normally-aspirated.

Called the **MX-5 MPS** (means: **Mazda Performance Series**) it had restyled headlights, came with a colour-coded hard-top, bigger wheels and brakes, but fans were more interested in the 'nostril' in the redesigned front bumper. The nostril fed cooling air to the engine, said to produce 200hp thanks to independent throttle bodies and high-lift camshafts. It was also fitted with adjustable suspension all round.



At the core of the NB MPS was a heavily-modified version of the BP 1.8 litre four fitted to the MX-5 (BP-ZE) found in most markets. Designated BP-VE, the MPS' engine had a displacement of 2.0 litres, a notable increase from the standard BP's 1839cc.

Peak power was 200hp/147kW at 7000rpm, with peak torque of 145lb-ft/196Nm generated at a peaky 7000rpm. As indicated earlier, the BP-VE had a dedicated throttle body for each intake port together with Mazda's use of a set of high-lift cams. The engine worked through the six-speed manual transmission

available with the normal 1.8 litre BP-powered car.

Mazdaspeed and Mazda's internal chassis development people made some notable modifications to the chassis and braking system of the



The Roadster MPS rode on 7" wide 17" alloys shod with 215/40 17 tyres (Michelin Pilots on the display car in Tokyo). Brake diameter for the MPS was

12.4"/314mm at both the front and rear, though the front discs were ventilated while the rears were solid. With the different wheel and tyre package the front track was increased by 2"/50mm with the rear track 2.4"/60mm wider than the car with the 16 inch wheel and tire package. Front and rear fenders of the MPS had been flared to accommodate the car's meaner rubber. The front and rear bumper skins were also different to the standard NB8B and a set of quad circular lamps replaced the composite headlamps units of the standard car.



Interior modifications were pretty minor and conservative, with buckskin and Alcantara covered re-sculptured buckets seats and a few metallic-finish interior components scattered about.

The Roadster MPS was a limited production model (with a rumoured production figure of 200 cars) for the *Japanese market only*. Prices were approximately in the range of A\$38,500 to A\$49,500 when new. *Ouch!*

I have never seen one on the second-hand market or on import lists. I guess at the time it did not make financial sense to put the MPS into full production. The **turbo SE** made more sense from a production stand-point as minimum retooling was required to produce it alongside the standard NB.

The NB MPS will always sit at the top of my wish list ... ■



Chapter chatter ...



8.3.16 | Eastern Victoria ■ Words & photos: Leeanne Evans ■ Organiser: Leeanne & David Evans

Tuesday, 8 March, saw a small group of those lucky enough not to have to be at work assemble at Obsessions coffee shop in Trafalgar in readiness to head off to meet some of the Central Chapter members in Noojee for lunch.

Seems like this is a repeat performance, which it is!

We had only three cars leave Trafalgar on this very warm day in early March. The 50-minute drive to Noojee was only held up by being behind two 'L'-platers which, we all agreed, was related to being *International Women's Day* because the learner drivers were both women!

We then had the whole road to ourselves which was great, including a section through tall, straight timbered forest with beautiful ferns – beautiful surroundings, corners and some great stuff. Mel had a great time sitting next to Peter – she actually enjoyed the view. This sure beats being at work!

When we arrived at the *Toolshed* in Noojee, we were met by three cars from the Central Chapter. Bruce Gray, Phil Harris and Laurie were waiting for us and Ron and Debbie Diprose from Sunbury arrived just a little bit later, so we had more cars from Central attend than from Eastern.

As we had agreed to meet at 11.30 for an early lunch, we were the first to be served our meals again. The *Toolshed* is so popular it's moderately busy, even during the week. No wonder; great roads from whichever direction you approach, top notch pub-style food and really nice surrounds.

We enjoyed a very leisurely lunch and it was great to see everyone, especially with the very warm weather we were having in early March. In all, 11 people attended. After lunch we said our farewells to our four Central cars and to our Chapter Captain Peter, who had to make a dash back to home to be with his wife, who is currently wheelchair bound due to a severely broken heel. This just left two cars – Peter Ilijash and "tailend" Trish, and David and me, so we decided to drive through Nerim South and head for coffee at *Gippy Goat* near Yarragon.

Great weather, great company, nice roads and a top setting – this does beat being at work! Must do it again asap. ●

Lunch'n'Lies at Noojee



Chapter chatter ...

5.3.16 | Central ■ Words: Dave Wilson (SMURFR) ■ Photos: Phillip Menezes, Bob de Bont, Bronwyn Roche ■ Organisers: Geoff

It began with a broken pair of sunglasses before we left Melbourne, which were replaced the next morning in Apollo Bay (thanks Joe for sitting on them and replacing them).

We arrived at the BP Service Centre in Little River a little early, and watched other Club members trickle in until we reached the 28 cars coming on the drive. There was a lot of banter and shop talk among the group – and even talk of a tart or two doing the rounds! Geoff finally stepped up and laid down the ground rules and handed out the extensive run sheet.

Then we were off. But wait, why is Bob pushing his car? Is he trying to save fuel? Or maybe he's going to push the car the whole way as some sort of weird exercise. No, he's just moving his car out of the way to let others through as he's bringing up the rear. *What a champ!*

After the ring road we said goodbye to Geelong and headed for Anglesea, narrowly avoiding taking a wrong turn at a roundabout with signs to Torquay and the Great Ocean Road. We picked up six more cars, mainly from the Western Victoria Chapter, taking our

total to 34 cars and 60 people! *But wait! What is that horrible smell?* Just a chook farm near Torquay. I thought one of my Easter eggs in the boot had cracked (*yes, I can fit things in my boot*).

From Anglesea the scenery changed as we were now driving on the edge of Australia. The road provided amazing vistas of beaches and jaw-dropping houses, and then became that twisty, gnarly thing that we, as MX-5 drivers, crave. I pushed forward to the coming corners with an evil grin on my face ... and I may have been drooling at certain points as well. The only thing that hindered my excitement was the tyre pressure warning light that just came on. I did what any respectable driver would do ... ignore it and keep driving!

The next town and a much-needed regroup stop was Lorne. We had done well keeping as one group so far but there were a few stragglers and those wanting

to stop at appropriate photo spots for that ever illusive ultimate drive pic. Just ask Helene how hard it is to take photos with an iPad hovering over her head while Arthur does 100kmh!

The next section of the *GO Road* took us through the burnt-out forest at Separation Creek, Wye River and Kennett River. It's a sobering experience seeing such destruction as the fire actually crossed the road and burnt out vegetation on the foreshore. Not to mention the communities in the area that were decimated. I have a great understanding of dealing with bush fires as I live in the Dandenong Ranges at Tecoma and during summer there is always the threat of fires hanging over us. Our thoughts go out to those who lost properties. Not only homes get destroyed in bush fires, roads also suffer damage from the searing heat generated. And unfortunately this is where we hit road works. The speed dropped to 40kmh and the

bitumen gave way to gravel.

I don't know about the rest of you guys but I clean my car inside and out before a drive with the club. I want my car to look its best so it pains me to see gravel. I apologise to my car and say goodbye to nice clean panels as we slow down so as not to spray other cars with stones. I think every drive I've been on we have ended up on gravel at some point, whether it be road works or a gravel car park. I think it's a plot against me and my cute little grey ND, known widely as the SMURFR. *Only joking.*

The twisty road didn't let up as we headed through Skenes Creek to our destination, Apollo Bay. At least we were on sealed roads again. As the light faded we entered Apollo Bay and headed to the RSL where a bbq dinner awaited us. Regrouped at the RSL there was plenty of talk of the amazing drive we just finished. And a little complaining about slow cars!

Into the
Twilight Zone!





& Bronwyn Roche



Next morning, those of us who stayed at Apollo Bay woke to another overcast day, but the clouds soon parted leaving sunny skies.

At our 9am meeting there was talk about the previous night's festivities, which included Helene missing a step in the dark and hurting her leg (should be long forgotten when this is published), romantic sunrise walks along the beach with Bob, and Geoff and Bronwyn's daily power walk (*yes, we all saw you*). Our route back to civilisation was also decided: six cars were going west to Lavers Hill, through the Otway National Park. Past the road that takes you to the Cape Otway Lighthouse, the twisty road and scenery here is just as good as on the coastal sections. Then it was inland to Colac instead of keep on going to Adelaide via Warrnambool ... *we all have jobs to go to the next day!*

I let Geoff take my ND around the block. It was a bit weird sitting in the passenger seat but I didn't mind. *Will there be another ND in the Club? Watch this space!* We said our goodbyes to John from the Western Chapter and headed off for Geelong. Joe and I were driving straight through to Melbourne from Geelong, not stopping for lunch with the others. So as we overtook each one we waved and said our goodbyes. With the *Village People's* YMCA playing, I set the cruise control and let the car do the driving for a while as we drove off into the distance.

Thanks to Geoff and Bronwyn for an excellent drive and to all in the Club who have been nothing but friendly and very approachable.

See you on the road. ●

Chapter chatter ...

13.3.16 | Eastern Victoria ■ Words: John Poletti ■ Photos: John Poletti, Alan Conrad, David Salter, Peter Ferguson

A few months ago, I received a general email from Eastern Chapter Captain, Peter Ferguson asking if anyone had any thoughts on what the club could do as a "get together" for Central and Eastern Chapters.

I didn't even have to think about it because this idea had been swirling around in the vast hollow cavity that is my head ever since I joined **the best car club in the world** (*Mazda MX-5 Club of Vic/Tas in case you hadn't gathered*).

I have been a regular participant in *Shannons Classic Cavalcade* for several years. It's held in conjunction with the Phillip Island Festival of Motor Sport. *Shannons* is one of the major sponsors of this fantastic event that was originally known as the *Castrol Classic*.

The Classic event started life as a small meeting for those with older classic racing and sports cars wanting to showcase them by getting them out on the track where they belong. With the popularity of classic cars booming, it has now grown into one of the biggest and best historic motor sport events in the world, second only to *The Goodwood Revival* in Britain. The *Classic Festival of Motor Sport* has some of the most famous racing cars from

the halcyon days of motor sport not only on display but being driven very hard on the track as well.

Bill Hemming brings his bevy of Elfin sports and open-wheeler racing cars, by which I mean Formula 5000s and the beautiful Repco Brabham-powered 400 *Big Banger* sports car.

In years gone by I've seen multi-million dollar Maserati and Alfa Romeo grand prix cars from the '50s; Porsche, Jaguar, and Mercedes LeMans sports cars from the eighties, many original AC Cobras, Ford GT40s, Bob Jane's 427 Camaro, Alan Moffat's Trans-Am Mustang, Lola, Matich, and Chaparral Can-Am cars, Formula Atlantic, Pacific, and F1 cars from the '70s and '80s ... the list can go on forever! *Not to mention what you can find in the car park!*

The Cavalcade gives car tragiics like yours truly a chance to drive one of the greatest racetracks in the world, not at 10/10ths mind you – well not even at 4/10ths to be

honest – but it's still great fun to experience the elevation and camber changes on this famous grand prix layout, that has spun, spat, kicked and high-sided off far greater names than me!

So I suggested to Peter we could make a day of it and all gather somewhere, drive to the track, those who are *Shannons* customers could do the Cavalcade, then we could do some kind of Club display while watching the action. Pete agreed the idea could work so, after I made some initial phone calls to *Shannons* and the Victorian Historic Racing Register, I did what I do best (shirk responsibility) and handballed it all over to Peter to do the rest, and what a stellar job he did!

After months of careful planning by Peter, that included what seemed like 5,000 emails, plus initial fears by myself that not many Club members would be interested

(at which point Peter assured me that interest would build as we got closer to the date, and that it did!), an envelope arrived with a special "display car" windscreen sticker (courtesy of the Victorian Historic Racing Register) that gives you entry, and parking privileges. This meant it was time to detail the old NA and get her ready for her first taste of exhibitionism!

Email 5,001 arrived on the preceding Thursday with a list of participants, twenty two all up. Like Peter said, interest grew as the date neared. I was glad Peter Pryston's name was there; he's from the "Deep South", a first-time MX-5 owner (NC series 2) and Club member for a few months but was yet to participate in a Club event (due to too many holiday commitments!). He also blames me for him buying an MX-5 (long story!).

Sunday, 5.30am to be precise, a quick breakfast then out to the shed to get the car out,

pre-packed from the night before, just as my brother drives in at 6am (big brother is probably the main culprit for my car obsession). He gets out of his ute carrying a small esky (sandwiches, not beers) and thermos. "Where do you think that's gonna fit?" I exclaim. "It'll fit in the boot," he says.

"Really," I snort back. I pop the boot and he soon sees what a very small tool box, a GoPro camera case, some car care (not hair care!) products and one fold-up chair looks like in an MX-5! So brother ends up nursing his lunch on his lap for the one-hour drive to San Remo.

We met up with Peter Pryston at the Meeniyah/Inverloch





■ **Organiser:** Peter Ferguson

Phillip Island Classic

Festival of Motor Sport



turnoff, then proceeded to San Remo. We were to meet up with Steve Banks driving his NA Clubman (coming from Mirboo North) along the way, but he decided to leave a little earlier to beat the wombats.

We arrived at San Remo a little after 7am and saw lots of familiar faces and MX-5s, and some not-so-familiar. Peter Ferguson greeted us with our swanky new red shirts and caps that he had specially arranged for the event.

By around 7.30 we had almost everyone there and attired in red. A quick coffee fix and we all filed out and over the bridge on to "the island".

The event traffic wasn't too bad so we got to the track in time for the Cavalcade, but only after we found out that our allotted space for our display had been reduced by about half!

Our *El Capitano* was due to be taking part in the cavalcade so he left car display management in the very capable hands of another Peter – Peter Ilijash.

Peter No. 2 did a great job getting all the 5ers into position, leaving space for the three cars taking part in the cavalcade.

Three white MX-5s took part in the cavalcade (hopefully next year we can get a bit more colour). All participants filed on to the circuit, behind the pit paddock at Honda corner following the *Mustang Motorsports* pace car.

The highlight for me during the cavalcade was when we wound up for the run down the main straight. We had a burgundy E46 BMW M3 ahead, the sound coming from the in-line six exiting those quad pipes was something else. As we went under the walking bridge and start to tip into turn one we caught up to a classic Porsche 911. Again, another beautiful cacophony of sound coming from an iconic six-cylinder high-performance engine responsible for many sports car racing victories.

This year for the first time we were able to complete two laps. Even though it was at what seemed like crawling pace, it was all over too quickly and we found ourselves peeling off at Honda corner, and making our way back to the Club display area.

Peter No. 2 greeted us and slotted us into position. He'd also managed to rope in a couple of non-members driving past in their MX-5s! The display looked great with the Chapter banner and some real snazzy blue Mazda flags fluttering in the breeze. Peter No. 1 had gone to the trouble of collating info from the owners on all the cars on display and had made up a "tech sheet" for each car, plus a display board with tech info on all the generations of MX-5. Siddique Fisher gained the gong for the most imaginative way to display an engine bay, with a massive ring/open-end spanner holding up the bonnet on his NB, showing off

his detailing handy work.

We had lots of interest from the public. Many of us spoke at length with the "punters", some of whom gladly took Club business cards, others spoke of once owning an MX-5, all regretting having parted with it, even those who had "graduated" to Porsches and BMWs!

With so much to see and hear (Formula 5000s are LOUD), before we knew it the days racing was done. A few of us started to pack up our chairs and thermoses and find our way out of the car park.

It was a big day and I think we did a great job for the Club being there. I hear whispers we have been invited back next year, with an invite to Winton and Sandown Historic events as well!

A big thank you to Peter Ferguson who put in many long ours typing 5001 emails and organising a very enjoyable Club event.

See you all next year! ●



Chapter chatter ...

17-20.3.16 | Central

The GP Experience

■ Words & photos



The Als' MX-5s ... Conrad (left) and Bennett



Bug-eyed beauties



Gravity? What's that??



It started with an invitation, first-in best-dressed – and two

An opportunity to display our MX-5 in Melbourne's most popular motoring event was not to be missed for those able to reply quickly. What was missed were our precious cars for a few days, as this meant leaving our transport at the Formula 1™ Australian Grand Prix on Wednesday afternoon (*aka bumping in*) and retrieving (*bumping out*) after the main race started on Sunday.

What could possibly go wrong – ah, well, it did for a couple that turned up to the rendezvous point very, very early and sought out a café to chillax over a coffee, cost \$76 plus the coffees, and red faces. Lesson learnt: read the parking signs carefully. *D'oh!*

Alex Hailstone did a wonderful job keeping us informed about what we needed to do, where we needed to be and how to do it. So it came as a surprise at 4.59pm to be told we were at the 'wrong' gate. We just had to traverse the entire Albert Park precinct through peak-hour traffic on unknown roads and get into the circuit to collect our accreditation material and the aforementioned and valuable tickets.

Who should come upon us in the mayhem but none other than Ben Sale – literally on his bike and now in his role of corner marker to save me and those following from missing the new entry point.

That all over, we then 'bump' (a technical term for trailing) our cars on-road, off-road and under to our allocated space. Time and it was off to find an exit and confusion of our journey so

Next: four days of engines and new best friends. IMHO Saturday more races, more variety and running and, importantly, the was building momentum for all showers and keeping wa relaxed and the big race sta

ence

os: Alan Bennett ■ Organiser: Alex Hailstone



.....



Lunch?



Night, night!



The real stuff



free tickets to all four days of the AGP as icing on the cake.

pped in' – which is the
our guide on a mixed
r-road adventure to get
e for a last-minute polish
it so we could escape the
o far.

For ourselves and our
aturday is the best day,
nd, as it happened, cool
fine weather. Thursday
or the big day. Friday was
arm. Sunday was more
arted with a bang and

ended close to the predictions.

A massive 485 display cars were dotted around the course. Among my favourites were a pair of shaken and stirred Martini-liveried 911s, classic Alfas (that needed bed time blankets in case they got cold), and some bug-eye creatures from over 60 sprightly years ago.

Off track was both interesting and varied. The biggest surprise was a dinosaur wandering around the food trucks and street art, the latter continually changing. Smartphones and selfies went hand-in-hand, an Army band entertained the lunch crowd. For those who like motocross there were brave motorcyclists

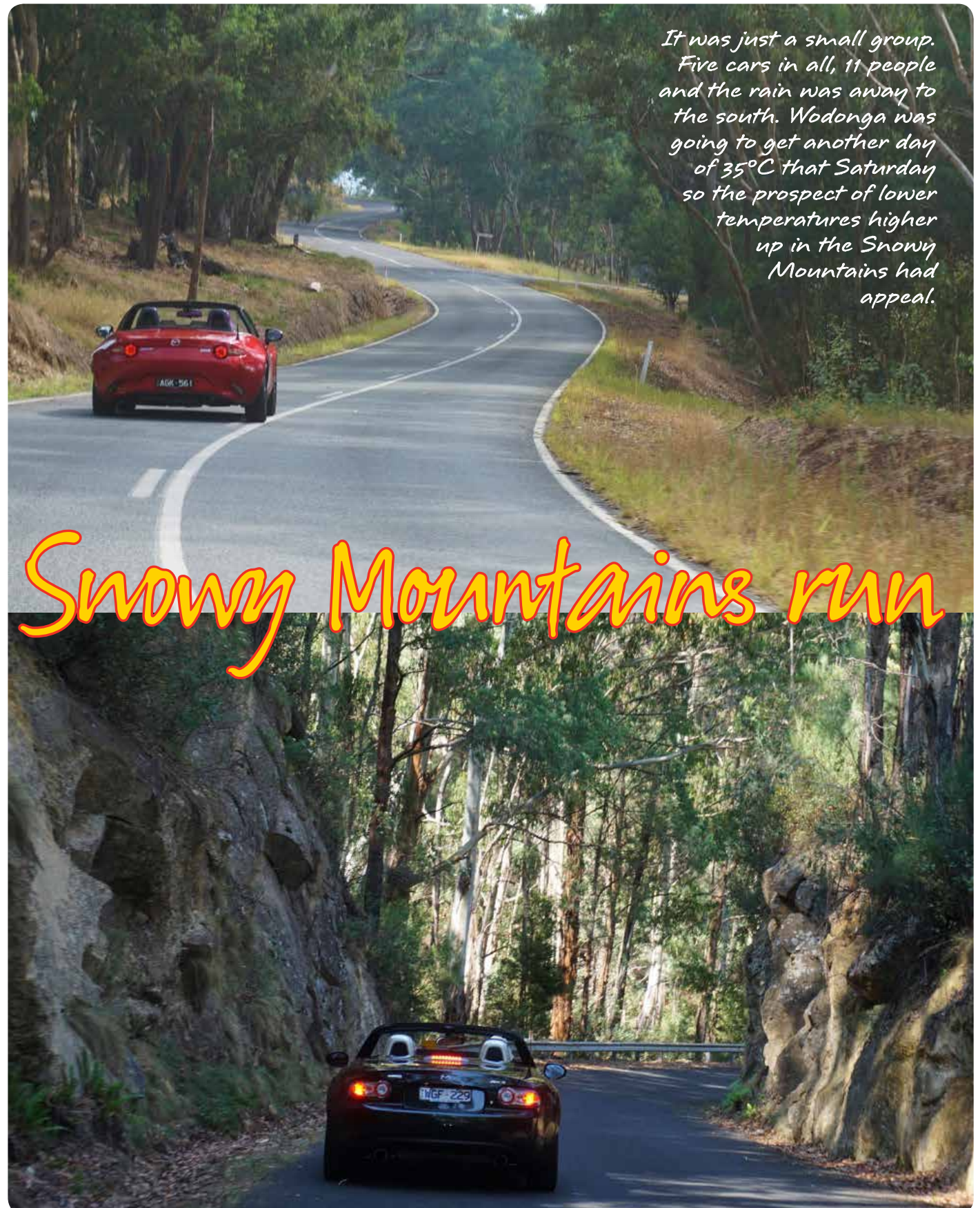
dancing in the air with high risk due to fickle crosswinds that saw some take an early exit to the medical tent after gravity overcame their exploits.

The Air Force overflew all and stopped the musical acts in their songs mid-tune, as it was impossible to compete with the noise of an F-18. This was contrasted by the poise of the Roulettes and the slow moving grace of an air transporter (channelling *Thunderbird 2*).

Next year, keep a watch out a month or so before the GP for that once a year email, just in case we get the chance again to promote the most popular and affordable convertible on the planet. Period. ●

Chapter chatter ...

12-13.3.16 | North-Eastern Victoria ■ Words & organiser: Gerry Engwerda ■ Photos: Marg Gillick



*It was just a small group.
Five cars in all, 11 people
and the rain was away to
the south. Wodonga was
going to get another day
of 35°C that Saturday
so the prospect of lower
temperatures higher
up in the Snowy
Mountains had
appeal.*

Snowy Mountains run



So off we went. The Gillicks, me, Greg Jordan and Kerry Collinson, Tyrone Dark and Pam Bown and newcomers Russell and Suzie Pata in their new Soul Red ND. Just short of Granya, Russell noticed that his instruments indicated his tyre pressures were dropping – fortunately it turned out to be a false alarm (apparently it is not an uncommon problem with some Mazdas). Just as well as the ND does not have a spare tyre (not even a get-home one ... who knew?)

The morning break was at Walwa where we were surprised to see a sizeable crowd just about to head off to the Towong races nearby. The ladies looked stunning and the blokes – well, what can I say? – the blokes looked like “they had just come off work”, would be the best way of putting it. That’s the way the world is I suppose, but *geez guys, make a bit of an effort!*

At Khancoban we ordered a takeaway lunch at the legendary *Shane Os*, home of the “try our megaburger we dare ya”. After a lengthy delay we were on our way again and ate our takeaways at the Geehi rest stop 20 minutes further on down the track where it thundered down – the only time we had bad weather on the whole trip.

Next stop was Dead Horse Gap, where we took the

the best efforts of a demented Kluger driver who tried her best to stop us from getting there. Displaying the road skills and sensitivity normally associated with Camry drivers, this driver stuck to 70 where we could not pass and then sped up to 110+ where we could. Despite that, it really was the only time over the weekend where we were frustrated by other traffic, so we should not complain too much. Just had to get that out of my system.

As in previous visits we stayed at the *Ski Inn* at Jindabyne overnight. Owners Anton and Shachaya (Bibi) made us welcome as always. We decided to have the evening meal there in the lounge area overlooking fabulous Lake Jindabyne ... when tragedy struck.

I ordered the beef red curry. Someone else ordered the Goulash. The other person started his meal declaring the goulash as a one of the best he had had and praised the chef’s willingness to experiment with ingredients not normally found in that dish. Without realising it ***he ate my red curry!*** Now, I am not one to name names, as that is being vindictive and petulant *and will only upset RON GILICK!*

How you can mistake the two dishes is beyond me but I am sure that 10 years from now we will all be able to laugh about it.

Day two started with a buffet breakfast which passed

without incident and we were back on the road just after 8am heading for the rolling plains of Berridale and Adaminaby. Nothing but magnificent vistas, eagles, dingoes and no phone reception. In fact there was no reception at all in the Snowy Mountains – not even the ability to make an emergency call, according to the warning message Telstra sent to our mobiles while we were in Khancoban the day before. Keep it in mind if you are ever up that way.

At the Link Road turn off just past Kiandra we stopped and changed drivers with the ladies behind the wheel for the next leg. The road here can be steep in places, narrow and certainly winding but everyone handled it with aplomb. The vast bleached forest – the result of the 2003 fires certainly stays in the imagination. Back down to the Khancoban turn off we headed north and then west back to Walwa and much warmer weather.

Lunch was at the Walwa pub. Russell noted that it had carefully maintained the look it had in the 1960s and reminded us of what pubs used to be. Make of that what you will. The meals were excellent as always with generous portions and delivered with a minimum of fuss. It is highly recommended as a stop if you are passing through.

From Walwa back to Wodonga driving alongside a much-depleted Hume Weir and then over the Bethanga bridge back to where we started the previous day for a cuppa before we went our separate ways.



A great weekend. Having such a small group turned out to be a real blessing. It was much easier to keep together and the gentler pace enabled us to actually look outside the car as we drove through what has to be some of the best scenery in the state. Ron Gillick calls it his favourite run and if you are doing it for the first time, as Kerry and Suzie did, you can see why everyone likes it so much. From the foothills as you leave Granya to the mountain cuttings between Khancoban and Jindabyne, to the sweeping panoramas beyond Berridale



and Adaminaby, the dead forests past Kiandra and the vast Tumut pondage; this has to be a trip for your bucket list. If you have never done it, now is the time.

Many thanks for the most enjoyable company and a very pleasant, relaxing weekend. A special thanks to the newcomers, Kerry, Russell and Suzie, who came a long way to join the run and who charmed us with their enthusiasm and good humour.

PS: I would like to make it known that for the very first time that I have led a run I did not have to make a U-turn. Please, no ... don’t applaud – any incredibly above-average person could have done it! Really! ●



Chapter chatter ...

13.3.16 | Northern Tasmxnia ■ Words & organiser: Bruce Harvey ■ Photos: Cheryl Murray & Alana McDougall

NatMeet Heroes ... the team behind the scenes



All the organising, planning and preparation in the world is not worth anything if you don't have a team of people who understand the plan and are dedicated to ensure its success.

The plan for NatMeet XII in Launceston in February was not exactly simple – all I had to do was get 100-plus cars on the road each morning safely and efficiently.

I decided to create nine separate drive groups, each with a run leader and “tail-end charlie”, and send them off at different times to one of three destinations.

This is where the Northern Tasmxnian team members who had registered for NatMeet stood up when asked and are now permanently carved into the biggest and best NatMeet history book.

This team of NatMeet heroes gathered to unwind, and share memories over a few beers and a BBQ on an early autumn Sunday.

Without exception everyone enjoyed the NatMeet experience and the over-whelming sentiment was “bring on 2024!”. ●

▲ Well done, everyone! Standing, L-R: Keith Tillack, Scott Park, Rob Davies, Trevor Simm, Robert Humphries, Dot & Tim Manion, Carl Berggren, Michael Nolan, Michael Lindsay, Ken & Ruth Beaton, Roger Lehner. Front, L-R: Alana McDougall, Yvonne Langa, Kelly Berggren, Sandra Tillack, Cheryl Murray, Anna Coovre, Bruce Harvey.





Imagine a prime water front location ... and I mean water's edge (!) ... and then parking classic cars 10 deep by 70 or 80 wide.

Many of these vehicles only get out of a garage once or twice a year so as a fundraiser for the Devonport Lions Club this show is guaranteed a good turnout.

As we have for the last few years, we met at Sandra and Keith's place where the Easter spirit prevailed with heated hot-cross buns and coffee. Post-NatMeet skills emerged with the decision made to form the cars in sequential year order for the short drive to the display – although once through the gate our bumper turnout of 15 cars needed two rows to fit in the allocated space.

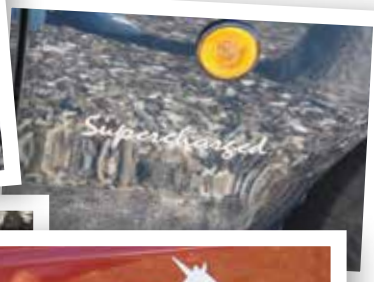
We were parked in front of a rose garden on a gently sloping bank leading down to the Mersey River, which is the home and berth of the "inter-island" ferry, the Spirit of Tasmania. The passengers on the ex-cray fishing ketch, the magnificent *Julie Burgess* (which has been restored for a unique tourist experience), also had a close up view of the cars on display as it sailed past.

This really is a good day to walk around and talk to other car owners and admire their passions. Of course a lot of the cars are for show only and are rarely driven – which is a

10th anniversary Devonport Motor Show – a new perspective

shame, both for the cars which should be used, and the public which has to pay to see this machinery. On a positive note the recent NatMeet has encouraged several MX-5 owners to come and introduce themselves and the Northern Tas^{mx}nia membership numbers will swell in the near future.

With the F1 Australian GP starting in Melbourne later that afternoon, boots were packed and everyone headed home in time to watch the season-opening race. ●



Chapter chatter ...

20.3.16 | Western Victoria ■ Words: Dawn Everett ■ Photos: Karen Bradshaw, Clark Menze, Alan Everett ■ Organisers:

It was a bit chilly at John and Noellene's in Ballarat when we gathered at 9am to start our run.

With 12 cars we headed off towards Inverleigh. We stopped along the way to meet Mary, who had collected our salads and desserts for lunch ... but lost Noellene and Patrice who joined Mary to help set up for lunch.



We headed off to Inverleigh for a morning tea stop and to meet up with Karen and Ian. We had a lovely scenic run to the You Yangs, the highlight being the sight of two wedge tail eagles eating road kill on the side of the road. Then, on arrival at the You Yangs, we had to give way to an echidna strolling across the road.

After checking the view from the top (we could see Melbourne in the distance), it was time for a quick group photo. We left the You Yangs going past the Ford testing ground and over a rough dusty corrugated

gravel road. Then it was time for a late lunch at Brian and Mary's. We were all starving by this time!

The three musketeers – Mary, Noellene and Patrice – did a wonderful job of preparing lunch, including moving the heavy table around. Noellene even raided one of the sheds and made a table up of barrels and an old door, with a table cloth over it – perfect to put the salads and desserts on. *A real Aussie table built with Aussie ingenuity!*

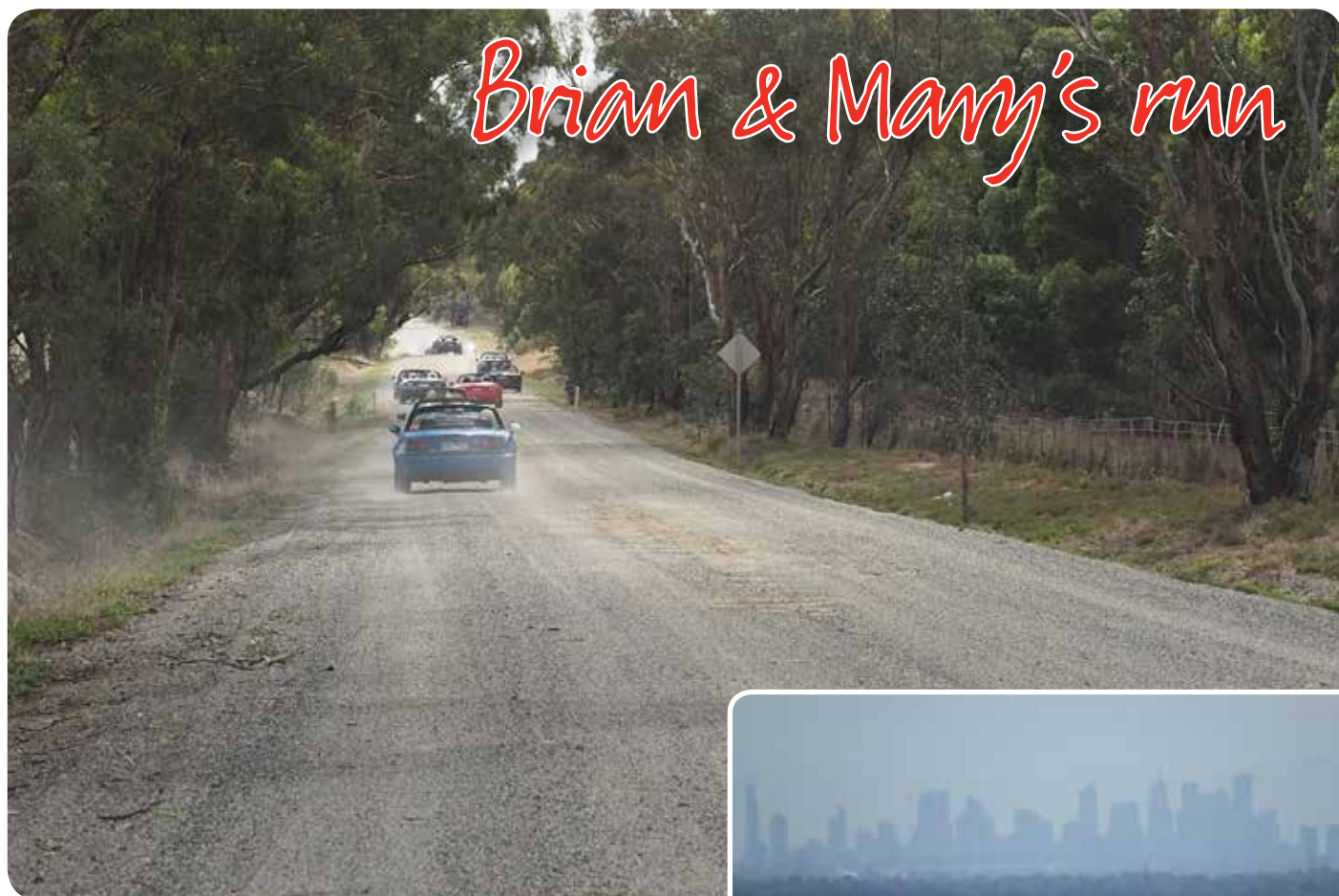
We would like to thank Brian and Mary for the excellent run and the beautiful roast lunch that they put on for us. Another MX-5 run with excellent weather and lovely people.

PS: It was the Chapter's seventh birthday on 12

April and, as we had a few on this run and most were regulars, we decided to have our birthday celebrations early. We thank Noellene for supplying the cake; apparently she had to run around Ballarat to find one! We didn't give her much notice! It was the perfect way to celebrate our Chapter birthday – **great run, great food, great friends.** ●



Brian & Mary's run



^ Gravel ... and the Big Smoke



Brian & Mary Carroll

More?? ➤



⤴ *Brian & Mary ... luncheon is served!*

⤴ *The You Yangs*



⤴ *L-R: Clark, Bob, Alan, Marg, Brian, Ian, Brian, Gwenda, Tyrone, Jan, Mary, Kevin, Lori, Chris, Pam, Jeff, John, Dawn and Wayne.*

Chapter chatter ...

26.3.16 | Central ■ Words: Dom Moollan ■ Photos: Bronwyn & Geoff Roche, Clark Menze ■ Organiser: Bob de Bont

*It's Easter Saturday.
Ten MX-5s are about to
embark on the best buffer
to the chaos of the world
... a drive on country
roads through less densely
populated shires up through
to the Campaspe region in
Northern Victoria.*

A word of advice from our leader, Geoff Roche, was shared after plenty of Easter chocolates (with no strict rations on how many you could clasp in one hand) were offered to all drivers and co-pilots. Thanks Bronwyn!

General social conversations amongst the members were punctuated with frequent car and engine part references. We savored the chocolate with guilt-free pleasure before we were lightly smacked with expected favours ... who was going to take a walkie talkie and who was going to be the tail-end car? Decisions made and we were overcome with a strange but familiar urge to rise and get on to the

Hume like a swelling tide that none of the 10 drivers could ignore. The drive began.

A couple of cars hesitated to follow but seven out of the 10 just cut to the chase and committed to the lead group. We rested soon after at Lancefield.

The group then made a roaring overture closer towards the Campaspe region as though the normal roads were like a cleared raceway. Our treads flew further north, gripping and devouring tree-lined roads through Axedale and beyond to Redesdale.

The group swapped leaders briefly and surprisingly travelled on the Heathcote-Kyneton road to reach a historic site.

The Redesdale Bridge (below) is one of the oldest iron lattice-truss bridges in

Victoria. Its distinctive wrought iron and timber structure with bluestone abutments made for a petite repose. It seemed rather improbable that we stumbled upon the historic 1867 bridge that crossed the Campaspe river just out of Redesdale. A photoshoot of phones and cameras competed for the prized shot, then we were soon passing the municipal building back in town to make our way to the grand spectacle that awaited in Huntly, located north of Bendigo city.

No sooner was there was a hint of a hedge on the road. The curves and ravines and hills made the drive from Redesdale even more exhilarating and gratifying. The bridge was now far back behind us. We couldn't resist getting the speeds up well over the speedo half way mark again.

The group made a strong pull towards the livestock sales yard. There was an attractive smell of burning rubber ... well, for some perhaps. It was far better than the frequent smell of road kill which was pungent and made worse by the fact that we all had our soft and hard tops off. There was a faint hum of excitement as we approached. We were eager to plunge in and immerse



*In case of emergency ... >
thanks, Bronwyn*



ourselves in the event.

With determined effort to be the first on the scene – the reason this event was named the *saleyards dash* – we circled one another, some even in full reverse, to line up the cars with no sense of pattern or hierarchy. NC ND NA NB ND NA NC etc. It was food, toilets or a quick tour through the hot rods to the short race track.

There was no questioning where to start looking when we were parked and settled at the makeshift speedway track. Our Central Chapter Assistant Chapter Captain (*Ed. CCACC for short*) Bob De Bont's NC could be heard in the distance ripping around arranged witches' hats. Bob was demonstrating how effortless the course was and seamlessly laying down one of the hardest times to beat for his competitors which included Nissan, Holden, Mitsubishi ... and a leaky Hyundai.

There were many feeble attempts to raise the stakes but the MX-5 was clearly in a class of its own. Not as shiny or as adored as the row of priceless classic hot rods polished and admired on the spectator side of the track, Bob's NC was eye-catching nonetheless. True to form, Bob won the B Class motorkhana event in his NC.

Congratulations Bob!

It was a great dash to the motorkhana and a memorable day enjoyed by all. ●



^ Bob de Bont on his way to winning Class B at the Bendigo Saleyards Dash motorkhana

Chapter chatter ...

20.3.16 | Southern Tasmania ■ Words: Ian Long ■ Photos: John Waldock ■ Organisers: Ian Long

A group of keen owners met at our usual departure point in Rosny for a quick run and lunch on the road known as the Tasman Loop.

As many MX-5ers found out at NatMeet, Tasmania has some of the best roads in the country – and the Tasman Loop is no exception.

We left at around 10am after a short briefing, a farewell to Gordon who is moving interstate and the introduction of a couple of prospective members – Stan Rimon in the first ND (Soul Red 2 litre) on a Southern Tasmania Chapter run, and Allan and Eileen who'd just purchased Gordon's NB. The run was also notable as it was the first for new Chapter member



^ Just looking! Chapter "newbie" Don Nicoll admires Stan Rimon's ND ...

✓ ... but the classics have their admirers too!

Tasman Loop Post-NatMeet run

(and former Club President) Don Nicoll. He seemed to settle well into the run and in many ways did quite well *for a newbie!*

This run, a Chapter favourite, run takes us through Cambridge, Sorell and on to Dunalley – mostly on highway but with some wide gentle curves where we can start to enjoy what our cars do best. Then the roads narrow as we continue from Dunalley through Murdunna to Eaglehawk Neck, where the driving becomes more interesting and the views even more spectacular. Following the coast around the Tasman Peninsula brings us to Taranna before we continue on to Port Arthur where we take the loop around to Nubeena ... probably the best roads of the run.

We stopped here for a short break and people had the time to admire the various cars on the run. The ND certainly gained most of the attention.

We then returned via Koonya to Taranna and Dunalley where we stopped for lunch at the Dunalley Fish Market, situated on the canal next to the swing bridge. All enjoyed a fish feast before we officially completed the run and people made their way back home in the early afternoon.

As always, an enjoyable run with great company and even greater cars. ●



Round 2 - Broadford



2016 City Mazda MX-5 Sprint Championship - Round 2 | 28.2.16

| Results - Round 2 | 1st | 2nd | 3rd |
|-------------------|-----------------------------|----------------------------|-------------------------|
| Open | Dave Moore » 1:10.9645 | --- | --- |
| Restricted Open | Tim Meaden » 1:10.6792 | --- | --- |
| Super Modified | Russell Garner » 1:07.6730* | Dean Watchorn » 1:09.1823 | Robert Parr » 1:09.6241 |
| Modified | Dean Hasnat » 1:10.5290 | Gavin Newman » 1:10.8001 | Leon Bogers » 1:13.5385 |
| NA Clubman | Robert Downes » 1:12.5687 | --- | --- |
| NB Clubman | Noel Heritage » 1:12.8850 | Peter Dannock » 1:13.8419 | Max Lloyd » 1:14.4330 |
| Standard NC | Alan Conrad » 1:12.0743 | Daniel Sadique » 1:12.8550 | --- |
| Standard NB | Simeon Ouzas » 1:15.2852 | --- | --- |

* New Club lap record

2016 City Mazda MX-5 Sprint Championship standings after Round 2 | 28.2.16

| (corrected points) | 1st | 2nd | 3rd |
|--------------------|---|---------------------------------|--------------------|
| Overall Champion | = Alan Conrad, Robert Downes, Russell Garner » 20 | | |
| Open | Dave Moore » 17 | Dave Wilken » 10 | --- |
| Restricted Open | Tim Meaden » 17 | Paul Ledwith » 10 | --- |
| Super Modified | Russell Garner » 20 | Robert Parr » 13 | Dean Watchorn » 12 |
| Modified | Dean Hasnat » 17 | Nicholas Cannizzo » 10 | Gavin Newman » 7 |
| NA Clubman | Robert Downes » 20 | George Vellis » 7 | --- |
| NB Clubman | Noel Heritage » 20 | = Max Lloyd, Peter Dannock » 13 | --- |
| Standard NC | Alan Conrad » 20 | = Ian Vague, Daniel Sadique » 7 | --- |
| Standard NB | Simeon Ouzas » 17 | Ben Mott » 10 | --- |
| Standard NA | --- | --- | --- |

Trading Post

For Sale
2005 Black NC - 72,628km



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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You'll receive a temporary "VIP" card via e-mail, with a plastic barcoded card and key tag following within 14 days.

Repco will e-mail you online catalogues and offers.

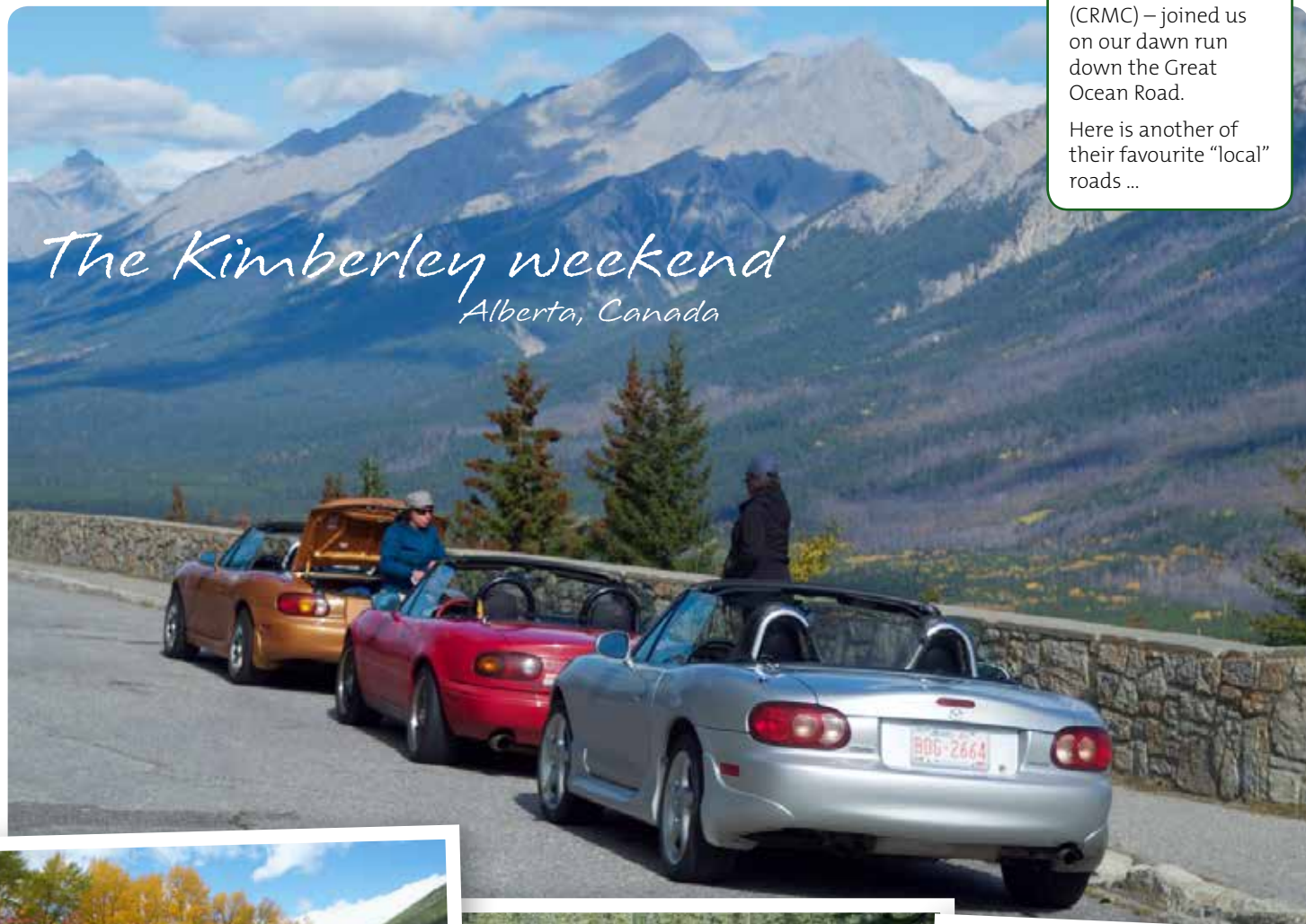
My favourite MX-5 road ...

■ Words & photos: Richard Dear, Canadian Rockies Miata Club

A few years back, **Richard and Jeanette Dear** from Alberta in Canada – stalwarts of the Canadian Rockies Miata Club (CRMC) – joined us on our dawn run down the Great Ocean Road.

Here is another of their favourite “local” roads ...

The Kimberley weekend *Alberta, Canada*



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^ Main photo: Sinclair Pass lookout
Smaller images, L-R: Crowsnest Lake, Olive Lake, Trickle Creek golf course

✓ *Top: Autumn colours at the "Platzl", Kimberley, British Columbia
Smaller images: Trickle Creek Lodge; Jeanette & Richard Dear*

A group of CRMC members met in Aldersyde, south of Calgary, Alberta, and set off south down Highway 2 for an 800km loop through British Columbia and back.

We departed promptly at 10.30am on Saturday to cool temperatures and mixed sun and cloud. The initial run to Nanton was unremarkable and we managed to maintain a formation in spite of the F150s (Ford utes) that all seemed to be in a hurry,

The real fun began when we turned west on Highway 533. We were rewarded with the absolute peak of the autumn colours, a glorious road with sweeping vistas, elevation changes and just enough curves to keep things interesting. Best of all there was not an F150 in sight and very little traffic. We continued south on Highway 22 as the showers rolled in and soon became too heavy to continue with the tops down. The inclement weather continued as we climbed the Crowsnest Pass on Highway 3 for the obligatory fuel stop in Blairmore for a last splash of Alberta petrol before the British Columbia (BC) border.

Once we passed the continental divide, the rain stopped, the weather cleared, and we were able to regroup for the ensemble of sports cars at Crowsnest Lake. We proceeded in convoy into BC with the weather constantly improving, enjoyed the autumn colours along the river valley all the way to the Cranbrook turn off to Kimberley.

Our destination at the *Trickle Creek Lodge* near Kimberley was spectacular with its onsite Montana Grill and Bar. Dinner was at the *Old Bauernhaus Restaurant*. Next day, after breakfast we headed up Highway 95A.

The drive to Radium was in bright sunshine and we could not pass up the photo stop at Columbia Lake before making a fuel stop in Radium. After one more photo stop at Olive Lake we came across the divide back into Alberta with the last leg of Transcanada Highway back to Calgary.

Happy motoring! ●



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!

NC gear shifts ... difficult when cold

■ Words: David Evans & Peter Ferguson, Eastern Victoria Chapter

David Evans:

I have a 2009 MX-5 NC-2 which, when cold, had a very difficult first and second gear change. In addition, when the gearbox had warmed up, both first and second gear were very noisy.

To solve both of these problems I was recommended by Rob in the Central Chapter at the Robe, South Australia run in 2015 to use **Nulon 75W-90** full synthetic oil.

So I put the oil in, and found instantly that this oil reduced the difficulty of first and second gear changes when cold as well as the noisy first and second gears when hot.

Peter Ferguson:

Having asked David to put together some words about the “fix” for six-speed gearbox lubrication, I thought I’d try it out in the six-speed in my NA.

I purchased:



- » **Nulon 75W-90** (four litres)
- » **some Nulon Smooth Shift** (I’m told this stuff is magic even without changing the oil as well), and
- » **a plastic pump bottle** to push the oil uphill (*SO glad I did!*)

All up cost was about \$120 at Autobarn Warragul, but I only used about half the oil. If you shop around you might get some better pricing.

The *Smooth Shift* comes in a 250ml squeeze tube and says there is enough to do a gear box AND a differential. So I squeezed about two-thirds of the tube contents and then some oil into the pump bottle bizzo and ensured they mixed together before pumping into the gearbox. The box holds close on two litres (ie, two pump bottles full).

I put the other one-third plus some more of the *Nulon 75W-90* into my non-LSD diff, after draining it off (I was surprised how good the oil coming out looked – no idea when it was last changed and I have had the car 15 years!). This was a very easy job to do, particularly with the pump bizzo (right).

I went to top up the “sump” under the gear stick but quickly found the oil promptly disappeared – so, it was on to *the net* to discover that **some** six-speeds don’t have a sump and **don’t need filling!** All five-speeds do – there is a great *YouTube* tutorial from “Mike the miata king” on changing oil in these sumps – well worth a look if you are running a five-speed box: <https://www.youtube.com/watch?v=biBjZhmKxZc>.

Mike also does some other really

useful instructional videos such as a timing belt change – if you have not already had a look, do so ... really useful stuff (just overlook the crown he wears and some of the crap he says when not actually dealing with technical stuff!). By the way, he also sells and ships parts and offers excellent service.

So, did it work?

Initially (straight out of the garage when cold) the synchros on second still *balked* and others *snicked*, so initially I was disappointed.

However, after a run of perhaps 50km, there was a definite improvement. The box is becoming much nicer to use and, although I can beat the synchros on some gears if I shift too quickly, it is definitely improving. I suspect as the oil beds into the box further it may become even nicer, but even now I’d say it has been worth changing – even if it was a bit of a nightmare trying to change the oil with a crook right shoulder and not being able to get the car up high enough.

The diff, on the other hand, was a breeze.

One piece of advice I read on the web **after** I drained the gearbox oil and **before** I got the filler plug open (which fortunately turned out to be a hex nut and easy to undo) is:

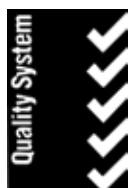
- » don’t drain the oil off until you have cracked open the filler “just in case” you can’t get it open and have to drive the car to your mechanic – *bloody hard to put the oil back in!* ●



A new option for the MX-5 owner

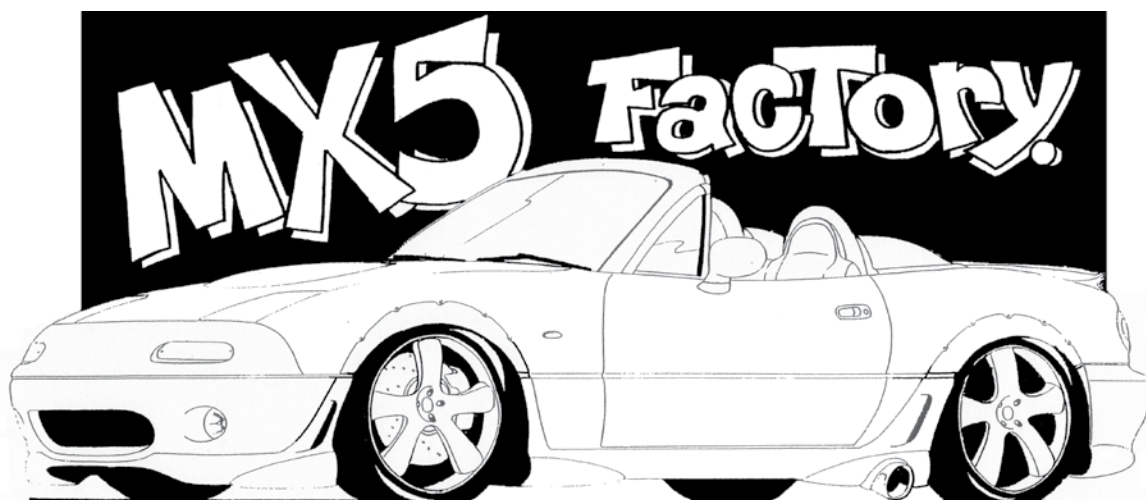
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