

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

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Going Topless - care in the sun

The mythical NC fuel filter

Chapter and Motor Sport reports

mxtra

Little black numbers

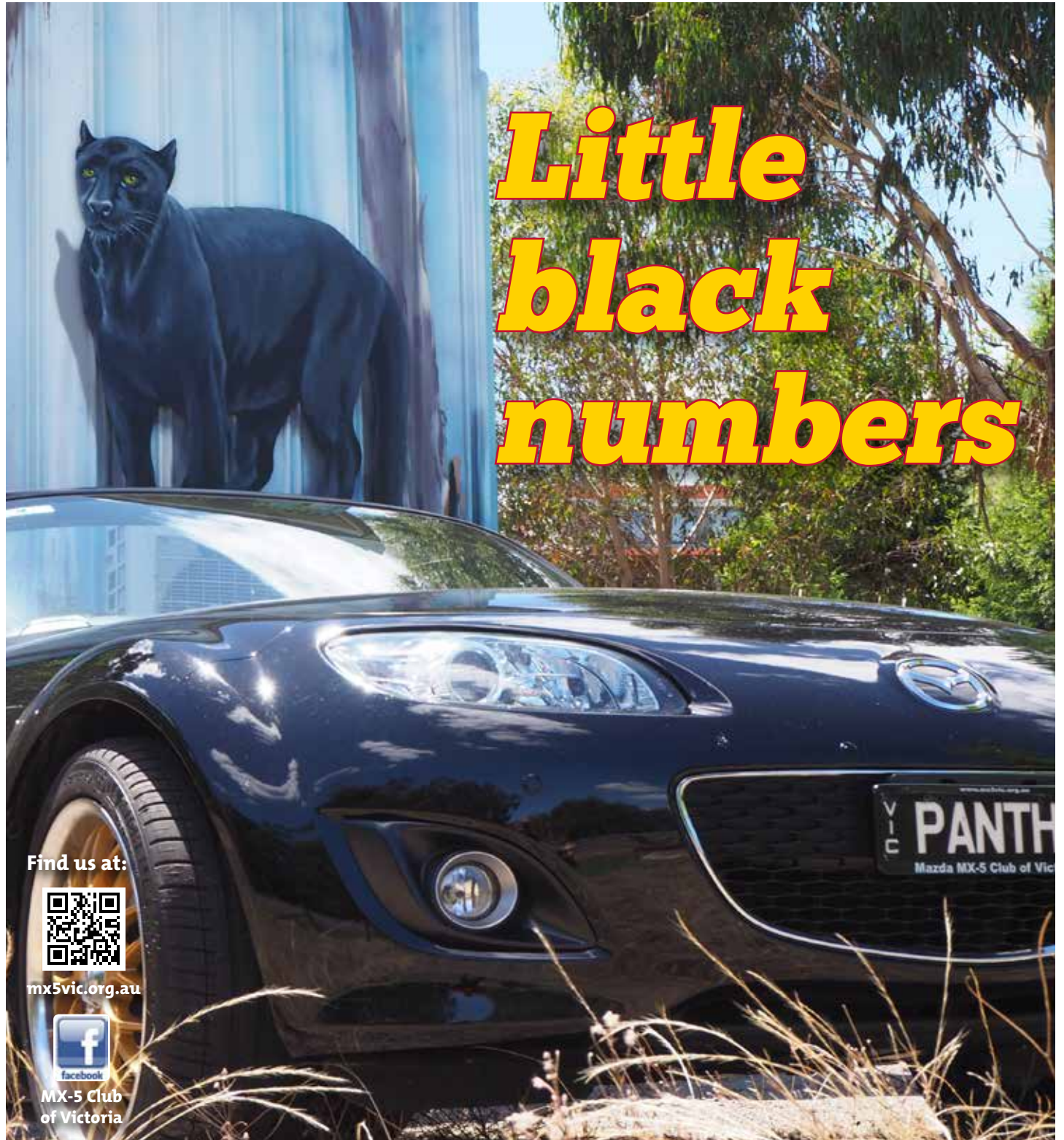
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MX-5 Club
of Victoria



2/2018

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Cover image: June & Dennis Barry's beautiful black NC, "PANTHA", meets its namesake on the Strathbogie Range run.
Photo: Geoff Roche



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Pete's Perspective ...

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

Mazda MX-5 Club Display at the Grand Prix

In 2013, Mazda sponsored the *Celebrity Challenge* at the Formula 1 Australian Grand Prix to celebrate the release of the new Mazda6. As part of the event, our Club was invited to provide vehicles to take the celebrity drivers on a parade lap of the circuit on the Sunday morning before the race.

Over the years, the Celebrity Challenge has been very competitive and the carnage has seen many of them written off during the event, at a considerable cost to the manufacturer. Though the weather in 2013 forced delays in the schedule, and ultimately the cancellation of the parade lap, the whole weekend was a great fun for those Club members involved.

We were fortunate enough to be invited back again in 2014, this time for the *Mazda3 Celebrity Challenge*. Fortunately, there were no schedule changes and we got the opportunity to take the celebrities on the parade lap of the Albert Park circuit. It was a great day and an exciting opportunity to showcase the Club and the cars at this world-class event.

Since 2015, there has been no Celebrity Challenge at the Grand Prix, however, the Club has been invited to participate in the **Automotive Avenue Car Club Display** at the Grand Prix. This display contributes to the great atmosphere at the Grand Prix and includes a wide range of classic, new and custom designed vehicles. This year will be no different, with our Club displaying 20 cars.

So, if you are going to the Grand Prix, be sure to look out for the cars on display, say hello to fellow members and enjoy the event.

Drive Against Depression

Drive Against Depression is a registered charity with a mission to achieve increased mental health awareness in Australia, particularly relating to depression and anxiety. Their intent is to remove the stigma around these issues by encouraging open conversations over a shared enthusiasm for motoring.

On Sunday, 4 March, the Club will be joining them on a run down the Mornington Peninsula. It will be a great run and I encourage you to come along to help raise funds and awareness for *Drive Against Depression's* work.

For details, see the flyer included with your *mxtra*, or go to the calendar page on the Club's website.

To find out more about the charity work of *Drive Against Depression*, visit their website at www.driveagainstdepression.com.au

Helping the Chapter

The Club calendar is looking very full for the year ahead. All Chapters have set out their dates for events during the year and as each event comes closer, more detail will be provided both on the Club's website and in *mxtra*.

Please remember that the Chapter Captains need help from members to keep the calendar full of new and varied events. Volunteering as a run leader is very easy and you don't need any previous experience. All you need is to bring along your passion for the MX-5, your enthusiasm and our Chapter Captains can help you with the rest.

Motor Sport Awards

Congratulations to our members who won trophies at the recent 2017 Essendon Mazda MX-5 Sprint

For your diary ...

See the full calendar for details

February

- 17 WV Twilight run (Saturday)
- 18 EV Baw Baw run
- 18 STas Deloraine Car Show
- 21 CEN Twilight run (Wednesday)
- 25 CEN Breakfast run

March

- 1 CEN Chapter's 6th anniversary
- 4 Club Drive Against Depression
- 4 EV Khanacross, Bryant Park
- 4 MS Sprints, Rd 2: Winton
- 7 EV Mid-week Fish & Chip run
- 9-12 WV Gippsland long weekend run
- 10-12 EV Western Vic visit to Gippy
- 14 CEN Mornington Peninsula run
- 18 STas 10th anniversary party
- 18 NTas Rosh & Sammi's run
- 20 NEV Tuesday run Bogong/Falls Ck
- 24 CEN Twilight run
- 25 EV Kongwak Sunday market run

Championship awards. Though the motor sport championship rules use a series of countbacks to determine the overall champion, they were unable to separate Alan Conrad and Gareth Pedley as joint winners of the trophy. Well done to both on a great championship win.

Motor sport has become an important part of our Club's regular activity, with members competing in 10 classes over 10 rounds in the championship. The 2018 championship has already begun and it's never too late to get involved. Contact Randy (captain@mx5vic.org.au) or Gavin (captain2@mx5vic.org.au) if you are interested in competing.

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

Peter





Randy's Rant ...



■ Randy Stagno Navarra – Club Captain - Motor Sport captain@mx5vic.org.au

With all the festivities over it was time for the fun to start all over again, with 20 competitors heading down to Phillip Island for what turned out to be quite a hot day at the track. It was quite a good turn out considering most people were away on holidays. It was great to see Russell 'Speedy' Garner back on track. His one-year hiatus certainly hasn't hurt him as he was the fastest MX-5 on the day. A full report on the event can be found later in the magazine.

Essendon Mazda MX-5 Sprint Championship ~ Rd 2, Winton, 4 March

It's been a while since we have been back at Winton but this will be the first of the double headers at one of our favourite tracks. This event is being run by the WRX Club. Entries are out already and it will be good practice for everyone as the following round is ...

Essendon Mazda MX-5 Sprint Championship ~ Rd 3 & Vic-Tas/NSW Interstate Challenge, Winton, 14 April

... **the Interstate Challenge with NSW!** We are hoping for a hat-trick of wins but I'm sure NSW will bring down their big guns for the event. This event is run by AROCA so get your entries in fast or you may risk missing out.

Interested in motor sport?

I get a lot of phone calls and emails from new members asking about motor sport and what is required to compete. We have a 'What do I need to compete' bio on the Club's web page under the Motor Sport tab. For anyone wanting to compete it is worth reading. It will then be easier for me to answer your questions as you'll have a basic understanding of what is required.

Whiteline Suspension

A few months ago **Whiteline Suspension Australia** asked me to try out their *Grip Activated* series of suspension for the ND. This incorporates a set of adjustable sway bars and lowered progressive springs.

The improvement is tremendous; the car now feels much more eager to turn in and it is so much more composed and stable. Body roll has been completely banished. There's no more roll oversteer which really kept me on my toes when I was pushing hard. The car used to lean really heavily on the outside front tyre when turning in, then lean heavily on the outside rear tyre when exiting a corner. This no longer occurs as the sway bars stop any such roll. You can read an excerpt of my report back to *Whiteline* on the Grip series suspension on page 6

Whiteline are offering all Club members a 15% discount, so feel free to contact me if you have any questions on how to improve the handling of your NA, NB, NC or ND. Check out their website, www.whiteline.com.au, for what's available for each model. .

Till then, stay safe, and I'll see you all at a track soon.

"If you have everything under control, you're not moving fast enough!"

Randy



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Membership

Current membership count:

763

and growing!

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

C'day again ...

Twenty-eight new members this month! I extend a big welcome to them all.

Central Chapter

David Adam	2015 Blue Reflex Mica ND
Steven Cassar	2004 Velocity Red NB SE
Andrew Cole	2004 Velocity Red NB SE
Matthew Connard	1998 Classic Red NB
Bartosz Dajnowski*	2008 Copper Red NC
Mark Dennerley	2002 Titanium NB
Michael Dibb	1991 Classic Red NA
Vincenzo Lo Terzo	1990 Mariner Blue NA
David Mackrell	2000 Grace Green NB
Jeff Marsh	1998 Green NB
David Mock	1990 Sunburst Yellow NA
Isaac Pittolo	2000 Classic Red NB
Robin and Janine Roissetter	1999 Highlight Silver NB
Nathan Savery	2001 Highlight Silver NB
Jeffrey Sharp	1992 Black NA
Christopher Tacy	1993 Classic Red NA
Ian Thompson	1991 Classic Red NA
Tom Whelan and Clare Coleman	2001 Grace Green NB
Gregory Woodhead	2016 Brilliant Black ND

North-Eastern Victoria Chapter

Mark Howard and Michele Daly	2006 Copper Red NC
Chris Guest	2016 Meteor Grey ND
David Sutton	1992 Classic Red NA

Southern Tasmania Chapter

Hilton and Janine Stead	1991 Neo Green NA
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Western Victoria Chapter

Royce Craven	1992 Classic Red NA
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Enjoy your MX-5 and I'll see you out and about ...

Will

WANTED: RUN LEADERS

Run leaders are needed in ALL Chapters for mid-week, Saturday or Sunday runs to cater for eager participants, just like you, who enjoy going on Club runs and outings.

The **only** qualification required is the desire to share your passion and your favourite MX-5 roads or destinations with fellow Club members.

There's no need to reinvent the wheel ... we have a plethora of previous runs that you can modify or re-do as suits you.

Don't be shy! Simply contact your Chapter Captain (details on page 2) who can provide all the support you need!



~ Zoom Zoom!

Club event photos

Have you taken some good photos on a Club run?

Are you willing to share them with the rest of the Club?

You can!

The Mazda MX-5 Club of Victoria & Tasmania has a SmugMug Gallery at mx5vic.smugmug.com

Email them to your Chapter Captain, or centrally to smugmug@mx5vic.org.au (Bob de Bont), so they can be added to the event gallery.

Please remember to include your full name for credits.

Visit the Club merchandise online shop ...



... for a great range of Club- and Mazda-branded merchandise: mx5vic.org.au/clubroom/merchandise



Whiteline suspension ... a report

■ **Words:** excerpt from **Randy Stagno Navarra's** report to Whiteline Suspension Australia after road and track testing of their "grip activated" series suspension set-up on his ND, *XITAN*.

What can I say about your Grip Series suspension package for the MX-5 ND?

The MX-5 is fantastic straight out of the box. By adding your sway bar and spring package I have taken the MX-5 to the next level. It's brilliant. It has enhanced the chassis and experience of driving the car enormously.

The car now feels much more eager to turn in and it is so much more composed and stable. Body roll has been completely banished. No more roll oversteer which really kept you on your toes when you were pushing hard. The car used to lean really heavily on the outside front tyre when turning in, then lean heavily on the outside rear tyre when exiting a corner. This no longer occurs as the sway bars stop any such roll. So, you feel the car working under you and giving you utter confidence on the limit. While with the standard set up you always had to second guess what the car was doing. Thanks to this confidence you can push the car harder and really feel as one with the car, the *Jinba Ittai*, that Mazda talk about all the time when referring to the MX-5. The ride is still supple. It hasn't deteriorated at all. In fact apart from the cars height you wouldn't know that it has firmer springs.

I took the car to Phillip Island for a track day last Sunday. My previous best time there on the standard set up with Yokohama AD08R road tyres was 1:58.8. This weekend I came away with a 1:55.6 on the same tyres. I think that says a lot. I was consistently quicker on every lap. The lads have said I got *Whiteline fever*. The car was simply better in every area: stable under brakes, no more pitching forward and losing rear-end grip as the front end is

digging into the track. Amazing turn-in and the ability to put the power down earlier was very handy and put to good use. I was worried that the spring rate may be a bit too soft for the track, but I dare say I have been proven wrong. Be interesting to see how the springs handle the extra grip that R Specs will provide. It simply is a much better car.

Only negatives – actually they're not negatives, just suggestions. The spring height is fine for me, but maybe you should offer them as a 'fast road' spring, and come out with another 'touring' spring that only lowers the car by 10-15mm. This may suit the more conservative MX-5 owner. Mine dropped by about 30mm. I found that the gold-coloured clips to stop the front sway bar from moving couldn't be located as per the instructions as they hit the body work. I had to leave a small gap and that has allowed the front sway bar to move slightly, causing it to 'knock' slightly and just touch one of the brake lines. Now this only occurred after track use so it was under a lot of stress. 99% of people will never experience this. Plus it might simply be that I didn't tighten those clips enough as I'm loathe to over tighten things. I've tightened them up and I'll keep an eye on them.

All in all it's a fantastic set up that you offer. I could not be happier with it. Whether on the road or on the track it has transformed the car for the better. This is the way it should have come from the factory.

I cannot thank you enough for choosing me to sample your product. I can honestly say I'll be a very strong advocate for Whiteline Suspension as you offer a comprehensive kit and a great product. ■

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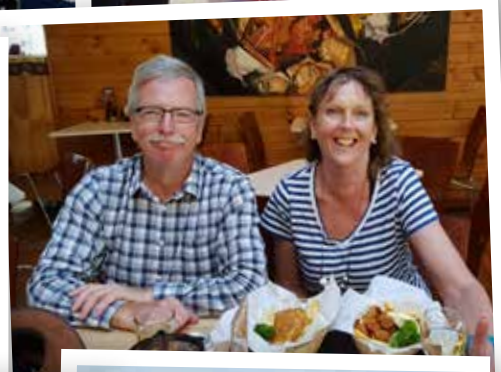
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Scene about ...



■ Photos: Bob de Bont, June Teeuw, Geoff Roche, Margaret Cusack, Karen Bradshaw, Rob Tanner, John Waldoock, Alana McDougall, Suzanne Newman



Going Topless!

With the warm weather upon us, we thought it appropriate to re-run (with updates) Will Campbell's timely reminder for we lovers of top-down driving ...



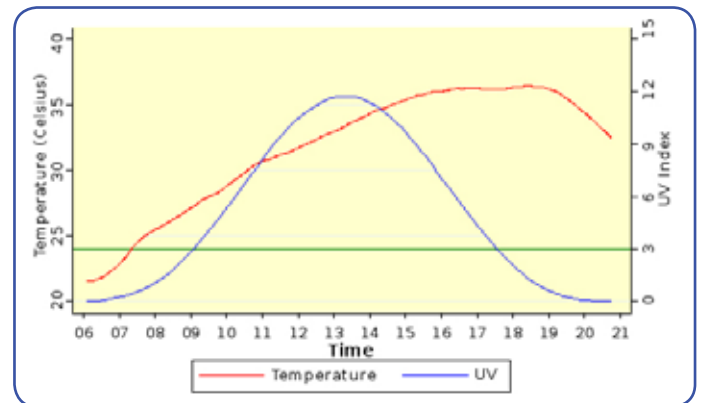
A couple of years ago, I had a rather nasty melanoma removed from my face. Not exactly a pleasant way to start an article but I think the context is important.

Everything went well with the surgery but one outcome is that I need to visit the specialist involved on a six-monthly basis. He knows of my interest in MX-5s and he asked if I am adequately protected from the Sun when the roof is down. I thought I had the perfect answer when I told him that the roof stays up when it's hot – for me, that's any temperature above about 25°C.

“Hang on”, he said. “Do you realise that there is no link between UV levels and how hot the day is?” I'll leave the conversation at that, but I must admit that whilst I probably should have known, I had considered myself safe if driving conditions were on the cooler side.

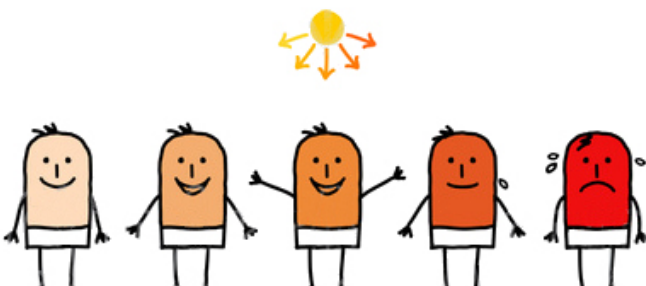
So, let's set the record straight – there is no link between UV levels and how hot or cold the temperature is.

There are differences between UV levels during summer and winter, but this is mostly due to the angle of the Sun in the sky. UV levels generally peak around the middle of the day, whilst the temperature may still be rising towards its maximum in the afternoon. The graph below outlines this relationship.



There is also a widely-held view that overcast skies reduce the risk of UV exposure. *Whilst there is some truth in this, it's not that simple.*

If the cloud layer is thin, then you'll still get high levels of UV radiation at ground level. On days that are only partly cloudy, a phenomenon called “broken-cloud effect” occurs where UV levels can be up to 50% higher than on a correspondingly clear day. Research suggests that one of two things appears to be happening - the UV rays are reflected off the sides of dense clouds, or they are redirected as they pass through fine, wispy clouds.



Taking care in the sun



Words: Will Campbell, Club Life Member

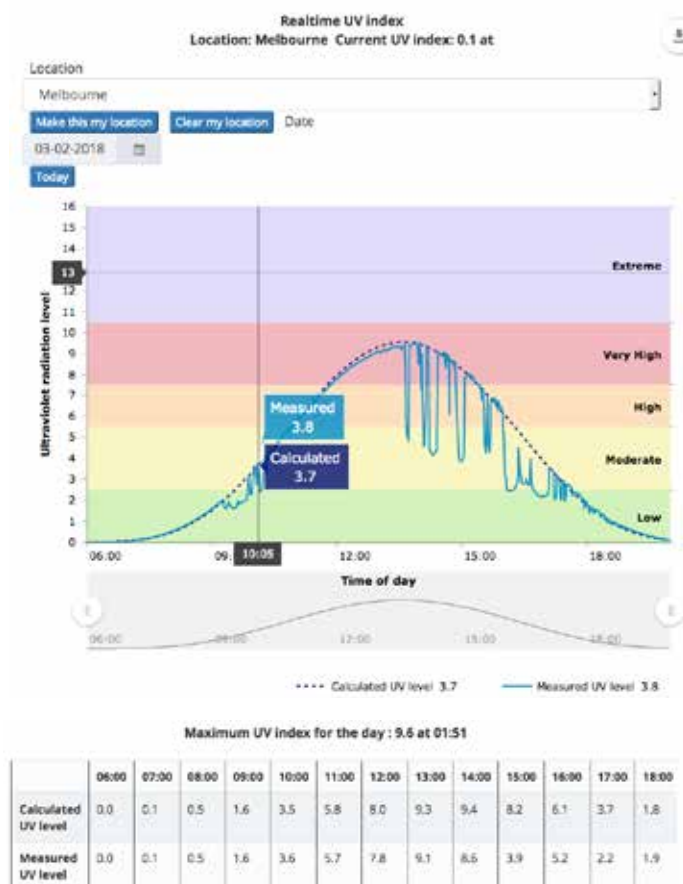
So, what do you do? The Bureau of Meteorology's forecasts contain 'Sun protection times' in line with the Cancer Council Victoria's (www.cancervic.org.au) recommendation. For example:

"Sun protection recommended from 9.10am to 5.50pm. UV Index predicted to reach 14 [Extreme]"



(www.bom.gov.au/places/vic/melbourne/forecast)

The "Australian Radiation Protection and Nuclear Safety Agency" also provides valuable information on UV levels:



(www.arpana.gov.au/services/monitoring/ultraviolet-radiation-monitoring/ultraviolet-radiation-index)



Another alternative, and maybe the best, is to install one of the official apps provided by the Cancer Council of Victoria and VicHealth. I use SunSmart which is available for both Android and iPhones. This provides the same information as outlined above, but also gives you an indication of the amount of sunscreen you need to apply to provide adequate protection.

You are no doubt familiar with the advice to **slip** on clothing, **slop** on sunscreen, **slap** on a hat, and **slide** on sunglasses! (www.sunsmart.com.au)

I tended to do all the wrong things as far as clothing is concerned – my general summer attire when out in my MX-5 was shorts and a short-sleeved shirt.

Now, with the roof down, the order of the day for my apparel is:

- **long trousers** or slacks with a long-sleeved shirt
- **a decent brimmed hat** – caps provide only limited protection for your ears and neck.

You should also **try to wear items that are tightly woven and are not form-fitting**. Layering also helps, as does choosing darker-coloured clothes which absorb more UV radiation.

A good-quality SPF 30+ or higher sunscreen is crucial, and should be applied every two hours. For the average-sized person, Cancer Council Victoria recommends using around 3mL (one teaspoon) of product for each arm and about the same for your face and neck.

I am aware that some folk shy away from sunscreens because of the use of nanoparticles. However, up to this point, Cancer Council Victoria argues that there is no credible evidence that sunscreens containing nanoparticles pose a health risk.

On the other hand, **sunscreens have been scientifically proven to reduce the risk of melanoma and other skin cancers!**



Chapter chatter ...

14.1.18 | Central ■ Words: John Hayhurst ■ Photos: Bob de Bont, June Teeuw, Geoff Roche, Margaret Cusack, Karen Bradshaw,

With Christmas and the New Year celebrations behind us and, for many of us, a holiday break completed, it was time to polish up the MX-5 for the 2018 Summer Sun ...

Yan Yean to Yea, Strathbogie Range run

... well almost. A predicted high of 20 degrees, overcast and some showers were forecast, but still there was no holding back.

Bob had us assembled at Yan Yean Reservoir Reserve for the usual briefing. The question was asked about a volunteer to write the *mxtra* report ... silence ... **What?!** No volunteers to do the run report ... waiting, waiting ... still no hands up. Bob, not to be outdone, engages his backup plan. The one holding the black and white copy of the run sheet gets the job Yep ... *me*.



John volunteers to write the run report ...

There were 17 MX-5 starters and one Capri. Interestingly, there were no NAs or NDs, other than one new ND RF, belonging to member Brooke Lloyd on her first run. Also present was new Committee member, Jolt Bijker, and we were lucky to have Karen, Dawn, Ian and Alan from the Western Victoria Chapter join us – I love their enthusiasm and commitment to the Club and events no matter where.

At 9.15am Bob dropped the flag and we were out the gate, making our way up the C727 and on to the C725 heading towards Yea. A quick roadside stop to rectify a two-way radio issue, then off again passing through scenic farmland and winding bush roads perfectly made for MX-5 driving. We soon arrived at Yea for a short break, where one more MX-5 joined the group. The good news: so far, no sign of rain.

Trip meters were set back to zero and Bob had us back on the road; more exciting driving along open and tree-lined roads, and 100km later we arrived at our next stop – the small town of Strathbogie. Its population is only 309, but there are two very impressive monuments in the centre nature strip: one, a Merino ram – a tribute to the contribution of local farmers in the production of fine Merino wool – and the other, a memorial to the soldiers from the district who served in WW1.

Again trip meters were set back to zero and we headed for our lunch stop. After another 50km we arrived in Euroa – an Aboriginal word meaning *joyful*. Here we had lunch by the lake at the Kirkland Ave park. A point of interest directly across the road was a new *Tesla* six-bay “Supercharger Station”, the Strathbogie Shire Council embracing this as an opportunity to support sustainable living for the future.

Lunch over at 2pm, we hit the road, with some drivers deciding to head home from here. The remainder were eager for more of the MX-5 magic, winding our way back to Yea. Here we said our goodbyes and went our separate ways.

Another enjoyable day out doing what gives us great pleasure with the company of other like-minded people.

Thank you to Bob and his support group for organising another wonderful day out. ●





John Hayhurst ■ Organiser: Bob de Bont

the long way



Chapter chatter ...

14.1.18 | Northern Tasmania ■ Words: Alana McDougall ■ Photos: Jill Steer, Bruce Harvey, Alana McDougall, Darren

Where to go in Tasmania in January?

Tasmania during this month is full of tourists in caravans, motorhomes and push bikes and, while this is good for our tourism and economy, it's not so good for us!

Upon arriving at the Tasmanian Auto Museum, it was clear that all had had a great Christmas break and were keen to enjoy the day in their MX-5 as 22 cars were polished and ready to go.

Our destination was Avoca and Rossarden nestled under Ben Lomond, which is Tasmania's major ski field and – believe it or not – the day before it had snowed up there!

But Rossarden is better known to car enthusiasts for its great Targa Tasmania stage.

After a very easy drive on the back roads through Cressy to Campbell Town we arrived at our lunch destination in Avoca for a pleasant picnic lunch beside the South Esk River. With tummies full and the usual discussions about cars, cars ... oh, and cars, we headed off to enjoy the Targa stage, stopping at the top of the hill to have a photo amongst the mine tailings of days gone by.

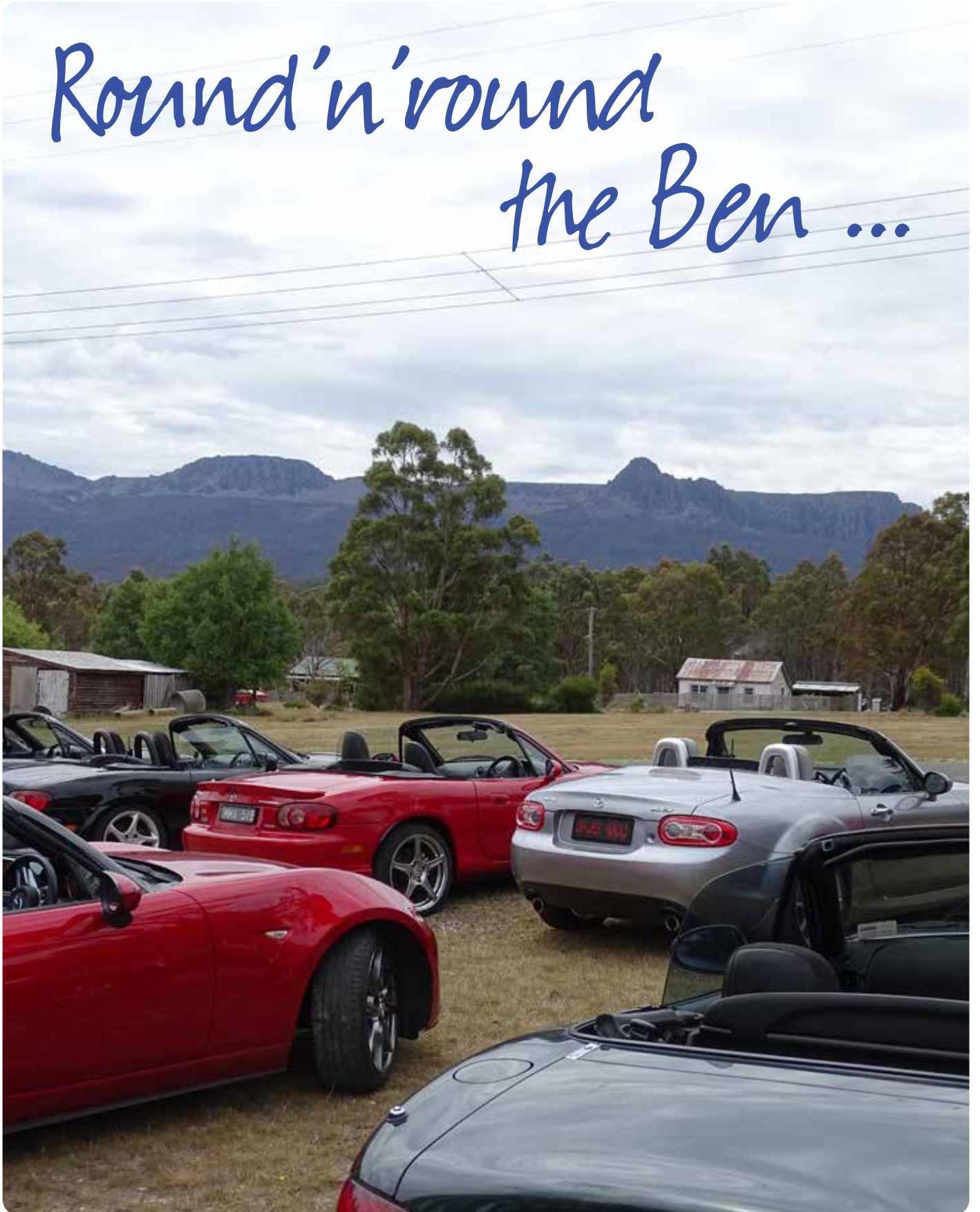
Heading back, we stopped at Rossarden before heading back down the hill. We finished the day off, without being held up by tourist traffic, with a relaxing coffee at Longford which also has a great motor racing history. ***I'm old enough to remember seeing Jack Brabham race ... that's maybe where it all started for me!*** ●





Agar ■ Organiser: Alana McDougall

Round'n'round the Ben ...



Chapter chatter ...

21.1.18 | Southern Tasmania ■ Words: Rob Tanner ■ Photos: Rob Tanner, John Waldock ■ Organiser: John Waldock

John Waldock (JW) had organised another perfect day in paradise! Mid-20s, fine and sunny!

Turning 2pm, a healthy turnout of 11 cars and 17 people gathered at our new meeting place at Kangaroo Bay, Bellerive.

This is a new public park development, with heaps of parking, toilets, picnic tables and barbies etc – a big improvement on our old meeting spot at the Rosny Bowls Club, and with much easier access in all directions (well done, Duncan!).

It was nice to see JW's sister Vicky (right) on a visit to Hobart, and driving John's RF, with John driving his SE.

With half an hour of catching up, and the briefing all done, we headed out across the Tasman Bridge, through the city, and up in to the foothills of Mount Wellington (Kunanyi). Little traffic greeted us as we headed along the beautiful winding road through Ferntree, and down in to Longley.

A quick re-group in the *Longley International Hotel* car park, and then a right turn and a nice MX-5 section of winding road up to Vincennes Saddle at the top of the Huon Highway.

Left on to the highway, a couple of kays brought us down to a right turn at Sandfly, with another nice section of winding road through to Margate. Then it was left on to the Channel Highway, and a leisurely run back in to Hobart, and down to *Mures* famous restaurant on the Hobart waterfront.



Late afternoon, and a couple of pleasant hours with great company, excellent "fish 'n chips", and fine wine. Well done, and thank you JW! ●

JW's fish'n'chip run ...





Chapter chatter ...

26.1.18 | Western Victoria ■ Words: Karen Bradshaw ■ Photos: Geoff and Bronwyn Roche, Margie Cusack, Bob de Bont,

Well, what did you do to celebrate Australia Day?

To keep up tradition, the Western Victoria Chapter jumped in their MX-5s and headed to the coast (too hot to head inland to Seymour as planned).

We gathered at Buninyong, 11 cars in all (three from Central Chapter) for a quick natter and coffee and to touch up the sunscreen.

On the road, we headed to Rokewood, past sunflower crops and over railway lines with the intention of stopping at Beeac for a toilet break. Alas, we went off track when the navigator ordered a U-turn that wasn't required and missed Beeac in the process! (I just had to get a U-turn in somewhere!)

So, with legs crossed, we made it to Swan Marsh for our delayed stop, but wait ... no toilet paper! Not to worry; Virgie to the rescue! Note to self: leave a roll of toilet paper in the boot!

We headed off again, this time passing sweet corn crops on our way to Timboon, then on to our luncheon stop at Peterborough where, on arrival, our lead car was relieved of the locusts it had accumulated in its grill (mind you, no other cars had to suffer this indignity. For a while there I thought Ian was saying his prayers!).

Members headed their different ways for a variety of different lunches. Some of us even ventured down to the beach to wet the toes before being rounded up to start the journey back to Wallinduc.

A short distance from Peterborough we stopped at the Bay of Islands to photograph the spectacular views!



Once on the road again we headed through Curdie Vale, where there were some very nice Holdens outside the Boggy Creek pub. We stopped at Cobden for a regroup and for the lead car to be relieved of the hoppers again (prayer time again). After travelling on the back roads, we stopped at Lismore for the same procedure with the hoppers and for some to refuel their trusty little cars.

Ten minutes later we were at "Silverhill" where we BBQ'ed and chatted well into the evening. Thank you to everyone who attended, making the day an awesome way to celebrate Australia. ●

PS: A little birdie told me that a certain person who is very good at motorkhana and will remain anonymous (Bob), after leaving Peterborough headed back to find the tail enders, did a hand brake turn ... and stalled his car. He went to take off and stalled it again! Mmmmm ... tutt, tut!





.....
Karen Bradshaw ■ Organiser: Karen Bradshaw



The Mythical NC Fuel Filter ...

Words & photos: Bob de Bont

As part of the 150,000km logbook service, Mazda lists the fuel filters for replacement!

Most online information only identifies a low-pressure strainer filter for the NC.

Logic would say there is a “high-pressure” filter and correctly so ... but Mazda cunningly calls it a “fuel pump housing” in the parts manual, leading to many not recognising its existence.

The US parts manual and numerous online threads claim the filters are not replaceable; my service centre claims it to be fine and would never need replacing, and Mazda Australia lists it for replacement at 150,000km!

So ... is it worth the effort to replace the filters, and is it necessary to replace both?

The next issue is the four hours' labour required to replace the filters, as they reside *inside* the fuel tank located behind the seats and replacing them necessitates the removal of most of the interior trim, starting at the centre console and working rearward.

To answer these questions, I ordered the parts and replaced those in my 2011 NC Series 2 PRHT (*power retractable hard top*) with 160,000km on the clock. The car has been fed a steady diet of Caltex 95 or Shell 95 for at least the last 50,000km.

Researching the task revealed an article by **Guy Coles** of the NSW MX-5 Club.

Great article, however I disagree with a few of his observations and recommendations! Please note that Guy's article is written for a soft top NC.

First up, *are there two filters and are they replaceable?* **Read on and make your own decision ...**

The low pressure or strainer filter is Part No. LFB6-13-ZE1 ...



Low-Pressure Filter or Suction Strainer

... and the fuel pump housing is Part No. LFG1-13-ZE0.



The white barrel is the Fuel Pump Housing

Some four to five hours later, what did mine look like?



Low-Pressure Filter or Suction Strainer



The Fuel Pump Housing AND High-Pressure Filter

The bottom of the swirl pot was dirty along with the strainer with some larger particles attached. I cut open the fuel pump housing to reveal the mythical high-pressure filter.

Exploding the Fuel Filter myth

The NC does have *both* a low-pressure and a high-pressure fuel filter, and the filters *are* replaceable.

The question of whether you should replace them at 150,000km service is up to the individual.

Based on the condition of my filters, it would indicate they **SHOULD** be replaced. ■

How to Replace the Fuel Pump/Filter in an NC PRHT

This is a moderately complex task and does require some understanding on how to remove (lots) of trim parts.

Download **Guy Coles' guide** – <http://nsw.mx5.com.au/news/how-to-change-an-nc-s-fuel-pump> – but, if you have a PRHT, please note my observations and additional steps, here.

1. First, remove the fuel pump relay and crank the engine to release fuel pressure from the system.



Fuel pump relay removed

2. Then, starting with the PRHT (roof) open, follow Guy's article, but with these changes for the PRHT:

Guy's step 1:	Don't disconnect the battery as you will need to close the roof after you have removed the interior trim.
Guy's step 2:	Replacing the filters can be done easily with the seats slid and tilted forward.
After Guy's step 8:	Close the roof and remove the PRHT Control Module by unbolting the module and then disconnecting the three electrical connections.
Guy's step 13:	Warning: these screw heads are butter soft; if the head starts to strip, a centre punch and hammer can be used to loosen the screw.

Fuel Line Tool: I used a cheap fuel line disconnect tool available from *Repco*, *Supercheap* and others. It's not the right size, but can be used to disconnect the fitting.

NOTE: When reassembling, the roof **CANNOT** be lowered without the centre console window switch connected.

Round 1: The Island beckons ...



2018 Essendon Mazda MX-5 Sprint Championship | Round 1 - 20.1.18

■ Words: Leon Bogers ■ Photos: Suzanne Newman



When it comes to motor sport there is no better way to start a new motor sport calendar year than a track day at Phillip Island Grand Prix Circuit (words inspired by Gareth Pedley who wrote "Round 10 - back to the island" in the January 2018 mxtra ... thanks, Gareth).

I think it's worthwhile reflecting on how lucky we are to have one of the premier race circuits in the world right on our doorstep at Phillip Island. And me, an amateur motor sport enthusiast driving what is essentially a road car – although, being an MX-5, one that handles race circuits well of course – being lucky enough through being a member of the Mazda MX-5 Club of Victoria & Tasmania to get to drive hard on this piece of prime motor sport real estate ...

When I mention to international or interstate visitors with even a cursory interest in motor sport that we get to drive our MX-5s on "The island", words to the effect of "Really? You're very lucky" are not uncommon.

As with all **Essendon Mazda** sprint rounds, it's an early start to the day and, for me, an hour and a half or so drive from home to the island. I arrive at the grass paddock near the entry gate earlier

than expected at around 6.40am and, being the first car there, I wondered if I got the date wrong ... luckily not. There were no Phillip Island geese nearby to greet me this time, and soon after some other cars started to arrive.

The January sprint day was hosted by our friends from the WRX Club, and I express a special thank you to those folks for a day that was very well organised and ran like clockwork. It's also timely to thank Randy and Gavin, the Club's Motor Sport Captain and Assistant Captain respectively, for the work they do behind the scenes to liaise with the host clubs to organise the sprint event calendar for the year.

Phillip Island weather can be fickle; the *myweather2* motor sport website had no rain forecast but that is no guarantee. As it turned out there was no rain, even though it looked for some time that it was about to pour.

The gates opened at 7am and, after the usual routine of parking, reserving some spots for the others, unpacking the car, greeting the comrades, doing the sign-in, scrutineering and the safety briefing, our run group was called and we lined up in pit lane to have a go. Phillip Island is exhilarating to drive on, as it is a wide, high-speed track with long sweeping bends, with a dip and some sharp turns thrown in. I still find it a bit scary, especially Turn 1, which I feel I still haven't quite mastered even though I drive the circuit regularly through the Club sprint rounds.

The "track time" is fun, of course, but on a typical day we spend more than half our time off the track and the off-track camaraderie, banter, chats about all things cars, motor sport and MX-5s, and a bit of good-natured sledging amongst participants is a large part of the enjoyment of the day. Lesley Lloyd,

^ Tim Meaden, on the main straight in "Little Woolfie"

.../continued

Round 1 at Phillip Island (continued)

wife of sprint veteran Max, has become renowned for her baking skills and her “speed-slice” has become an anticipated highlight of sprint day participants, this event being no exception.

This time we had 20 participants (a lower-than-usual turnout owing to the holiday season), with some first-timers it was a pleasure to meet and chat with. Lap times were generally slower than the December 2017 sprint, due to the hotter and very humid weather. The competition was healthy, an example being the 0.27 seconds separating Noel Heritage and Max Lloyd in the fiercely-fought NB Clubman class. There were no mishaps, other than Tim Meaden’s oil-assisted, high-speed exit at about 180kmh at Turn 3, putting in an early bid to go back-to-back as the recipient of the *Princey* award. Luckily there was no injury and no damage to Tim’s car, “*little Wolfie*”.

Track time finished just before 5pm. As we packed up and said our goodbyes I left with a sense of satisfaction and a wide grin on my face that lasted for many days after. I arrived home tired but satisfied and nodded off on the couch at around 9.30pm, well before my usual bedtime.

For any readers who want to try motor sport, I encourage you to come along to the next sprint event. It’s great fun and our Club Captain - Motor Sport Randy, Assistant Gavin and any of the other MX-5 Club participants will be only too happy to show you the ropes and offer assistance and hints.

I say bring on Winton in early March! ●



^ Go time!



Round 1 results / Championship standings

2018 Essendon Mazda MX-5 Sprint Championship - Round 1 | Phillip Island - 20.1.18

	1st		2nd		3rd	
Open	John Vaughan	» 1:59.0896	---	---	---	---
Restricted Open	Tim Meaden	» 1:58.8704	---	---	---	---
Super Modified	Russell Garner	» 1:52.8453	---	---	---	---
NA/NB Modified	Gavin Newman	» 1:59.4823	---	---	---	---
NB Clubman	Noel Heritage	» 2:01.7679	Max Lloyd	» 2:02.0350	Gareth Pedley	» 2:04.7697
Standard NC	Robert Downes	» 2:03.8568	---	---	---	---
Standard NB	Steve Williamsz	» 2:05.1318	John Downes	» 2:08.4113	Simeon Ouzas	» 2:12.0884

2018 Essendon Mazda MX-5 Sprint Championship - standings after Round 1 | Phillip Is - 20.1.18

(corrected points)	1st		2nd		3rd	
Overall Champion	<i>Too early to say ...</i>					
Open	John Vaughan	» 100	---	---	---	---
Restricted Open	Tim Meaden	» 100	---	---	---	---
Super Modified	Russell Garner	» 100	---	---	---	---
NA/NB Modified	Gavin Newman	» 100	---	---	---	---
NB Clubman	Noel Heritage	» 100	Max Lloyd	» 75	Gareth Pedley	» 60
NA Clubman	Robert Downes	» 100	---	---	---	---
Standard NB	Steve Williamsz	» 100	John Downes	» 75	Simeon Ouzas	» 60



Club Code of Conduct

v2: August 2014

Members of the Mazda MX-5 Club of Victoria & Tasmania Inc (“Club”) are required, under this Code of Conduct, to behave at all times in a way which upholds the Club’s values and complies with its Statement of Purposes and Rules. The Code of Conduct contained within the CAMS Member Protection Policy applies wherever the Mazda MX-5 Club of Victoria & Tasmania’s Code of Conduct is deficient.

Honesty and integrity	A Club member must behave honestly and with integrity in the course of Club activities.	Confidentiality	A Club member must maintain appropriate confidentiality about dealings that the member has with any sensitive matter that relates to the Club.
Care and diligence	A Club member must act with care and diligence in the course of Club activities.	Conflict of interest	A Club member must disclose, and take reasonable steps to avoid, any conflict of interest (real or apparent) in connection with Club activities.
Respect and courtesy	A Club member, when acting in the course of Club activities, must treat everyone with respect and courtesy, and without harassment.	Proper use of resources	A Club member must use the Club’s resources in a proper manner.
Lawful compliance	A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.	Undue advantage	A Club member must not make improper use of: – inside information, or – the member’s duties, status, power or authority, in order to gain, or seek to gain, a benefit or advantage for the member or for any other person.
Directive compliance	A Club member must comply with any lawful and reasonable direction given by someone in the Club’s organisation who has authority to give the direction.	Behaviour – general	A Club member must, at all times, behave in a way that upholds the Club’s values, integrity and good reputation.



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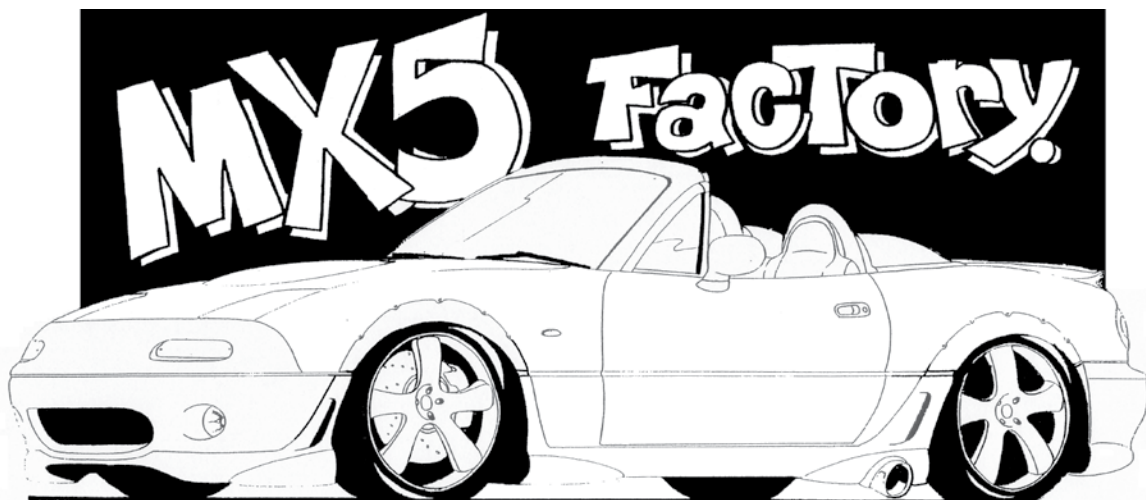
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